



THE PHILADELPHIA DISPATCHER

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



February 2013 Volume 20, Number 1

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

TWO GREAT UPCOMING MEETS

**MARCH 9th - QUAKERTOWN STATION
COOPERSBURG CLUB FEATURED
BEN BERNHART TO PRESENT**

We are pleased to announce the details of our annual March division meeting, which will be held in the historic railroad station located in Quakertown, PA.

Recently renovated, the facility is steeped in Reading Railroad history and is an ideal venue for the meeting. The meeting will commence at 9AM. Directions are located on page 7 of this issue.

After a brief division business meeting, David Long will do a presentation on the Coopersburg Area Society of Model Engineers club layout, which will be a featured layout tour later in the day. Dave is also the owner of the Quakertown Hobby Shop, which will be open from 10am on, and is only 50 yards away.

A second presentation by Donald Fenstermacher features the Quakertown Station and its renovation as a historic location.

Well-known railroad author and publisher Ben Bernhart will be the main speaker for the morning. His topic will be Reading Operations in Port Richmond, Philadelphia.

Vendors representing Train Control Systems and Bethlehem Car Works will be present with displays and merchandise for sale. Train Control Systems will have their new sound decoders there as well.

The afternoon will commence with a visit to the Coopersburg Club to inspect the progress on their expansive layout. There will be opportunities to run on the layout, as well.

There will also be two fine, private layouts open for inspection.

Chris Boscoe's N scale railroad featuring the CSX Sandpatch grade is located in nearby Kintnersville and will be open from 1 to 5pm.

Bob Stetser models the Penn Central in HO scale. He is located north of Coopersburg and will have his operations-oriented layout open from 2 to 4, as well.

Maps will be passed out at the meet.

**MAY 11th – JOINT ECSFM MEET
DELAWARE VALLEY COLLEGE
ANDY SPERANDEO TO PRESENT**

Once again, the May division meet will be held in conjunction with the East Coast Santa Fe Modelers on at Delaware Valley College in Doylestown, PA. The date has been set for May 11th. Activities and presentations will commence the night before for those who can attend both days. There will also be an ops session on Don Borden's Santa Fe layout on Sunday.

Medical issues prevented Andy Sperandeo from presenting last year, but he is now doing well and is looking forward to joining us this Spring.

Several vendors, including Scenic Express will be present and are offering attractive discounts to attendees. It is best to order these items in advance.

This event charges a registration fee to all attendees and this year NMRA members from other divisions will be invited. As in the past, our division will pay the entry fee for Philadelphia division members in good standing only.

Pre-registration will once again be available through Pat McTeigue, but those deciding to come last minute can still register at the door if space permits. Once pre-registered the division is obligated to pay for your admission, so please make every effort to attend.

More information on this meet appears elsewhere in this issue.



Figure 2 - The Quakertown Station

From the Editor



I am writing this in mid-February and am looking at my basement relative humidity meter!

Since the start of 2013, humidity readings have dropped below 30% in the railroad room and the wood below my layout is “on the move.” I call it the mid-winter “shrinkage blues.”

As the humidity drops roadbed can shrink, track joints can buckle, flex track can go “wiggly,” electrical gaps can close, and liftout sections working perfectly in December are now monsters! Some winters are worse than others depending on how cold and long the dry spells last.

So after fighting to keep the moisture out for most of the year, the reverse (keeping some moisture in) during the dry spells becomes necessary.

A whole house humidifier helps, but predominantly takes care of the upper floors rather than the basement areas.

As a result, I have been (once again) making the necessary repairs by relaying buckled track joints and wiggles, and refitting the liftouts. I would much rather be expanding my scenery!

I have been experimenting with some long term fixes including painting and sealing the exposed benchwork surfaces, sealing and weatherproofing the basement windows and utility openings, adding “basement only” humidity sources, and making rail gaps over liftout sections adjustable.

I’ll be reporting back on the success or failures of these fixes in future issues of *The Dispatcher*.

I’d love to hear from other division members who have additional experience with similar problems. See you in Quakertown... Earl

From the Superintendent



We are seeing more and more ready-to-run cars being offered and fewer and fewer kit cars.

Even your division’s last 2 car offerings have been ready-to-run. Granted, there are lots of great resin kits out there to get those rare signature pieces that you just can’t find in the mass market, but shake-the-box kits seem to be slowly going by the wayside.

I think this has to do with a couple of trends in modeling and in our lifestyles in general. We have less time to devote to our hobby than ever before. Corporate “right sizing” only means we do the work of two or more people and need to sacrifice the hours to get it all done. It’s a “be glad you have a job” economy. In modeling, the trend is toward operation which means fleets of rolling stock and the time to individually spend on each piece is spread thin. This becomes more challenging for N-scalers.

But we’re modelers. If they don’t make it, we’re supposed to build it ourselves. So in our time-constrained, good-enough modeling world, there are times when we need to come up with something on our own. So get out the paint and decals and create that fleet of cars by modifying those ready-to-runs.



I have a great example from the Reading N-scale world. If you wanted to model the Reading prior

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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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to the early 60s, your only ready-to-run choice for a caboose was a hard-to-find Life-Like Reading NE caboose with the ubiquitous road number of 92835.

Then along comes Bachman with an even better model and they do the Reading NE caboose in...Yellow and Green!! What were they thinking? But wait, they have an undecorated red one. Too bad it has a red roof. Well bring out the airbrush and Microscale decals, we're going to model ready-to-run cars. Mask off the roof, mix 5 parts roof brown with 1 part reefer yellow and 1 part caboose red and you have

a very close Reading caboose roof brown. Next, find the closest class number to fit the Bachman, find a number combination for that class and apply the decals. Apply Dullcote and weathering powders and you have a unique model. I just did 3 cars.

Just watch. Next week Bachmann will announce them in the original Reading red scheme. I'll just have to buy them.

Happy Railroading ... John

Why I Joined the NMRA ...by Howard Kaplan

As far back as I can remember I loved trains, both model and real. I remember looking forward to visits to the Franklin Institute to see their elaborate HO layout. Around 1971 in high school my father gave me an AHM N-scale train set and that became the starting point of a 4' x 5' layout I continued to built through my teens. I used to pore through current and back issues of Model Railroader and one message was repeated over and over: Join the NMRA.

Fast forward to 1980 after college and I was out on my own in Washington, DC, knowing no one. It was at that time I decided to join the NMRA. It was the first organization to which I had ever belonged. I knew nothing of local regions or divisions, and there was no NMRA library or much of anything, for that matter. All I knew was that I felt obligated as a serious modeler to become part of the community of others who had the same passion as I did. And I could still be

free to model in N scale. No doubt many people still join for those reasons alone. In 1981 I moved back to my hometown of Philadelphia, but still found myself a lone wolf in the model railroading hobby.

Fast forward again to 1993 and the NMRA convention in Valley Forge. It was there I learned about the existence of the Philadelphia Division. I began attending meetings and before long I wasn't a lone wolf anymore. Most of the members at that time were much older than I, but I didn't care; they were a great bunch of guys. Since that time the NMRA has accumulated a wealth of research material which is currently being digitized for online access by members. They have also been the driving force regarding standards in the hobby, most notably in DCC. And the Philadelphia Division today is very much alive and moving ahead with new ideas and vision. Knowing all that, if I had just discovered the NMRA today, there's no doubt I would join in a heartbeat.

C&P Junction Convention in Rockville: One Difference

The coming C&P Junction Convention in Rockville, Maryland, will feature all those elements you expect: clinics by nationally-recognized clinicians, layout tours of prominent modelers, a bursting white elephant room, operations call-boards for every level, a lively contest room, a banquet and live auction. But one big difference will be Rockville--Washington and Baltimore-area destination cities. This is one convention where, over the long Columbus Day weekend, you and your spouse, if you wish, can use the long weekend to enjoy the Washington and Baltimore area: the Air and Space Museum, the International Spy Museum, the Newseum, the Baltimore Inner Harbor, Aquarium and other attractions. C & P Junction, Crowne Plaza Hotel (www.cprockville.com) with a free shuttle to the Metro and other points. Visit our website: Google C & P Junction-Comcast.net or <http://home.comcast.net/~CandP2013/>. For questions, email CandP2013@comcast.net.

Marshall Abrams, Potomac Division, Co-chairman; Kurt Thompson, Chesapeake Division, Co-chairman

**ADDITIONAL PAGES OF PHOTOS AND INFO ARE LOCATED IN THE ON-LINE EDITION
(MAKE SURE THE CLERK HAS YOUR CURRENT EMAIL ADDRESS)**

Announcing our 21th Annual Spring

East Coast Santa Fe Modelers Meet

May 10, 11, & 12, 2013 in Doylestown, PA

Student Center of Delaware Valley College

700 Butler Avenue, Doylestown, PA 18901

<http://www.delval.edu>

NMRA MEMBERS:

This is additional information on our May, 2013 joint meet mentioned on page one of this issue. The Division will pay the entry fee to this meet for Philly Division members in good standing.

More information can be found on page 1 of this issue.

You can find all of the Meet information and much more by visiting us on the web at:

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

Our 2013 Spring event continues to expand on our tradition of excellence. First, we have one of the most well known Santa Fe researchers, modelers and authors as our guest speaker. We also have an expert in Digitrax systems and QSI Sound Decoders as well other well known and experienced modelers and manufacturers to provide quality presentations. One of our special presentations will be the announcement of a brand new, revolutionary sound decoder from a new manufacturer.

[Andy Sperandio](#) (we missed Andy last year due to an illness but are very pleased that he is willing to come this year and do his fabulous presentations) *returns* to the East Coast Santa Fe Modelers to share his knowledge and experience on general railroading areas as well as specific Santa Fe topics.

[Norm Stenzel from Tonys Train Exchange](#) is visiting with us again this year will be sharing his knowledge and experience with Digitrax systems and the newest technologies of the QSI Titan sound decoders.

[Jeff Adam from Motrak Models](#) will be visiting with us this year to introduce his new Kit of the Santa Fe Systems Standards Multi Room Bunkhouse. Jeff will also make his carloads and structure kits available to anyone who is interested.

[John Forsythe from TCS Decoders](#) will be joining us this year and will be introducing his new SOUND DECODERS. We heard this for the first time at the Amherst Train show the end of January and we were literally “blown” away with the quality of the sounds. This is something that you will not want to miss!

[Jim Elster from Scenic Express](#) will be joining us this year to introduce his line of scenic materials to our attendees, including some new scenic southwest products.

This year we are adding a Sunday event: an operating session on Don Borden’s Cajon Pass Layout.

We are also returning to one of our earlier clinic formats with simultaneous round table clinic presentations during the event. Some of the clinic titles will be:

- TCS Decoders new “Keep-Alive” units
- Motrak Models new Santa Fe Multi-Room Bunkhouse kit modifications
- Digitrax systems clinic on the “LNRP” units, its function and purpose
- Sound decoders; what is the difference?
- A special presentation of the QSI Titan stereo sound decoder
- Bill Van der Meer on Diamond Scale Turntable drive alternatives
- More to come--- (*Let us know if you would like to do a clinic*)

Intermountain, during their visit to our 2011 meet, brought a number of their cars which we were able to purchase at cost. We still have a number of these left from last year and Intermountain has agreed to let us trade these for other cars from the list below.

We are putting this list out to you to allow you to order cars that you want which we will have for you at the meet.

This will be a pre-order and you'll be committing to purchase the car(s). We are trading in a limited number of cars, so we will take your requests on a first come first served basis. These cars will cost about 60% of list price plus your donation to ECSFM. You can see list prices for these cars at: <http://www.ircmodelersclub.com/hoscale.htm> and links from that page. Please email me indicating the car model number, description, and quantity you want.

Mike Davis

ECSFM, Treasurer

mjdavis55@gmail.com

We all are constantly reminded about the “graying” of the hobby. Dire predictions of the slow demise of the hobby as the baby boom generation passes on are commonplace. How true this is remains to be seen, but there is hope here in the Philadelphia Division. This spotlighted member is the exception to the trend!

It was my pleasure to interview member John Wallace for this article this late last summer. John was soon to depart for his fourth year majoring in architecture at Rensselaer Polytechnic Institute (RPI) in Troy, NY. As part of RPI’s campus wide “student life” program, students are encouraged to join a variety of clubs, sports and similar social activities that includes the “Model Railroad Club.” Yes, John is 21 years of age, an active model railroader and a resident (when home) of our division.

Of course, the Model Railroad Club involves the school’s legendary layout, the New England, Berkshire and Western or the NEB&W, model railroad that we all have read about for years. John is working with oft-published modelers (such as John Nehrich, or more recently Bill Gill) on a regular basis. The layout still remains in its original location in the basement of a campus dormitory.

This year, John is serving as co-president of the RPI club and has already fulfilled several of his goals for the club. He was instrumental in opening the club layout for a meeting of the Hudson Berkshire Division of the NMRA. The club’s relationship with the NMRA has not been recently active until John (and his co-president, Ed Lau) reinitiated that contact.

John was also involved in the submission of photos from the RPI club to *Model Railroader* magazine, which were published along with his photograph during the past year. John indicated that although the RPI club counts members from the region, local community, as well as RPI alumni among its membership, it remains a student run club/organization that receives funding as a student activity from the school. Like many clubs, anyone can join their web social media by searching: “NEB&W/Rensselaer Model Railroad Society.” The collection of material has been a source for much prototypical modeling.

John indicated that the RPI layout was being rebuilt and updated, but remains true to its original plan and fidelity to the published history or rather, “the story of the NEB&W prototype.” In fact the present version continues a plan that is more than 40 years old in the making: Modeling early October 1952, in the region of

upstate NY and VT between Troy and Lake Champlain. The layout involves not only the NEB&W, but the NYC, B&M and the Rutland RR. The NEB&W has attributes of all those railroads – an important aspect to anyone trying to base their free-lanced layout on a prototype. The club holds regular operating sessions twice a year that involves club members; student and alumnae as well as visitors alike.

John has grown up around modeling railroading (his father Mark, is our division clerk) but has not as yet done any layout building of his own. His family heritage is tied to the Western Maryland, but unlike his Dad, he enjoys a “proto-free-lanced” approach the NEB&W affords. The club gives John a chance to hone his model building skills with respect to structures that involves not only researching the history of a building circa 1952, but accurately representing its architectural form, color and materials in model form. While much of downtown Troy, places like Cohoes, Port Henry and other towns are represented on the layout, whenever part of the model starts to show its age or new information becomes available, the Club usually decides to rebuild those buildings to represent the more historically accurate prototype.

One of his recent accomplishments was the completion of the steel mill section of the layout that had been started decades earlier by a member who is now deceased. The mill can be lifted out as a stand-alone switching layout or diorama that accurately portrays the various aspects of manufacturing steel. A photo with the mill in the background was featured in a recent issue of *Railroad Model Craftsman*.

John enjoys all aspects of model railroading, but is especially adept at scenic design and installation, a skill which ties in nicely with his future career as an architect. When home John often jumps into the camaraderie of several of the round robin groups in our area and contributes positively to whatever task is at hand.

John plans to graduate RPI’s 5-year architecture program and obtain his professional license. He is unsure of his plans after graduation but no doubt will remain an active model railroader into the future.

Editor’s Note:

The Dispatcher constantly seeks to highlight the contributions of its members to the hobby and call attention to those who go above and beyond.

Over the last several years, our friends in the New Jersey Division directly across the Delaware River have been hosts for a joint January Meet. This past January 12th morning with good weather we traveled again to the meet's location at Haddon Township High School.

After opening remarks from Superintendent Bob Clegg of the NJ Division and our Superintendent John Siebert, we enjoyed the first clinic given by the Division's former superintendent, Greg Shindledecker.

Greg's clinic on utilizing aluminum sheeting for a layout backdrop featured his developing Western Maryland Rwy themed layout. Greg has been steadily building his layout based in the wilds of West Virginia ever since his RPM presentation back in 2008. He is presently constructing his track on the completed benchwork. With mountainous skylines as a feature of his backdrop to enhance the appearance as trains struggle up and down the Blackwater Canyon, Greg has been studying various methods of building a continuous screen that meanders along with his railroad while softening the breaks normally associated with sectional backdrops. Instead of using a gypsum board or hardboard material as a backdrop, he installed a continuous guiding track above the bench work framing and with the help of spouse (and Division member) Angel, rolled out aluminum coiled sheeting, and made an easy attachment to the frame using various fasteners. Seams at the sheet joints were finished with spackle compound. The metal takes paint very well. Greg had previously written an article that appeared on page 5 of the October, 2011 edition of the *Dispatcher*, which can be viewed at <http://www.phillynmra.org/Newsletters.html>. Greg fielded many interesting questions and comments from the group.

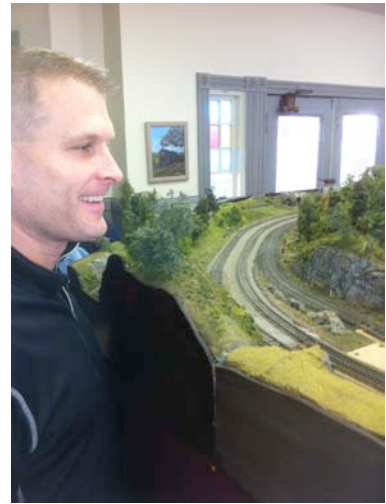


Figure 1 - Brian Good enjoys an open house layout in Haddonfield, NJ

Between the clinics there was opportunity to meet and greet acquaintances. There were many tables for vendors and members with slightly used equipment and other rail-themed items for sale. Kevin Feeney shared with the group his model of a passenger station based on a prototype found in Korea that he encountered while on a recent trip abroad.

The second feature of the morning was Ramon Rhodes's clinic on the Santa Fe between Chicago and Joliet, Illinois. This clinic was a shortened version of the two-part presentation he gave at our joint meet last May with the East Coast Santa Fe Modelers. Ramon's clinic featured a mile-by-mile study of the various station, yard, car facilities, junctions, bridges, towers, and infrastructure that made up an incredibly busy section of railroad that included extensive, long distance passenger service. Photos of Santa Fe various trains came from Ramon's collection extending back to the 1960s. Ramon also clarified and contrasted the image of the Santa Fe as a "southwestern railroad" with the gritty reality of midwest, flat prairie, windy Chicago.

The closing portion of the meet included the award of Achievement Certificates as well as the award of door prizes and raffle.

Saturday afternoon there were opportunities to visit several different model railroads that were hosted by various members of the NJ Division throughout the South Jersey area. Special thanks to the NJ Division's Superintendent, Bob Clegg, and all our friends at the NJ Division for inviting us and hosting the meet.

Our next meet will be taking place on March 9th at the building that was the former (and currently restored) Quakertown Train Station. The station was a stop along the former Reading route that once ran between Bethlehem and Lansdale. Speakers and clinicians include David Long and Ben Bernhart with possible additional speakers to be announced, as well as vendor tables. Members are encouraged to bring items for sale or swap. We will also be raffling our used, but trusty division laptop personal computer loaded with Windows, JMRI, and some other useful software. The featured layout will be at the nearby Coopersburg Model Railroad Club with other layouts to be announced. Along with the above activities, we will also have our division shirts and our Kadee Reading hoppers for sale, as well. Please mark the date on your calendars, personal or otherwise. And with hopes for good weather, this should be an exciting meet. We'll see you there!

LOCATED IN THE ONLINE SECTION - "AROUND THE DIVISION" COVERAGE AND PHOTOS

MARCH MEET DIRECTIONS ...

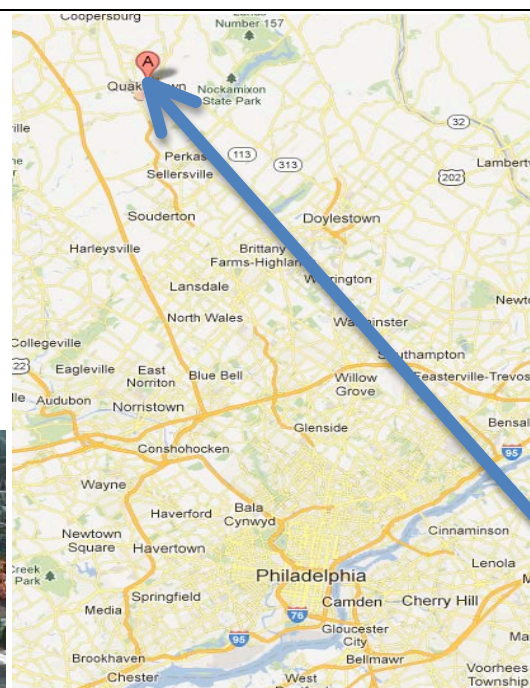
Via the Turnpike - Take the northeast extension to the Quakertown exit. At the traffic light just past the toll turn left... that's route 663. Follow that to Quakertown.

When 663 crosses over route 309 the road is then called route 313 (Broad St.). Continue East on route 313 (Broad St) approximately 1 mile to the train tracks. The station will be on the right before you cross the tracks.

Persons taking route 309 north - follow 309 North into Quakertown. At route 313 (McDonalds & Wendy's), turn right.

Follow route 313 (Broad St.) East approximately 1 mile to the train tracks. The station will be on the right before you cross the tracks.

Use - 15 Front St. Quakertown Pa 18951 - for GPS.



DIVISION NOMINATING COMMITTEE NEWS

The Philadelphia Division Executive Board has formed a nominating committee consisting of the 3 board members who are not up for re-election this year. The committee is charged with presenting a slate of candidates for the four open seats available this year.

Serving on the board requires attendance at executive board meetings held approximately 1 month before each meet. No experience is necessary!

Bios of the candidates are run in the April issue of *The Dispatcher*, which will also contain the official ballot. Mailed in ballots are combined with in person voting at the May joint meet in Doylestown to select the three members.

Four officers are elected from among the seven board seats in June of each year leaving three of the board members to serve at large. New blood is always healthy in any organization and any member interested in running for a seat is encouraged to contact one of the nominating committee members. They are Mark Wallace, Joe Bergmaier and Pat McTeigue. Their individual contact info is listed in the masthead of this issue on page 2.

Any member of the exec board will be happy to answer any questions you might have if you are considering running for office. This is an excellent opportunity to serve the hobby on the local level and promote model railroading in the Philadelphia Division.

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.

March 9, 2013 – Division Meet Quakertown Train Station Quakertown, PA	May 10 - 11, 2013 – Division Meet Joint meet with the East Coast Sante Fe Modelers – Del-Val College Doylestown, PA	March 22-23, 2013 RPM East Meet Greenberg, Pa RPM-EAST- The 2013 Rail#52021C
July 14 – 20, 2013 – Nat'l Convention PEACHTREE EXPRESS Atlanta, Georgia	September 14, 2013 – Division Meet Phoenixville Train Station (tentative) Route 29, Phoenixville, PA	Oct 10 – 12, 2013 MER Convention Rockville, Maryland

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

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Inside:

January Meet Report

March Meet Info

Joint Santa Fe Meet Info

Member Highlights

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

Presidents and Supers:

Welcome to the **last edition** of the NMRA InfoNet News under my watch.

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!

- The **tour the new, highly restricted Chinese High Speed Rail factory and facilities** which Hasea.com, our NMRA counterpart in China, was going to schedule for the NMRA representatives has been temporarily cancelled, with the hopes of rescheduling later in the year.
- The **Winter Board of Directors Meeting** has a jam-packed agenda, including discussions about the *eBulletin*, an electronic newsletter meant to supplement *NMRA Magazine*. Also, because membership dropped from 19,500 to 18,800 in one year, the Board will be discussing ways to attract new members. A task force which has studied the challenges of attracting Generation X, Generation Y, and Millennials will be making a report at the meeting.
- The Board is reviewing **bids for upcoming conventions**. Indianapolis has thrown its hat in the ring for the 2016 convention, and Sydney, Australia, and Orlando, FL, may be vying for the 2017 convention. Nothing has been decided yet on either convention.
- **The NMRA continues to receive donations for “The Magic of Scale Model Railroading” Exhibit** at the California State Railroad Museum. While we haven’t yet hit our goal of \$250,000, we’re getting closer every day to hitting the mark which will trigger a matching donation from an anonymous donor. If you, your Division or Region, have any questions about the exhibit, please contact Howell Day Museum Committee Chairman Allen Pollock at 573-619-8532. You can contribute via the web by visiting www.nmra.org and clicking on the donation link near the top of the homepage.
- As I mentioned last month, I’ve turned in my **resignation as Communications Director**, as of the Winter Board meeting next month. It’s been a fun run and I’ve enjoyed it. I don’t exactly know what the fate of these InfoNet News eblasts will be beyond this issue – that will be up to my successor. So if you or anyone you know would like to apply for the position, please contact President Charlie Getz at charliegetz@yahoo.com.

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.

I'd like to say a special “thanks” to my friend and volunteer Chuck Diljak for diligently maintaining our Presidents and Supers email database for the past four years. He did a magnificent job in the thankless task of data mining behind the scenes when these eblasts would bounce. Thanks, Chuck!

Once again, thank you to all who've emailed me voicing your thanks and support throughout these past 4+ years and 56 editions of the InfoNet News. I truly appreciate it!

-Gerry Leone, MMR Almost-former NMRA Communications Director

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

08272012-2

MEMBERS PROGRESS ON THEIR LAYOUTS

Greg Shindledecker Makes Progress on his Western Maryland Layout



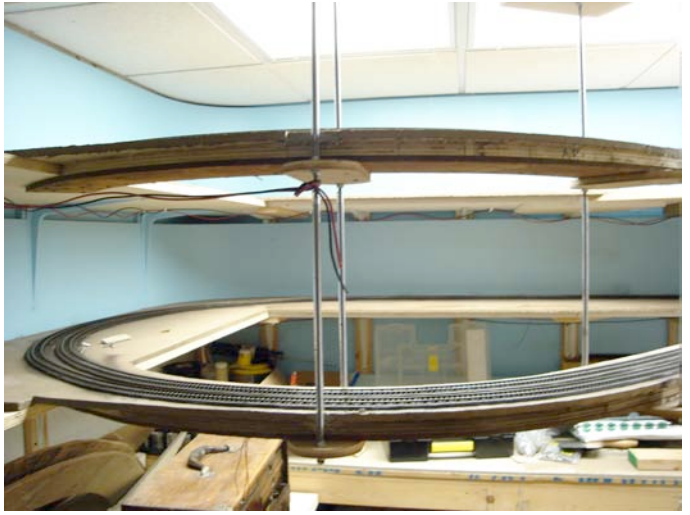
AROUND THE DIVISION

The Dispatcher is seeking photos of happenings and layouts from throughout the division. Help us feature the ongoing work of our members. We are especially interested in previously unknown layouts under construction. Send your photos to:

earlpaine@verizon.net

MEMBERS PROGRESS ON THEIR LAYOUTS

Joe Bergmaier adds levels and a helix



OPEN HOUSE LAYOUTS AT THE JANUARY MEET

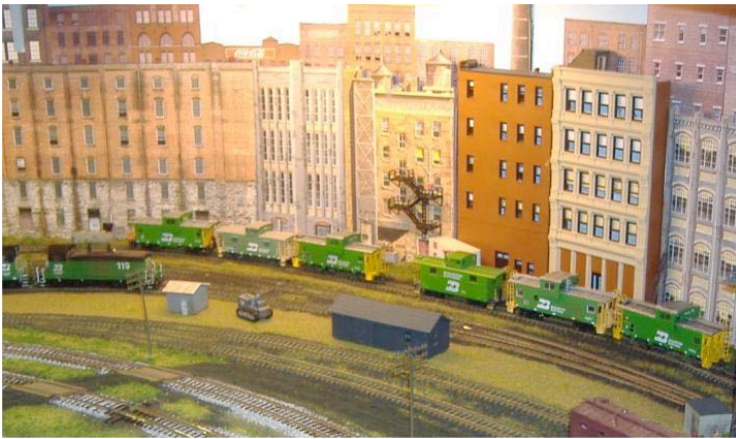


Figure 1 - Bob Price's layout



Figure 2 - Bill Rose's layout



Figure 3 - Bill Rose's layout



Figure 2 - Arnold Kimmons layout



Figure 5 - Bob Price's layout



Figure 6 - Arnold Kimmon's layout

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 MMR headquarters in Chattanooga, TN.

More layouts from the January open houses

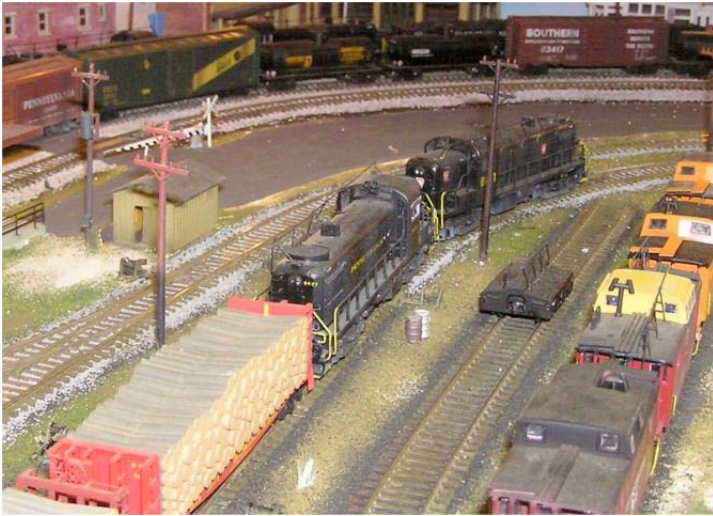


Figure 1 - Chris Conaway's layout



Figure 2 - Dick Perry's layout



Figure 3 - Chris Conaway's layout



Figure 4 - Dick Perry's layout



Figure 5 - Dr. Charles Patti's layout



Figure 6 - Dr. Charles Patti's layout

Open House photos from January Meet are courtesy of Howard Kaplan

MORE LAYOUTS FROM THE JANUARY MEET OPEN HOUSES



Figure 1 - Mert Gardner's layout



Figure 2 -Mert Gardner's layout



Figure 3 - Tom Brown's layout

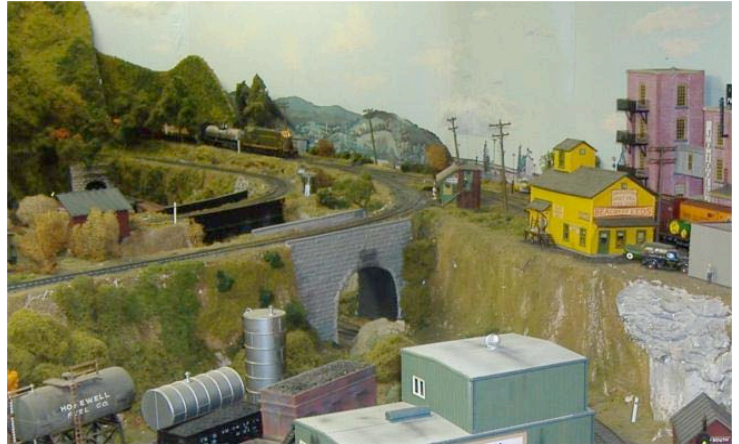


Figure 4 - Tom Brown's layout



Figure 5 - John and Joe at Haddonfield club



Figure 6 - who said plumbing, was a problem?

MEMBERS PROGRESS ON THEIR LAYOUTS

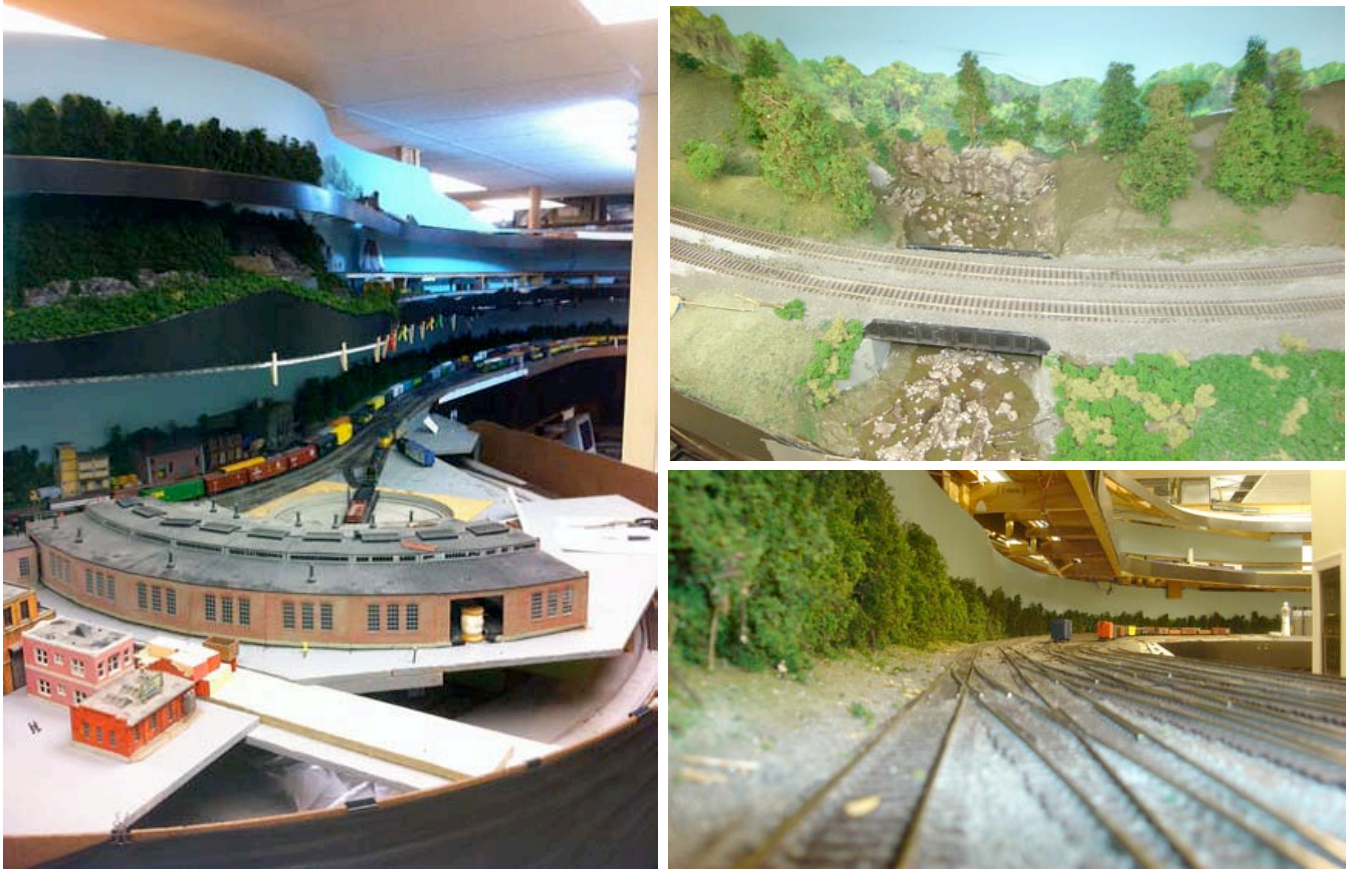


Figure 1 – Earl Paine’s layout is sprouting more scenery. Earl should be purchasing stock in Scenic Express



Figure 1 - Dr. Bill Erskine makes scenery progress

For The Family



**The Rock and Roll
Hall of Fame & Museum**



**The Great Lakes
Science Center**

Other Area Attractions

- Cleveland MetroParks Zoo & Rain Forest
- Cleveland Museum of Natural History
- Cedar Point Amusement Park
- Cleveland Museum of Art
- Fine Restaurants

Cleveland Railroad History

Cleveland is located on the south shore of Lake Erie. Home to the Cleveland Indians (baseball), Browns (football), and Cavaliers (basketball), Cleveland is also home to attractions such as The Rock and Roll Hall of Fame and Museum, The Great Lakes Science Center, The Cleveland Museum of Art, The Cleveland Museum of Natural History and many others. Cleveland is also the birthplace of Superman.

Cleveland has a long, rich railroad history. Cleveland was the original home to the Electro-motive Engineering Company and the Winton Engine Company. The Van Sweringen brothers, owners of the NKP, C&O, and Erie railroads, built Cleveland Terminal Tower in 1923 as a combination "union station" and office building. Cleveland is located along the East-West mainlines of CSX and NS providing numerous railfanning hotspots.

Getting to Cleveland is easy. Cleveland is located on I-71, I-77, I-80 and I-90 for those planning to drive here. Cleveland is home to Hopkins International Airport (CLE) which is a United/Continental hub and is served by Southwest Airlines and most other major carriers. Amtrak services Cleveland with two trains daily in each direction.



Division 4
The North Coast
Division



Division 5
The Western
Reserve
Division



Division 1
The Akron-
Canton-
Youngstown
Division



**The 2014 NMRA
National Convention**

**Website: www.2014cleveland.org
E-mail: 2014cleveland@neo.rr.com**



**THE 2014 NMRA
NATIONAL
CONVENTION
CLEVELAND, OH
JULY 13 - 20, 2014**

www.2014cleveland.org

CALL FOR CLINICIANS CLEVELAND NATIONAL 2014



July 13-20, 2014

Clinic Title/Topic

Clinic Description

**Equipment you will
need**

Name

City, State

NMRA Region/Division

Email address

Phone (optional)

**Presentation day/time preference(s) (as full schedule including tours develops, changes
and accommodations can be negotiated)**

Email to: Dave Neff, Clinic Chairman: theneffers@sbcglobal.net



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>