



THE PHILADELPHIA DISPATCHER

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



December, 2013

www.phillynmra.org

Volume 20, No. 6

Joint January Meet in New Jersey

As has become our tradition, we will be joining the New Jersey Division for our January meet at the Haddon Township High School in Westmont, NJ on Saturday the 18th. Doors open at 8:30am with the program beginning at 9:00. See page 7 for directions.

Our own Mike Rabbitt will give an encore presentation of his outstanding clinic on steel mill, open-hearth rail operations, and will have his beautifully detailed models on display.

Next, Ramon Rhodes returns to present a new clinic titled, "Tuscaloosa, Alabama in the 1960s." Those of you who attended last year's January meet will remember his excellent presentation on "Santa Fe Operations in the Chicago Area." Ramon spent his summers as a youth with his grandparents in Tuscaloosa. Their house was adjacent to two mainlines, the Southern Railroad and the Gulf, Mobile and Ohio. He spent many hours over those years observing lots of train movements. He will describe the trains, the motive power and rolling stock, the routes, and other details of railroad operations in the area during the 1960s along with accompanying photos.

Passengers on today's Amtrak Crescent between New York and Philadelphia south to New Orleans pass through Tuscaloosa on what is now Norfolk Southern track. Ramon states that his experiences at his grandparents' home those summers lead to his lifelong interest in prototype trains and model railroading.

The January meet typically features both Friday night and Saturday afternoon layout tours. See the NJ Division's Clinkers for details on the Friday night tours. (www.njdivnmra.org).

Division Website Upgrade

The division board has appointed a committee headed by former superintendent Greg Shindlecker to take on the task of updating the website. Greg and his team have been brainstorming and have hammered out a framework for the new site which will be published in the February edition of *The Dispatcher*. Stay tuned.

A WARM WELCOME to our newest member, Dan Lindrooth. Hope to see you at our upcoming events!

RPM-Valley Forge Meet

All preparations are proceeding smoothly for the upcoming Railroad Prototype Modelers-Valley Forge Meet coming up on March 28-30 at the Desmond Hotel in Malvern, PA. This event has gained an outstanding reputation as one of the premier RPMs in the country and this year's is expected to be no different.

On page 6 and 7 of this issue you'll find the most current list of clinics to be presented at the meet.

The latest developments can be found online at www.phillynmra.org/RPMMeet from which all necessary registration materials can be downloaded. Or contact Paul Backenstose at (610) 269-2763 or prrpaul@aol.com. Look for complete coverage in the next issue of *The Dispatcher*.

Dispatcher Subscription Changes

The inevitable has happened to *The Dispatcher*. The cost of professional printing and postage has slowly increased to the point that the division board has found it necessary to raise subscription rates for the printed, mailed version.

Note that the cost of the electronic version has not changed. It remains free to all who can access the division website. The vast majority of members are now taking advantage of the electronic version. The board, however, still recognizes the need for the printed version for those who choose to take advantage of it.

The new printed rates have risen to \$10.00 yearly, which includes five issues. Single copies will be priced at \$2.00 per issue. The new rates will take effect in January of 2014 or whenever your current subscription cycle ends. This new pricing structure adds the flexibility of enabling subscribers to extend/renew their subscriptions by purchasing as many or as few issues as desired. Just as a reminder, as before, if your address label is highlighted please renew promptly to avoid missing any issues.

Please don't hesitate to contact our clerk, Mark Wallace, our treasurer, Howard Kaplan, or the editor with any questions concerning your subscription.



From the Editor...

I have long been interested in the psychological aspects of layout progress. What causes the extended periods of inactivity or dormancy in layout progress that I so often hear about from local modelers? Why do many of us attempt multiple projects at the same time without completion of one before another is started? What changes or stimuli get us "back on track" (no pun intended)...

These are very personal issues for most of us, and the solutions vary widely, but we can all learn from each other by sharing our experiences. I'd like to investigate some of these in upcoming issues of *The Dispatcher*.

As editor, I'll volunteer to go first! For me it was clutter and organization. I got bogged down with all of the "stuff" that I was surrounded with in the railroad area. Multiple tools left out, multiple projects lying fallow, tons of wood stored for future expansion, exposed under-layout storage of everything and anything, cars and locos that no longer fit the theme of the layout, wiring not hidden...the list goes on.

My justification was that this was all "stuff" that I might need for future additions to the layout. The word "might" in the above sentence was key in my situation.

Psychologists and organizational experts recommend that we periodically take a hard look at our surroundings with the intent to make difficult decisions about what we really will never need or use. This "clutter" often goes unnoticed and can silently take a psychological toll on perceived (layout) progress.

It was time for me to take action! The "purge" commenced on December 1st and continues as you read this. The resulting motivation has been amazing! More next issue. ☺

Regards, Earl



From the Super...

The holidays are upon us—a time to relax and share time with family and friends. It's also a time for football, presents, Santa, and New Year's resolutions. And it's also a good time for playing with trains and introducing the younger crowd to a fascinating and lifetime hobby.

I have 6 grandkids, and they are all interested in trains. One mention of Strasburg and they are all ready to go! I first got them a Bachmann G-scale set for the oldest grandson's first Christmas. He sat in the middle of the circle for hours, fascinated by the train and the sound.

A few years later we started him on Thomas the Tank Engine sets. He played with them every time he visited.

He built them on the floor, and amazed me with all the different configurations he came up with for his layouts! What a great learning experience for him. He is 12 years old now and has built his own Lego layout with his father's help. I think we will see him at division meetings soon.

The other grandkids are also interested in trains. They are all artists and I'm always getting drawings with trains. We still have the Thomas trains at the house for them to play with, and I just got the boys their own Thomas sets for their house.

You may think that I'm doing this because I'm a wonderful Pop-Pop, but the truth is that I have ulterior motives. I have a lot of trains (and I do mean a lot of trains), and I want to share them with the family. But I'm getting older and someday my wife will be left with this pile of "toys." So what better way to pass on your passion than to have your kids and grandkids have something precious that they shared with you?

Give a train set to someone you love for Christmas or Hanukkah, and you will have a "train buddy" for life!

Happy Holidays, Joe

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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
Joe Bergmaier 610-269-8558
531 Fillman Road
Downingtown, PA 19335
jober922@gmail.com

Assistant Superintendent
Charles Butsch 610-446-2375
227 Mill Road
Havertown, PA 19083
cabutsch@gmail.com

Clerk
Mark Wallace 610-454-9510
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

Directors at Large
Pat McTeigue - Layouts 215-441-8407
tonightowl1@comcast.net
John Seibert - Clinics 610-489-7780
johnhseibert@comcast.net
Rob Hinkle - Ops 610-279-2394
robhink@comcast.net

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

Committee Chairman
Brian Good 215-582-6983
578 Hawthorne Lane
Harleysville, PA 19438
b3good1@verizon.net

Mid-Eastern Region, NMRA
Bob Price - Business Manager
666 Princeton Ave. 856-854-8585
Collingswood, NJ 08108
MER-BusMgr@Comcast.net

The Philadelphia Division's celebration of National Model Railroad month began on November 2, 2013, with our now annual trek to the Brandywine Town Center on Naamans Rd, north of Wilmington, Delaware. The meet featured three outstanding clinics plus our regular Achievement Program and Operations tables, a model contest table, vendor tables, refreshments, and plenty of good fellowship. Superintendent Joe Bergmaier greeted the members and introduced the presenters.

The first clinic was presented by Tom Jacobs, creator and host of the Reading Modeler website, devoted to all things model and prototype pertaining to the Reading Company. (www.readingmodeler.com) Titled, "The Computer as a Modeling Tool," it was aimed at demonstrating all the ways that a computer can assist the modeler both with information and directly in the modeling process.



Superintendent Joe welcomes attendees

Tom first focused on prototype research, which has been completely revolutionized by the internet. Photographs of locomotives, rolling stock, structures, and rights of way, as well as other prototypical materials and documents can be found on websites of historical societies, museums, the Library of Congress, and enthusiast pages, not to mention commercial sites, such as ebay auctions. Websites such as PennPilot and Google Maps provide aerial views of the past and present, respectively, for right of way information and comparison. Message boards and forums covering virtually every aspect or interest in model and prototype railroading (the Reading Modeler, for example) enable one to interact with others who share the same interests, and often have links to or contain the same documents, photos, and software mentioned discussed here.

Then there's software, much of it free, designed to aid in the construction and operation of your layout to perform such tasks as layout design, paperwork creation (e.g. switchlists, time tables, car cards, and waybills) and even cataloging your collection.

With regard to layout control and operations, one particular free piece of software is worth noting: JMRI is an open-source program that allows one, using a special connection to his layout, to program all functions of

decoders through the computer (DecoderPro), and even create a virtual throttle using a smartphone. Using additional electronic components, one can then add full train detection and use PanelPro to design a custom, CTC-like panel on his screen complete with turnout control and signal indications.

For direct modeling applications, software can be used to design and print custom decals, or diagrams for laser cut structures. Most amazing is probably three-dimensional printing. Using free, Google Sketch-Up, one can design virtually any piece in 3D, rescale as desired, and submit online to a 3D printing company for production.

Incidentally, Tom has been kind enough to make his entire presentation available in PDF format which will be posted on the division website.

The next clinic was on judging for contests and NMRA Achievement Program certificates, and was presented by MER General Contest Chairman Martin Brechbiel. Martin traveled up from Virginia to meet with us and share his knowledge and wisdom, and to dispense valuable advice. He introduced how models are evaluated, including the seven categories and guidelines used. He showed some examples of rolling stock, a locomotive, and structures with illustrations of what quality construction looks like. Models are judged on a matrix that is used to gauge quality vs. complexity. There are five criteria, each with its own matrix and judged by its own team of three judges. Any model that receives 70% of available points receives a



Martin Brechbiel presents on judging

merit award. Of course, for a contest it's the model in each category with the highest point count that ends up the winner. There were some lively questions from various members and Martin answered them based on his extensive experience as a regional and national judge. Following his presentation, he introduced the NMRA's judging program and passed around a sign-up sheet for training at the next regional convention scheduled for October 2014 in Hagerstown, MD.

Next up was Mike Baker and his clinic titled, "Paints & Glues—Misconceptions & Bad Ideas." Mike owns TMB Custom Models in Newark, DE (in division territory), and offers the Nick & Nora Designs line of craftsman kits in different scales as well as various modeling supplies. Mike

is also an artist, builder, and custom painter of models for both his lines and those of other manufacturers. He began by reviewing the various categories of glues and then described the uses for which each was most appropriate.

He went on to discuss paints, first the components that comprise them, and then the various types presently on the market for use by model railroaders. He discussed the various alternatives to Testors discontinued Floquil line by that he has been trying and using successfully. One in



Rich Newmiller receives his award

particular is the new Tru-Color line, of which Mike is now one of only four distributors nationally. This is a solvent-based paint with an acrylic polymer that flows well through an airbrush and dries to a gloss finish for applying decals.

For this meet an "anything goes" model contest was held, and anything sure went, with several impressive entries on display for members to peruse and vote on during the breaks. After the clinics, the results were announced: a tie between Charles Butsch's beautifully detailed, yard crew, recreation car, converted from MOW


equipment, and Rick Cline's model of an operational HO scale semaphore signal. The winners will receive their award certificates at the May, 2014 meet.

It was a bit late in coming, but MMR Rich Newmiller was finally presented with his Achievement Program merit certificate for his exquisite model of the Hauck Lumber Company. Some members may remember seeing it on display at the Coatesville meet back in 2009. In addition, Rich was kind enough to man the AP table and display the track work module he used to earn his merit certificate in civil engineering.

Finally, it was gratifying to see so members and their guests and we thank them for coming. It is clear that some of the guests liked what they heard and saw because they signed up for the NMRA Railpass Program.

Typically division members will open and invite us to visit their layouts following each meet. However, each November, generous folks participate in the Model Railroad Open House event, organized by member Bruce Friedman. Maps and directions were provided to four layouts within driving distance from the meet.

A gracious thank you to the Brandywine Town Center and Library, member Earl Hackett (our "key" man), and to our presenters, Tom, Martin, and Mike.

On January 18, 2014, we'll join again with the New Jersey Division over at the Haddon Township High School for some great clinics, layouts, and a good time. Should be fun and we'll see you then! 

More meet and layout photos in the online section!

Noted Area Modeler Has Final Run

...by Pat McTeigue


On November 12th, the crew of the Sandy River & Rangeley Lakes (SRRL) Railroad Held their last operation session. After the industries were serviced for the last time and passengers took their last ride, the crews began collecting empties for forwarding to Phillips where equipment was sold at auction. Coincidentally, this also happened at the end of the prototype railroad's existence. They pushed the unsold equipment into a pit where they burned the cars and reclaimed the scrap metal.

Operations started back in 2010 as John Rogers neared the completion of the hand-laid track. Since that time, industrial sidings and structures, along with scenery, including many trees and waterways, were added to the railroad, which brought it to life. Over the years, the operations scheme was improved and the crew had become more familiar with the road. As the crews arrived for a shifts work, they were assigned an engine and a list of task for that shift. The task included which trains they were assigned to power and which industries they were to service. John was heard to say, "This is one railroad that I didn't want to take down."

John has a reputation of building a railroad, operating it for a short while and then becoming interested in designing a new railroad in a different gauge and tearing down the old road to build the new one. In the time that I have known John, this is the fifth large layout, in his third house, all hand laid track with many turnouts, except for the Maine Central, Mountain Division which was HO code 83. A lot of railroading enjoyment for many modelers that helped him builds the railroads and crews that operated the railroads over the years. Quite an accomplishment.

The railroad is being abandoned because John and his wife Debbie are moving to Montana in May of 2014 to be close to family. A new house with a large basement has been purchased to house the next railroad, The Wiscassett, Waterville and

John's new contact information will be:
John Rogers, 1240 Platinum St., Butte,
MT 59701, Cell: (215) 527- 5447,
email: drjj9@aol.com

Farmington in 5/8 N2 scale rather than the rebuild of the SRRL. John said, "The WW&F fits the basement better and gives me some new ideas to play with." The new railroad will be live steam. Again, the track will be hand laid. John is looking forward to running trains with no concern for wires under the layout. 

ADDITIONAL PHOTOS OF JOHN'S CREW & LAYOUT IN THE ONLINE SECTION





One of the things most of us find annoying is trains stopping on frogs and points as you try to run at realistically slow yard speeds. This is a problem both on DCC and DC (or AC if that makes you happy) layouts.

I have always liked making sure the frog has the correct polarity by providing direct feed to it through either contacts on a switch machine or through a DPDT switch on a panel. Lately I've become lazy and have resorted to the use of "Frog Juicers" from Tam Valley Depot (www.tamvalleydepot.com). These allow for correct polarization of the frog with an unnoticeable (micro-second) short circuit.

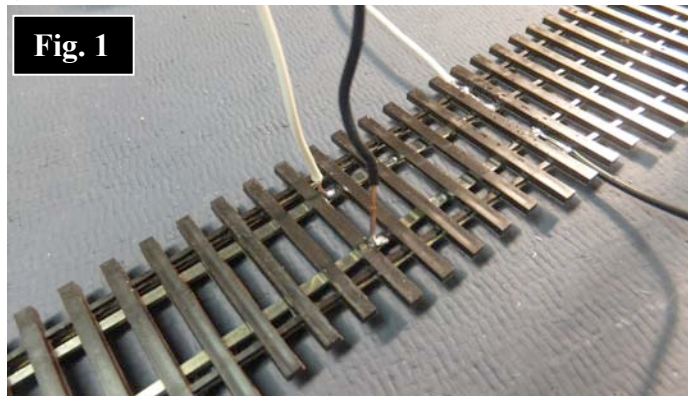


Fig. 1

Still there can remain a problem with the power getting to the train. Aside from dirty rail, the most common cause is poor connections. At the point, if we rely on the point contact to the stock rail and the "hinge" contact to the closure rail, we are just buying time 'til it fails.

Now we have "Keep Alive" from Train Control Systems (www.tcsdcc.com), a marvelous advancement allowing us to stop reading here and go run the trains.

In order to provide continuous track power to locomotives (and train lighting) going through turnouts I find that good old soldering solves the problem. Make sure each rail segment has its own feeder wire. I use 20

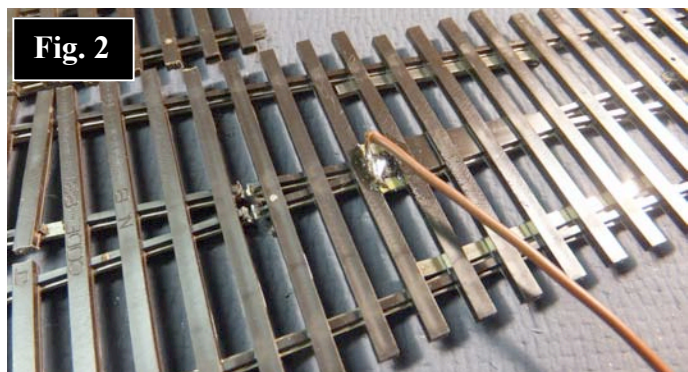


Fig. 2

gauge solid wire. If the wire to the point is attached near the hinge it will not have to move far enough to stress the solder connection. The stock rail and adjacent closure

rail can be jumped with one wire as shown in figure 1 (the wire pair to the right). The frog may be difficult. Some ready-made turnouts have nickel-silver frogs. These are easily soldered to as demonstrated in figure 2. Others, such as Micro Engineering have sintered bronze (brass) frogs. These are difficult to solder to. My solution

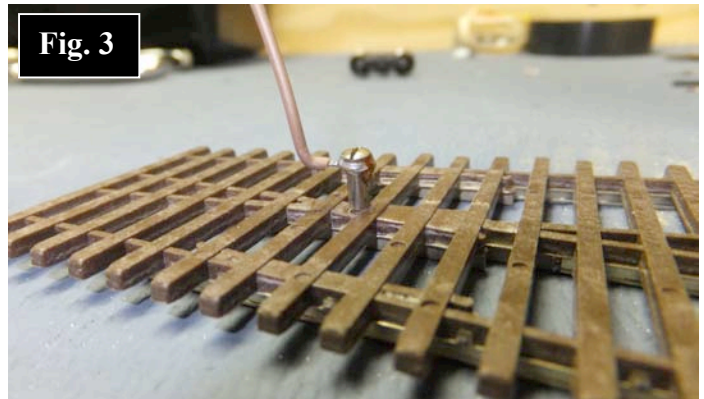



Fig. 3



Fig. 4

(figures 3 & 4) is to attach a *brass* screw or threaded rod to the bottom of the frog which then can have a wire soldered to it. I use a 0-80 screw but any small brass screw will work:

1. Drill all the way through the frog between the rails at the point the flange ways cross using the "tap" drill (No. 52 in this case).
2. Tap the hole from the bottom BUT NOT ALL THE WAY. The idea is to leave an incomplete thread so the screw will "jam." I find that with patience you can get the screw to be locked in place as the tip is even with the bottom of the flange way.
3. Solder your wire to the screw.

All this sounds like a lot of work, but anyone who can go the trouble of locating and installing a turnout in the first place can certainly do the little extra to make the trains run smoothly. This applies to all turnouts in all scales regardless of control system, be it AC, DC, or AC-DC, but not LIVE STEAM. 

Happy Railroading,
Tom Matthews

See more photos for this
article in the online section

Most of us have heard of the Golden Spike that was driven at Promontory Summit on May 10, 1869. There was considerable celebration at this event, and rightfully so because it signified the completion of the transcontinental line across the United States. Well, it turns out there is a Golden Spike Award as part of the NMRA Achievement Program by which you can be recognized for completion of certain basic requirements as follows:

Rolling Stock (Motive Power and Cars)

**Display six units of rolling stock, either scratchbuilt, craftsman kits, or detailed commercial kits*

Model Railroad Setting (Structures and Scenery)

**Construct a minimum of 8 square feet of layout including scenery.*

**Construct five structures either scratchbuilt, craftsman kits, or detailed commercial kits. If these are part of a module with less than five structures, additional structures separate from the module may be utilized.*

Engineering (Civil and Electrical)

**Construct three types of trackage (e.g. turnout, crossing, crossover, etc.). All must be properly ballasted and installed on proper roadbed (commercial trackage may be used). The installed trackage must be wired so that two trains can be operated simultaneously (e.g. double-track main, single-track main with sidings, and block or command control.*

**Provide one additional electrical feature such as power-operated turnouts, turnout indication, signaling, lighted structures, etc.*

The Golden Spike program can be used as an end in and of itself to demonstrate your accomplishments across these three areas of modeling, or as is often the case, as a stepping stone toward individual AP Certificates with more detailed and challenging requirements. For more information go to the NMRA website (www.nmra.org) and click on Achievement Program. As always, I am available to assist and answer questions at (610) 948-2191 or dmesserpr@comcast.net.

I am pleased to report that four division members have recently completed the Golden Spike requirements: Bill Fagan, Bob Gross, Jim Hart, and Sam Parker. In addition, Greg Shindledecker has completed the requirements for Association Volunteer based on his work on the IJ2006 National Convention and as division superintendent, and Val Pistilli for Electrical Engineer based on his many years of work on the GATSME Club.

Congratulations, guys—your certificates will be presented at the January meet!



Current List of Clinics for the 2014 RPM (continued on next page)

A float yard for the Allegheny & Western	Vince Lee	Bill Price's Slides: Showcasing the Western Maryland's Helmstetter's Curve and the B&O's Curve at Mance.	Steve Stewart
Modeling Structures from Photographs	Fred Willis	TBD	Craig Bisgeier
Using Car Loads to Enhance Operations on Small and Medium Sized Layouts	Keith Albright	Conrail Intermodal Portfolio	John McLaughlin
Weathering Freight Cars for Beginners: No Airbrush Required	Ralph S. DeBlasi	Double Stack Equipment.	Jim Panza
Fun with Flats	Ralph S. DeBlasi	Modeling the NYC Gondola that carried the Innovative AC&F Cement Containers, c. 1937	Ron Parisi
Modeling B&O Steam in HO	Fred Lass	Progress on Mike's ex-LV Lehigh Line layout in the Conrail Era	Mike Rose
Realizing the Reading	Tom Jacobs	Reading Xar and Xad Boxcars	Steven Funaro
Early Reading Auto Cars	Dick Foley	Building Resin Kits	Steven Funaro
Update on the Nickel Plate Road	Tony Koester	The Ma & Pa RR 1943—Two Years Later	Ted Dilorio
Adapting Prototype Waybills for Model Railroad Operations	Dave Ramos	John W. Barriger on the PRR: The Philadelphia Area	Nick Fry
Detailing Trucks and Trailers, 1930's to 1960's	Dick Flock	Exploring the Reading's Shamokin Division	Jim Hertzog
TBA	Larry Kline	TBA	Lance Mindheim
TBA, but always something interesting---	Ramon Rhodes	Modeling Digitally and 3D Printing and RP Processes.	3D Model Tech (Bill Lane)
Nitpicker's Delight: Passenger and Freight Car Trucks	John Greene	Rolling stock of the WAG	Mike Schleigh
JMRI is More Than Decoder Pro	Bob Bucklew	TBA	Larry DeYoung

January Meet Directions

From Philadelphia Via Ben Franklin Bridge

Follow **US 30 East** to Oaklyn. Turn **left** onto **Cuthbert Blvd.** and follow **Local Directions** below.

From Delaware Memorial Bridge or Commodore Barry Bridge Via I 295

Cross the Bridge and take **I 295 North** to **US 30 West (exit 29B)**. **US 30** (White Horse Pike) west to Oaklyn. Turn **right** onto **Cuthbert Blvd.** and follow **Local Directions** below.

From Points North Via I 295

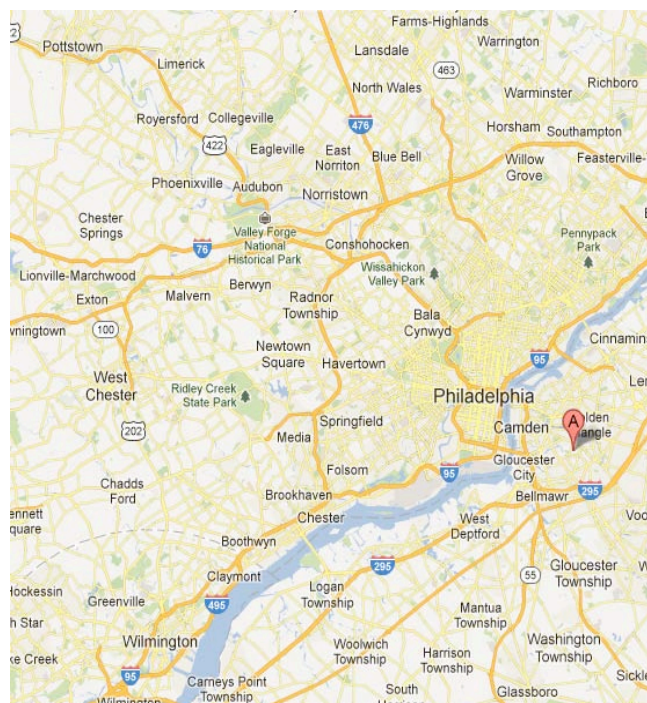
Follow **I 295 South** to **US 30 West (exit 29)**. **US 30** (White Horse Pike) west to Oaklyn. Turn **right** onto **Cuthbert Blvd.** and follow **Local Directions** below.

Points Southeast in New Jersey

Use the **Atlantic City Expressway** or **US 322** (Black Horse Pike) and continue onto **NJ42 Freeway North**. Exit onto **US 130 North** (Crescent Blvd.) Just before the second traffic light, turn **right** onto **Wilson Ave.**, then bear **left** and follow around to **Nicholson Road**. Continue to the end at **US 30** and turn **left**. Follow **Local Directions** below.

Local Directions

From **US 30** turn onto **Cuthbert Blvd.** and proceed about a mile. You'll see a driveway next to a chain link fence on the right. Turn into the driveway and follow it to the cafeteria entrance for Haddon Township High School. If you miss the driveway, continue on **Cuthbert Blvd.** and turn **right** onto **Park Blvd.** Turn **right** on **Briarwood Ave.**, stay **right** on Buckner Ave. and then left onto Memorial Ave. Follow Memorial Ave. to Haddon Township High School. The cafeteria and parking are in the rear of the school. The full address for GPS users is 406 Memorial Ave., Haddon Township, NJ 08108.



Current List of 2014 RPM Clinics (continued from previous page)

Architectural Model Making 101	Jim Harr	Jamestown Quarry	Ed Olszewski
Basics of Setting Up a Layout for TT&TO Operation	Jim Schweitzer	The Magnolia Cutoff at 100 Years	Henry Freeman
The B&O's Marine Operations on the Ohio River	John Teichmoeller	Railtown 1897: Historic Park-Sierra RR	Bill Schaumburg
TBA	Mike Adams	Postwar Reading Pullman Operations	Carl Rose
To Build or Rebuild: That is the Question	Ralph Heiss	Some Steel Mill Railroad Operations	Mike Rabbitt
Turning a Prototype Industry Into a Model Industry	Scott Mason	TBA	Todd Sullivan
The M&K Railroad	Keith DeVault	Mather	Stan Rydarowicz
		TBA	Eric Dervinis
		B&P Cement Plants	Paul Cappelloni

Planning Ahead – Division Meet & Event 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. It will be included on a first come, first served, space available basis.

January 18, 2014 Joint Meet – Phila. & NJ Divisions Haddon Township High School Westmont, NJ	March 15, 2014 New Jersey Division Meet Switlik Park Hamilton Twp., NJ	March 28–30, 2014 RPM Valley Forge Meet Desmond Great Valley Hotel Malvern, PA
May ??, 2014 Philadelphia Division Meet St. Albans Railroad Club Newtown Square, PA	May 17, 2014 New Jersey Division Meet 90 Kings Highway Middletown, NJ	July 13–19, 2014 NMRA National Convention Cleveland, OH

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Inside:

- January Meet Info
- November Meet Recap
- Turnout Rail Power
- Upcoming Events

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

Bussinger Trains

Old Ambler Station, Ambler
10-12% off retail

J & D Whistle Stop

106 East Broad Street
Quakertown, PA 18951
15% discount on non-sale items

Lin's Junction

128 South Line St.
Lansdale, PA 194446
5% in addition to already discounted prices

Nicholas Smith Trains

2343 West Chester Pike (3) in Broomall
10% discount (excludes O & G items)

**VIEW THE DISPATCHER ONLINE IN FULL COLOR! ADDITIONAL ARTICLES, PHOTOS,
ANNOUNCEMENTS & EVENTS, SALE ITEMS & ORDER FORMS, NMRA NEWS, AND MORE!**

Railroad Prototype Modelers Valley Forge

Sponsored by Philadelphia Division, MER, NMRA

March 28-30, 2014

at the

**Desmond Great Valley Hotel & Conference Center
Malvern, PA**

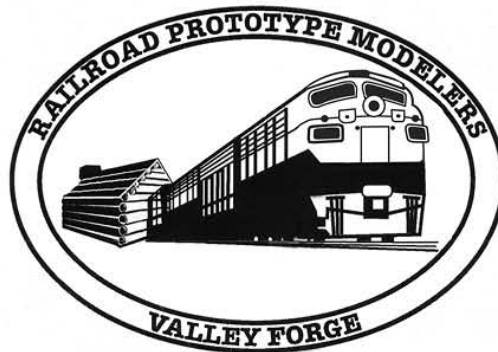
Friday Operating Sessions

Clinics

Model Displays

Vendor Rooms

Sunday Home Layout Tour



Information & Updates

www.phillynmra.org

or

Paul Backenstose

103 West Uwchlan Ave.

Downingtown PA 19335

(Please include an SASE for a reply)

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

Interested in Presenting a Clinic?

Jim Dalberg

(610) 648-0089 or jedalberg@aol.com

Vendor Information

Steve Salotti

(610) 489-1940 or Salotti.steve@gmail.com

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TBA	Larry Kline
TBA, but always something interesting---	Ramon Rhodes
Nitpicker's Delight: Passenger and Freight Car Trucks	John Greene
JMRI is More Than Decoder Pro	Bob Bucklew
Bill Price's Slides: Western Maryland's Helmstetter's Curve and the B&O's Curve at Mance.	Steve Stewart
TBD	Craig Bisgeier
Conrail Intermodal Portfolio	John McLaughlin
Double Stack Equipment.	Jim Panza
Modeling the NYC Gondola that carried the Innovative AC&F Cement Containers, c. 1937	Ron Parisi
Progress on Mike's ex-LV Lehigh Line layout in the Conrail Era	Mike Rose
Reading Xar and Xad Boxcars	Steven Funaro
Building Resin Kits	Steven Funaro
The Ma & Pa RR 1943—Two Years Later	Ted DiIorio
John W. Barriger on the PRR: The Philadelphia Area	Nick Fry
Exploring the Reading's Shamokin Division	Jim Hertzog
TBA	Lance Mindheim
Modeling Digitally and 3D Printing and RP Processes. 3D Model Tech	Bill Lane
Rolling stock of the WAG	Mike Schleigh
TBA	Larry DeYoung
Architectural Model Making 101	Jim Harr
Basics of Setting Up a Layout for TT&TO Operation	Jim Schweitzer
The B&O's Marine Operations on the Ohio River	John Teichmoeller
TBA	Mike Adams
To Build or Rebuild: That is the Question	Ralph Heiss
Turning a Prototype Industry Into a Model Industry	Scott Mason
The M&K Railroad	Keith DeVault
Jamestown Quarry	Ed Olszewski
The Magnolia Cutoff at 100 Years	Henry Freeman
Railtown 1897: Historic Park-Sierra RR	Bill Schaumburg
Postwar Reading Pullman Operations	Carl Rose
Some Steel Mill Railroad Operations	Mike Rabbitt
TBA	Todd Sullivan
Mather	Stan Rydarowicz
TBA	Eric Dervinis
B&P Cement Plants	Paul Cappelloni



Photos by Val Pistilli

ONLY FROM THE PHILLY DIVISION!

Between 1950 and 1957 the Reading purchased several thousand offset-side, 55-ton, twin hoppers built by long-time supplier Bethlehem Steel. These cars, classified as HTv, became one of the largest single classes of cars on the road's roster. Lasting into the Conrail era, they were used to haul a variety of bulk commodities including anthracite and crushed stone, and with some modifications, sand, slag and ferromanganese ore.

The initial production runs were painted black with the red and white "Anthracite" herald and the road name and other lettering in Railroad Roman. Beginning in 1952 the road name was changed to the large speed lettering, which is the scheme used for the exquisite Kadee model being offered now by the Philadelphia Division in six exclusive road numbers.

Please use the order form in *The Dispatcher* or on our website, www.phillynmra.org.

CAR ORDER FORM ON NEXT PAGE



Philadelphia Division Car Sales Form

Philadelphia Division is extending its discount pricing to all Mid-Eastern Region members. Print this form, fill in the blanks. Remember to enter your NMRA number to get MER member discount.

Pricing Matrix - MER Members (Proof of active membership in the MER required for discount pricing)						
Number of cars:	1	2	3	4	5	6
MER 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 MER MEMBER. Your payment will be returned.

Pricing Matrix - NON-MER Members						
Number of cars:	1	2	3	4	5	6
Non-MER 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:
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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 MER 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

A UNIFORM is a garment that unifies the appearance of a group of people who share common interests or purpose. Within the realm of model/prototype railroading, social organizations such as clubs, historical societies, and now even NMRA divisions typically offer some kind of uniform for their members in an effort to promote their mission and activities, and to instill pride in their members. In addition, many events such as conventions, including our own RPM, provide shirts or hats for their staff.

With that in mind, the Philadelphia Division is now offering its own uniform to its members, the Port Authority "Silk Touch" polo shirt, a high quality, 50/50 cotton/polyester knit, in black, with the division logo on the left chest, and if desired, a single name embroidered on the right.

With regard to its composition, some balk at polyester, but the advantages are that enables the shirts to be very lightweight and imparts a silky feel making them very comfortable. In addition, it virtually eliminates shrinking and wrinkling.

The color black was chosen to be railroad neutral (although WM guys might gladly dispute that) and because it contrasts well with our logo. And, of course, black is slimming—it makes our division members look fit and trim. (And isn't that consistent with the make believe world of our hobby?)

Also, don't let the price fool you. This is one of the most popular shirts chosen by organizations for their members and staff—it is not junk. However, the idea was to keep the price low in order to enable as many members as possible to purchase one. This is not a fundraising project; members pay the actual cost.

The division logo is very graphic intensive which made it difficult and expensive to directly embroider onto the shirts. In addition, most embroidered items have minimum quantity requirements which would have resulted in considerable waiting periods to accumulate enough orders. Doing the logo as a patch has enabled us to reproduce the detail while saving money by purchasing blank shirts and having the patches sewn on as needed. And any quantity (even a single shirt) can be purchased at any time for the same low price. Sample shirts for sizing are brought to every meet, and there are always a few new ones without embroidered names available for immediate purchase. We hope that all members will take advantage of this opportunity and display their division pride by wearing this handsome shirt.

DIVISION SHIRT ORDER FORM

The shirt is the Port Authority *Silk Touch* polo, a black, cotton/polyester knit 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 each additional _____ Pick up at next/future meet

Total: \$ _____ Make check or money order payable to: **PHILA DIV NMRA**

Signature: _____ Date: _____

Mail to: **Philly Division Shirts, P. O. Box 117, Drexel Hill, PA 19026**

Info/Questions: **610-626-4506** hakaplan@rcn.com

PLEASE USE ORDER FORMS IN **THE DISPATCHER** OR ON THE DIVISION WEBSITE: www.phillynmra.org

Additional Photos from the November Meet...



Mike Baker presents his clinic



The gang gathers



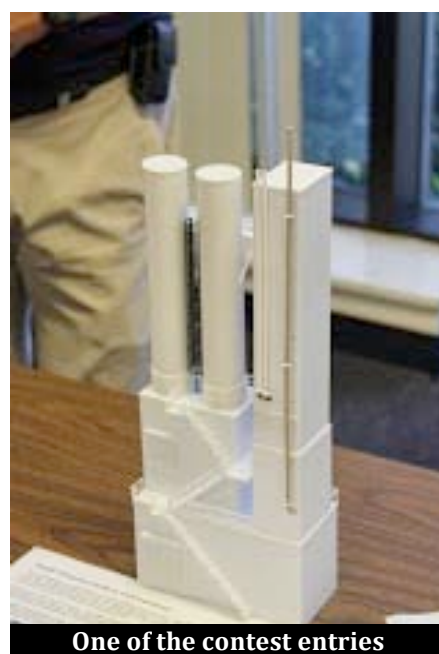
Rich Newmiller, MMR displays his hand laid track



Presenter Tom Jacobs at his table



Presenter Mike Baker at his table

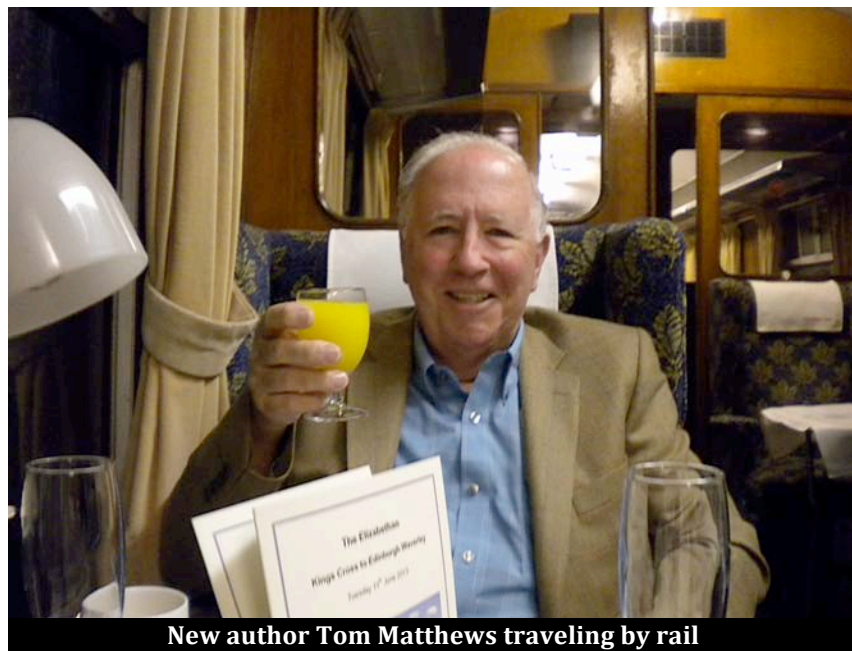


One of the contest entries

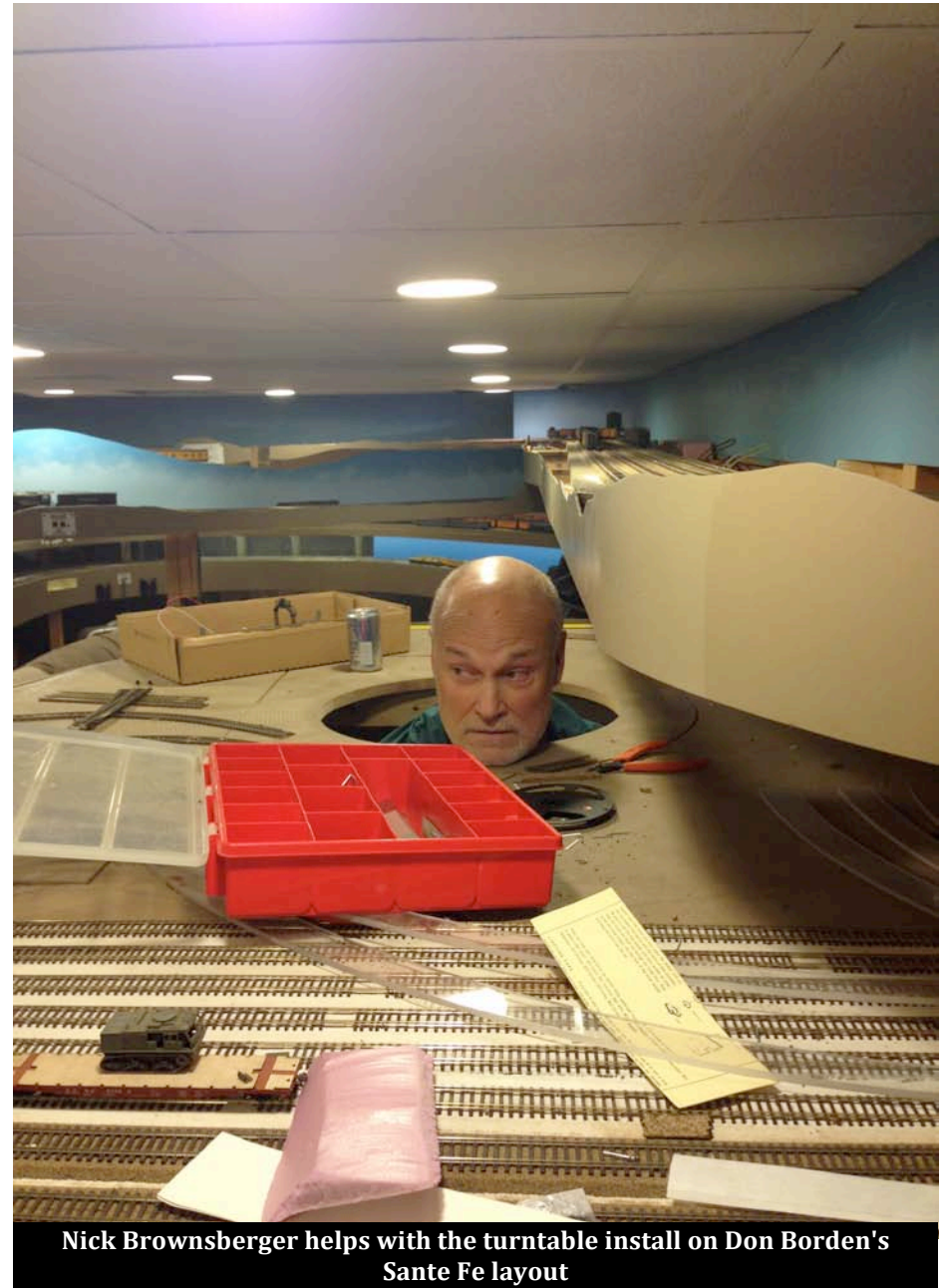
Around the Division....



Nick Brownsberger's new expanded basement finally loses the sewer pipe and is ready for trains



New author Tom Matthews traveling by rail



Nick Brownsberger helps with the turntable install on Don Borden's Sante Fe 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: Bob Price, Business Manager, 666 Princeton Avenue Collingswood, NJ 08108. (3) Bob 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 voted to extend the program to the end of 2013, 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 Bob Price, Business Manager (mailing address is below, (856) 854-8585, MER-BusMgr@comcast.net), or John Janosko, MER President, (919) 562-0260, johnajan@embarqmail.com.

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)

When completed and signed, sponsor should forward to the division clerk:

Mark Wallace
665 Bonny Brook Ave.
Trappe, PA 19462
610-454-9510
mwallace665@verizon.net

Clerk then mails or emails to:
Bob Price, MER Business Mgr.
666 Princeton Ave.
Collingswood, NJ 08108
MER-BusMgr@comcast.net

Holiday Season Model Railroad Open Houses

January–March 2014

Abington Lines Model Railroad Club

**Admission Free - Donations
Appreciated**

Location: 2066 Second Street Pike (PA Rt 232), Richboro, PA 18954 (2 miles north of PA 332, on the right)
Phone: (215) 598-7720

Website: <http://www.abingtonlines.org>

Scale: HO (standard, narrow gauge & traction)

Information: Come see multiple trains with digital radio control and sound, operating on our 20' x 60' two-track mainline exceeding 1,000 feet in length. Enjoy the scenery depicting the PA rolling hills. Marvel at our trolleys, life-like villages, detailed buildings, operating roundhouse, industrial switching areas and waterfront complete with rail car ferries. Also enjoy our extensive narrow gauge section with old time operating engines.

Open 12-4pm on Jan. 4 & 5, 11 & 12, Feb. 1 & 2, 8 & 9.

Burlington County Model Railroad Club

**Admission Free - Donations
Appreciated**

Location: Basement (right side), Burl. Co. Footlighters Playhouse, 808 Pomona Rd, Cinnaminson, NJ 08077
Phone: (856) 733-0010

Website: <http://www.bcmrrc.org>

Scale: HO

Information: We call our miniature railroad the Rancocas Valley Lines, which is appropriate for this area. We represent portions of a railroad that goes from tidewater to mountains, running through the typical stations and industrial areas of a large city, then countryside, while serving industries. We run 5-8 trains simultaneously on a double-track mainline along with several other trains operating in various yards. Come and see the progress on our expansion project, more than doubling our layout!

Open 12-5pm on Jan. 4 & 5, 11 & 12, Feb. 8 & 9, 15 & 16.

Coopersburg Area Society of Model Engineers - C.A.S.M.E.

**Admission Free - Donations
Appreciated**

Location: Basement of Borough Building, 5 North Main St., Coopersburg, PA 18036
Phone: (215) 538-0501

Website: <http://www.casme.org>

Scale: HO

Information: The members are building an expansive multi-level layout, portions of which loosely portray the old Reading RR Bethlehem branch. Approximately 10 trains will operate over the double-track main line using DCC control. Scenery is in full swing and the major bench work is complete. Admission by donation.

Open 12-5pm on Jan. 4 & 5, 11 & 12.

Cheltenham Hills Model Railroad Club

**Admission Free - Donations
Appreciated**

Location: 8000 Old York Rd. (Route 611) Elkins Park, PA 19027 (located in the old train station)
Phone: (215) 635-9747

Website: <http://www.cheltenhamhillsmrr.org>

Scale: HO

Information: Come join us for our 67th year! Come see the 1750 feet of track, the 300 car freight yard and the steam and diesel engine facility. Our operating lift bridge allows trains to cross between parts of the layout. Our modern control system allows us to run 6 to 8 long trains with realistic sound; sometimes very long ones. We also switch cars in the main yard and among custom-made buildings. We can provide wheelchair accessibility by appointment. Please call any Thursday evening to schedule this access.

Open 12-4pm on Jan. 4 & 5, 18 & 19; snow dates Jan. 25 & 26.

Keystone N-Trak

**Admission Free - Donations
Appreciated**

Location: Dublin TEC Center, Suite 216, Rear Entrance, 123 N. Main St. (Rt. 313), Dublin, PA **New Location!**

Website: <http://www.keystonentrak.us>

Scale: N scale

Information: Keystone is a modular N Scale club modeling to N-Trak international standards. This enables each member's modules to link up and form model layouts at public and private events. We travel to various N Scale events and are a participating member of the Eastern N Lines Partnership. New members are always welcome. Meetings are every Tuesday at 7 p.m.

Open 11am to 4pm on Jan. 4 & 5, Jan. 11 & 12.

Logan Model Engineers

**Admission Free - Donations
Appreciated**

Location: Souderton Train Station, 2nd Floor, Rear Entrance, Main & Broad Sts. (Rt 113), Souderton, PA
Phone: 267-474-3235

Website: <http://www.loganmrr.com>

Scale: HO

Information: Double track mainline through mountain scenery, freight and passenger yards, with multiple trains running simultaneously. Featuring a logging switchback that guests may operate, and long freight drags of up to 80-100+ cars; friendly club members to answer your railroad questions.

Open 12-4pm on Jan. 4 & 5, 11 & 12, 17 & 18.

Holiday Season Model Railroad Open Houses

January–March 2014 (cont'd)

Royersford Modular Model Railroaders

Admission Free (see note below) Donations Appreciated

Location: Multiple (see schedule below for locations, dates, and times)

Phone: (610) 888-4306 **Website:** <http://www.royersfordmodular.org> **Scale:** HO

Information: Movable modular railroad layout, on display at multiple locations again this season.

Dates to be announced at [Phoenixville YMCA](#), 400 East Pothouse Road, Phoenixville, PA

See club web site for updates.

Jan. 18 & 19 (Sat. 10-6, Sun. 10-5) [World's Greatest Hobby on Tour](#) at The Greater Philadelphia Expo Center, 100 Station Drive, Oaks, PA.

The February Greenberg Show in Reading has been cancelled, due to the closing of the facility where the show was to be held.

Check the club web site for any possible change of venue.

There are admission fees to enter the Greenberg and WGH shows.

Open: See [web site](#) for additional details of dates, times and locations.

Schuylkill Valley Model Railroad Club

Admission Free - Donations Appreciated

Location: 400 South Main Street (rear entrance), Phoenixville, PA 19460; diagonally across from Library

Phone: (610) 935-1126

Website: www.svmrrc.com

Scale: HO (standard and narrow gauge)

Information: Scale model trains run through realistic wooded Pennsylvania scenery featuring logging, bridges, tunnels and Tony the Tank Engine on the Philadelphia to Reading point-to-point system. There are 4 different railroads depicted on a 1,000 square-foot layout. Hundreds of buildings, vehicles, figures and trees create realistic scenes. Great for kids of all ages. Numerous buttons allow visitors to bring scenes to life!

Open 1-5pm on Jan. 11 & 12, 18 & 19, 25 & 26

Saint Alban's Railroad Fellowship - StARR

Admission Free - Donations Appreciated

Location: Saint Alban's Episcopal Church, 3625 Chapel Rd. Newtown Square, PA (Under Thrift Shop)

Website: <http://www.StARR-MRC.org>

Scale: HO

Information: Modular layout fills 4000 square-foot area with 200 feet of 4 track mainline with working signals, 3 branch lines, steel mill, coke plant, oil refinery, and three working classification yards. We have a unique custom waybill system for freight and passenger operations that routes over 1000 pieces of equipment throughout the system. A large variety of roads and eras are featured. The layout is controlled by DCC with computer enhancement. Thomas the Tank engine & friends run here for kids.

Open 1-4pm on Jan. 4 & 5, 18 & 19, Feb. 1 & 2, 15 & 16.

Black Diamond Society of Model Engineers (BDSME)

Admission: Adults \$4, Free for those 12 and under.

Location: 902 East Macada Road, Bethlehem, PA 18017

Website: <http://www.bdsme.org> **Scales:** HO, O, On30, S

Information: The Black Diamond Society of Model Engineers have two 2 floors of sleek passenger trains and powerful freight trains in continuous operation. The first-floor (650-square-foot) layout features models in O, On30 and S scale, ranging from the steam trains of the glory days of railroading to the mighty diesels of today. Prototypical sights, sounds and signals enhance the display. Visitors can even operate specific accessories.

The second-floor (800-square-foot) HO scale display has a multitude of trains in operation, including a loaded coal train of more than 100 cars, powered by multiple diesel locomotives for its winding through mountain scenery. A miniature trolley travels between a village and a distant amusement park with operating rides and an operating ski lift. Visitors can operate the park train, too.

We suggest those with children under 40 inches tall bring a step stool to make it easier for them to see the displays. Tables of pre-owned trains, structures, accessories and books are for sale, and there is ample parking.

Open 2-5pm on Jan. 4 & 5, 11 & 12.

Pequea Valley Model Railroaders

Donation: Adults \$2, Children 12 and under are free.

Location: Paradise Township Municipal Building, 2 Township Drive, Rear Entrance, Paradise, PA 17562

Website: <http://www.gartrain.com/PVMRPARADISE2012-2013.html>

Scales: HO, O, S

Information: Pequea Valley Model Railroaders will be open to the public, and running at LEAST 11 trains on THREE layouts during the shows. We ARE handicap accessible. The Paradise Lions will be offering "lite fare."

A video from last year's show

can be seen [HERE](#)

Open 1-4 pm Saturdays & Sundays thru Jan. 19.

John Rogers Final Run

...Photos by Val Pistilli



Some well-known modelers help with Dr. John Rogers final run. Front row: Val Pistilli, Tom Piccarillo, Bob Stetser. Second row: Perry Squier, Allen Laird. Third row: Tom Schneider, Donna McFall, Jim Kerner, Roger Greenawalt, Pat McTeigue, Don Hagey, Jim Dalberg, Ted Pamperin. Fourth row: Tony Koester, John Rogers.



Additional photos taken just before and during final run and teardown (see article on page 4)

The Dispatcher seeks any and all photos and news happenings which occur in the division. Layout update photos and articles are need as well. Please send any submissions to the editor.

Around the Division...



**Above: Earl Paine finally raises his floor making better sense of the mushroom design and the third level
Below: Greg Shindledecker makes progress on his Western Maryland layout**



Around the Division...



Photos taken by Rob Hinkle of the StARR (St. Albans Railroad) club open house following the November meet. The club will be opening its extensive modular (and permanent) layout doors in May of 2014 for a division meet featuring operations as the theme.

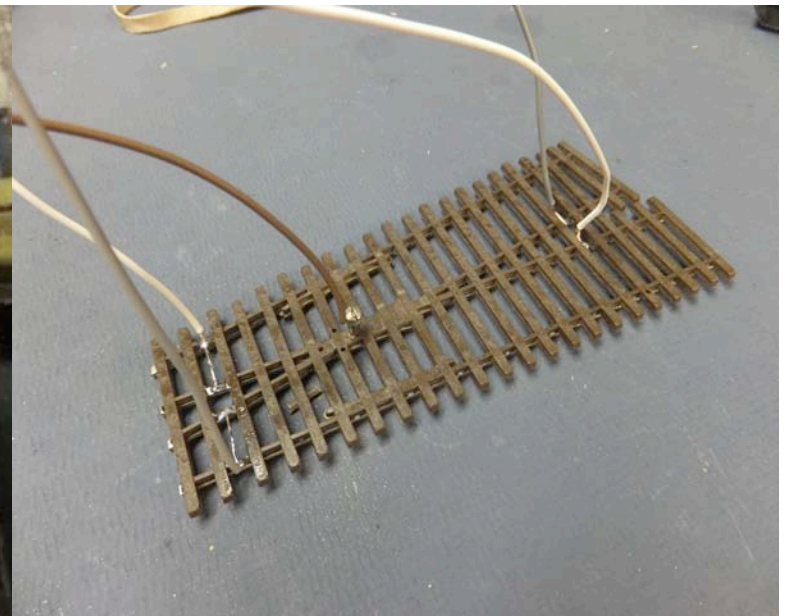
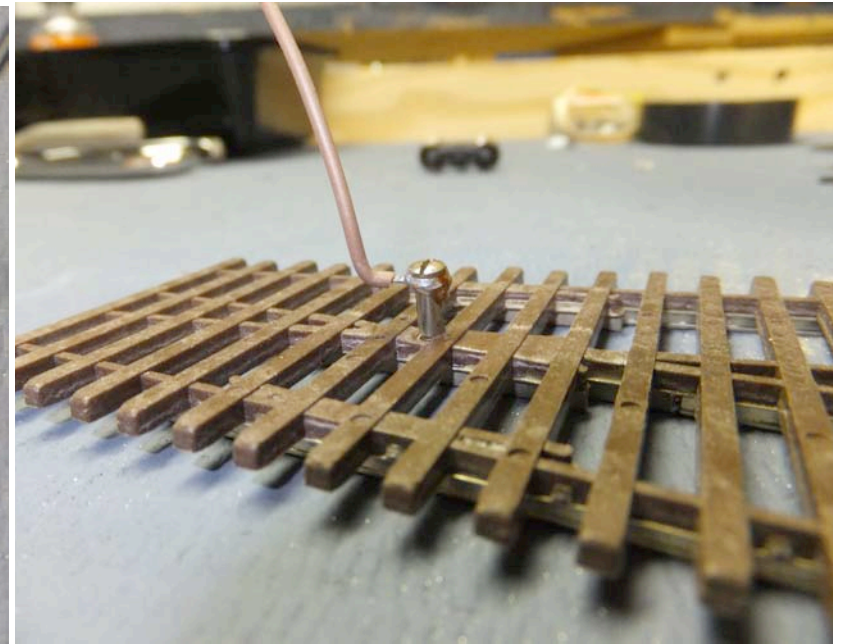
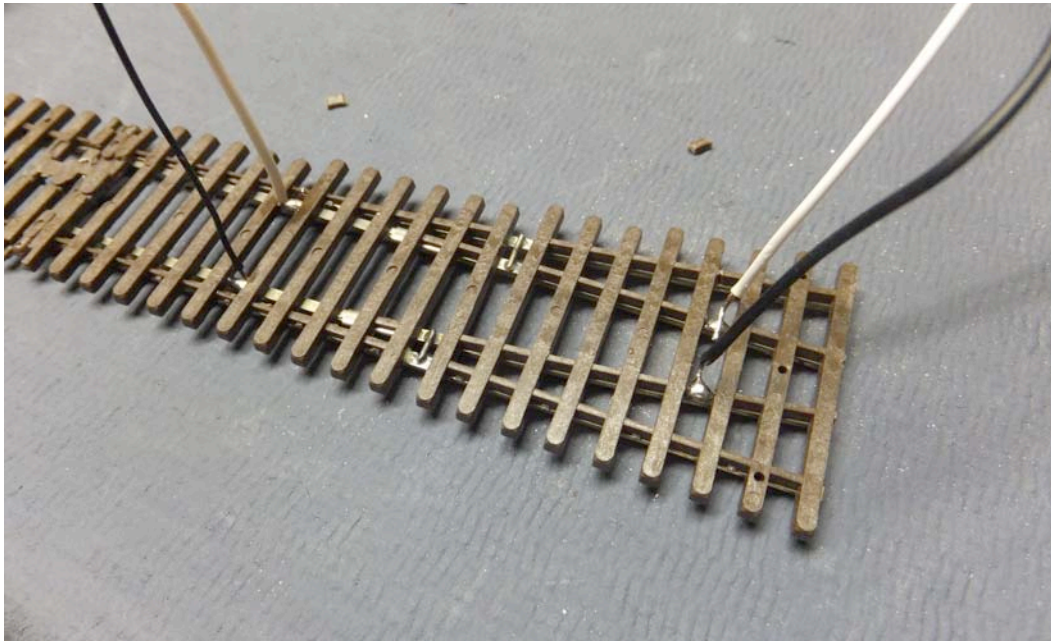


STARR RAILROAD			
1	2	3	4
1	STARR	STARR	STARR
2	STARR	STARR	STARR
3	STARR	STARR	STARR
4	STARR	STARR	STARR
5	STARR	STARR	STARR
6	STARR	STARR	STARR
7	STARR	STARR	STARR
8	STARR	STARR	STARR
9	STARR	STARR	STARR
10	STARR	STARR	STARR
11	STARR	STARR	STARR
12	STARR	STARR	STARR
13	STARR	STARR	STARR
14	STARR	STARR	STARR

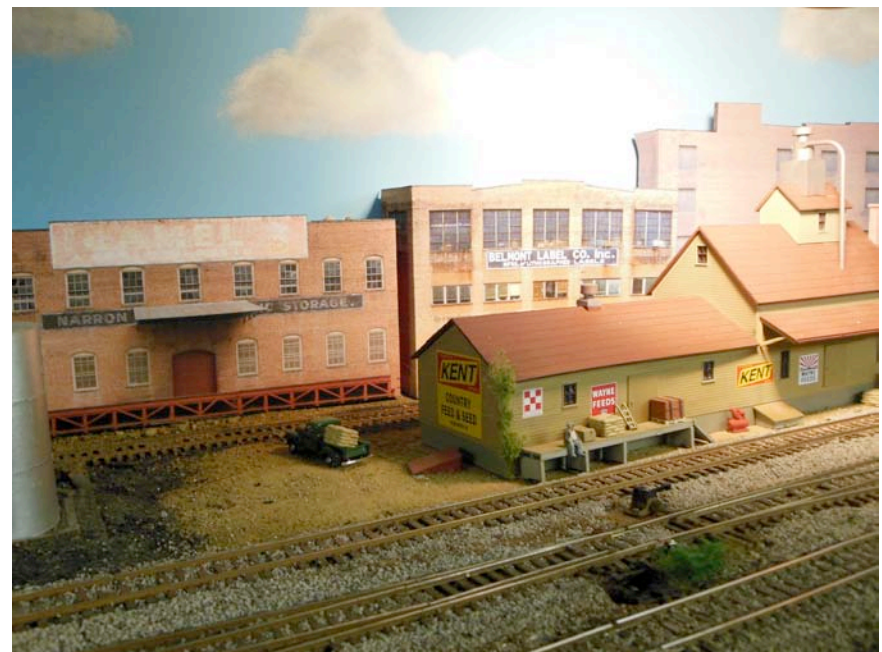
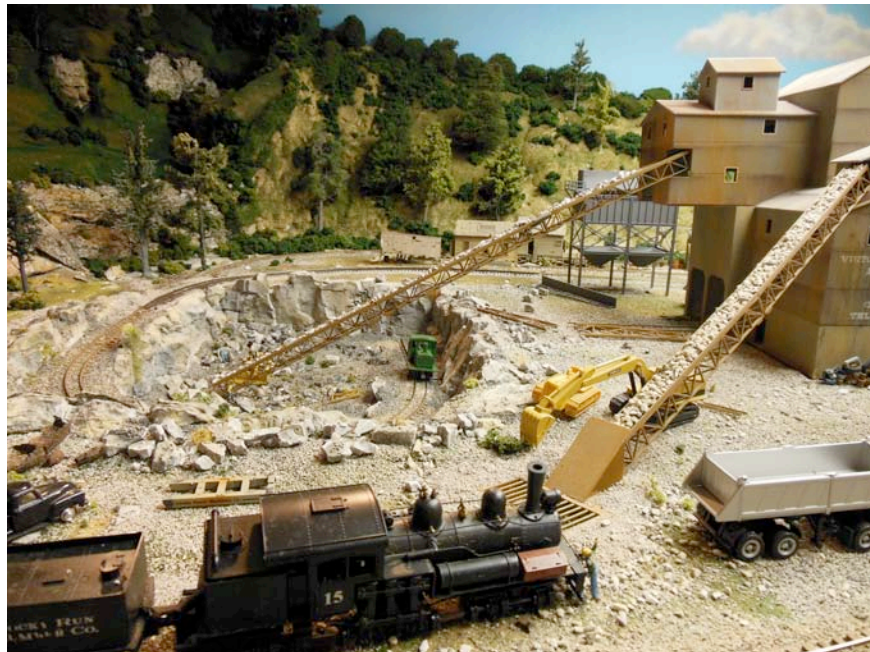


**THE
CONVENTION**
JULY 13-20, 2014

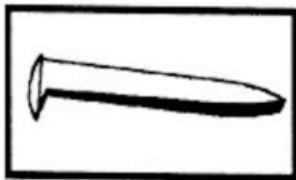
www.2014cleveland.org



Photos from Jim Hart's layout ...



Photos by Howard Kaplan



ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM

PLEASE COMPLETE THIS APPLICATION FORM AND SEND TO YOUR REGIONAL OR DIVISIONAL AP CHAIR

Member's Name: _____ NMRA#: _____ EXP: _____

Address: _____ City: _____

State/Prov: _____ Country: _____ Postal Code: _____

Date Submitted: _____ Region: _____

The Golden Spike Award will be awarded to any NMRA member who has completed the Qualifications Checklist, obtained the necessary signatures and who does not hold MMR status. It will be administered by the regional and divisional AP Chairs. AP regulations and definitions apply for scratch building and super detailing. To qualify for the award the member must complete the following checklist, obtain the signature of the divisional AP Chair or another NMRA member designated by the divisional Chair. The divisional Chair will submit the signed form to the regional AP Chair who will issue the Golden Spike Award certificate.

QUALIFICATIONS CHECKLIST:

1. Rolling Stock (Motive Power & Cars):

Display six units of rolling stock either scratch built, craftsman kits or super-detailed commercial kits.

2. Model Railroad Setting (Structures & Scenery)

Construct a minimum of eight square feet of layout including scenery.

Construct five structures either scratch built, craftsman kits or super detailed commercial kits. If a module has less than five structures, additional structures separate from the scene may be presented.

3. Engineering (Civil & Electrical)

Three types of track required (e.g. turnout, crossing, crossover, etc.). All must be properly ballasted and installed on proper roadbed. Commercial track may be used.

All installed track must be properly wired so that two trains can be operated simultaneously (e.g. double track main, single track main with sidings, and block or command control).

Provide one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.

Witness: _____ Print Name: _____ NMRA #: _____

Regional AP Chair: _____ Region: _____

See page 2 for Achievement Program contact information