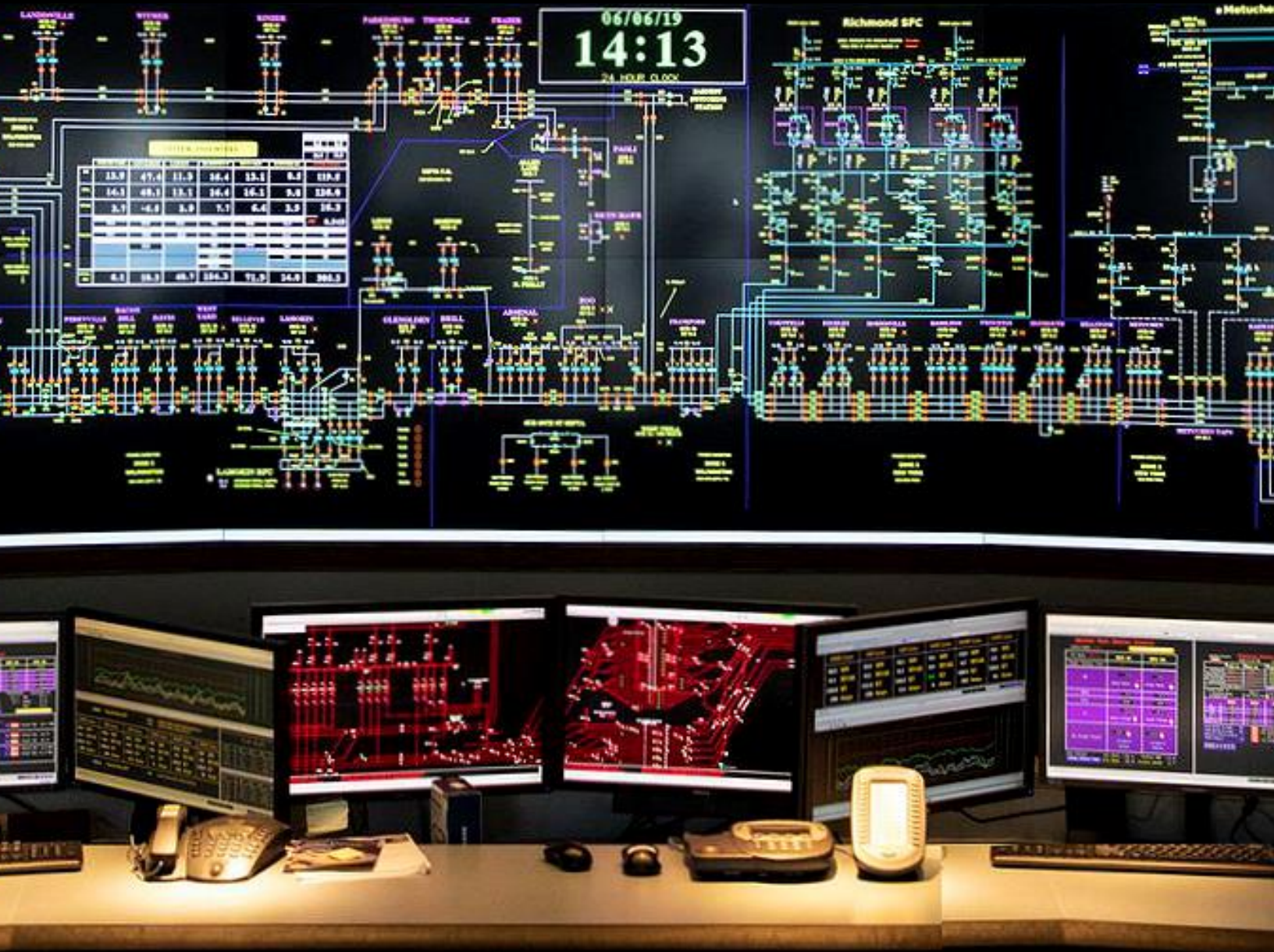




THE DISPATCHER

The Journal of PhillyNMRA

May 2020



Center section of the Load Dispatcher's Office Control Panel on the fourth floor of Amtrak's 30th Street Station in Philadelphia

***From an article by Joe Loughlin, "Behind the scenes and into the past at 30th Street Station,"
[The Philadelphia Inquirer](https://www.inquirer.com/transportation/inq/philadelphia-30th-street-station-history-historic-preservation-20190713.html), June 6, 2019, <https://www.inquirer.com/transportation/inq/philadelphia-30th-street-station-history-historic-preservation-20190713.html>.***

Photo by Tyger Williams



THE DISPATCH

Official Publication of the Philadelphia Division
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National Model Railroad Association



May 2020

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Volume 27, No. 3

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THE DISPATCH

Submissions: THE DISPATCH welcomes any model railroad- or rail-road-related material. Members are encouraged to send in articles, letters to the editor, reviews, etc. The editors reserve the right to, when necessary, paraphrase portions of the text in order to fit the space available.

Next Issue: August 2020. Due out approximately August 15th.
Deadline for submissions: August 1st.

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From the Super...

I begin my mornings everyday walking my dog, Sandy. During that walk I pass the high school that I graduated from many years ago. It's pretty quiet now because it's closed due to the pandemic. The only movement is the American flag on a pole. It has remained up around the clock recently since they have installed lighting at the bottom which is turned on at night.

The pandemic has affected us all—we've sheltered in place, kept six feet from our loved ones, friends, and strangers, and washed our hands countless times. At times we wonder if it will ever end. I have certainly had times of doubt myself. But it will and times will be better.

As a model railroader I have felt comfort in my family. I've been able to keep in contact with them via the phone and FaceTime. The wife has been working at home and I don't think we've seen more of each other during our marriage. She has been in her office on the second floor and I've been above in the attic doing train things. We're still keeping that six foot distance.

I've recently experienced something really amazing. Our last board meeting on Saturday, April 25th was held on Zoom. We were able to get our seven members together safely. The only thing that was missing were the peanut M&Ms which have become a

meeting staple. During the meeting we discussed our Liberty Bell Special Convention and officially closed the books with a profit to the Division. Our membership has remained just under three hundred and our female membership has increased.

The big topic was the upcoming election—no not the November one, but the Philadelphia Division's Board election in June. This year we have three positions to fill. Bill Fagan is stepping down from the board, but will continue as The Division's Video Vigilante. Mark Wallace and Mike Dettinger are candidates up for reelection, and we have three new candidates: Joe Walters, Kevin Feeney, and Jeff Witt, all of whom have been active at our convention and meets. Ballots have been mailed and may even beat that stimulus check from Washington. They need to be mailed back to the Division Superintendent (that's me) and postmarked no later than Saturday, May 30th. Ballot counting will occur prior to our upcoming meet on Saturday June 6th and results announced at the meet. That meet will be in the format of a live video conference. More information can be found on page 1, with the final details posted on the website and emailed to members in advance. So don't forget to vote. Incidentally, I hear that working on your layout is a great place to be safe to practice your social distancing skills.

Charles



From the Editor...

Welcome to our late spring edition of *The Dispatcher*. In this issue we present an excellent article on a topic that has been the subject of several recent clinics—that of building from photographs. Member Al Zollers did just that over the summer of 2018 and while it's been a long time coming, we're happy to present it in this issue.

In this lockdown period, if you are engaged in a model railroading effort—for example, a model, working on your layout, or any railfanning past or present—might I encourage you to write about it and submit the article to *The Dispatcher*, especially as I am approaching the bottom of my stack of submissions. As with Al's article, I can't say exactly *when* it will be published, but I can guarantee that it will,

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and that fact alone qualifies you for AP Author points. Hope to see you at our online meet on June 6th.

Howard

June Division Meet to Be Held Online

On Saturday June 6, 2020 we the Philadelphia Division will be meeting online as other divisions have been doing these past few months.

The meet will be facilitated by Director Mike Dettinger. If you would like to be able to be seen by others, you would need a webcam. These can be purchased online or from any computer, electronics, or office supply retailer who might be open. They are integrated into most laptops and pads. Cell phones have the capability built in. If you just want to attend and don't care about being seen, you will be provided with links to download the application onto your device and to join the meeting online

to view the proceedings. Phone numbers will be supplied to call in so that you can receive the audio and participate verbally if you desire (calling in is not required if you have webcam capability). An email will be sent in advance with all the pertinent information and instructions.



The program will begin with the Annual Business Meeting, called to order by Superintendent Charles Butsch. Officers and committee chairs will present any reports they have; if they desire, they can actually share their reports onscreen.

Next on the docket will be the announcement of the election results. As all ballots should have been mailed by May 30th, the nomination committee will have tallied them prior to the meet.

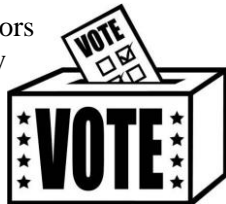
Barring any other business, the business meeting will be adjourned.

The remainder of the program is as yet undetermined. One idea being considered is a group show and tell where members can display and discuss what they've been working

on during the lockdown. Mike Dettinger may present some of his latest projects. Please check online at phil-lynmra.org for developments. In addition, an email blast will be sent in advance to members with further details.

Election Reminder

The ballots for the Board of Directors election have been mailed. If for any reason you have not received yours, or if it has been misplaced, the April election issue and the ballot can be printed out from the website at: <http://www.phillynmra.org/wp-content/uploads/Disp2020-04.pdf>. Please be sure to mail in your ballot by Saturday, May 30th in order for it to be counted.



End of the Line for Hobby Shop

Yet another hobby shop has bitten the dust. Trainpops Attic, a virtual model railroad institution in Bristol, PA, has announced its closing. Brian Adams and his mother, Cynthia have been running the shop. Brian's father was the original "Trainpops" who ran the store for decades and for whom the shop is named.

Several years ago Brian suffered with prostate cancer and was successfully treated at Fox Chase Cancer Center. Since that time, in gratitude, he has repeatedly held fundraisers to benefit the facility. Unfortunately, of late, his cancer has returned and now is making it difficult to run the store. Combined with the COVID-19 lockdown, the business simply cannot survive. Hennings in Lansdale has agreed to acquire the remaining inventory. We extend Brian our thoughts and prayers.

Hobby Shops Wanted

Given the previous news item, it's clear that hobby shops are struggling to stay in business. If anyone has a favorite shop he frequents, or knows of any locally, we would appreciate your mentioning our newsletter to them. We'll be happy to mail them a printed copy with a letter of explanation, asking if they'd like to be included in exchange for extending NMRA members a discount. We can also work out advertising in the newsletter or on the website if they might prefer.

Achievement Program

While there is no formal AP report this month, the AP Committee led by Earl Paine encourages members to continue honing their skills and working toward earning their certificates. There are currently a few awards that will be presented at the next in-person meet. Feel free to contact Earl with any questions; his contact information can be found in the masthead on page 3.

Newsletter Articles Now Needed

I've almost exhausted my pile of articles and will need more within a couple of issues of *The Dispatcher*. I would encourage members to take advantage of the lockdown or upcoming summer to please sit down and write something.

CONTINUED ON PAGE 16 – CLICK HERE

My Summer Project: Building Jackson Summit Station

by Al Zollers

Historic photos used with permission from the collection of The History Center on Main Street, Mansfield, PA

Model photos by the author

The Central Pennsylvania Northern Railroad is a fictitious road located in Lycoming and Tioga Counties in Pennsylvania. The line has connections to the Pennsylvania Railroad in Williamsport, PA and with the Erie-Lackawanna in Elmira, NY. One of the villages served on this line is Jackson Summit located in Jackson Township, Tioga County, which is located just south of the PA/NY border. Originally served by the Tioga Railroad Company which commenced service in 1876, the line was eventually taken over by the Erie Railroad which ceased service in 1942. In my world, the portion of the line from Roaring Branch to Jackson Summit was then acquired by the Central Pennsylvania Northern (CPN).



Figure 1 – Jackson Summit Station (Circa 1910)

when spearmint gum was introduced, and what appears to be a motor rail car would date this photo to the early 1900s.

There was only one photo showing one side of the building, but further research led me to find other photos of stations on the same line at Seeley Creek and Millerton. These photos (Figures 1-4) show what the station looked like on all four sides.



Figure 2 – Millerton Station (Baggage Room End)

While browsing the Internet I came across a website (<http://www.joycetice.com/trains/jacksm01.htm>) for Tioga County Railroad Stations and found a photo of the Jackson Summit Station (Figure 1). The station is located in Jackson Township, Tioga County Pennsylvania. Jackson Summit was originally served by the Tioga Railroad Company which commenced service in 1876 and eventually became the Tioga Division of the Erie Railroad. This station was built by Erie Railroad about 1900. The Erie Railroad ceased service on this line in 1942. The Wrigley Spearmint Gum advertisement dates this photo after 1893



Figure 3 – Millerton Station (trackside)

With this information, I was able to make scale drawings of all four sides of the building using these photos to determine measurements. I chose Northeastern scale



Figure 4 – Seeley Creek Station (rear view)

lumber for most of the construction. The photo of the Millerton Station showed a standing seam roof. For the roof, I used Evergreen Standing Seam sheet styrene. The correct windows and doors came from Tichy and I added a JL Innovative Design Train Order Signal to represent the one in the photo.

BILL OF MATERIALS

Northeastern Scale Lumber

HO Scale 6007 1/8" Board & Batten Siding

HO Scale 21011 2 x 10

HO Scale 2611 2 x 6

HO Scale 2811 2 x 8

HO Scale 4411 4 x 4

Tichy Train Group

TTG #8153 6/6 Double-Hung Windows (6)

TTG #8125 Freight Door w/Transom (3)

TTG #8132 6-lite Door w/Transom (2)

TTG #8123 Chimney (1)

Evergreen

4522 Standing Seam Roofing 1/4 Spacing

9040 Plain Sheet Styrene .040 thickness

JL Inovative Design

252 Non-operating Train Order Signal

Mid-West Products 1/1 x 3 x 25 Basswood

Tru-Color Paint

164 Erie Gray-Green and 133 Reading Green



Figure 5 – Northeastern clapboard siding used on sides and ends with windows test fitted

CONSTRUCTION

The walls were cut from Northeastern Scale Lumber Board and Batten. The locations of the windows and doors were determined and cut out while test fitting the Tichy Train Group doors and windows. The walls were braced in the corners and across the top and bottom with MidWest 4044 1/8" x 1/8" strip wood. The walls were assembled using Elmer's Glue. Evergreen Standing Seam Roof was added after bracing was completed. The base was constructed using foam board. The exposed areas were covered with planking using Northeastern Scale Lumber 2' x 10" strip wood. The edges of the foam Board was covered with strip wood.



Figure 6 – Deck, walls and roof assembled

The station and the platform were constructed separately to allow access to the inside of the building for future interior detailing and/or lighting (Figure 7).

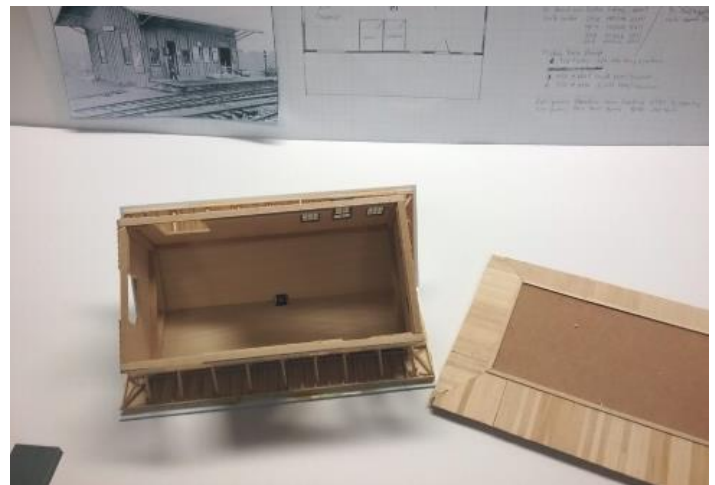


Figure 7 – Interior bracing and platform construction

Figure 8 shows the trackside view of the assembled station. The platform boards were stained with an India ink/alcohol solution. The walls painted Erie Gray-Green with Reading Green for doors and windows. Standing Seam Roof painted Roof Red.

The JL Inovative Design Train Order Signal (Figure 9) was constructed per instructions. Signs were found from

my collection and the station sign was created on the computer.



Figure 8 – Completed station building



Figure 9 – Train order signal added



Figure 10 – North side



Figure 11 – South side

About the Author

I have been a model railroader nearly all my life. My dad gave me a Lionel train set for my first Christmas which I treasure to this day. I have been modeling in HO since 1952. Even built HO kits when I was in the Navy aboard ship in the Antarctic. Began my current layout, Central Pennsylvania Northern, about 1976. There was never a formal plan, it just grew. Had many hours of father-son bonding as my sons grew up. Today they are both model railroaders as is my grandson. I have been a member of the NMRA since 2016. I have received the Golden Spike Award and Achievement Certificates for Scenery and Structures. I also volunteered at the Liberty Bell Special Convention in 2019 and have hosted layout tours. For the past 14 years I have been an active member of the Hatboro Train Show Committee.

Planning Ahead – Division Meets & Other Upcoming Events (all events tentative)

June 6, 2020 Philadelphia Division Meet Online Meet http://www.phillynmra.org/	September 12, 2020 New Jersey Division Meet Lacey United Methodist Church Forked River, NJ	September 19, 2020 Philadelphia Division Meet Perkasie Fire Company (tentative) Perkasie, PA
October 15–18, 2020 Carolina Special MER Convention Crowne Plaza Charlotte Executive Park Charlotte, NC CANCELLED	November 7, 2020 Philadelphia/NJ Division Joint Meet Brandywine Town Center Wilmington, DE	January 2021 NJ/Philadelphia Division Joint Meet Grace Episcopal Church Merchantville, NJ

Division Organization

BOARD OF DIRECTORS (elected)

OFFICERS

Superintendent – Charles Butsch (2021)

Assistant Superintendent – Rob Hinkle (2021)

Clerk – Mark Wallace (2020)

Treasurer – Howard Kaplan (2021)

DIRECTORS AT LARGE

Mike Dettinger – Clinics (2020)

Bill Fagan – Layouts (2020)

Chip Stevens – Publicity (2021)

AUXILLIARY OFFICIALS (appointed)

AP Coordinator – Earl Paine

Newsletter Editor/Webmaster – Howard Kaplan



PhillyNMRA

COMMITTEES/DUTIES

EVENTS

Clinics – Mike Dettinger*

Layouts – Bill Fagan*

Venues – Howard Kaplan, Earl Hackett

Refreshments – Charles Butsch, Bill Fagan

Door Prizes – Mike Dettinger

Clinic Video – Chip Stevens

Audio – Howard Kaplan

Signs/Printed Materials – Howard Kaplan

Certificates/Awards – Howard Kaplan

Publicity – Chip Stevens*

ACHIEVEMENT PROGRAM

Earl Paine*, Bill Fagan, Joe Walters MMR,

Glyn Thomas MMR

MEMBERSHIP

Member Outreach – Charles Butsch, Bill Fagan

Membership Records – Mark Wallace

OPS

Rob Hinkle*

MEDIA

Social Media – Rob Hinkle

Webmaster – Howard Kaplan

Newsletter – Howard Kaplan*, Earl Paine, Mark Wallace,
Bill Fagan, Joe Walters MMR, Kevin Feeney

Layout Video – Bill Fagan

Photography – Rob Hinkle, Howard Kaplan, Bill Fagan,
Rob Ischinger, Mark Wallace

SPECIAL PROJECTS

John Seibert

DIVISION APPAREL

Howard Kaplan

* **Chairman**

Interested in helping out? Contact a Board Member or Chairman

Hobby Shops

Be sure to patronize the following hobby shops that are now offering discounts on model railroading purchases to NMRA members:

Nicholas Smith Trains

2343 West Chester Pike (PA-3)

Broomall, PA 19008

610-353-8585

nicholassmithtrains.com

10% discount (excludes O & G items)

Henning's Trains

128 South Line Steet

Lansdale, PA 19446

215-362-2442

henningstrains.com

10% in addition to already discounted prices

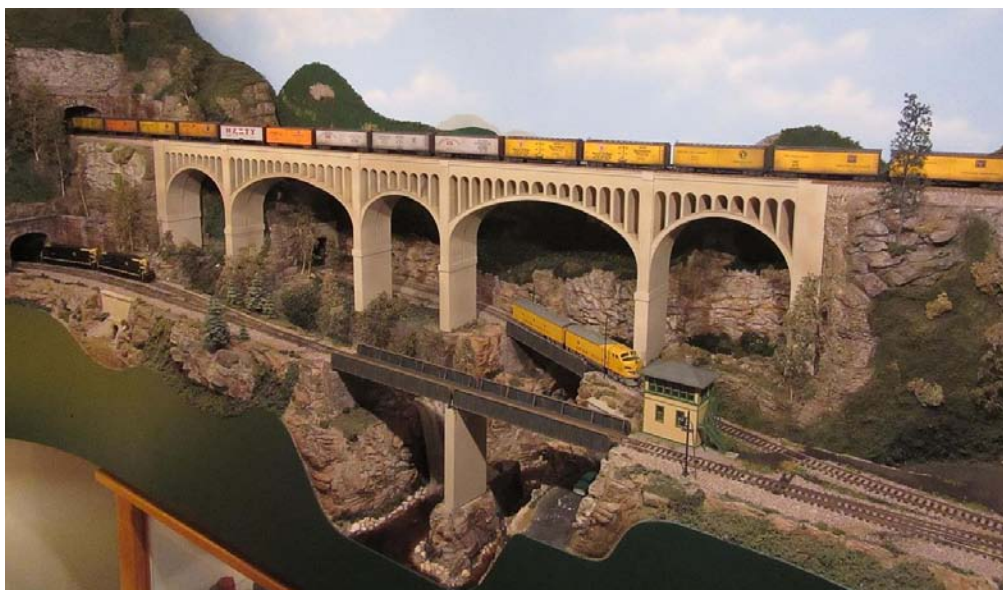


Bill Fagan: *The Video Vigilante*



Photos by Bill Fagan unless otherwise noted

Below are some videos of layouts that I've recently visited. I've videoed layouts in California, Idaho, Maryland, Florida, Pennsylvania, New Jersey, and Delaware. 173 layouts with 741 videos and 2240 followers on YouTube with 1.2 million views.



Ron Patzer: Stoney Creek Railroad (HO) (Demolished) was featured in the June 2006 issue of *Model Railroader* magazine on pages (54-64). Dimensions: 26'6" x 46'6". Digitrax DCC. Prototype: Erie; Delaware, Lackawanna & Western; Erie-Lackawanna and PRR. Locale is Pennsylvania, New Jersey, and Delaware circa 1950-1975. Over 800 freight cars and 150 engines.

<https://youtu.be/onOnS2-RbGs>

John Rahenkamp: Clairmont, Lewiston & Western RR. (Demolished) HO scale model railroad that has been featured in both *Model Railroader* (July 2003, pages 50-54) and *Railroad Model Craftsman* magazines. Fantastic scenery and a very large layout.

<https://youtu.be/CzNyRI5HQL8>



HOWARD KAPLAN



← **Ron Albert:** Delaware and Bound Brook Railroad serving Coxtan, Springfield, West Springfield, West Cressona, and Ashley. HO Scale, DC using Powerstat controller. Has over 200 cars and over 25 engines. Very realistic scenery. <https://youtu.be/leFtKGEsvOc>

Steve Wolfhope: Stony Creek Railway Company → On30, Digitrax DCC controlled, wireless IR, Soundtraxx & TCS WowSound. Mostly steam engines. Connects with the EBT for coal transfer. <https://youtu.be/4XIXqfWv1zQ>



STEVE WOLFHOPE



ROB ISCHINGER

← **Schuylkill Valley MRRC:** The Schuylkill Valley Model Railroad Club was established in 1968 and held it's first open house in 1975 and then every year since. The railroad has a prototypical theme, being modeled after the Reading's main line from Philadelphia to Reading with many of the towns along the route. There are several points of animation along the route which are activated by pushing a button on the fascia including an operating backhoe at an excavation site, a plumbing oil rig, fire engines responding to a fire, and a carnival with rides. The railroad is a point to point design with the scenery nearly complete. <https://youtu.be/iRNzk1mGkcY>

You can see these videos and other layouts on the Philly Division website: phillynmra.org—just click on Cab Ride Layout Videos. If you want to see future videos send me your email address and I'll put you on the distribution list. Do you want your railroad or a friend's railroad videoed?

Email me at bfagan777@hotmail.com. More to follow in the next issue of *The Dispatcher*.

Enjoy,

Bill



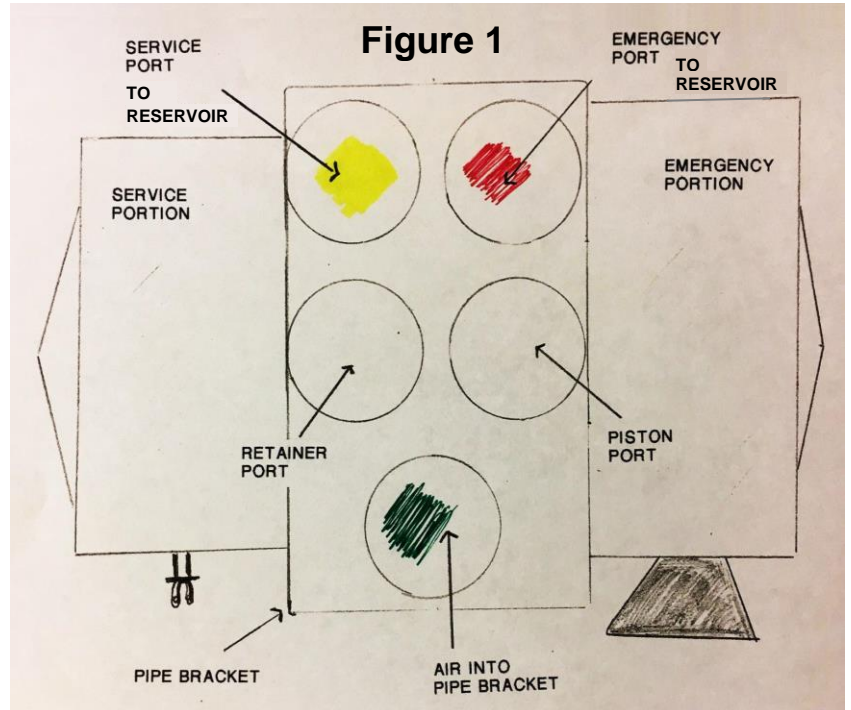
Where does the air go?

In the last issue we discussed what mechanical department employees must accomplish when performing a COT&S. This issue, we will be looking at the pipe bracket and the components in the air brake system.

The main player is the pipe bracket. When you look under any freight car, you will see pipes going in different directions and to different equipment. They all start at the pipe bracket, which features five ports. These ports dictate what occurs when the engineer applies the brakes.

Figure 1 shows the upper two ports running to the service and the emergency side of the reservoir. The second two ports run to the piston and the retainer. The last port is where air enters the bracket feeding the brake valves and system itself.

Let's say our car is in a 100-car train. The air brake pressure for freight trains is 90 PSI (passenger service is 110 PSI). The train is rolling at 40 mph. As you can see in Figure 2, air is running through the car (green) and the piston is off. Suppose 10 miles into the trip, the engineer is facing a red signal. He applies the brake at a measured amount to slow down and stop the train.



CONTINUED

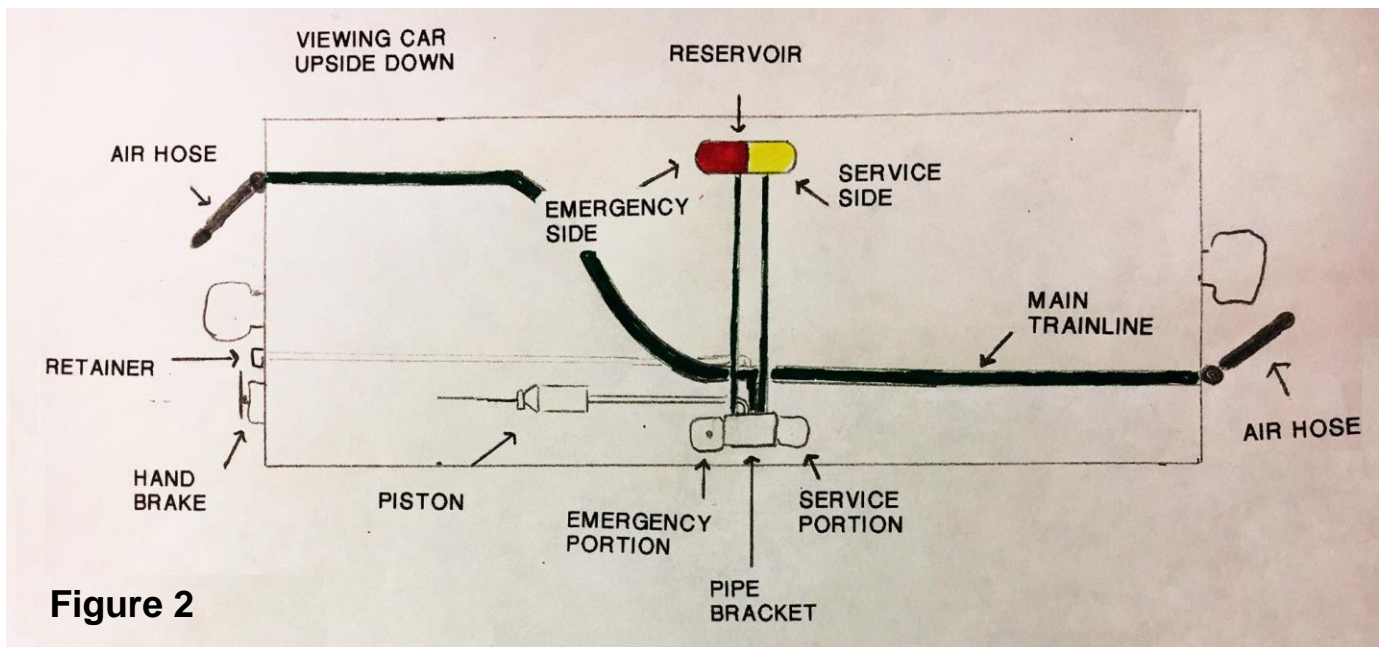


Figure 2

Figure 3 shows air from the service side of the reservoir (yellow) pushing the piston outward, applying the brakes. The main train line still has air along with the reservoir. At this point the piston is out. After some time the engineer receives a green signal and the train starts rolling again.

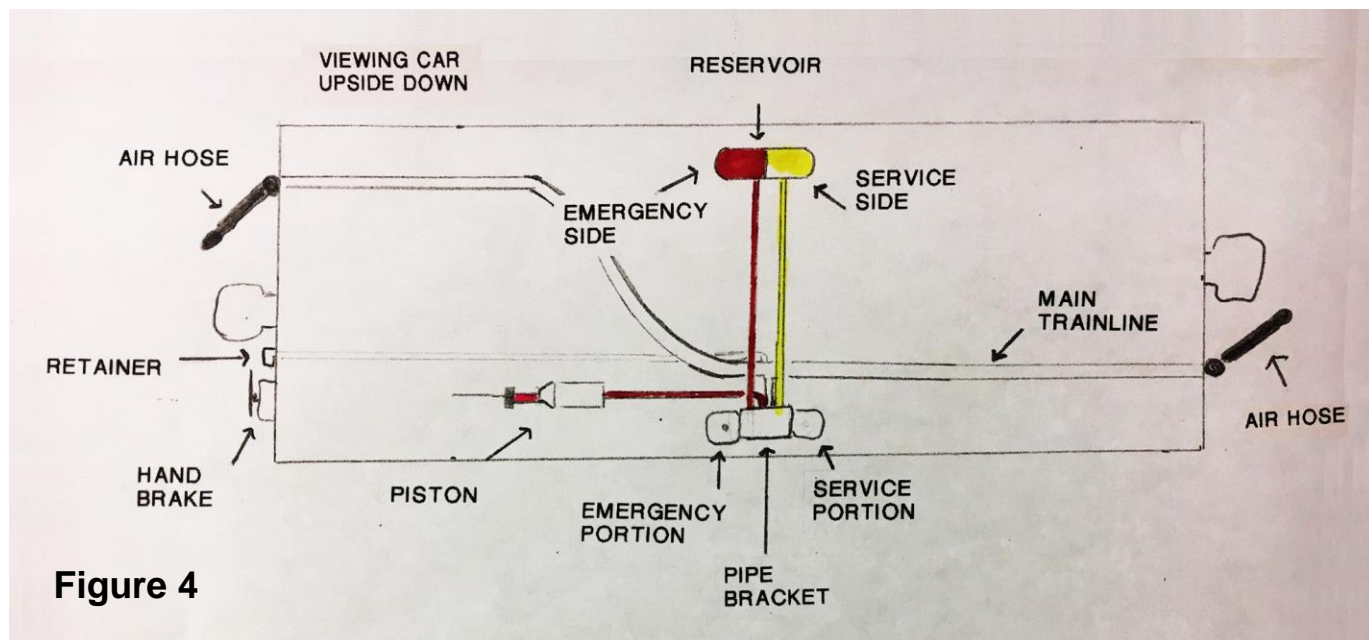
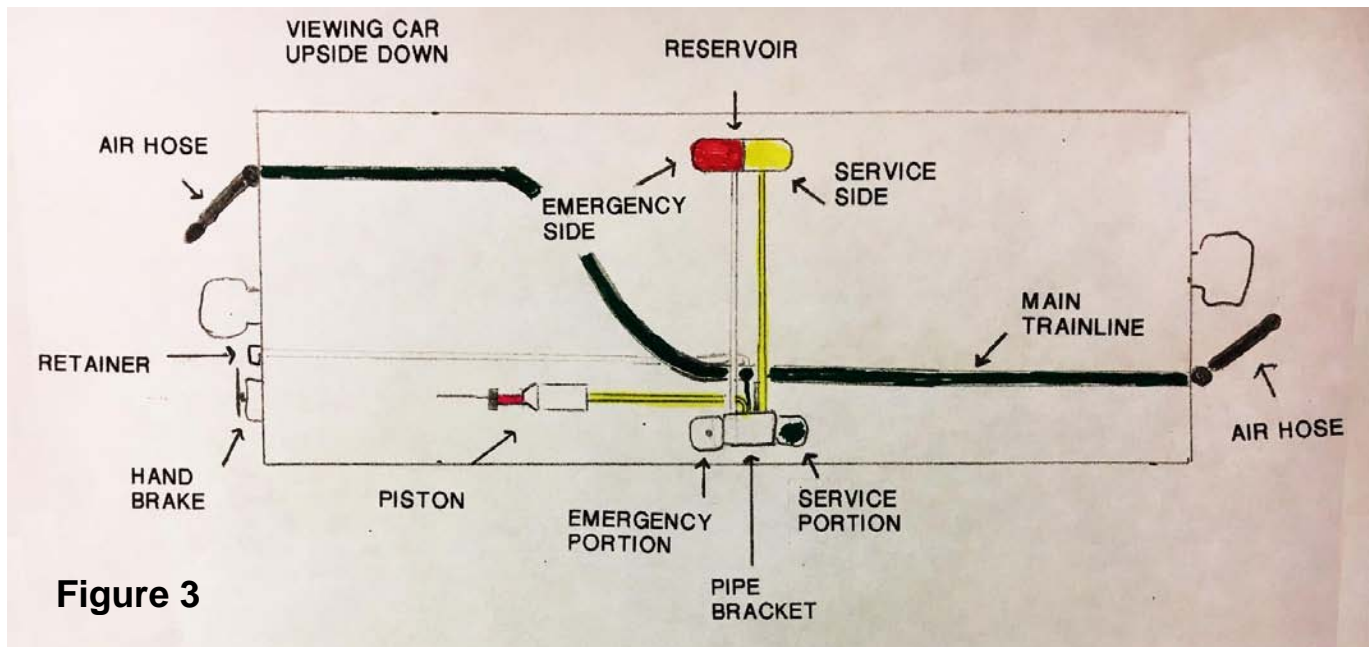
After 40 miles, the train breaks an air hose. When this happens, the entire train goes into emergency. Air in the emergency side of the reservoir forces all pistons out (Figure 4). This stops the train. After repairing the brake hose, the engineer recharges the train. This takes 10 to 15 minutes

in real time. Once the train has been charged, the train crew will perform a quick brake test before moving on.

I hope this gives you a better understanding of what occurs with the air brake system. The next time you look under a car you will understand the genius of George Westinghouse, the inventor of the air brake.

Well, my cup is low, so it's time to go. In our next issue, we will discuss the combination cut out cock and dirt collector. See you then.

Joe



The History of the Philadelphia Division – Part 3

by Howard Kaplan

May 24, 2019 marked the 50th anniversary of the Philadelphia Division of the NMRA. It was on that date, 50 years prior in 1969 that the MER, at its spring convention in the Lehigh Valley, approved the Division's charter.

In the March 2020 issue of *The Dispatcher* I published part two of our history, which included the timeline chart as well as more detailed information pertaining to governance, membership, dues, and geographic boundaries. In our finale wrap-up this month, we'll deal with some other aspects of the Division as relates to its history.

Meets

One could fill an entire article on this topic. In the pre-1992 years, the Division met mostly at model railroad clubs, since these comprised its origin.

After the 1992 rebirth, meets occurred mostly as we know them today—in churches and other public meeting spaces. In addition, we ventured out into less conventional locations; the Division has held meets at such interesting places as The Franklin Institute, Strasburg Railroad, and a whole variety of scenic railroads, most of which sadly no longer exist. The programs also became more varied with clinics, contests, displays, vendor tables, drawings, and layout open houses—the format laid the foundation for how we (and many other divisions) hold our meets today.

If you are interested in these aspects, I suggest you peruse the back issues of *The Dispatcher*. Except for a handful of missing issues, one can get a good feel of how the Division operated over the years.

Newsletters

There was no Division newsletter until John Nawn took over as Super in 1992. The first newsletter likely was published in early fall of 1992 announcing the first meet of the reborn Division in November of 1992 with John serving as editor. At that time it was simply called "Philadelphia Division Newsletter." By the following year, John had called for a successor and held a contest for a more appropriate railroad name.

The first issue of 1994 saw just that. The new editor was a high school student named Nathan-Ashby Kuhlman, son of then member Rob Kuhlman, and the winning name was "The Philadelphia Dispatcher." Nathan, whose intended future course of study was journalism, almost overnight transformed the newsletter into a considerably sophisticated publication, and continued to

serve as editor until going away to college in 1998.

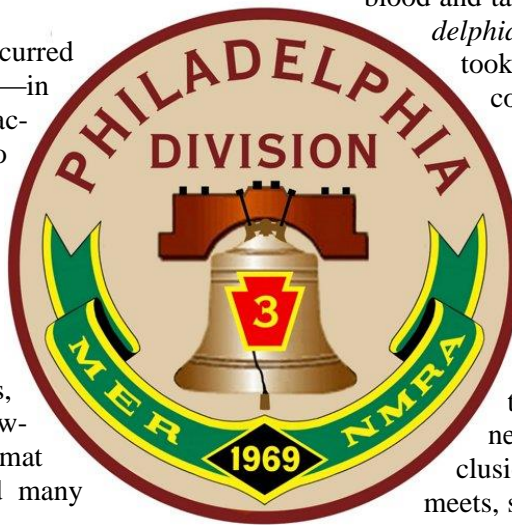
That year, Steve Salotti stepped down as Assistant Super and agreed to become the newsletter editor, a position he held for the next 12 years. During that period Steve continued to produce a very respectable newsletter, guiding us through routine Division activity, two conventions, biennially RPM meets, and the introduction to an electronic format—along the way providing pithy commentary as well as an ongoing narrative of the progress on his own model railroad. This was the newsletter's "yellow period" as Steve printed them on yellow paper to make them immediately recognizable among one's other mail.

In 2010, Earl Paine, who had been serving as Division Clerk, stepped off the board to make room for newer blood and take over as the new editor. *The Philadelphia Dispatcher* under Earl's direction took on a fresh and clean look, now incorporating the Division's logo (derived from the IJ2006 convention logo) and the NMRA's new blue logo.

With the continued decline of printed subscriptions, Earl focused more on the online version, now featuring full-color graphics and photos, and with the advantage that articles could be as long as was necessary. This also facilitated the inclusion of the full itinerary of special meets, such as the East Coast Santa Fe Models, whose meets we joined for a few years, as well as the RPM-Valley Forge meets, which served as the Division's March meet for almost a decade. And flyers and announcements, such as the infamous "green sheet"—the holiday schedules for the area model railroad clubs, could easily be included, as well.

For each issue, Earl would ask the board to proof it for errors. After arriving on the board in 2011, I began reporting typos to Earl and by 2013 we began to use Dropbox to enable me to directly make corrections and fine tune the formatting. As time went on, Earl became more and more involved with the Achievement Program, eventually being appointed the committee chair. While Earl continued to provide direction and dictated the overall composition of the newsletter, I continued to play a larger role in the production and publication—especially after the purchase of a printer capable of ledger-sized printing. I began to make minor changes in appearance, including the simplification of the name to just "The Dispatcher," as it just looked and fit better, and because that's what everyone called it anyway.

It appeared I would be Earl's natural successor, but I



never considered myself a writer or journalist, and never really wanted to be a chief editor. I'm more the "fixer" type who works in the background, and was always content to remain in that role. But Earl was ready to pass on the baton, and in 2018, I assumed the role of editor.

A generous stream of articles and regular columns from members that continues to this day, has made the job more manageable than I expected. In addition, I frequently peruse the publications of other regions and divisions, and have often thought of "borrowing" some of their ideas for innovation while still maintaining characteristics that uniquely identify us as who we are and maintain a link to our past.

Website

With the increased domination of computers and web-based information, and the fact that more and more companies and organizations were creating websites, it became obvious that it would be beneficial to have our own.

Around 2008 our most active "techie," Val Pistilli, created the Division's first website. He was fortunate enough to be able to procure free web hosting, which saved the Division a fair chunk of change. The website contained all the pertinent information, even including photos from layouts that had been featured in the Independence Junction convention two years earlier. Despite the shortcomings of the free hosting, the website served us well for many years and we are deeply indebted to Val for having provided the Division this service for having created the domain name that ultimately became commonly used as our nickname, PhillyNMRA.

In 2013, it was felt that given the advances in technology and web design, the Division needed a more updated website with more capacity and a fresher appearance. Superintendent Joe Bergmaier appointed an exploratory committee led by past super Greg Shindledecker to figure out what made sense and the wherewithal to produce it.

While it was always possible to create a website from scratch, there was a new trend in template platforms, i.e. software with a pre-written main program, expandable with "plug-in" segments to provide various functionality for tailoring to one's particular needs. The most popular and prevalent of these at the time was Wordpress, which continues to dominate website creation to this day. These same trends led the way to even more customer friendly ways to create "instant" websites without any technical knowledge.

We had a meeting with Joe Bergmaier's daughter, a web designer, who was very familiar with Wordpress, and she thought it was an excellent idea. The only problem was that it would have been far too expensive for her to do it for us, and she would have had to provide the hosting. We went out searching for developers who had had experience with Wordpress, but its use was still somewhat limited at that time and there seemed to be no one, at least not in the model railroad community, who seemed up to the task.

Enter the magic of YouTube, the online website featuring videos by individuals on everything one could imagine. I figured there had to be tutorials on creating a Wordpress website...and I was right—loads of them. It didn't take long for me to figure it out and I presented a proposal at the next board meeting; I would do the website if nobody else wanted to.

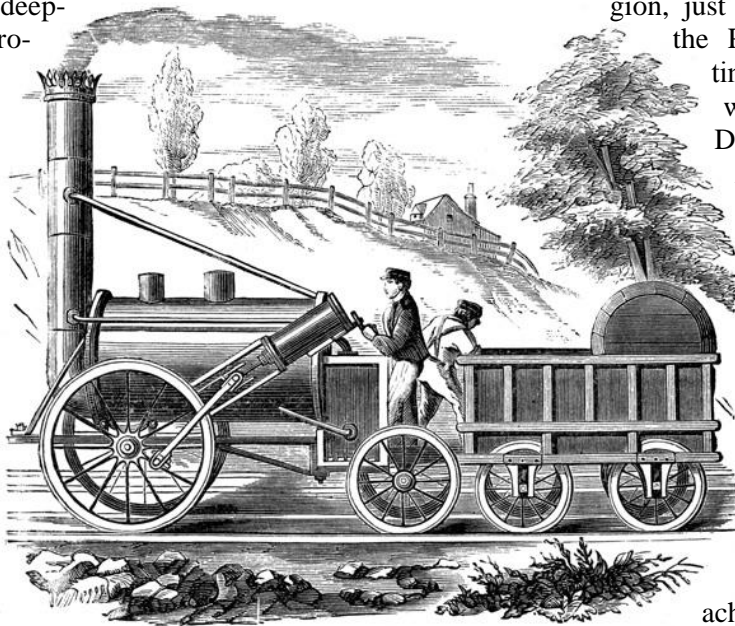
There were some growing pains involved, but it worked out pretty well. We now have the capacity to house hundreds of image galleries and documents, and provide a complete, logical, and easy-to-navigate website for the Division members.

Achievement Program

In the early 1990s, coinciding with the "rebirth" of the Division, Dave Messer, an MMR, and a founding member of the Hudson-Berkshire Division in the Northeastern Region, just happened to relocate to the Philadelphia area. The timing couldn't have worked out better; the Division needed an Achievement Program and Dave Messer was the natural to be the coordinator.

Due to the fact that the AP was an NMRA program and that many Division members were not NMRA members until the late '90s when it became mandatory, progress among members in achieving certificates was slow going, even though Dave would promote it at almost every meet. The problem was really that there were no other MMRs in the Division, no one qualified to judge, and no specific "team" focused on the advancement of the program.

In 2013, Superintendent Joe Bergmaier took it upon himself to make the AP a priority. An AP Committee was created with Brian Good appointed as chair. A year later, Brian had to step down due to the untimely death of his wife. Earl Paine was appointed to replace him. By this



time, Bill Fagan, now a director, had been taking cab ride videos of layouts in the Division and neighboring divisions. Upon seeing work that would qualify for a certain certificate, Bill began to encourage the layout owner to join the NMRA, if not already a member, and then to fill out and submit the appropriate paperwork. This was the route followed by now MMR Joe Walters.

Together, Earl, Bill, and later Joe, joined Dave Messer to promote the AP to the point where the Philadelphia Division members had broken records for the number of AP certificates earned in an MER division. While the progress has waned a bit in the past year, under the new leadership of Earl Paine as the Coordinator, the AP still remains a vibrant program in the Division.

Division Logo

For most of the history of the Philadelphia Division, as with most other divisions, there was no division logo to speak of. Most NMRA regions and divisions simply used the original NMRA logo on newsletters or documents. Then, after the Independence Junction national convention, a logo which had been adapted from the convention logo, began appearing. I first saw it used by Earl Paine on the newsletter (along with the NMRA blue logo) when he took over as editor.

I thought it was great for the Division finally to have a logo, but although it contained good ideas, it seemed lacking in some ways. There was a stylized bell—somewhat of a given for a Philadelphia institution, with a red keystone in the center symbolizing the PRR, but no representation of the Reading, a key player in Philly railroad history. Off the sides of the bell were little ribbons with “MER” and “NMRA” in tiny lettering. Beneath the bell were the words, “Philadelphia, Pa.,” clearly a holdover from the convention, but puzzling for a division that encompasses four other counties and the entire state of Delaware. Above the bell, the division name, but in a non-railroad-related font. I thought I could do better.

As a new board member at the time—essentially a nobody—I felt I should go easy with changes so as not to ruffle feathers. I modified the bell to make it look more traditional, changed the Division name font to one reminiscent of that used on PRR signage; skirted the bell with a green and yellow ribbon reminiscent of the Reading stripe used on F units, with “MER” and “NMRA” in extended Roman, with the Reading diamond in the center, also as it appeared on their F units.

Having observed other division logos, I thought that the division number and date of inception would be appropriate additions. The division number “3” I put inside the keystone with the year of our birth, 1969, inside the Reading diamond. The brass liked the logo, and the rest is history.

Well, almost the rest. In addition to the logo, I needed lettering to use on the header of the website. I wanted something fun or whimsical, and stumbled upon a font

called Braddon. Later, when I was charged with making signs for meets, I used political signs turned inside out, which were black, and felt that bright orange lettering would be the easiest to read. And that’s how the orange PhillyNMRA on a black background came to be.

Car Projects

The practice of offering specially designed and/or decorated rolling stock by model railroad organizations—especially NMRA divisions—began perhaps in the early 1990s and the Philadelphia Division jumped on the bandwagon with a series of freight cars projects that lasted until just a few years ago.

The cars produced were: Sunoco Tank Car, Reading Panel-Side Hopper, Hercules Powder Company Reefer, Upper Merion & Plymouth Gondola, Perkiomen Valley Box Car, and Reading HTv Hopper. They can be viewed with their descriptions in order of release on the Division website at <http://www.phillynmra.org/sales/past-offerings>.

RPM

In the early 2000s, a new approach to model railroad-ing emerged, known as RPM, or Railroad Prototype Modelers—groups that would hold their own meets separate from, but in many ways similar to the traditional NMRA regional meets. In 2004, the Division brass and some other members—with Paul Backenstose at the helm—decided to try one of their own and named it RPM–Valley Forge. The format they settled on would be a Thursday through Sunday meet with clinics, a vendor room, model displays, but no contests or judging, a banquet, but without awards or a ceremony, and finally layout open house tours on Sunday. It was to take place at the Desmond Hotel in Malvern.

The first meet was an instant success, and meets were subsequently held every two years on the even year. The RPM–Valley Forge was set up to operate as a Division committee, hence effectively functioning as a fundraising arm. This structure continued until 2014 when the committee members decided that they wanted more autonomy and control over the proceeds, at which time they created their own non-profit organization in the form of a 100% NMRA club. The meets in 2016 and 2018 were every bit as successful as the previous ones, and despite having to cancel 2020 due to COVID-19, they intend to continue meets in the future.

Conventions

Well, the first MER convention hosted by the Division was back in 1976 as noted by Bob Beebe. Andy Hart informs me that it was hosted at the hotel at the identical location of the Crowne Plaza in King of Prussia where we held the Liberty Bell Special last year, and it was called, not surprisingly, “The Liberty Bell.”

Although hosted by the New Jersey Division, 1993

saw another convention in King of Prussia, the Valley Forge Express. This was my first national convention and where I found out about the Philadelphia Division.

In 1997, we hosted the Brandywine Junction MER convention in Chadds Ford, PA. Look over the itinerary in a newsletter from 1997. The list of clinics was nothing less than stellar. And the banquet...a buffet of steak sandwiches and Tastykake—that for those who felt that the name Cheese Steak Local would have been too unsophisticated for our 2019 convention. Yes, it was many years ago, but at the time considered one of the best MER conventions yet.

The Philly Division returned to the scene in 2001 with the Keystone Junction convention in Frazer, PA. Another success.

Given our penchant for putting on enjoyable events, the Division petitioned to get the national in 2006 and was successful. And the convention, Independence Junction, was pulled off with great skill and was one of the best nationals up until then.

Newsletter Articles Needed (from page 4)

As I've said before, you need not be a good writer; I can take anything you give me and turn it into an article. Feel free to write on any topic under the sun related to model or prototype railroading. Remember that while your specific project or topic may not interest everyone, it will interest some, and may pique the curiosity of others possibly leading to a new fascination with something they had never previously considered.

An example would be harbor scenes or car floats. These have experienced a recent explosion of interest simply through articles written and clinics presented.


Even if it's something so obscure that very few would be interested, I need content—bulk, if you will—and therefore welcome anything your mind can dream up will pass muster. It can only add to the variety and diversity of this publication.

Especially since we will not have meet photos per se, and none from layout visits, a suggestion for members would be to at least submit photos of what they've been

Even though the Division remained quite active, that core group of convention planners went on to focus their efforts on producing the RPM–Valley Forge, leaving the management of the Division to a new, younger group of guys.

Feeling too inexperienced, it was many years before we felt we had the confidence to commit to putting on another event on a scale of anything grander than an ordinary meet. However, thanks to the leadership and vision of Superintendent Joe Bergmaier, we were plunged head-first into a commitment to host the 2019 MER convention. And the rest, as they say, is history.

Acknowledgements


Heartfelt thanks go out to Paul Backenstose, Steve Salotti, Steve Wolfhope, Andy Hart, John Nawn, and the many other “old timers” with whom I've chatted over the years. Much of the early history would not have been possible without their assistance. 

working on, so that we have some nice pictures to view.

And remember that every submission—even just photos—qualifies for AP Author credit right away, regardless of when published.

Now I'd like to take space to thank all of those who have contributed in the past few years, either with full articles or ongoing columns, including those whose submissions have yet to be used (you will see them in the next two issues).

Thanks first to regular columnists (some of whom have also contributed separate articles): Earl Paine, Bill Fagan, Joe Walters MMR, Chip Stevens, and Kevin Feeney.

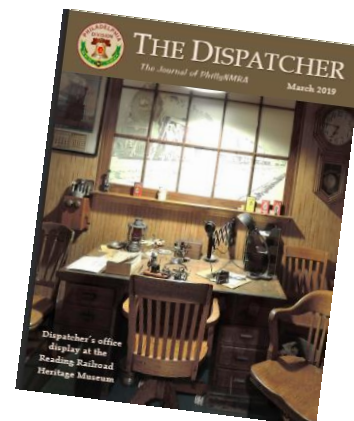
Next, the authors: Alden Smith, Joe Bergmaier, Dave, Messer MMR, Rick Melcher, Glyn Thomas MMR, Mark Wallace, Charles Butsch, John Seibert, Alan Silverblatt, Mike Dettinger, Don Bell, Rich Newmiller, Dick Landt, Stephen Richardson, Paul Welsh, Chris Ruhl, Rob Hinkle, Adam Eyring, Al Zollers, Earl Hackett, Robert Putnick, and John Jastrzebski. Much appreciated. 

Coming in future issues of *The Dispatcher*:

- *All new series on electronics*
- *More construction articles*
- *Member travelogues*
- *Unusual rolling stock collections*
- *And more!*

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with Chip Stevens



Shelter in place (which I'll refer to as SIP hereafter) has its good and bad sides. Since my wife is on a Zoom call upstairs, I will give you the good sides. She might not have too much constructive to add to the bad side as she has been confined to the house with your author for more than eight weeks. Have I ever mentioned she has the patience of Job?

In addition to forcing (allowing) all of us back to the basement, SIP has opened some opportunities new to all of us or previously underutilized by most of us. At the end of January, I think I had first heard of Zoom. It is somehow connected to the University of Rochester where I sent a lot of tuition checks for our daughter. Your Board, with Mike Dettinger's recommendation, used Zoom for our last Board of Directors meeting. One individual opens an account, gets an ID and then invites participants to join a meeting online. It helps to have a video camera so participants can see how long your hair has grown during SIP or how well your beard is coming in. Another use for Zoom is the continuation of the camaraderie of my Tuesday Night Round Robin group. While we are not yet running trains via Zoom, seeing guys on Tuesday night to stay up to date on "trains" is great. Unfortunately, we have yet to figure out how to pass the beer and Oreos during our sessions.

Another Zoom session I participated in recently concerned scenery for model railroads. The organizer was here in the US as were most of the participants. Our presenter was in Holland, but the clinic was almost the same as watching a clinic in a large NMRA meeting room.

A session I have not taken advantage of yet was the recent NMRA-X clinic sessions. Gordy Robinson, the European NMRA director, put together what substituted for the national convention clinic schedule canceled by the virus. Pretty astounding when you consider Gordy lives on an island of 600 people in the Orkney Islands. Anyway, Gordy strung together twenty-four one-hour clinics running back to back around the clock starting on a Friday night. Again, presenters were spread all around the world. I am not sure if the first session was NMRA endorsed, but it was successful enough that a second



twenty-four-hour schedule will have occurred by the time you read this on the weekend of May 15-16. If you go to the NMRA website there is a link to the first session. There were some real experts on the first broadcast. The marathon is also available on YouTube through the NMRA member page. After you read this, you might go to NMRA.org and see if

subsequent or additional virtual clinics are listed. Do not forget that there is a large library of past convention clinics available on the NMRA site, also.

The podcast world has also expanded greatly since COVID-19 changed our way of doing things. It will be interesting to see which podcasts survive when we return to "normal" or the new normal. To date with SIP, I have not expanded my podcast list, but I have seen from several sources that model railroaders with more time available are willing to share their knowledge and experience with all of us. All are another part of what makes this hobby so enjoyable.

Stay healthy.





Earl was able to salvage John Greene's outstanding East Falls bridge and use it to cross Monocacy Creek on his Reading layout. John is best known as the owner and proprietor of Bethlehem Car Works and has recently downsized his layout. Moving the model (very heavy) was a chore and it sustained some slight damage in the process. It will retain the name Green Bridge in the new location.



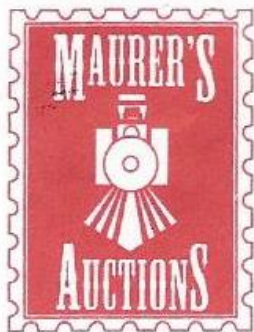
Earl's layout has recently commenced early operations. After 5 sessions, it soon became evident that he had not planned trackage allowing local trains to clear the main while servicing industries. After a return to the CAD drawing board, a widening project has commenced to add the additional trackage. Better now than after ballasting and scenery! The moral of the story: Operate early and often. Lesson learned!



ON THE (RAIL) ROAD WITH KEVIN FEENEY

CONVENTIONS – SHOWS – TRAVEL

MAURER'S AUCTION



I heard about this company years ago through friends in the area. Maurer holds their auctions at the Ridge Fire Company in Spring City, PA featuring Lionel and toy trains in the Pavilion and model trains (mostly HO) in the Blue Room. Things can get quite pricey in the Pavilion as one Lionel set sold recently for \$58,500 plus buyer's premium plus sales tax! Periodically, Maurer holds other auctions for antique toys and railroadiana.

To date, I have attended two auctions the most recent back on January 4, 2020. While I have spent very little at the auctions (generally the prices are too high for me), they were something to see. Maurer sends out a listing in advance of each auction to those like me on their mailing list. As I write this on 2/22/20, I just received the listing for the Saturday 2/29/20 auction, which I will miss unfortunately. This auction has 442 lots. The one back in January had over 500 with the first 80 or so all Marklin. When I saw that, I wondered who would buy all this stuff. Well, the Marklin modelers showed up (all 12 of them!) and the bidding was quite spirited. Next were about 100 lots of older

brass, mostly PRR and Reading selling generally in the \$100-\$300 range.

The auctioneer is Kathy Maurer, a petite woman with a wonderful voice. She sits in a chair on top of a table facing the crowd and amazingly closes about 100 lots an hour. The bidding starts at various prices depending on the item and whether someone has made a prior absentee bid by phone or email. Increases are in \$5, \$10, \$20, or \$25 increments depending on the item's value. I have never stayed until the end, but during the time I was there, virtually every lot sold. Only rarely did Kathy have to drop down to lower amounts with \$1 increases.

Settlement is easy because the whole process is computerized. Bidders register in advance and get a number. At the end of each lot, you get your item. You can settle up at any time. In addition to the auction price, Maurer charges a 10% buyer's premium (12% if you use a credit card) plus PA sales tax unless you have a resale certificate. They take a lunch break after about 250 lots and food is available in the fire hall.

To check on future auctions or more information go to <http://www.maurerail.com/> or auctionzip.com #1892. They used to post the auction results online but that seemingly stopped in 2017.

PROTOTYPE RAILS 2020



This is the granddaddy of all RPM meets, now in its 20th year. This event, sponsored by the local NMRA Division, was held in an oceanfront hotel in Cocoa Beach, FL on January 9–11, 2020. This is the third one I have attended, this time with my wife. The \$40 registration is a bargain. There were 190 preregistered and another 40 walk-ins. Also attending from our division were Rob Hinkle and Jim Dahlberg.

There were a nice mix of clinics over the three days including historical research, various aspects of modeling, and technology (DCC, 3D printing, & using drones). There was a large room with

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vendors including several manufacturers plus all of the display models. On Saturday evening the last event is a fairly large door prize drawing from which I won 3 N-scale cars.

Perhaps coincidentally, the Florida Rail Fair is held the same weekend about an hour north of Cocoa Beach. Discounted admission cards were available at the RPM. I picked one up and attended the fair for a few hours on Sunday coming away with a few bargains and a number of free things.

SPRINGFIELD, MA SHOW

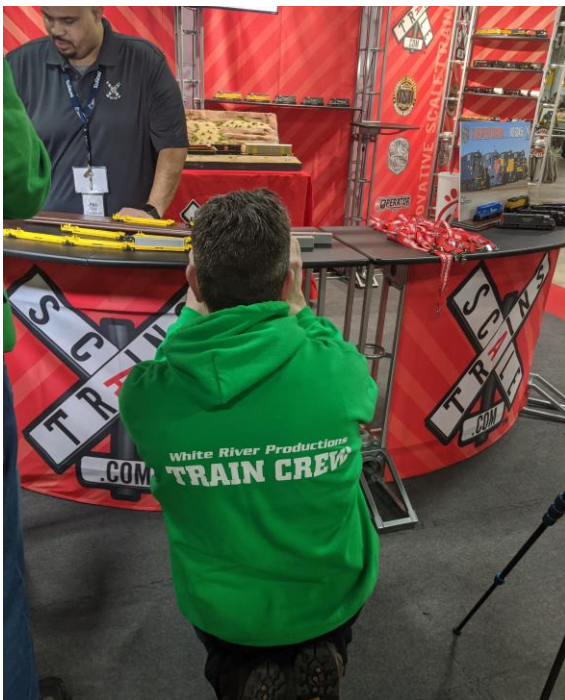


This show, organized by the Amherst Railway Society (<http://www.railroadhobbyshow.com>), celebrated its 50th anniversary this year. I drove up with Eric Dervinis and turned it into a five-day adventure. On the drive up, we stopped to see the holiday train exhibit at the Connecticut River Museum and went back in time with a stop at Amato's, which is a true old-fashioned toy and hobby store. In its basement is a museum with model and toy trains layouts. It wasn't officially open that day, but a clerk in the store sensing our interest took us downstairs.

The builder of the layouts, who also is the store's repair guy, was there and the next thing you know he had the major layout going for us. The owner of the store even talked with us. It was truly amazing!

While the Railroad Hobby Show is held on Saturday and Sunday, there is a two-day clinic session that precedes it. Eric and I attended the pre-event this year and for the prior two years. The clinic instructors included those from Model Railroad University, several manufacturers, and even our own Mike Dettinger. At one clinic I scratch built a small shed using matchsticks and even made the corrugated roof using a piece of threaded rod. The best part of the pre-event is the price: \$99 and that includes the clinics, breakfast and lunch for two days, plus a two-day vendor pass to the weekend show.

This year's show was held January 25–26, 2020, filled five buildings in the Eastern States Exposition, and had over 21,000 attendees. With our vendor pass we were able to enter the show early each day. I, for one, need the extra time because even in two days, I don't get to see everything! What I have always enjoyed about this show is the diverse mix of vendors including the major manufacturers (Walthers, Athearn, Atlas, Kadee, ScaleTrains, etc.), a number of historical societies and railway museums, the major hobby publications (White River Productions & Kalmbach), the local NMRA (NER & Hub Division), layouts of all scales, and hundreds of vendor tables. It is also a good time to catch up with friends from the hobby. This included several guys from the South Jersey Free-Mo group. Plan now to attend next year's show on January 30–31, 2021.



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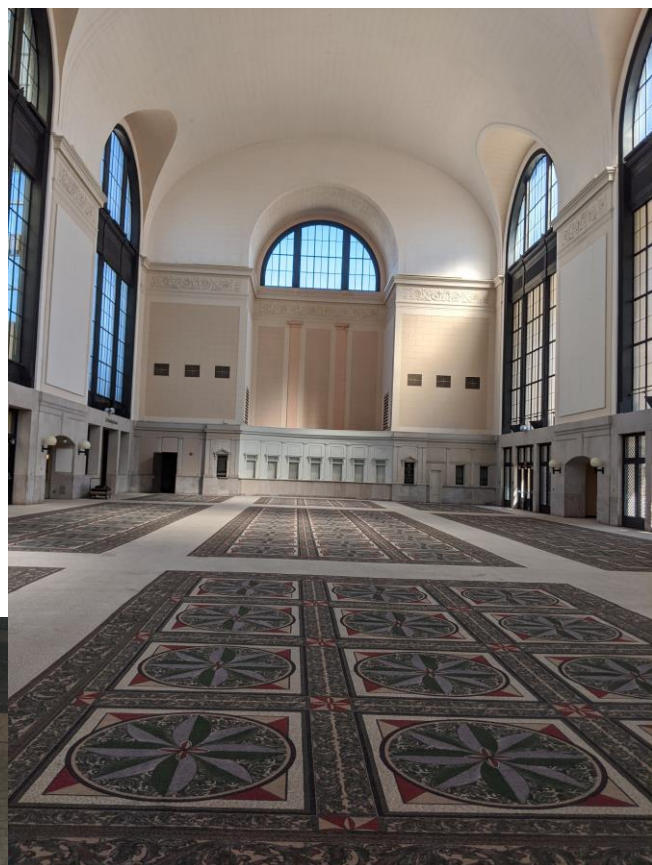
When my sister in Jacksonville invited us to come down in February for a visit, the first thing I did was check the date of the **Jacksonville Rail Fair**. After all, my life basically revolves around attending trains shows, NMRA events, and historical society conventions. I have been to this show before. It is the largest show in northern Florida and is held in the Prime Osborn Convention Center, which is the former Jacksonville Union Station. Golden Spike Enterprises (<http://www.gserr.com/>) is the promoter, which also puts on several major shows around the country. This show has a nice mix of models and railroadiana and is ALWAYS a great buying opportunity. I brought an old metal kit for \$5 that sold for \$75 on eBay.

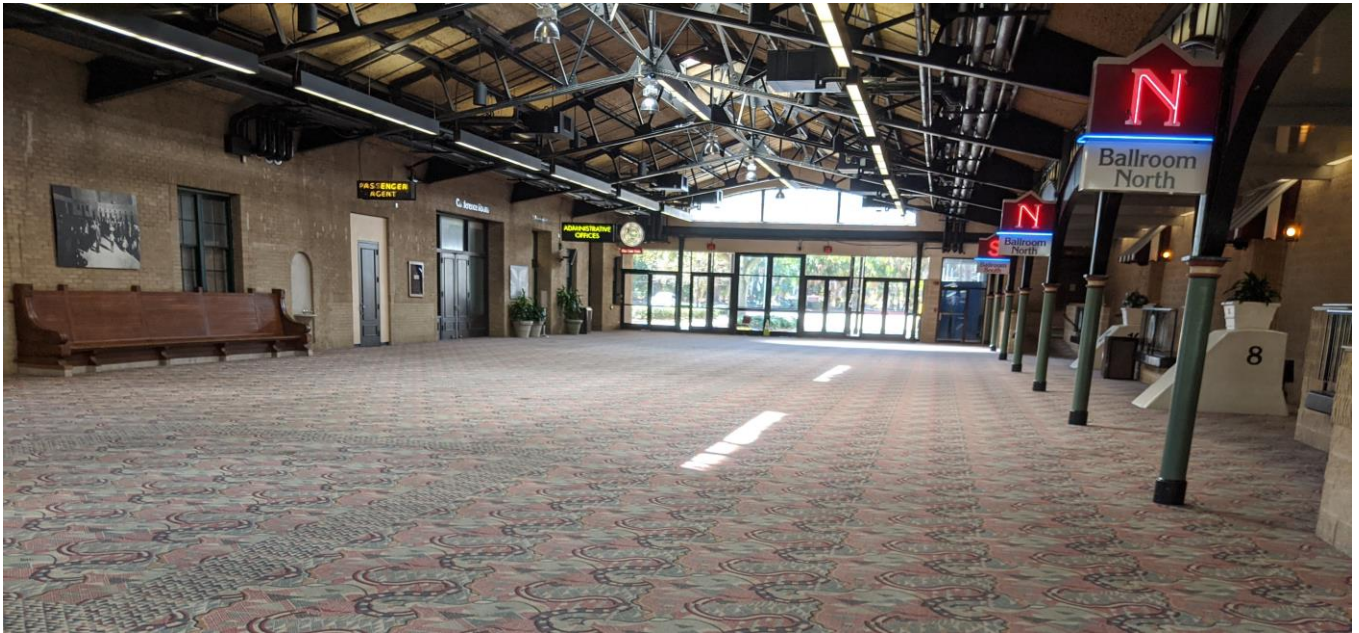
While at the Cocoa Beach RPM meet in January, I had seen a flyer from the Atlantic Coast Line & Seaboard Air Line Historical Society saying that their annual meeting was being held in Jacksonville at the same time and was quite close to where

my sister lives. I attended all day on February 7th. Many of the clinics were historical in nature, which is my primary link to the hobby. A group of clinics covered passenger trains between Chicago and Florida pre-Amtrak. This included the Illinois Central's *City of Miami* and the Pennsy's *South Wind*. Another group of clinics covered Florida's major passenger stations including Jacksonville Union Station that just celebrated its 100th birthday in November 2019. During the Rail Fair, the ACL/SAL folks arranged for a private tour of Prime Osborn Convention Center that I was able to join. I learned that Prime Osborn was the first CEO of CSX and was instrumental in saving the headhouse of the passenger station. The train sheds are long gone, but outside there are a preserved ACL steam engine and a heavyweight passenger car.



*Photos of the Prime Osborn
Convention Center, formerly
the Jacksonville Union Station*





Near the end of my Florida stay, I was able to visit the **First Coast Model Railroad Society** (<http://fcmrs.club/>). This group has a permanent HO layout in a 750 sq. ft. storage unit and a neat, portable On30 layout that I saw at the Jacksonville and Volusia County Fairgrounds shows. Photos follow below. 🚂





New Jersey Division 50th Anniversary Car

**Tangent Scale Models Bethlehem 70-Ton
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**The car has reporting marks NJDX, black
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The cost is \$35.00 each

OR

a set of both numbers for \$65.00.

**The cars are available now. Checks should be
made payable to “NJ Division”**

They are selling fast so don't be left out!

(Photos on next two pages)

Website: <https://njdivnmra.org> for questions

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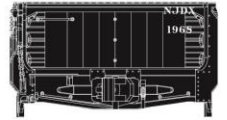
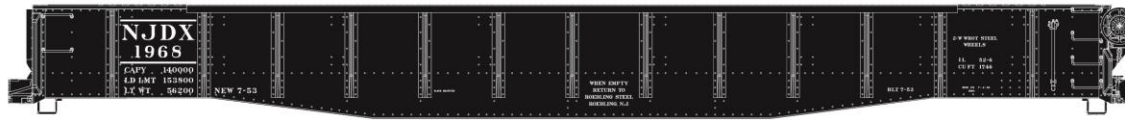
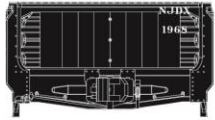
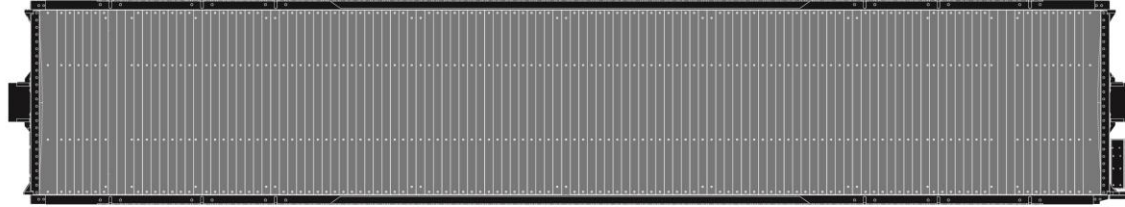
Telephone_____Email_____

See Tangent website for more info support@tangentscalemodels.com

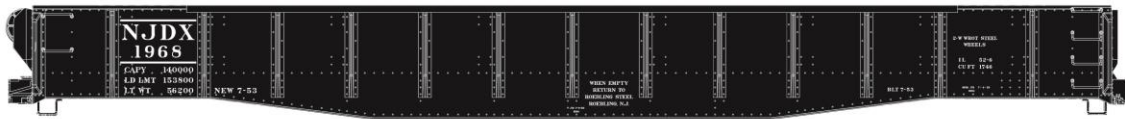
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Artwork for New Jersey Division 50th Anniversary Car



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- Tour of Wade's Train World in Brookford, a layout maintained by the CSD
- HO, S and N scale operating layouts in the Convention Hotel
- Home layout tours in the area, to include The Piedmont & Western and NYC Piney Fork Branch, which were both cover stories in *Model Railroader*
- Operating Sessions

START THE REGISTRATION PROCESS AT THIS LINK:

<http://carolinasouthern.org>



[Click here](#) for the
May/June issue



The
Local
A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA



[Click here](#) for the
May/June issue

Upcoming NMRA Conventions



NMRA 2020 St. Louis

2020

<http://www.gateway2020.org>

NMRA 2021 Santa Clara

2021



NMRA 2022 Birmingham UK

2022

<http://www.nmra2022uk.org>

NER) CONVENTION

October 9-12, 2020
Westford, MA



*Banquet
Clinics
Contest
Layout Tours*



*Prototype Tours
Raffle and
Non-Rail
Activities*

MillCity2020.org



Division Apparel



Short Sleeve Polo



Division Patch



Short Sleeve Button-Down Work Shirt
(name can be added)*



Long Sleeve Button-Down Work Shirt
(name can be added)*

* Name and patch positions reversed for shirts with pocket

ORDER FORM ON NEXT PAGE

For more information check out these websites and search for the appropriate model number:

Port Authority – www.portauthority.com

Polos: K500, K500P (pocket), K500LS (long sleeve), K500LSP (long sleeve w/pocket)

Button Down: S508 (short sleeve), S608 (long sleeve)

Gildan – www.gildan.com

Sweatshirts: Pullover (G180), Pullover w/hood (G185), Zip-up w/hood (G186)

Philadelphia Division Apparel Order Form

All apparel comes in **black** (the official Division color), with Division patch sewn and ironed on, and, if desired, first name embroidered

POLO: Port Authority "Silk Touch" 65/35 polyester/cotton, soft, comfortable, lightweight, virtually wrinkle-free, available in short or long sleeves, with or without pocket (K500, K500P, K500LS, K500LSP)

BUTTON-DOWN SHIRT: Port Authority "Easy Care" Twill, 55/45 cotton/polyester, available in short or long sleeves, both with pocket (S508, S608)

SWEATSHIRT: Gildan "Heavy Blend" 50/50 cotton/polyester, available in crown-neck pullover, pullover hoodie, and zip-up hoodie (G180, G185, G186)

Note: Larger sizes are available—just ask

Size	Price (subject to change)								
S-XL	16	18	21	23	21	21	13	17	21
2XL	18	20	23	25	23	23	15	18	23
3XL	20	22	26	28	25	25	17	19	26

Name	
Address	
City, St, Zip	
Phone	
Email	
Signature	
Mail to: PhillyNMRA Sales 620 Edmonds Ave., Drexel Hill, PA 19026	
Questions: 610-626-4506 phillynmra@gmail.com	

		Polo				Button-Down		Sweatshirt			First name as you'd like it to appear (if desired – add \$5 each shirt)			Qty	Price	Total
1	↓ Enter Size ↓															
2																
3																
4																
5																

No pocket	Pocket	Long Sleeve	Long Sleeve + pocket	Short Sleeve	Long Sleeve	Pullover	Pullover Hoodie	Zip-up Hoodie
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Phone			
Email			
Signature			
Mail to: PhillyNMRA Sales 620 Edmonds Ave., Drexel Hill, PA 19026		Questions: 610-626-4506 phillynmra@gmail.com	

(All shirts come with sewn-on patch) **Additional Patches @ \$5 each**

SHIPPING: Shirts @ \$5 + \$2 each additional shirt Patches @ \$2 any quantity (ships free with shirt order)


PICKUP: Future meet or by special arrangement **Free**


Make check payable to: PHILA DIV NMRA

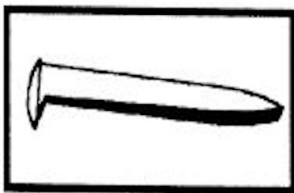
We accept PayPal—email for invoice: phillynmra@gmail.com

TOTAL

Liberty Bell Special MER 2019 CONVENTION APPAREL ORDER FORM (Descriptions and color chart on next page)

SIZE	↓ PRICE (\$) ↓										NAME					
3XL	36	34	39		39						ADDRESS					
2XL	34	32	37		37						CITY, ST, ZIP					
S-XL	32	30	35		35						PHONE					
XS		30		35		35					EMAIL					
		POLO		BUTTON DOWN			DENIM			SIGNATURE						
		WITH POCKET	NO POCKET	LADIES POLO	SHORT SLEEVE	LONG SLEEVE	LADIES SHORT SLEEVE	LADIES LONG SLEEVE	SHORT SLEEVE	LONG SLEEVE	LADIES SHORT SLEEVE	LADIES LONG SLEEVE	PAYMENT TYPE: _____ CHECK _____ CARD CARD NUMBER: _____ EXP: _____ CVV: _____ Card info may be phoned in, but a signature is still needed, so form must also be mailed or faxed. Checks made out to: PHILA DIV NMRA. Mail to: HOWARD KAPLAN, 620 EDMONDS AVE., DREXEL HILL, PA 19026. VOICE: 610-626-4506 FAX: 610-622-3020 (between noon and midnight)			
													COLOR	QTY	PRICE	TOTAL
1	↓ ENTER SIZE ↓															
2																
3																
4																
5																
6																
		PREMIUM CAP (Two-toned)								Khaki/Hunter Green			\$17.00			
		COLOR CAP											\$15.00			
		PICKUP AT CONVENTION (Payment must be received by 8/31/2019 or other pickup arranged)												FREE		
		SHIPPING (If payment not received by 8/31/2019 or unless arranged as above): \$10.00 →														
		TOTAL														

 Liberty Bell Special CONVENTION APPAREL COLOR CHART		SILVER	NEON YELLOW	LIME	KHAKI	OYSTER	NEON PINK	KELLY GREEN	CAROLINA BLUE	BLUE	GOLD	GREEN	GREY	HIBISCUS	LAVENDER	LIGHT BLUE	LIGHT STONE	BANANA	MAGENTA	MAUI	ORANGE	PINK	RED	RUST	SUNFLOWER	TURQUOISE	STONE	YELLOW	MINT
POLO	POLO/LADIES POLO									•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
	POLO WITH POCKET									•			•										•			•			
BUTTON DOWN	SHORT SLEEVE									•	•	•		•	•	•	•		•	•	•		•	•			•	•	
	LONG SLEEVE									•	•	•		•	•	•	•		•	•	•		•	•			•	•	
	LADIES SHORT SLEEVE									•	•	•		•	•	•	•		•	•	•		•	•			•	•	
	LADIES LONG SLEEVE									•	•	•		•	•	•	•		•	•	•		•	•			•	•	
	COLOR CAP	•	•	•	•	•	•	•	•		•										•		•	•					
DESCRIPTIONS	POLO	A great-looking, cotton/polyester pique knit that is cool, comfortable, and wrinkle resistant. This shirt has a soft, silky feel against the skin. You'll love it! Liberty Bell Special logo on left chest area. Sizes S-3XL (XS-3XL for ladies version).																											
	BUTTON DOWN	A comfortable wash-and-wear shirt—thicker than a dress shirt—with a velvety feel that will make you want to wear it again and again. Cotton/poly blend. Wrinkle resistant. Liberty Bell Special logo on left chest. Sizes S-3XL (Ladies version XS-3XL, no pocket).																											
	DENIM	With sturdy construction, a generous cut, and soft garment washing, this great-looking, faded blue denim shirt is sure to become one of your favorites. 100% cotton. Liberty Bell Special logo on left chest area. No pocket. Sizes S-3XL (Ladies version XS-3XL, no pocket).																											
	PREMIUM CAP	This comfy, Port & Company premium cap comes in khaki with a hunter green bill that matches the Liberty Bell Special logo on the front. Pigment-dyed 100% cotton twill. Adjustable – one size fits all. Self-fabric slide closure with brass buckle and grommet. A really nice cap at a great price.																											
	COLOR CAP	This popular Port & Company cap comes in a variety of fun colors and features the Liberty Bell Special Logo on the front. 100% cotton twill (80/20 poly/cotton for neon colors). One size fits all. Hook-and-loop adjustment mechanism. A cap that really fits the bill.																											



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: _____