

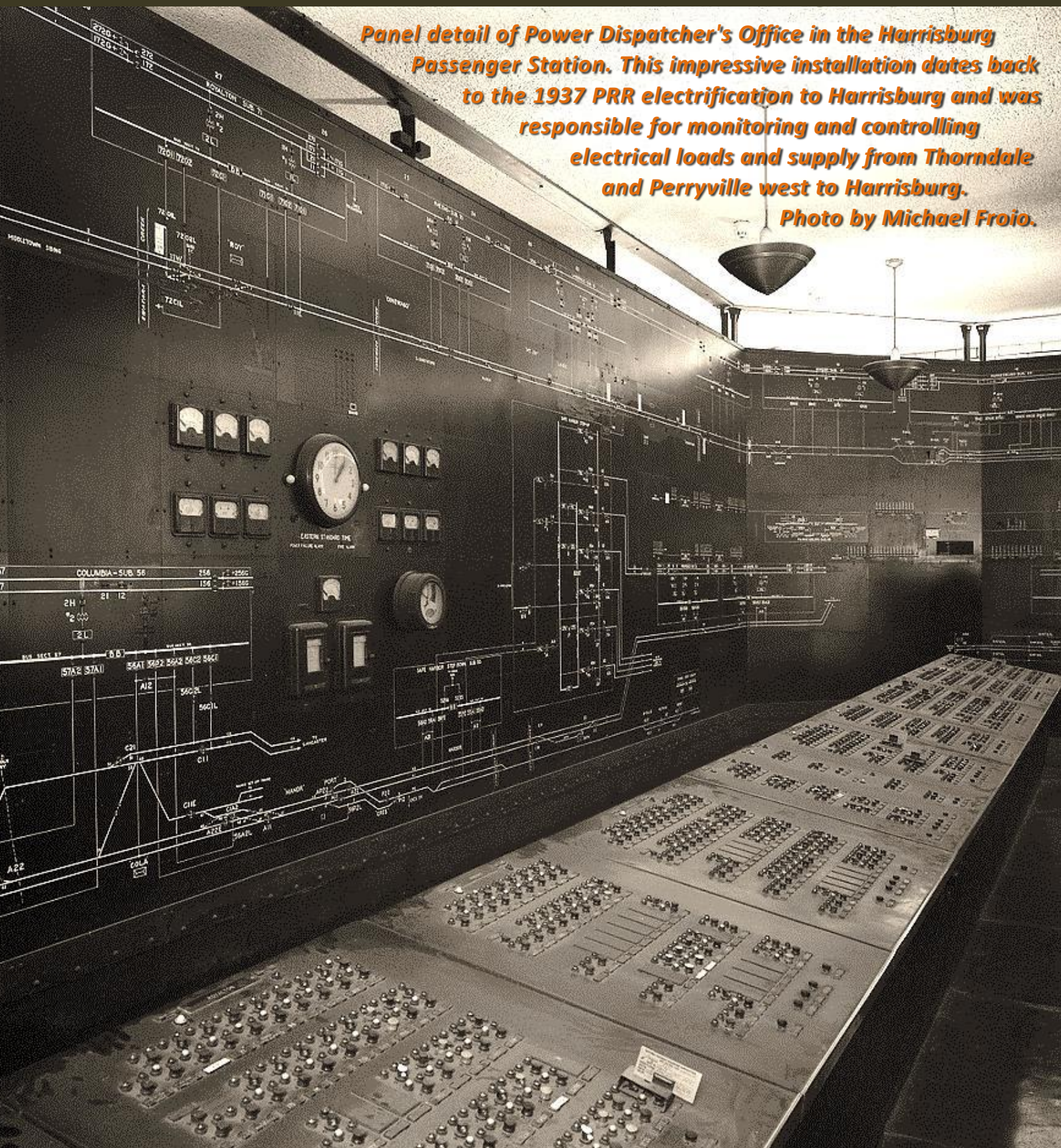


THE DISPATCHER

The Journal of PhillyNMRA

December 2020

Panel detail of Power Dispatcher's Office in the Harrisburg Passenger Station. This impressive installation dates back to the 1937 PRR electrification to Harrisburg and was responsible for monitoring and controlling electrical loads and supply from Thorndale and Perryville west to Harrisburg.
Photo by Michael Froio.





THE DISPATCH

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



December 2020

PhillyNMRA.org

Volume 27, No. 6

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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: March 2021. Due out approximately March 15th.
Deadline for submissions: March 1st.

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From the Super...

What a difference a year makes; this time last year we were still enjoying the overall positive feedback of the 2019 MER convention and looking forward to continuing to bring interesting meets to all of the members. However most things didn't work out in our attempts to plan for this past year, and we've tried to make the best of it. We look forward to getting back to in-person meets sometime in 2021 and continuing our virtual events until then.

Thank you to all of the Philadelphia and New Jersey division members who attended our virtual November meet. We had two excellent clinics during the event along with several members who had interesting items during our show-and-tell section. The meet video for November has been posted to YouTube; the private link for the video is available listed in the meet recap.

For January, we will be joining the New Jersey division for a joint meet, again being held virtually. More information on how to access that meet will be provided shortly. Our next division meet after that will be in April, again more details to follow on that meet.

Additionally, for 2021, we look ahead to our election of board members which is always held during our annual business meeting usually in June. For this upcoming election there will be a total of four positions up for election, and we are always looking for people who are interested in helping the division. If you are interested in running for the board, please contact myself or any of the other board members.

I hope that everyone has a happy and enjoyable holiday season, and is planning for a better and train-filled 2021.

Rob



From the Editor...

Welcome to our winter edition of *The Dispatcher*. It's been a while since we've featured a "how to" or "how I did it" layout modification, so I know that many readers will find the article by Earl Paine a welcome breath of fresh air. As previous editor of *The Dispatcher*, Earl's articles would often grace the pages of several issues each year. These days his contributions are primarily focused on his Around the Division column, but it's great to see him again relating his experiences with his own Reading Company layout.

As usual Clerk Mark Wallace graces our pages with his comprehensive meet report, this time from November. Mark has also contributed a "second section" on miscellaneous topics he felt would be of interest to the members.

Our second feature comes courtesy of member Rick Melcher. Many will remember Rick's excellent features on tools and hardware. Well now Rick and his wife have settled into their new

abode at the Ann's Choice retirement village and to no one's surprise, Rick has become involved with the model railroad club there. Rick provides us with many photos of the club's model railroads, both past and present, as well as his most recent project, that of compiling a protocol for assessing the operating condition of rolling stock.

Also featured are our regular columnists for whose continuing contributions we are always grateful. Bill Fagan as the dashing Video Vigilante relates his further adventures videoing more interesting layouts. MMR Joe Walters discusses a favorite topic of many modelers, the long, lost cabooses. Chip Stevens takes us on another plunge into the world of computers, devices, and the Internet. And who can forget Kevin Feeney with his further adventures by road or rail to shows and conventions in all corners of the world (or at least whatever he can find these days). Hope you find this issue to be a pleasurable read. And hope to see you at the January meet.

Howard

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On Saturday, January 9, 2020 the New Jersey Division will host a joint meet online with the Philly Division attending as their guests. Login will begin at 8:30am with the program starting at 9:00am.

If you plan to attend and would like to be able to be seen by others, you would need a webcam. These are typically integrated into most laptops and pads. If you don't have one, they can be purchased online or from any computer, electronics, or office supply retailer. Smart 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 consist of two clinics. First up, New Jersey Division members **Tom Neukirchen** and **Jim Shepard** will present a clinic titled, *"Garden Railroading: Trials and Tribulations, Continual Evolution and Fun."* Jim is a professional gardener and model railroader. Tom continues work on his garden railroad, solving many challenges of working in nature. The clinic will provide many photos to accompany a discussion of approaches to this aspect of model railroading.

The second clinic will be given by Philly's own clinic director, **Mike Dettinger** titled, *"Live Streaming Video from Inside an N-scale Train Car."* When we were

very young railroad enthusiasts, we had the burning desire to ride in the trains that we were running. For some of us, that feeling has never gone away. Short of the perfection of a shrink ray, we will have to settle for moving pictures taken from the train's perspective. This clinic will examine some of the milestones in model train video

photography. I have evidence that model videos were being shot as early as 1941. The time line continues until 2018 with the introduction of a camera and streaming wifi video server hidden completely in an N-scale car. Currently this last product is available only in Japan.

The prevailing rule of thumb, that Japan consumer electronics are 10 years ahead of those available in the US seems to hold true in the case of streaming model rail

video, so this clinic will examine some Internet searching strategies for understanding the Japanese model railroad scene. For the bold and adventurous, I will provide some pointers to obtaining and using products designed specifically for the Japanese market. For everyone else, it will be a roadmap of products that will ultimately be available in the US at some point in the future. A clinic sheet containing the web addresses mentioned in the presentation will be made available after the clinic.

The remainder of the morning's program will consist of a group show and tell where members of both divisions can discuss what they've been working on. Please check online at phillynmra.org or consult New Jersey Division's *Train Orders* at njdivnmra.org for any further updates. In addition, an email blast will be sent in advance to members with login details.



November Meet Vid Posted Online

For all those who were unable to attend the division meet on Saturday, November 7th, the video of the event can be viewed online at <https://youtu.be/Xmt-FilAgDU>.

Articles Desperately Needed

I have reached the bottom of my pile of articles and am now pleading to members (or anyone else, for that matter) to please put pen to paper (or fingers to keyboard) and write something. As I've mentioned countless times, you need not be a "writer." If you can text on your phone or send an email, you have all the skills necessary. Any topic under the sun on model or prototype railroading is fair game, such as modeling project, aspect of your layout, product reviews, opinions or philosophy, trips, railfanning, round-robin groups, modeling, modeling or prototype organizations, machinery or tools, tips or tricks, just to name a few.

In particular, I would love to publish layout articles such as those seen in the national publications—a synopsis of the layout, philosophy, givens and druthers, basic construction, schematic/track diagram, and photos. It seems like a major undertaking, but the fact is that many



of you have already provided much of this information for last year's MER convention. Just fill in the gaps and add some details, and voila, you're an author!

Call for Nominations

Every spring, the Philadelphia Division holds its annual election for board of directors. There are seven total board positions, four (4) of which are open for election or re-election this year. The term is for two (2) years. The board then elects officers from among the directors. This is your chance to take an active role in the operation and direction of the division.

Board members are expected to attend board meetings (once every two months) and all meets—or at least aim to. Candidates must be Philadelphia Division members (residing in within the division boundaries) in good standing. If interested, please contact any board member. If elected office is too big a step, consider volunteering to chair or work on a committee. Any participation counts as credit toward your AP Volunteer.





Traditionally, November has been National Model Railroading Month—a time when folks in our Philly Division and the Jersey Division can get together for an enjoyable Saturday morning for these many years, which has been held at Wilmington, Delaware's nearby Brandywine Town Center Community Center. Usually after the meet we would visit home and club layouts in the popular November Model Railroad Open House event, featuring model railroads in PA, NJ, MD and DE, further meeting fellow modelers and soaking up some inspiration or planning in readiness for the coming winter season in modeling, building, or running. That was “traditionally.”

But to paraphrase one of the commercials seen on the “Animal Kingdom” TV series decades ago: Like the multi-headed, mainline railroad signal with its complicated aspects, 2020's long-haul Covid-19 situation has limited much of what we in the NMRA and model railroading can do for now. Let's see, there's “Approach-Limited,” “Approach-Restricted,” “Slow-Approach,” and then there's “Stop & Proceed,” (with extreme caution). However, your division continues to plan ahead and on Saturday November 7th, held another virtual meet. Through the technology of Zoom, courtesy of our AP Coordinator Earl Paine, and using our traditional meet format, several dozen people joined together. Dr. Michael Groves and Jersey member Barry Rosier presented the morning's clinics.

Zoom meetings are immediate. Coffee, drinks, or snacks are at home, and most of us are adapting to a “one-at-a-time mode” of speaking. Soon after 9am, Superintendent Rob Hinkle opened the meet and introduced Dr. Michael

Groves's clinic, **“Model Railroad Lighting Using Dwarvin Products Fiber Optics.”** Michael has been experimenting for years using fiber optics as an alternative method to lighting structures and various parts of a model railroad layout, or for any model lighting situation. He has parlayed his work into the company, Dwarvin Product Fiber Optics. Short caveat: while the NMRA or Philly Division does not endorse or promote products, we do allow and encourage model railroaders to present their inventions or techniques

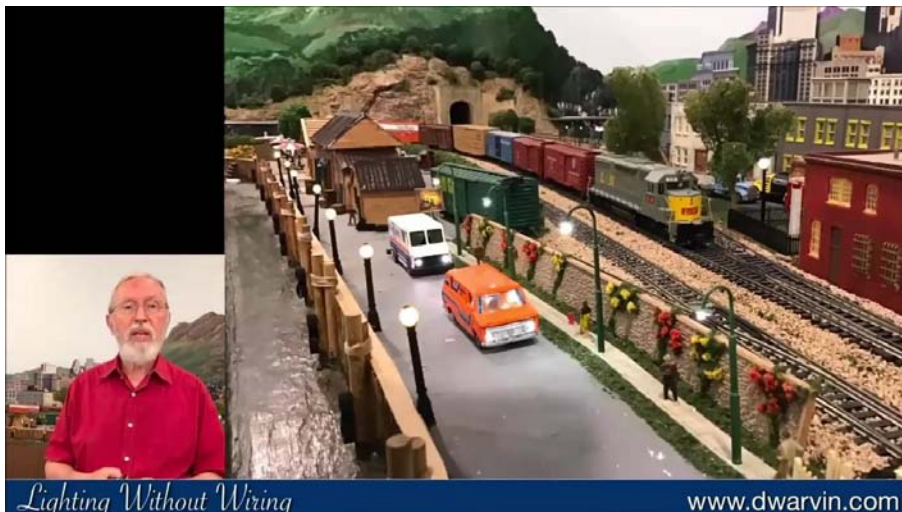
and event or discuss how they developed them into commercial products. Michael's ideas were cool and the possibilities many. He played a half hour video showing how a strategically placed light-source driver attached to a bundle of little fibers of varying lengths can be used to illuminate nearby structures, lampposts, or to even a grade crossing.

There are additional devices to help “animate” lighting such as a grade crossing or multiple signals such as in an interlocking. There were many remarkable applications and Michael has developed a thriving family business.

A clinic within a clinic: Michael provided some helpful questions & answers afterward. One un-rehearsed event after Michael's explanation of how to access or purchase products on-line, was Kevin Feeney's actual purchase of items and with Michael as vendor coaching Kevin through the transaction. Online purchasing has become a staple in model railroading commerce that has sadly replaced our local hobby shops, but will enable a “lone wolf” or some-

one far from a shop to gain access to many items for use on a layout.

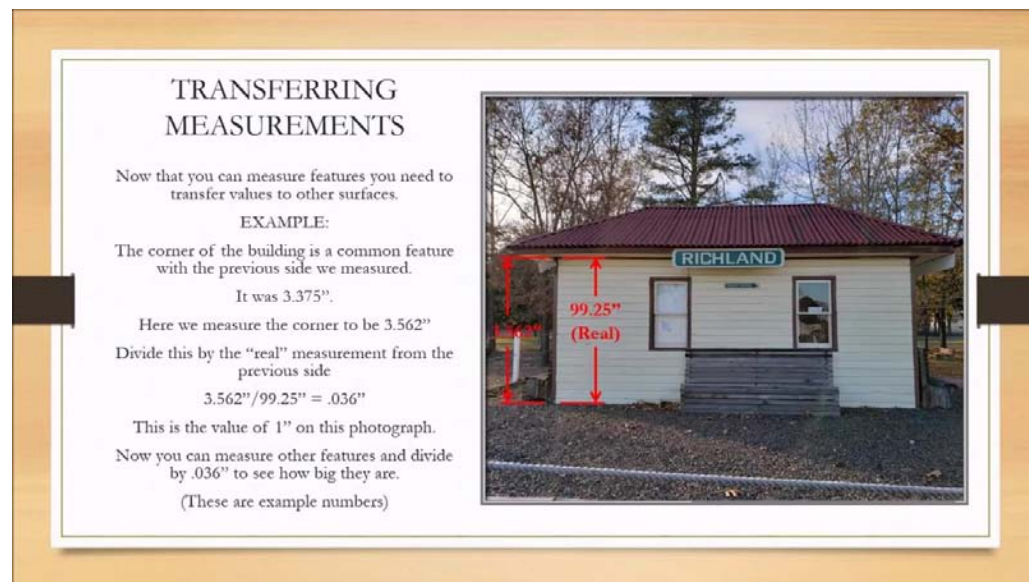
After a short break, Barry Rosier presented his clinic, **“Structure Drawing”** for scratch-building or constructing models of buildings. Barry is an accomplished model rail-



Dr. Michael Groves delivers his clinic, here showing the lighting techniques as applied to his own layout

roader whose past activities include being a member of Model Railroading University and a Model Railroading Team Live Member. Barry has presented several past clinics for the Philly Division together with colleague, friend, partner-in-crime, and presently Philly board member Mike Dettinger. Barry has served as a producer of the YouTube Model Builders Shows.

discussion from various members on what I continue to call, "Modeling while Flattening the Curve." Again there were some good and exciting examples of cars, structures and scenery our viewers had been working on plus some good back and forth that all ended shortly after 11 AM. For those who missed the event or want to relive it, the link to the YouTube posting is <https://youtu.be/ob5c6SRpDb0>.



A slide from clinician Barry Rosier's clinic on using photographs to build structures

He demonstrated the systematic techniques of taking and using photographs to create scale drawings of a structure that allows you to generate scale drawings for further model construction. In fact, construction professionals for designing or modeling new work in hard-to-measure places use many of these techniques. Barry showed several examples followed by some good Q&A afterward.

To wrap up, Superintendent Rob, then hosted a general

Tracks ahead: Your division board has been meeting and continues to plan the division's various programs through the coming year. On Saturday morning January 9, 2021, please join us with the Jersey Division for another virtual meet for clinics and some extended fellowship in model railroading. We are planning some exciting events for 2021, but all are subject to further developments as the pandemic continues. Our patient hope is doing a face-to-face meet by mid-year, all going well of course. We've been discussing a modular layout program and some other goodies as well.

And speaking of wrapping up, this will be a different sort of holiday season, but what about "light at the end of the tunnel?" Your board thinks that might be cause for an additional meet if that happens. So please stay tuned, with best wishes for a good and safe holiday and a Happy 2021! Quoting a railroad conductor's radio transmission back to his dispatcher, "...and unless there's a mechanical issue WE will not stop..." See you next time!



**November Meet
Show & Tell on Page 18**

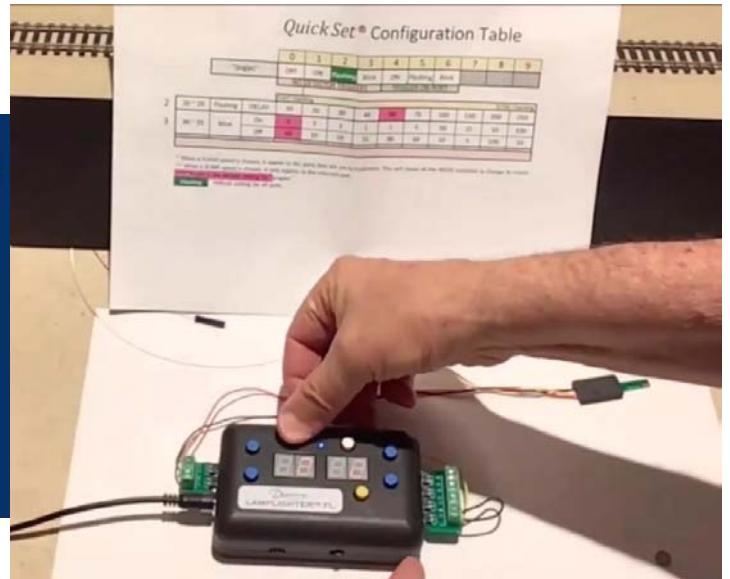


Michael Groves shows how to light structures



Key Attributes for a Lighting System:

Realism
Reliability
Ease of Installation
Cost Effective
Provides for Imagination



DCC Control of Lamplighter FL



Highlighting areas





HOW TO CREATE AMAZING MODELS USING A PHOTOGRAPH

By Barry Rosier

**MODEL RAILROADING
UNIVERSITY**
CARPE LOCOMOTUS™

TOOLS
NEEDED TO DRAW
OR...
GRID PAPER IS YOUR FRIEND



NO SPECIAL TOOLS NEEDED!

- Grid paper pad
- Pencil/Pen
- Ruler/straight edge
- Scale ruler for your scale
- Compass for curves
- T-square (optional)
- Triangle (optional)

*More from
Barry Rosier's Clinic*

HOW TO TAKE A PHOTOGRAPH?



- WHAT DO YOU NEED TO DO?
- HOW MANY PHOTOS DO YOU NEED?
- WHAT DETAILS DO YOU NEED?

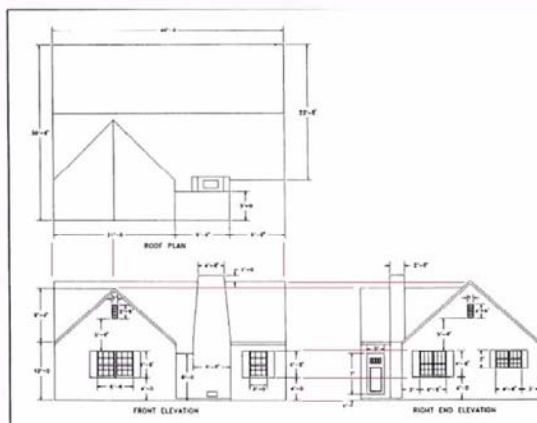


ORTHOGRAPHIC DRAWING – MULTIPLE VIEWS

An orthographic drawing is a representation of a three-dimensional-object using several two-dimensional planes.

HERE IS AN EXAMPLE

- Drawing should have a view of each side of the structure
- Include the floorplan
- The example shown is missing the left and rear elevations
- The red lines are construction lines that extend features from one surface to another.



APPS TO USE TO MEASURE PHOTOS?

APPS

- IMAGE METER – ANDROID
- SKETCHUP FREE <https://www.sketchup.com/plans-and-pricing/sketchup-free>
- Qcad (free) <https://www.qcad.org/en/qcad-downloads-trial>

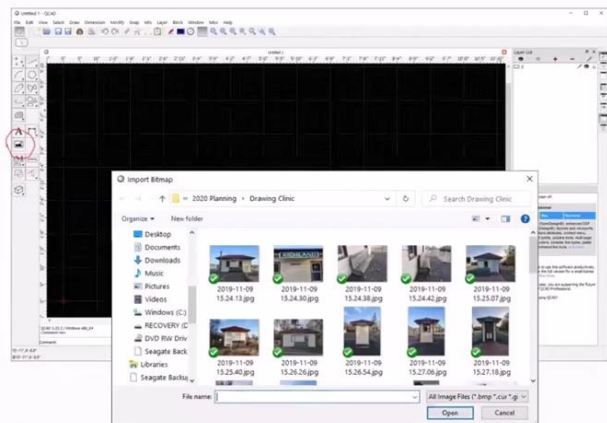
IMAGE METER – ANDROID
Set a reference dimension on the photo and enter it's value. All other dimensions will then display accurately
Door height at 80".
Door width measured at 31 27/32" (32" door width).
The inset detail image shows up when you are placing the line endpoints for accuracy.



QCAD www.qcad.org

This application is a full featured CAD program. The free version limits you to 45 minutes of use at once but you can save and reopen the file to continue

- Click the "Image" icon to select an image.
- Select the image you want to work from and hit "Open".



Running Extra

by Mark Wallace, Clerk



Sometimes the division meet recaps stray or extend into other topics that may be of interest. Instead of filling up space there, I'll use this section to inform you of how your division board has been meeting to plan our annual program to the extent that restrictions and social distancing will allow. Here are some tidbits of activity:

1. First, our division, its membership—all of you—are a series of largely networked model railroaders. The division is not just a bi-monthly or seasonal get-together. Some of our members are neighbors, some belong to round robins either in a building or operating mode; others belong to clubs. Many members are lone wolves, but with some good layouts. Some members
2. are rebuilding, or building for the first time, or perhaps stepping back a bit. Please understand the NMRA and Philly Division is a resource for model railroad information and advice, with like-minded people who are ready to share their experience with you. Any of our board members can be contacted, and if you need assistance or want to learn who does what, we can steer in helpful directions.
3. Second, your NMRA membership entitles you to use the website here at <https://www.nmra.org/>. Anyone having access to the Internet should utilize this site since there are dozens of clinics for a variety of interests posted as well as other goodies.
4. Internet access: Last summer during an online chat, the NMRA's national board shared from a recent survey

that 25% of our membership do not own a computer or have access to the internet. In deference to them, we are continuing a printed version of the newsletter and reminding that though we are digital, that's not a requirement for membership. If we can help with keeping up your connection or membership, don't hesitate to contact Rob, Joe, Howard, myself, or any other board member.

4. Finding the NMRA and Philly Division on social media: Both have websites as does our region, the MER found at <https://mer-nmra.com/>. Both the national NMRA and Philly Division are involved with Facebook. National hosts their own Facebook page plus a page for the Achievement Program as well as a special page for "Region and Division Resources and Communications." Check them out.
5. Social media, part 2: The NMRA national also hosts a Twitter site at <https://twitter.com/hashtag/NMRA>. They have a YouTube channel, as well. We are not aware of an Instagram site (yet). Between Facebook and Youtube, you can find our NMRA-X conventions as well as some of the regional conventions that are doing online meets.
6. Social media, part 3: The Philly Division hosts a Facebook page called, "**Philly Division NMRA Members**" that is private, but open to all members of the division in good standing. Right now we only have 13 members and 8 other friends. Although it is private, we run it and are looking for more model railroading "friends" all the time as well as new postings about activities in the division. Check it out.
7. Social media, part 4: Don't forget our old friend, member, and Video Vigilante, Bill Fagan with his YouTube library of many, many layouts. Bill is still going strong and wants to stay in touch with any interested in a layout update.
8. Our Achievement Program (AP) is still going strong and accepting applications for Golden Spike and Achievement Certificates. Judging

and review, however, must be carefully conducted according to CDC and local health guidelines. The MER has been reviewing judging from a distance, but quality is tough to evaluate unless it's done face-to-face. Joe Walters, MMR and Earl Paine are available to discuss and chat with any member interested in the program or is in process with an application.

9. As a reminder, AP Coordinator Earl Paine will present your achievement certificate(s) at our next face-to-face meet, whenever that hoped-for event occurs. If you wish to receive your certificate ahead of time, contact Earl and make arrangements with him directly.
10. "Modeling while Flattening the Curve": Please keep building and photographing your model building or model railroading efforts. Digital photography through iPhones, Androids, tablets, or other digital devices allow you to share and discuss virtually on our Zoom format in a way that keeps us engaged in the hobby.
11. Zoom meets between groups or members. Zoom is free for 40 minutes which can allow many model railroad groups to regularly meet and check in with what is going on. Try it out in your network.
12. Model railroad clubs such as GATSME are still going strong. They have been carefully meeting or discretely and safely building their layout.
13. Finally, discounts: Your membership in the NMRA entitles you to discounts at two of our local hobby shops. Find them on the mailing page of the printed edition and in the Table of Contents of the online edition. Also check out the national website or the NMRA magazine for other vendors who give discounts when shopping from their online stores.

We Welcome Our New Philly Division Members

Chris Bulsak, Havertown, PA
Daniel Washington, Coatesville, PA
Alan Tillotson, North Wales, PA
Alexis Nawotka, Norristown, PA

We in the Philly Division want to keep things bright and moving through this holiday season and hope 2021 brings a lot of good things for all of us. Happy Model Railroading!



Planning Ahead – Division Meets & Other Upcoming Events

January 9, 2021 New Jersey/Philadelphia Division Joint Online Virtual Meet	April 10, 2021 Philadelphia Division Meet Southampton Community Center Southampton, PA	June 12, 2021 Philadelphia Division Meet Newtown Township Building Newtown Square, PA 19073
June 12, 2021 NMRA 2021 Santa Clara Santa Clara Marriott Hotel Santa Clara, CA	Late July 2021 Philadelphia Division Meet TBD	September 2021 Philadelphia Division Meet Perkasie Fire Company Perkasie, PA

Philadelphia Division of the NMRA, Inc.
(A Nonprofit Organization)
Financial Report
for the Year Ended June 30, 2020
Respectfully Submitted by Howard Kaplan, Treasurer

STATEMENT OF ACTIVITIES		
INCOME		
MER Dues Rebate		\$254
Non-dues Program		305
Fundraising		4,723
Interest		63
Total Income		\$5,345
EXPENSES		
Program		\$745
Fundraising		667
Depreciation		0
Total Expenses		\$1,412
Net Income		\$3,933
STATEMENT OF FINANCIAL POSITION		
ASSETS		
Cash and Cash Equivalents		\$27,757
Inventory Asset		254
Total Assets		\$28,011
LIABILITIES AND FUND BALANCES		
CURRENT LIABILITIES		
Accounts Payable		\$0
Total Current Liabilities		\$0
FUND BALANCES		
Unrestricted		\$28,011
Total Fund Balances		\$28,011
Total Liabilities and Fund Balances		\$28,011

Division Organization

BOARD OF DIRECTORS (elected)

OFFICERS

Superintendent – Rob Hinkle (2021)
Assistant Superintendent – Joe Walters, MMR (2022)
Clerk – Mark Wallace (2022)
Treasurer – Howard Kaplan (2021)

DIRECTORS AT LARGE

Mike Dettinger – Clinics (2022)
Chip Stevens – Publicity (2021)
Kevin Feeney – Item Donations/Door Prizes (2021)



PhillyNMRA

AUXILLIARY OFFICIALS (appointed)

AP Coordinator – Earl Paine
AP Committee Chair – Joe Walters, MMR
Newsletter Editor/Webmaster – Howard Kaplan

COMMITTEES/DUTIES

EVENTS

Clinics – Mike Dettinger*
Layouts – Bill Fagan*
Venues – Howard Kaplan, Earl Hackett
Refreshments – 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*

MEMBERSHIP

Member Outreach – Rob Hinkle
Membership Records – Mark Wallace

ACHIEVEMENT PROGRAM COMMITTEE

Earl Paine, Joe Walters MMR*, Bill Fagan

OPS – Rob Hinkle*

ITEM DONATIONS – Kevin Feeney

MEDIA

Social Media – Rob Hinkle
Webmaster – Howard Kaplan
Newsletter – Howard Kaplan*, Earl Paine, Bill Fagan, Joe Walters MMR, Kevin Feeney, Chip Stevens
Layout Video – Bill Fagan
Photography – Rob Hinkle, Howard Kaplan, Bill Fagan, Rob Ischinger, Mark Wallace

DIVISION APPAREL – Howard Kaplan

* 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

Retrofitting a Staging Yard for Operations

Old solutions reinvented

by Earl Paine

My Reading Mainline layout was designed in 2002 to replicate the Reading Company's action from West Conshohocken, Pa. to Reading (Beltline Junction), Pa. Careful attention was paid to replicating all the towns and branches (in order) along that active railroad stretch. Abrams Yard was designed as a major feature, and the era was set in the early "pre-Conrail" '70s. Several cutoffs were designed into the plan to facilitate four multiple "show loops" allowing several trains to be displayed concurrently.

Fast forward 15 years, and the layout has grown to three partially scenicked levels, with a 1000-foot-long, linear, double-tracked mainline, wrapped completely around the basement. Two staging yards were installed at each end to store trains, one at 40" from the floor, and the other immediately above at 78". Despite its "forever under construction" condition, the layout has been shown multiple times for NMRA meets, November open houses, and the neighbors. I've been a fairly happy camper over those years.

Then, around 2016, the dreaded "operations bug" bit me. My Tuesday night round-robin crew, formerly helping me to build, now wanted to actually operate this layout. The group had grown to 20 members and, under the guidance of Mark Wallace and Don Bell (two of my operation mentors), we started to host some sessions with 16 to 20 people in attendance.

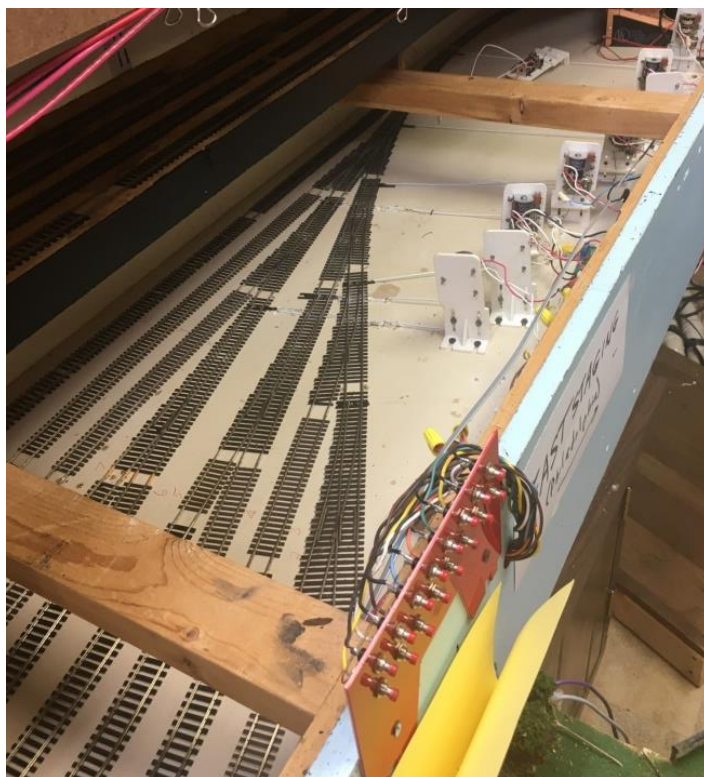
YIKES! I had not given much thought to what was needed to operate such a large layout. Things like car cards, throttles, switch lists, industries, aisle widths, track capacities, JRMI, detection, signaling, and scheduling now dominated my thinking. I started operating in earnest whenever I could (highly recommended) on other local layouts, which further deepened my thinking. Operations, here we come!

Unfortunately, I gave little thought to ops in the design phase. The 1000-foot main had long stretches of triple track sections to allow long trains to pass, but few accessible industries or shorter runarounds. The 36-foot-long Abrams Yard was difficult to operate. The two bi-directional staging areas were confusing to say the least.

It soon became clear to all the crew that things had to be redesigned to make sense of it all. This article is one of several, detailing the changes which had to be made to support ops.

The "I wish I knew then what I know now" mantra, as well as my desire for others (who are earlier in the design process) to learn and avoid some of my mistakes, has fueled my writing.

Former editor's note: All of the model railroad publi-



Current entrance ladder. Twin coil machines being replaced by Tortoises. Multiple buttons on red panel to be reduced to 10.



New entrance track runs in front of yard in aisle (viewed from opposite direction, looking westbound)

cations are always in need of new articles. Ask me how I know.

First things first—rethinking the east end staging yard:

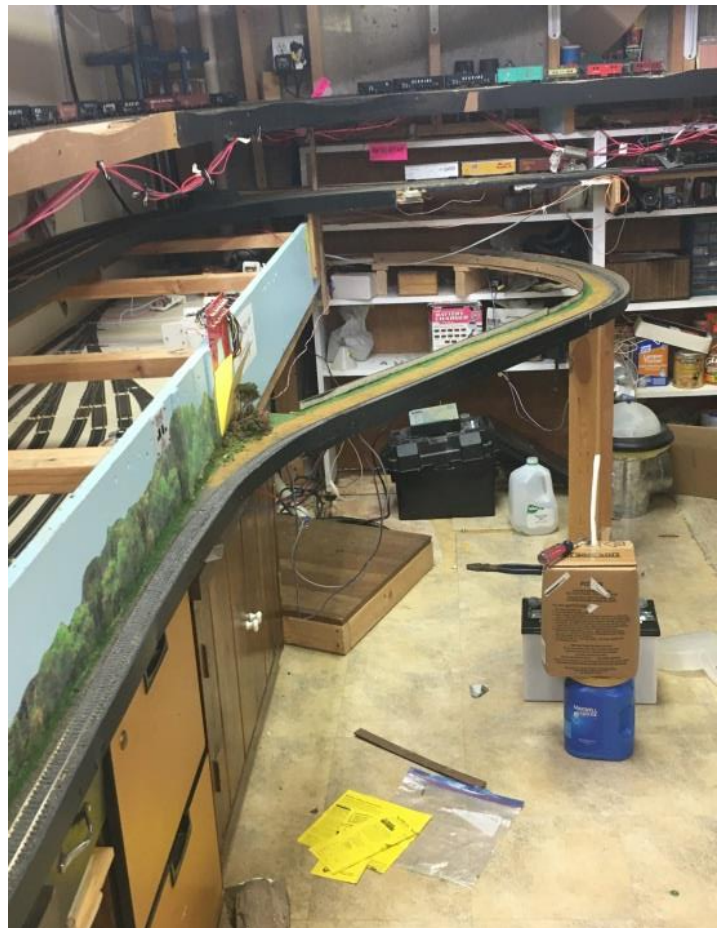
1. Cut the confusion by changing the (10-track) yard to one-way-only operation. This involved adding a 25-foot-long approach track (running in front of the staging yard in the aisle) into a 30" radius reversing loop, to force all trains to enter from the east end only. All trains would face westbound after this move, ready to re-enter the layout. We are in the process of installing track route buttons (one button per track) at this entrance ladder area. These 9 turnouts will be converted from twin-coiled machines to being Tortoise powered to facilitate the routing of incoming trains. An article on this process is upcoming.
2. Tear out the turnouts at the other (west) end of this yard, recover the tortoise machines for use elsewhere, and start with a clean slate for exiting trains. The new turnouts must be DCC friendly with dead frogs.
3. Re-use an old idea (gleaned from past design articles) which uses sprung one-way switches, where the points are pushed one way or the other by trains passing through them. (Better yet, get rid of the springs, so the turnout points are free wheeling.
4. Eliminate ANY electrical dead spots in the exit ladder. This involves: a) powering each dead frog with a Tam Valley Frog juicer (or equivalent) which instantly corrects polarity mismatches, and b) soldering a wire to each point to prevent dead points due to dirt or corrosion.
5. We used #8 Atlas Custom Line turnouts which we had on hand. These turnouts have a soldering lug allowing easy frog connections.
6. Remove any and all panels at this end of the yard for total bran dead departures.
7. Optionally, wire a "kill switch" for each staging track. We did this but rarely use them.

Be advised that the resulting ladder is totally one way and cannot be used (easily) in the reverse unless the points are temporally spiked to prevent derailments. This is NOT worth the effort!

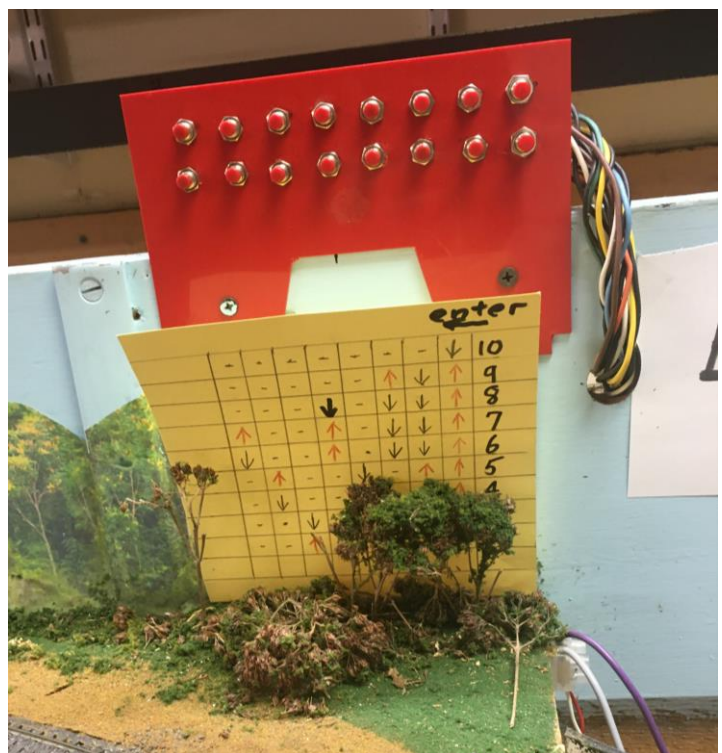
This has totally transformed ops into and out of east end staging.

An arriving road crew will run down the new arrival track (his only choice) and around the loop, looking into the yard on the way. They will select a track (whatever is available), push one of ten buttons corresponding to his selected rack on the track, and come on in. No staging operator necessary. Dirt simple.

Departing trains are all ready to go. A departing engineer only needs to find and acquire his locomotive power, make sure his track is live (if we even use the kill switches), and just go. The turnouts will align as he runs through



Arrival track runs through shop area (messy) and into the new turning loop at far end



16 buttons being replaced by 10 routes



New exit ladder with non-powered turnouts and freely moving points. All are frog juiced.

them. Also dirt simple.

We still use a staging operator just to tell a departing train when to go, but that is all he does—a great position for an operator who needs to sit down.

Although parts of the plan are still under construction (the route buttons), the exit ladder works flawlessly and needs little attention. Hats off to the modelers of the past who thought through this process and gave us the idea. I'm sure they wish they had frog juicers back then.

We will keep readers informed with future articles as we retrofit this layout.



ABOUT THE AUTHOR...

*Earl Paine is a long-time model railroader, well-known in the Philadelphia Division for his HO-scale Reading Company layout, which has been featured in many of Earl's articles over the years. And speaking of articles, Earl has not only served as the editor of *The Dispatcher* for many years, but also as Clerk, and more recently AP Committee Chair assisting the late David Messer, MMR, and now the AP Coordinator. He has earned several AP certificates and is nearing his MMR.*

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We make it more fun!



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. 174 layouts with 746 videos and 2396 followers on YouTube with 1.27 million views.

Mark Kessler→

This railroad has been demolished and a new and improved layout is under construction.

HO Scale, Digitrax DCC.

See a video here:

<https://youtu.be/wc0bQsuUOw0>



← **RalphDeBlasi**

Lehigh Valley, Wyoming Division model railroad in HO scale, point-to-point. Set in 1975. Nice radio chatter. Great scenery.

See a video here:

<https://youtu.be/YYyQVUVPDlc>

ROB ISCHINGER

Jerry Powell→

Jerry's HO scale freelance layout modeling the Reading and Pennsy is located in his 28x30 basement. It is a loop-to-loop design with 40" radius curves so he can run large steam equipment. Jerry says he has about ten scale miles of mainline (Pennsy) and a branch line 2-1/2 scale miles (Reading). There is an interchange yard for exchange of traffic between the two railroads. His scenery is in a near completion state with many trees and over a hundred buildings. The layout has been converted to DCC from its original construction as a DC layout.

See a video here:

<https://youtu.be/e3nGzLhYYa0>



ROB ISCHINGER



ST. ALBAN'S MODEL RAILROAD CLUB

← Starr MRRC

The St. Alban's Railroad Fellowship includes railfans and model railroaders from all walks of life. While our individual interests and skills vary widely, the railroads that helped build our nation bond us together. To satisfy our varied interests, our program includes clinics, presentations, videos, socializing, trips and model railroading. The HO scale model railroad, StARR consists of a permanent layout measuring 30' x 60' built to NMRA and Free-Mo standards. Layout is controlled by Digitrax DCC and has over 800 pieces of rolling stock. Philadelphia 30th St, Overbrook, Gunston, Burton, Farnsworth, Belmont, Matson Ford, Brentwood Junction, Albansberg Junction, Quarryville, Frazer, Brandywine Yard, Chadds Ford, Valley Creek, Downingtown, Martindale, Tannersville, Columbia, Harrisburg.

See a video here:

https://youtu.be/qbrhbnS_zgc



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



The caboose...

A caboose has several names—hack, cabin car, and crummy are a few of the many. For over 150 years, it was common to see a caboose at the end of a train. This was a relief to people who were not rail fans and were waiting for a road crossing to clear. The earliest cabooses were flat cars with crude superstructures secured to the wooden deck. Later, boxcars were converted to cabooses by applying doors and windows. As time progressed, railroads and private companies started building large numbers of specific-use cabooses. Each railroad had its own standard of what a caboose should look like.

Over the years, many changes have been made to keep up with progress and technology. Oil lamps and oil marker lights were replaced with batteries and twelve volt electrical systems. Friction bearing trucks were replaced with roller bearing. At one time all trains operating in North America were required to use a caboose because of safety laws. These pieces of rolling stock were more than just a rolling marker light; this was the conductor's office. It also kept the hind end crew out of the weather. The caboose was a home away from home for these workers.

My first experience with cabooses was in 1974. While working as a young car inspector, at the Reading Railroad in Abraham's yard in Pa., I had my first experience with working with an old head, servicing cabooses on the caboose track. At that time, all cabooses in the area were coal fired. I learned everything you need to know about shoveling coal into a steel wheelbarrow in order to fill six coal bins. The old head was a terrific supervisor. I did the work and he watched.

The Reading had two types of cabooses, "pool" and "assigned." The pools were used for long-haul trains. They traversed the system. The latter were assigned to conductors on various local jobs. The assigned cabooses were secured by the train crew with their own padlocks. These were the

most well stocked. They had not only railroad supplies, but all the comforts of home. Obviously, they were not accessible to the other workers.

By 1978, Abrams shop was closed. I found myself in Reading, Pa. at the back shops. As my luck would have it, I was assigned to the caboose rehabilitation line. All cabooses from the five railroads that made up Conrail were sent to Reading for a complete overhaul.

This included removing the coal-fire stoves and replacing them with cabana oil-fired stoves. Coal bins were replaced with internal oil tanks. After the work was completed, and the car was rehabilitated, it was given the signature blue paint job of Conrail.

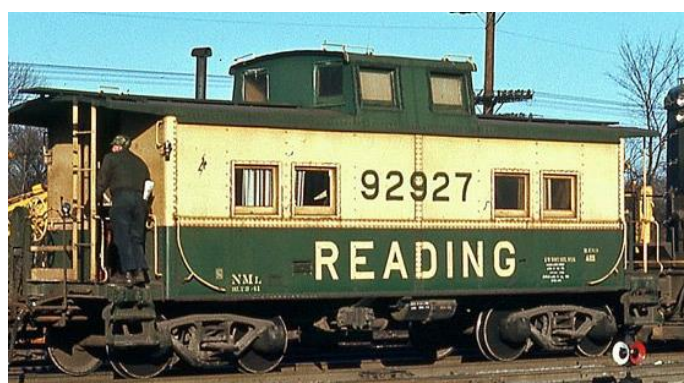
Early in 1980, while working as a general car foreman at Oak Island (Newark, New Jersey), I saw an early edition of the FRED (EOT) device. Not in my wildest dreams had I ever thought that this could replace the caboose. I was so wrong! As with everything, technology moved forward. The EOT became more reliable, sending information to the engineer. Locomotives were being constructed for multiple train crews, making cabooses unnecessary. Over the years, train crews went from five members to two, so the caboose became unnecessary.

The good news is that many cabooses have been saved from the scrapper's torch. Local

museums across the country have them on display. When visiting a train museum, take a few minutes to view a slice of railroad history. I may be old school, but I still anticipate the caboose at the end of the train.

Well, the cup is low so it's time to go. Have a safe and Happy New Year.

Joe



Reading caboose #92927 at Abrams Yard

DALE WOODLAND/ARHS



RDG Co. Northeastern Caboose, Class NMP, #94074 at Leesport yard, Spring 2002.

MIKE SHIRK/RDG RR HERITAGE MUSEUM

Kevin Feeney

Ebay purchase: model corn



Barry Rosier

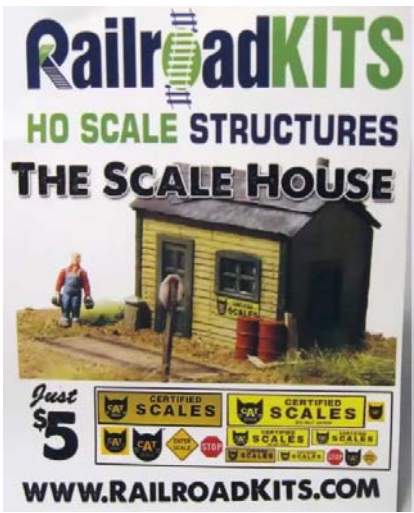
Pizza Shop – textured card stock model. Detailed interior with chef tossing pizza.





Mike Dettinger
*Trenton (NJ) Bridge over
 Delaware River
 N-scale T-TRAK module
 Lighting by Austin Mitchell of
 Dwarvin Enterprises*





Jeff Witt

*Scale house kit (above)
Scenes from Jeff's HO layout,
the Taggart Transcontinental
featuring the G&D Tribute Train
Photos from September 2020*



Martin Brechbiel, MMR
*Assortment of O-scale scratch-built
 MOW cars and structures*



Model Railroading in a Retirement Village:

Ann's Choice & Elsewhere Model Railroad Club

by Rick Melcher

Editor's Note: Earlier this year member Rick Melcher approached the division and other modelers with a checklist on maintenance and repair of the rolling stock of the model railroad club of Ann's Choice, the retirement village to which he and his wife had moved. After he had received adequate feedback and had honed the document to perfection, I asked him if he'd be open to turning it into an article for *The Dispatcher*. I had also asked him if he had any photos and background material regarding the Ann's Choice & Elsewhere Club. He graciously provided me

with current photos taken by the club's president, Howard Williams, and past photos from club member Ken Longman, as well as an overview of the club and its history. There's enough content here to stretch over several issues, so before getting into Rick's original meat and potatoes, let's spend some time acquainting the readers with the club itself. This issue we'll show photos first of the club's outdoor garden layout, which ties in nicely with the topic of one of the January meet's clinics, followed by those of past layouts.

- **Layouts:** There are four permanent layouts—one in each of the three clubhouses and one outdoor layout. Also an O-gauge trolley layout under construction. In addition, we build a large holiday layout this time of the year..
- **Scale:** Two of the three clubhouse layouts are HO, one clubhouse has S, the outdoor layout is G (1:22.5), and the holiday layout and trolley layout are O/3-rail.
- **Construction:** All the indoor layouts are on plywood and are flat—no levels. However the holiday layout has an upper deck using 027 Lionel track while the lower level has traditional O track.
- **History:** From the information I've been able to gather, the club started with three members around November 2003. One member had a small N-scale layout in his apartment and it grew from there as it was mounted above an O-gauge layout built in the original Village Clubhouse. In 2005, another of the three members was able to get a portion of a large O-gauge layout started in that same location and he donated the layout to the club.

Then in subsequent years, an additional, large HO layout was constructed in the Liberty Clubhouse, but the room was needed and the space it occupied was lost, so a smaller layout was constructed near the stairs. Some S-gauge rolling stock was donated and that layout was constructed in the Keystone Clubhouse. The space in the Liberty Clubhouse was almost lost and taken over by others so an O-gauge trolley layout was set up in the space to keep others from claiming the real estate! At one point there was also an O-gauge layout in what is called the Rose Garden building, which is for a higher lev-

el of medical care. I believe that layout is no longer present.

- **Thinking behind them:** From the answers I received I inferred that there had not been much planning or thinking involved, but rather the intention to just create some animated displays which us older residents would enjoy watching and recalling the memories of our youth.
- **Structures:** Most of the layouts have plastic buildings, but the outdoor layout has mainly scratch-built, wooden structures.



Scenes from Garden Layout (G Gauge)

Photos by Howard Williams





Holiday 2003
Standard gauge around outside and O/3-rail inside
Photos by Ken Longman



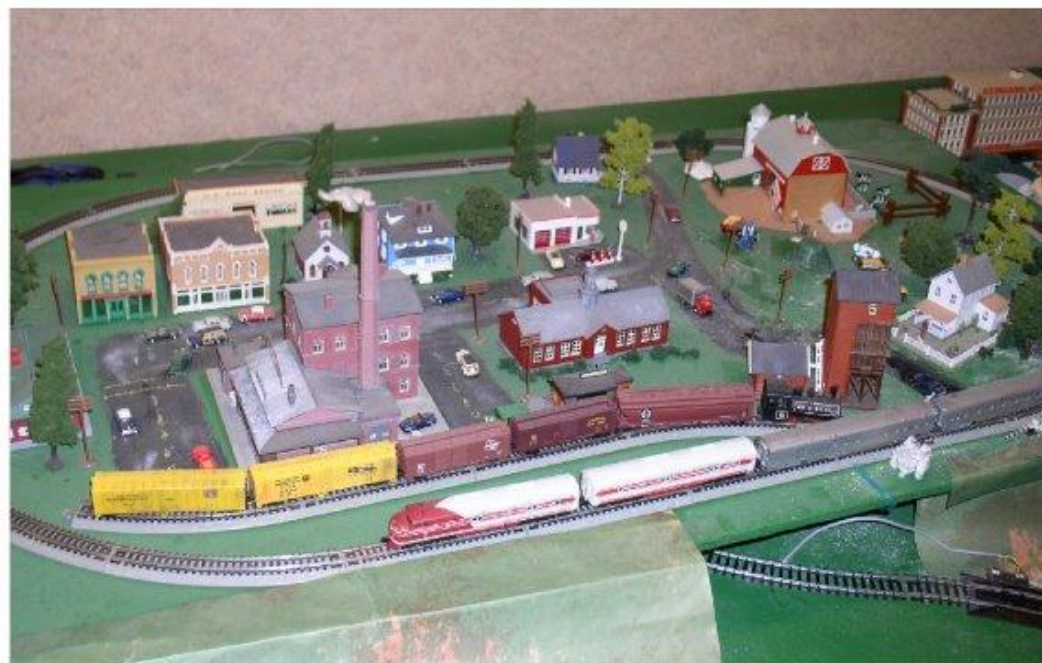
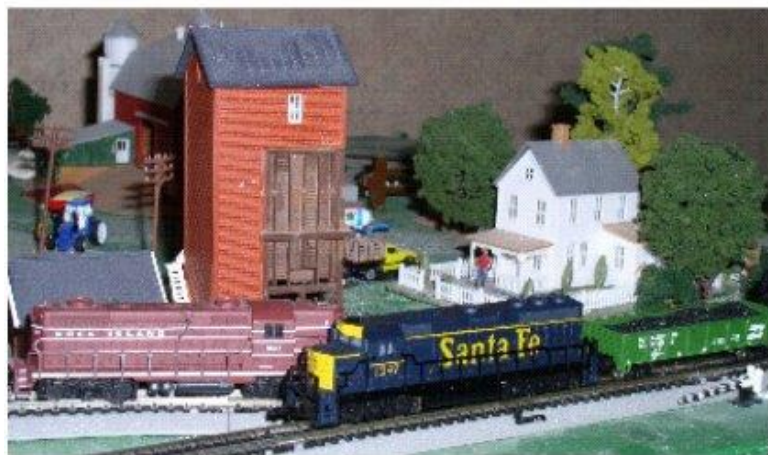


*Scenes from the HO-Scale AC&E RR
April-May 2004
Photos by Ken Longman*





*Scenes from the N-Scale AC&E RR
April-May 2004
Photos by Ken Longman*







with Chip Stevens



In preparation for the New Year coming soon, (but not soon enough), your faithful scribe has been cleaning up around the house. In addition to wanting to rid myself of all traces of 2020, it was time to clean closets, clean the garage, and in general, get rid of “stuff”.

While cleaning my Microsoft Word files, I ran across an old motivation list left over from my working days, Things You Should Not Tolerate. It was intended to be a personal development regimen and an attitude improver. Since this is the time of year when a lot of us make promises to ourselves as “resolutions” that we can neither keep or have any expectation of following, I thought the list should be passed along, modified for the hobby.

You should not tolerate an unhealthy lifestyle. Guess that means getting out of the basement and into the sunshine more often. It probably also means less inhaling of glue and paint fumes and the various other things that will kill you in California or cause you mild consequences elsewhere.

You should not tolerate financial problems. Obviously if there is a hobby related purchase you need to make, forget the groceries. Harking back to the unhealthy lifestyle thing, why do you need to eat three squares a day?

You should not tolerate negativity. It is permissible to tolerate negativity and positivity if properly chan-

neled together. It is also recommended that you keep well-grounded while performing this balancing act.

You should not tolerate a disordered and dirty workspace. No need to amplify on this one. Use your own definition of disordered and dirty.

You should also not tolerate too much “stuff”. Fortunately, few modelers collect or amass “stuff”, so we can probably ignore this point, entirely Right?

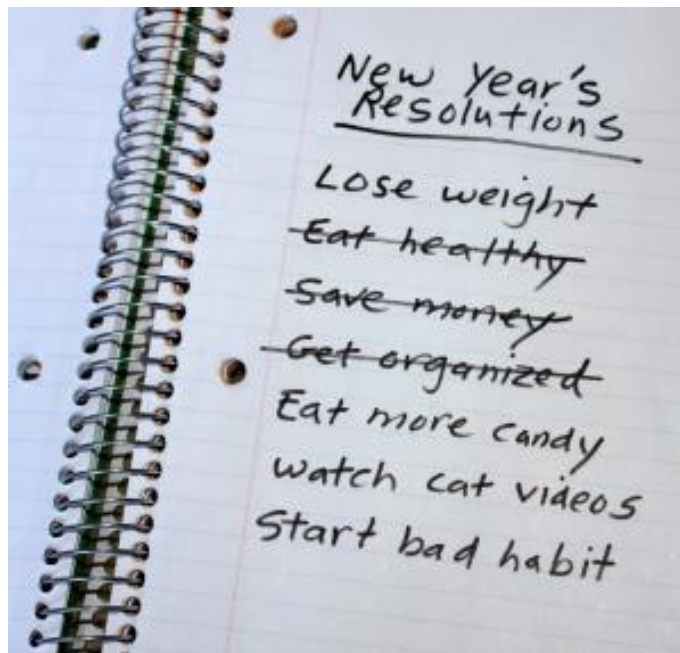
You should not tolerate having fun. Does this mean no more crawling under the lower deck of your layout and soldering drop wires to your bus wires? Does this mean no more not knowing where the tool you need right now, is? I am sure you can expand this list for your own benefit or definition.

You should not accept ignorance or inertia. You are left to figure this one out.

You should not accept a lack of communication. After all, there are numerous sources to communicate with, even if its only listening during quarantine or shelter in place. If you cannot find an answer to a problem

you have with your layout, you are not looking hard enough on YouTube or your favorite iO Groups. The internet or Siri has any answer you will ever need.

Lastly, you should not tolerate making or accepting excuses. But that is one that none of us need be concerned with.





ON THE (RAIL) ROAD WITH KEVIN FEENEY

CONVENTIONS – SHOWS – TRAVEL

Text, photos, and images by Kevin Feeney unless otherwise noted

8 TRAINS AND A BUS – Connecticut to Philly

My wife Carol and I spent the last weekend of August in New Bedford, MA for a bucket list trip to Martha's Vineyard. Since Carol was planning to stay several days at our daughter Colleen's house in Norwich, CT, I needed to find a way home to Abington, PA on Monday 8/31.

Of course, my first thought was by rail. I could have easily taken AMTRAK from New London. I have done this in reverse several times; I wrote up one trip that appeared in a recent *Cinders*. AMTRAK train #171 leaves NLC at 09:54AM and arrives in Philly, some 217 miles to south, at 02:10PM. But with short notice, the fare would have been \$104. We have over 150,000 AMTRAK Guest Rewards points, but I am saving them for some long-distance trips, including one in September/October.

Instead, I traveled by a combination of commuter rail and mass transit ultimately using three rail lines, three subway trains, a light rail line, PATCO (not sure how to classify it) and a bus. I started in New London's station with its unusual, curved platforms. The building was built in 1887 as a union station for two predecessor lines, the New Haven and the Central Vermont.

Today, besides AMTRAK, New London serves as the easternmost stop on Shore Line East (SLE). This service, which is celebrating its 30th anniversary this year, was rebranded in 2018 under the new "CT rail" banner.

The original plan was to purchase new M8 electric MUs to replace the SLE's diesel-powered equipment which could then be transferred to the new CT rail line designated as New Haven–Hartford–Springfield, MA. This did not happen and, as a result, the new line acquired used equipment from the MBTA (Boston) that was refurbished.

When SLE began service, it terminated in New Haven. However, back in 2001, service was extended during rush hours to/from Bridgeport and Stamford. Looking at the current timetable, I learned that through service has been suspended due to the Chinese Covid crisis. I could have taken a SLE train (#3621) at 08:18AM, but would have had to pay the full fare of \$33.25 to GCT (Grand Central in NY), because senior fares in CT are not available during the AM rush. Instead, I took #3631 at 10:12AM.

I brought my \$5 senior fare ticket at the NLC AMTRAK ticket booth on the way to New Bedford. When I told the AMTRAK ticket agent about my intended trip, she asked me when I would arrive, and I said, "Tuesday!" This stop allowed me to pickup the SLE's "reduced service" timetable, effective 6/1/20. However, I could not buy a ticket for the connecting Metro-North train from NH to GCT. This forced me to buy the \$11.25 senior fare ticket using the Metro-North app, a first for me!

My westbound SLE train left from a short, high-level platform just east of NLC. (AMTRAK NEC trains all use the traps). My train had been there since arriving from New Haven at 09:20AM (#3604). The consist included ex-AMTK #838 P40DC (built in November 1993) and three coaches #1701, 1730, and 1764. The coaches were built in Brazil by Mafersa; SLE acquired them used from VRE in 2004. SLE began service in 1990 with rebuilt F7s and Pullman Standard coaches acquired from PAT (Pittsburgh), after that line discontinued commuter service between Pittsburgh and McKeesport. All SLE trains operate push-pull; #838 was facing west.

A few minutes after #171 with its 7-car consist passed, we left promptly at 10:12AM. After crossing the Connecticut River, we arrived at Old Saybrook at 10:45AM and for some reason sat there for 10 minutes.



There was once connecting service from there to the Valley Railroad. We made several shoreline stops with empty parking lots and minimal dwell time. I noticed a new station being built in Clinton. We got to the State Street Station in

New Haven at 11:26AM. This station was opened in 2002, closer to the downtown. The main New Haven station, a beaux-arts edifice opened in 1920, is separated from downtown by an urban highway. We arrived at 11:30AM, a bit ahead of schedule on Track #8. My next train, Metro-North #1559 at 11:39AM (though the printed schedule said 11:43AM) would be across the platform. It backed in a few minutes later with a consist of eight Kawasaki M8s, bracketed by #9214 & #9355. Over 400 M8s have been purchased since 2011 replacing M-N's older M2, M4, and M6 Metropolitan MUs. Like all M-N MUs, the M8s operate using 12.5 KV catenary in CT (3rd rail is illegal in CT!) and parts of Westchester County, NY before switching to 750V DC 3rd rail into GCT.

I traveled on Metro-North countless times during the several decades I lived in Fairfield County, CT. During my last 6 years there, I often commuted to NH and took SCSU's bus to campus where I attempted to teach accounting to students that spent the entire class looking at their phones! Train #1559 was a 14-stop local to Stamford (37 miles) arriving 12:48PM, 10 minutes early vs. the timetable. Again, there were empty parking lots and minimal dwell time at every stop. Stamford is the second busiest stop on M-N. From Stamford to GCT is just 31 rail miles, but #1755 is carded for 57 minutes. However, it arrived on Track #23, a few minutes early at 01:48pm. Since I was in no hurry, I walked around GCT a bit and looked at the emptiness—few travelers, no tourists, and many of the stores were closed. No stranger there, I had been at the celebration of the renovated terminal on 10/1/1998 and attended some of the 100th anniversary events in 2013. I wanted to stop in the Transit Authority Museum Store before heading to the subway, but it was closed.

Down in the subway, I had to buy a single-fare ticket for \$3 as the Metro card I had expired back in May. I then boarded the short S shuttle train between GCT and Times Square and then took an IRT express one stop downtown to NYP (Penn Station). It has been a while since I was in NYP, so I walked to see ex-location of the former Tracks Bar & Grill. NYP was torn up to allow for construction of the new \$600 million entrance from 7th Avenue, which began in June 2019. I tried to stock up with current NJT timetables, but the ones in the rack were from 2018 & 2019. I brought my \$8 senior fare ticket to Trenton and two slices of pizza at one of the few food places that were open.

My NJT train #3937 left at 02:59PM and is faster than most, carded for 1:13. AMTRAK covers the same 63 miles in as little as 58 minutes, albeit at a MUCH higher fare. As my NJT train whizzed down the NEC, we only stopped at Newark's Penn Station followed by New Brunswick, Jersey Ave., Princeton Jct., Hamilton, and then Trenton TC. Per the timetable, the train may leave *ahead* of schedule at the 2nd to 4th stops! As has been my prior experience on this line, we arrived in TRE a few minutes early at 04:09PM.

I needed a bathroom stop knowing what facilities would be available on my next few rides (none), but had to wait almost 15 minutes while the bathroom was being cleaned. I could have

rushed out and made the 04:42PM River Line train. However, I was in no hurry. I have been riding this line, with its unique diesel-electric LRVs since it opened in 2004.



My train was only about half full. We arrived at the always seedy Walter Rand TC at 05:54PM. The PATCO entrance near the River Line was closed so I had to cross the street and go into the main building. I used my PATCO "Senior Freedom" card to enter. I have not kept up with how or when this card will be compatible with SEPTA's key card.

It is a short ride from Walter Rand TC through the temporarily closed Broadway stop in Camden and then up and over the Ben Franklin Bridge. As we passed through the long-closed Franklin Square Station, I looked for signs of the renovations that are supposedly happening to reopen the station but did not see any work. I exited at 8th & Market at 06:21pm with the ride costing \$1.40 and then using my SEPTA senior key card boarded a Ridge Spur subway train a few minutes later. I thought I could stay on until Fern Rock TC, but the subway train ended at Olney TC. I was disappointed because that meant no ride on SEPTA Regional Rail—that would have been my 9th train! Instead, I went upstairs into Olney TC and waited for the #55 bus that runs up route 611. The bus left at 06:56PM, and at 07:22PM I exited at my cross street and three minutes later was in my house in Abington.

All totaled, the trip, including the three lengthy station stops, took 9 hours, 13 minutes, and cost me a total of just \$29.55 (SEPTA rides are all free). Since I am retired and like to ride trains, I consider this time and money well spent. What I would really like to try someday is a similar trip from Boston's South Station to as far as VRE goes in Virginia, or maybe take MARC to West Virginia. However, this would take two, maybe three days, and require some segments on AMTRAK.

FOUR TRAIN SHOWS

You might think train shows and railroad events have all been cancelled, but I still have been able to attend four recently. I found these listed on https://www.railserve.com/events/train_shows.html.

The first was on Sunday, September 13th in Myerstown, PA hosted by Brian's Model Trains. This was an outdoor show set up on the sidewalk on Main Street. The tables were free, so I set up one selling stuff for GATSME and myself. There were about 20 tables in total. Just south of Myerstown is the busy ex-RDG NS line to Harrisburg, which I was able to railfan afterwards. The stone building is the former Reading station in Wernersville, PA (see photos on next page).





The next one was held on Saturday, October 16th in Kutztown, PA at Renninger's Antique and Farmers' Market under two large (60'x350') open-air pavilions with other tables in the open air. When I first heard about this show, I asked about getting a table for GATSME. To my surprise, the promoter gave us several for *free*. So, with help from Eric Dervinis and Bill Howard (NJ Division), we set up shop selling donated items for GATSME, Philly NRHS, plus some stuff for me and another friend. The show was mostly Lionel.

The third show was on Sunday, November 8th in Brooklawn, NJ. This show was in VFW hall and hosted by the Strasburg Model Railroad Club. This group has a large HO modular layout of the Strasburg Railroad, but the hall was too small for that. There were about 50 tables and I booked one for GATSME. They put me at the end of two rows with several empty tables.

Turns out a dealer had to cancel due to a family emergency. I was able to spread out over four tables while only paying for one. I was again selling donated items for GATSME and Philly NRHS plus myself and another friend. Clearly there was pent up demand from attendees as my sales totaled \$429. This show will be repeated (hopefully) on Sunday Jan. 31, 2021 for which I booked two tables.

The last show on Sunday, December 5th was once again in Kutztown, PA at Renninger's Antique and Farmers' Market. This was listed as a "Flash Model Train Meet" on Railserve.com. There were fewer dealers than in October but a better mix including more HO. The temperature was brisk, but the admission was free and I had a nice lunch in the adjacent Farmers' Market. Just south is the NS line from Allentown to Harrisburg and I tried to railfan that this time, as well.



Renninger's Antique and Farmers' Market in Kutztown, Pennsylvania



MOUNT CLARE JUNCTION
MER 2021 - BALTIMORE, MD

Announcing Mount Clare Junction 2021!

We couldn't wait to share the good news. Mount Clare Junction, the NMRA Mid-Eastern Region convention, will take place October 21-24, 2021 at the Marriott Delta Hunt Valley, Maryland. More news to come (including a killer lineup of clinicians, layouts and prototypes), so stay tuned and save the date!

**CREATIVE
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Click above to view the convention commercial.

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Page: <https://www.facebook.com/NMRA.org/>

Group: <https://www.facebook.com/groups/nmragroup/>

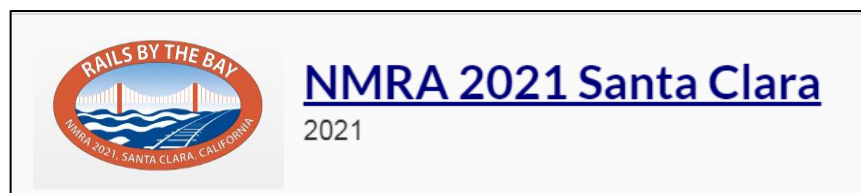
YouTube channel:

<http://www.youtube.com/c/NMRAORGMModelRailroading>

If you missed out on any of our previous events, all of the videos are saved on the NMRA YouTube channel:

<http://www.youtube.com/c/NMRAORGMModelRailroading>

Upcoming NMRA Conventions



Upcoming MER Conventions

2021 Convention – Chesapeake Division – Oct. 21 - 24, 2021 - Delta by Marriott Hunt Valley Inn, 245 Shawan Road, Hunt Valley, MD

2022 Convention – “Carolina Special Look South in 2022”

New Jersey Division 50th Anniversary Car

**Tangent Scale Models Bethlehem 70-Ton
Riveted Drop-End Gondola in HO Scale
All cars are ready-to-run.**

**We have produced the car in two numbers to
commemorate our 50th anniversary:**

1968 & 2018

**The car has reporting marks NJDX, black with
white lettering and data for the 1950s.**

The cost is \$35.00 each

OR

a set of both numbers for \$65.00.

To have them shipped USPS Priority: \$9 for 1 car, \$10.75 for 2 cars

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

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

(Photos/drawings on next two pages)

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

Name_____

Address_____

City, State and Zip code_____

Telephone_____Email_____

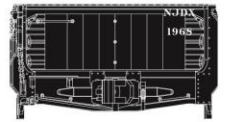
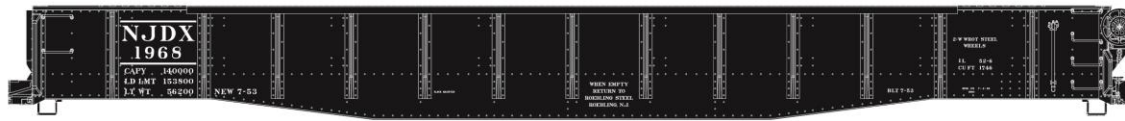
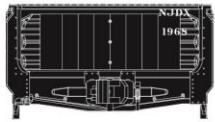
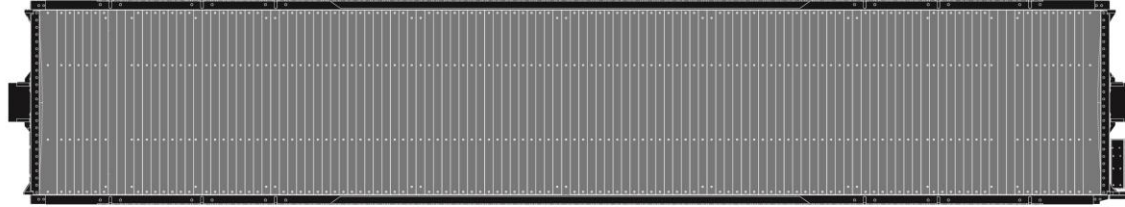
See Tangent website for more info support@tangentscalemodels.com

Return this form to NJ Division, P.O. Box 276, Crosswicks, NJ 08515

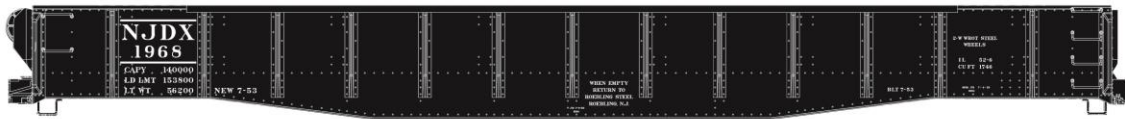


TANGENT
SCALE MODELS

Artwork for New Jersey Division 50th Anniversary Car



TANGENT
SCALE MODELS



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
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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
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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)

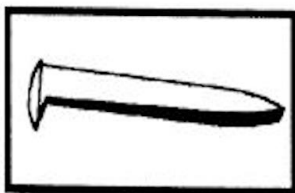
Note: Larger sizes are available—just ask

Size		Price (subject to change)										Name							
S-XL		PRICING HAS CHANGED – CONTACT US FOR A QUOTE										Address							
2XL												City, St, Zip							
3XL												Phone							
												Email							
		Signature																	
		No pocket		Pocket		Long Sleeve		Long Sleeve + pocket		Short Sleeve		Long Sleeve		Pullover		Pullover Hoodie		Zip-up Hoodie	
		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																			
(All shirts come with sewn-on patch) Additional Patches@ \$5 each																			
SHIPPING COSTS HAVE CHANGED – CONTACT US FOR A QUOTE																			
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																
																
		PICKUP BY SPECIAL ARRANGEMENT														FREE
		SHIPPING COSTS HAVE CHANGED – CONTACT US FOR A QUOTE														
		TOTAL														

<div></div> <div>Liberty Bell Special CONVENTION APPAREL COLOR CHART</div>		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									•	•	•		•	•	•	•		•	•	•	•	•	•			•	•	
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).																											



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: _____

Improve your modeling with a few sheets of paper.

That's just what happens when you join the National Model Railroad Association and take part in the Achievement Program.

No, it's not a bunch of contests. It's modelers helping modelers become better modelers, to get the most out of their hobby. It's a way to hone your skills and become the modeler you've always wanted to be.

And it's just one of many benefits of NMRA membership.

It's never too late to start improving your modeling skills. And your hobby.



We make it more fun.
www.nmra.org

