



THE DISPATCH

The Journal of PhillyNMRA

March 2022



Hagerstown, Maryland yard office of the Western Maryland Railroad. Several swing-arm resonators can be seen. Three 17-A mainline sounders are clearly visible on the top shelf near the window. Note that three forms of electrical communication are in use here—telephone, teletype, and telegraph. This had to be a noisy place! Photo courtesy of <http://www.telegraphlore.com/pope/images/images.htm>



THE DISPATCH

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



March 2022

PhillyNMRA.org

Volume 29, No. 2

In this issue...



12

**Tunnel Portals or
Castle Tunnels?**



17

**Cell Phone
Camera
Car**

ONLINE NAVIGATION: Click on any page to be taken there. Click on any footer to return here.

- | | |
|---|---|
| 3 Division News
New Members | 19 Cup o' Joe/Walters |
| 4 April Meet Maps
Upcoming Events | 20 On the Road/Feeney |
| 5 Form 19
Division Officials
AP News | 34 New Jersey Division Car |
| 6 February Meet Report | 37 South Mountain Mini-Con |
| 14 Division Organization
Hobby Shops | 38 Lost & Found |
| 15 Video Vigilante/Fagan | 39 NMRA/MER Publications
NMRA Conventions |
| | 40 Division Apparel |
| | 41 Golden Spike Application |

THE DISPATCH

Submissions: *THE DISPATCH* welcomes any model railroad- or railroad-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.

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EDITORIAL STAFF

Editor

Howard Kaplan
P. O. Box 55
Newtown Square, PA 19073
267-586-3797
howard@phillynmra.org

Contributing Editors

Mike Dettinger, Rob Hinkle,
Kevin Feeney, Earl Paine,
Bill Fagan, Joe Walters MMR

Contributing Authors

Adam Eyring
Mike Dettinger

April Division Meet in Chester Springs, Pennsylvania

The Philadelphia Division is planning a great meet for you on April 9, 2022. We will be meeting at a new venue, the Henrietta Hankin Branch Library, 215 Windgate Drive, Chester Springs, PA 19425. The meet will take place in the Annex. Note that the start time is later than usual; doors open at 9:30am with the program beginning at 10:00am. Maps and directions on page 7. Along with our 50/50, door prizes and white elephant tables, we have two great clinics for you.

Starting near the picturesque Conowingo Dam in Maryland, our first clinician will himself be following the route of the Octoraro Creek to join us. He is Chris Coarse, the owner of Conowingo Models. Chris will share both the inspiration and his challenges in designing and producing high quality wood craftsman kits. He will begin by looking at the current Conowingo Models product line and discuss the experience that he would like to share with his kit builders.

Chris uses technology to improve the modeler's experience without driving up kit prices. Tichy and other high-quality parts can be found in these kits, but 3D-printed, resin parts offer very unique details specific to each kit.



Chris uses social media to engage kit builders, and their feedback results in even better products. It is conceivable that a completed Conowingo Model kit built by a Philly Division member could be on

display at our show and tell.

Our second clinic features a model railroader whose reach spans the length of the Northeast Corridor. I am, of course, referring to the Philly Division's very own Chip Stevens. Chip has titled it, "Do as I Say, Not as I Do: Stumbling Blocks on the Road to Master Model Railroader." That road is seldom straight and often laden with many diversions. The choices that we make determine how long the journey will take. In all honesty, the road to becoming an MMR seems to be paved entirely of paperwork and frankly, who wouldn't rather be building a model?

"Wait a minute—that is the fifth person that I had to explain that special feature I incorporated into my model! I thought that feature would be obvious!"

The harsh reality is that anyone who looks at a model can only consider it in the context of his own experience. If my special feature is not in his experience, then it will be missed. The only way to make certain that feature is not overlooked is to write it down somewhere so everyone will know to look for it. And while I am writing stuff down, I may as well fill out my AP paperwork, too.

Chip would love to see you get your MMR by taking

his advice. Many members could meet or exceed the qualification for an MMRs today. But the idea of paperwork and getting models judged may be obstacles or roadblocks. By sharing his roadblocks with the group, Chip hopes to get back on his path to MMR and at the same time inspire the audience to join him on that path.

All attendees are encouraged to bring a model to the meet. At the end of our clinics, we have a show and tell. It is an open mike opportunity to share a recently completed project or give a glimpse of an in-progress work.

As usual we'll have coffee, donuts, and Philly soft pretzels. Other activities include the white elephant table, door prizes, 50/50 raffle, and a model display table. Members are encouraged to bring projects in any stage of completion to display and discuss if desired.

The afternoon will feature home layout tours. We look forward to seeing you on April 9th.



Call for Nominations

Well, it's that time again. Every spring, the Philadelphia Division holds its annual election for board of directors. There are seven total Board positions, three (3) 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 (every two months



online virtually) and all meets—or at least aim to. photo to the the editor, Howard Kaplan, and contact a member of the nominating committee: Kevin Feeney, Rob Hinkle, Jeff Witt, and Chip Stevens. Keep in mind that we have a need for an individual who might want to serve as the clerk.

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.



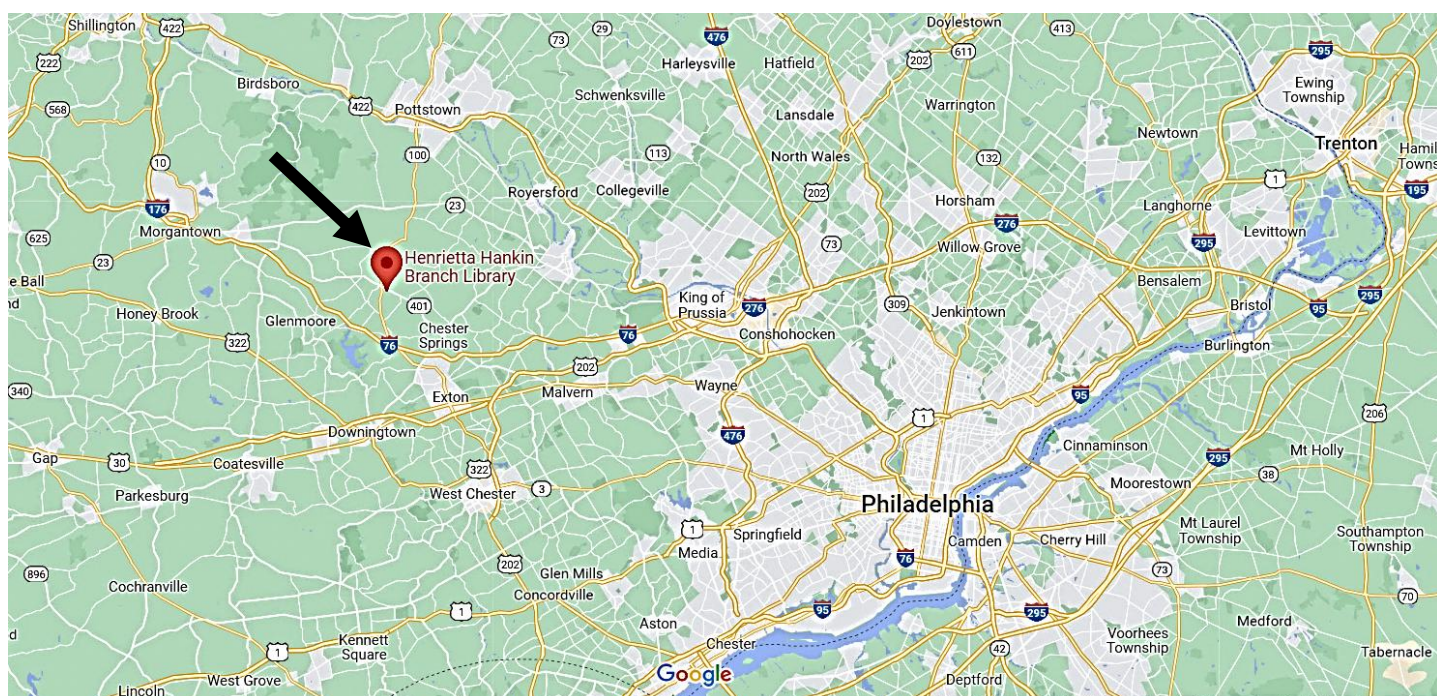
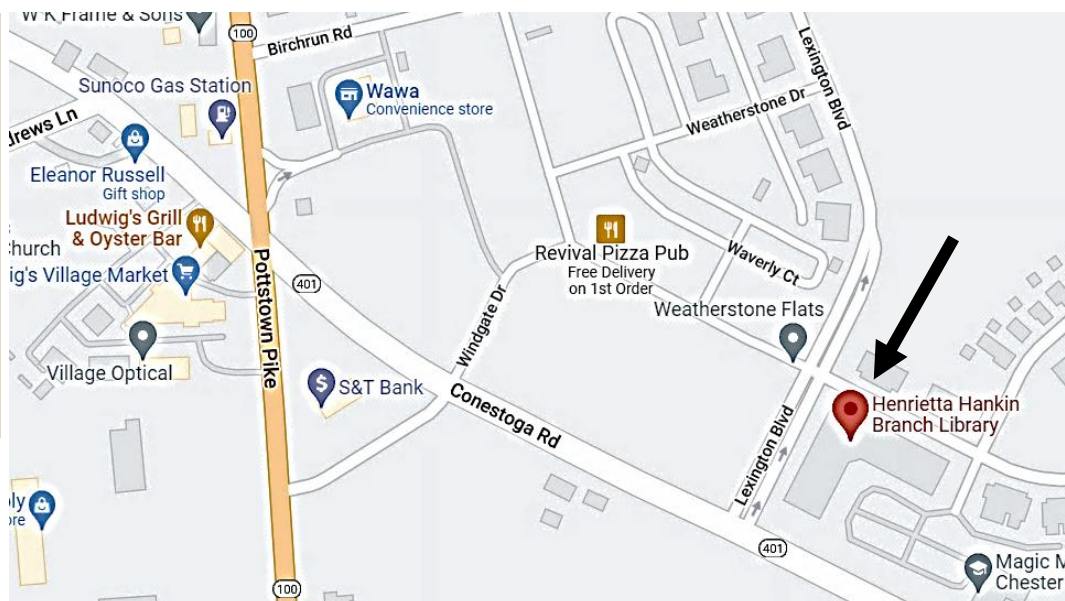
WE WELCOME OUR NEW PHILLY DIVISION MEMBERS

William Whitlock, Coatesville, PA
Lance Binns, Blooming Glen, PA

Maps and Directions for the April Meet

Henrietta Hankin
Branch Library – Annex
215 Windgate Drive
Chester Springs, PA 19425

Directions: PA TPK (I-76)
to PA-100 north, right on
PA-401, left on Lexington
Blvd, right on Windgate
Drive, right into parking lot.



Planning Ahead – Division Meets & Other Upcoming Events

April 9, 2022

Philadelphia Division Meet
Henrietta Hankin Branch Library Annex
215 Windgate Drive
Chester Springs, PA 19425

June 11, 2022

Philadelphia Division Meet
Alverthorpe Park
Jenkintown Road & Forrest Avenue
Jenkintown, PA 19046

August 7–13, 2022

NMRA Convention “Gateway 2022”
Marriott Grand, St Louis
800 Washington Ave.
St Louis, MO

September 10, 2022

Philadelphia Division Meet
TBA

October 20–23, 2022

MER Convention “Carolina Special”
Hilton University Place
8629 Maynard Keynes Drive
Charlotte, NC 28262

November 12, 2022

Philadelphia Division Meet
Brandywine Town Center
4050 Brandywine Parkway
Wilmington, DE

Check <http://www.phillynmra.org/regional-timetable> for links to these and other upcoming events.



From the Super's Desk

Why not come?

When was the last time you attended a division meet? For many of you, it has been a while. For some reason most of our members skip these meets. I just cannot figure out why. We provide food and beverages. Two quality clinics are available at each meet. Each topic provides railroad education. I have never been to a clinic where I didn't learn something new about the hobby. We even have door prizes! Free things! And it's free to attend! Who can argue with free? We have a 50/50 raffle. You could go home richer than you came. After the

meets, layout owners within the area open their model railroads for our viewing.

There is also the human element. Meeting like-minded model railroaders provides you with another source of information along with fellowship. I feel happy to share my knowledge with any member. I feel lucky to get free advice about my interest.

We have a very large division with just a small percentage of participating members. My advice to you is to come out and see what is going on. I'll bet you have something to offer, as well as something to learn.

I hope I see you on April 9.

Joe



From the Editor's Desk

Welcome to our March edition of *The Dispatcher*. This issue could be renamed The Mike Dettinger News

Hour, as he not only volunteered to report on the February meet (during which he was one of the clinicians), but has graced our pages with another of his intriguing articles.

Adam Eyring returns with an interesting DIY project. And Assistant Superintendent Rob Hinkle continues to supply us with his excellent meet photos.

Now this next part will sound like a broken record (for those who remember what that is...or was) since I mention it almost every issue, but it is important. Whatever project you're working on—for example, a model, your layout, or any railfanning past or present—might I encourage you to write about it and submit the article to *The Dispatcher*, as they are always needed.

And, or course, remember that whatever you end up writing, as soon as your article is accepted you will receive AP Author credit.

Howard

AP Help Needed

The AP Program in the Philly Division is looking to expand! Since the passing of Dave Messer, Earl Paine and Joe Walters have assumed his duties, but are in need of help. You do NOT have to be an MMR or have multiple AP certificates to be involved. All that is needed is an interest in and knowledge of the program, and the willingness to learn and join the team.

Joe and Earl will assist and train any interested modeler in learning how to judge in the AP program, using the NMRA approved matrix system, to arrive at an accurate judging number. Training will consist of accompanying AP judges when evaluating layouts or individual models, at first on a trial basis. As judging skills and knowledge of the program develop, the modeler will join the AP team as a regular. If you are considering applying for future AP awards, there is no better way to learn what is expected! Contact Joe or Earl if interested.

DIVISION OFFICIALS

Superintendent/AP Committee

Joe Walters, MMR **Chair**
840 N Gwynn Ct.
Bear, DE 19701
302-521-5884
josephwalters@yahoo.com

Assitant Superintendent/Ops/

Rob Hinkle **Social Media**
1755 Slayton Dr.
Blue Bell, PA 19422
610-279-2394
robhink@gmail.com

Clerk/Membership

Vacant

Treasurer/Item Donations

Kevin Feeney
1447 Wheatsheaf Ln.
Abington, PA 19001
203-246-1675
ic4277@yahoo.com

Directors at Large:

Clinics Chair/Door Prizes

Mike Dettinger
972-795-1348
detting@comcast.net

Publicity/Member Outreach

Chip Stevens
774-823-2681
ReadingChip@yahoo.com

Venues

Jeff Witt
267-261-3229
jlwitt@yahoo.com

Achievement Program Coordinator

Earl Paine
4325 Wendy Way
Schwenksville, PA 19473
610-831-9466
earlpaine@verizon.net

Layouts/Video - Bill Fagan

215-675-4098
bfagan777@hotmail.com

Webmaster - Howard Kaplan

267-586-3797
howard@phillynmra.org





The Philly Division rolled into Horsham, PA for our February meet. The Horsham Community Center on Horsham Road was a first-time stop on our timetable and a great facility. If you were not able to attend, or if you just need a reminder of what happened, here are the highlights:

Joe Walters, the division super, opened a meeting with an important announcement about spoofed emails or phishing. These spoofed emails look like they come from the division, but they are a scam. The Philly Division will not ask for or collect any donations or fees via email. If you are in doubt of the valid-

ity of any email, please reach out a division board member directly by phone.

Recently, the Philly Division team has focused on recruiting new members through outreach at various train shows that stop in our territory. Our display will typically consist of a small running train display, either T-TRAK or a micro-layout, display models, a selection of railroad magazines as giveaways, and a flyer with

our upcoming events. I am very happy to report that this

outreach has produced tangible results as over ten people we have met during our outreach effort joined us at our meet.

Our first clinic featured Mike Dettinger, the default Philly Division clinician and Philly Division clinic coordinator presenting "A Hardware DCC Install in a Legacy DC Locomotive" with a focus on installing a DCC decoder in Athearn blue box locomotives and clones. While time prevented Mike from heating up the soldering iron and doing a live installation,

there were plenty of pictures and display models in various states of progress.

Ironically, the first ten minutes of the presentation was Mike trying to talk the audience out of installing a decoder in a locomotive, instead urging the audience to consider the locomotive's use, shell size, and quality before taking the locomotive apart. The clinic also explored alternative train control techniques and even suggested mounting a decoder in the layout instead of the locomotive.

The clinic stressed the importance of gathering as much information about the locomotive on the table before even at-



And a fine-looking crowd it is!

tempting to take off the shell. DC motors types and the techniques to isolate the motors from the frame were introduced. The audience was then prepared to see inside the shells of various locomotives culminating in a deep dive into an Athearn blue box install.

At the break, several awards were presented, including AP certificates and appreciations for our previous super, layout owners, and other friends of the division. Presentations were as follows: Service awards to Charles Butsch—immediate past superintendent; Howard Kaplan—past treasurer, newsletter editor, and webmaster; Earl Paine—past newsletter editor; AP Volunteer to Mike



Superintendent Joe Walters greets the crowd



Mike Dettinger is first up presenting his clinic

Dettinger; AP Author to Howard Kaplan; layout open house certificates to Kevin Feeney for being open after the meet, and to John Trout and Charlie Long for past meets; and two clinician certificates for Joe Walters MMR, for past Zoom meets.



Dan Mycio from Train Control Systems discusses their latest offerings...and receives his certificate of appreciation from the super

Our second clinic featured Dan Mycio of Train Control Systems. Dan is the video face of TCS and we were very fortunate to have him share his expertise. After all, after we completed a DCC install, we did want to make use of it.

Dan demonstrated TCS's universal wireless throttles (UWT100 and UWT50) and their ease of use with any command station. These universal throttles can interact with JMRI and the WiThrottle server, just like a cell phone or other device. Unlike your cell phone, however, these throttles have a comfortable ergonomic design. They also have on-throttle data storage, where specific locomotive and consist information is retained in the throttle itself. The most exciting part is the ability to take your speed-matched, four-diesel consist to any DCC layout, connect your universal throttle, and run your consist without any other configuration changes.



Checking out the throttles and locos with installed decoders

Dan also demonstrated TCS's new booster and command station, and talked briefly about the product roadmap.

Next, we opened the mike and invited our general membership to talk about their current projects in our "Show and Tell" segment. We finished with our 50/50—won by member Mike Frost—and door prize drawings. Our door prize coordinator felt really bad about not bringing the door prize tub to the last meet, so he cleaned out his basement to provide enough really nice prizes to enable every attendee to receive one. What a guy!

To conclude this report, the division would like to thank the clinicians, Kevin Feeney who graciously opened his home layout after the meet, and the division board members who consistently put together entertaining and informative meets. Any member in good standing can present a clinic. If you would like share your model railroad experience with our group, please reach out to a member of the board.



Attendees peruse the swap tables

Our greatest thank you is for our division members and our visitors—their participation and feedback makes all the hard work worthwhile.



Cavalcade of Awards



Mike Dettinger (left) receives his clinician award



Kevin Feeney and another attendee at the swap table



Charlie Long (right) for a past layout open house



John Trout (right) for a past layout open house



Starting to get confusing here—who's giving it to whom? This time it's the super, Joe Walters MMR (left) receiving two certificates for past clinics given at Zoom meets.



Kevin Feeney for having his layout open after the meet



Super duper! Past super Charles Butsch (right) receives his service award for having served as super and assistant super



Howard Kaplan (right) receives his service award for having served as treasurer, webmaster, and editor



Here we go again...who is receiving the award? This time it's Earl Paine (right) being recognized and honored for his hard work and dedication as past editor, and current AP coordinator.



Kevin Feeney and another attendee at the swap table



Howard Kaplan was railroaded into his old job as raffle ticket salesman. It's amazing they still trust him with all that money.

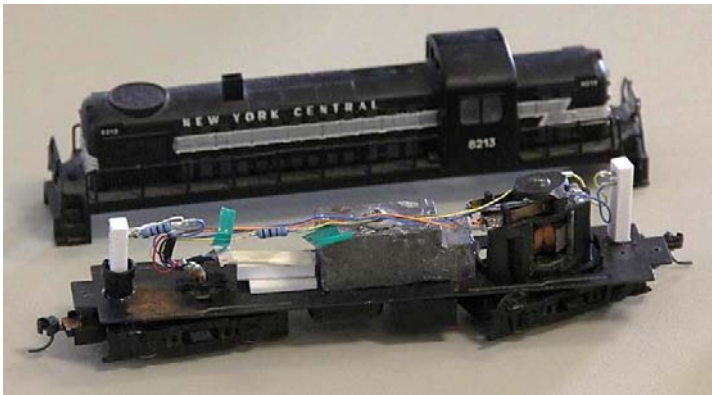


Mike Dettinger wonders why his picture is being taken

Show & Tell



Four HO legacy locomotives in which Mike Dettinger installed decoders





Mike Dettinger reveals decoder on underside of a T-TRAK module



Kevin Feeney with a recent project

Layout Tour:
Kevin Feeney's Illinois Central



Superintendent Joe Walters enjoys himself at the layout



IMPORTANT NOTE: Scam emails have been reported requesting money for division or charitable purposes. No one from the Philadelphia Division will ever request money for gift cards or any other type of funds. These emails are completely fraudulent and should be ignored. If you're not sure, DO NOT REPLY to the email in question. Contact the official using a contact form on the website, or his email address as listed in *The Dispatcher*.



Tunnel Portals or Castle Tunnels?

by Mike Dettinger

The Rhine River separates Germany from France as it flows from Switzerland North to the Netherlands. Nestled between Alsace-Moselle, formerly known as Alsace-Lorraine, to the North and the Black Forest to the South is the Rhineland.

The Rhineland Valley is lined with almost sixty castles of varying size and description on either side of the river. To make this area even more magical, it is also the home of Lorelei, the mischievous siren whose singing is thought exacerbate river traffic.

Actually, Lorelei gets a bad rap, as the Rhine is a very busy river. The Rhine River is at its deepest, narrowest, windiest and most crowded in the Rhineland Valley.

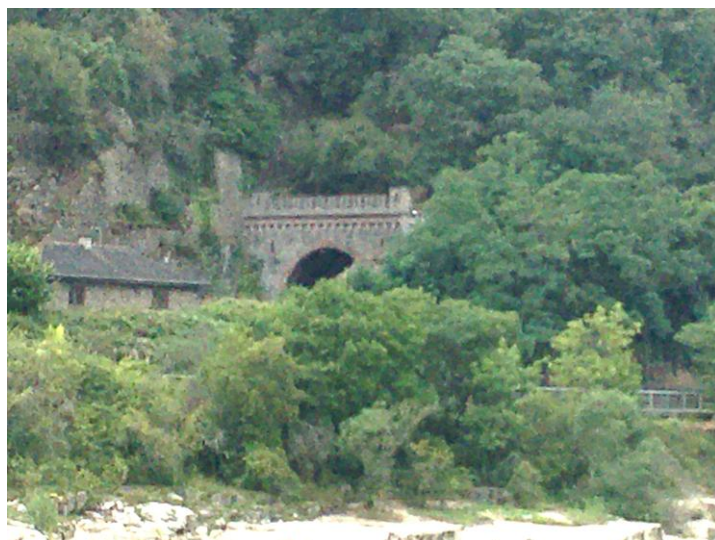
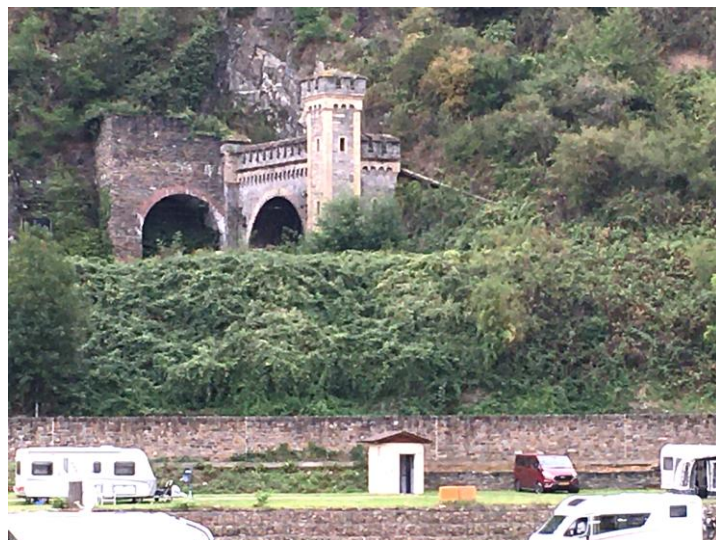
The Rhine is a major shipping artery. There are no shortages of river barges and tugs moving materials to the North and South. However, even more traffic squeezes through the Rhineland Valley in the form of double tracked main line on both side of the river.

Certainly, a rail fan would be entertained by the parade of trains that make their way along these river level routes. However, Lorelei and the cast of castles have something magical to show the rail fans.

The rails along both sides of the Rhine have to occasionally have to tunnel under some rock formations in the valley, but a run of the mill tunnel portal would destroy the magical illusion of this place. All the rail tunnel portals are disguised as castles. Each tunnel castle is unique and designed to compliment the neighboring castles.

I was fortunate enough to be traveling along the Rhine earlier this year and I was able to capture a number of dramatic rail photos including these castled shape tunnel portals shared in this article.

Prost!





About the Author...

Mike Dettinger is one of the Philadelphia Division's Directors At Large, our clinics chairman, our default clinician and author, and an all-around nice guy. He sometimes has an unusual perspective on modeling—a bit outside the box—but always interesting and entertaining.

Division Organization

BOARD OF DIRECTORS (elected)

OFFICERS

- Superintendent – Joe Walters, MMR (2022)
- Assistant Superintendent – Rob Hinkle (2023)
- Clerk – Vacant (2022)
- Treasurer – Kevin Feeney (2023)

DIRECTORS AT LARGE

- Mike Dettinger – Clinics (2022)
- Chip Stevens – Publicity (2023)
- Jeff Witt – Venues (2023)



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 – Jeff Witt, Bill Fagan, Howard Kaplan
- Refreshments – Bill Fagan, Joe Walters MMR
- Door Prizes – Mike Dettinger, Kevin Feeney
- Clinic Video – Chip Stevens, Rob Hinkle
- Certificates/Awards/Printed Materials – Earl Paine, Howard Kaplan
- Publicity – Chip Stevens

MEMBERSHIP

- Member Outreach – Joe Walters MMR, Chip Stevens
- Membership Records – Vacant

ACHIEVEMENT PROGRAM - Earl Paine, Joe Walters MMR, Bill Fagan, Chip Stevens

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

Hobby Shops

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

Henning’s Trains
128 South Line Steet
Lansdale, PA 19446
215-362-2442
henningstrains.com
10% in addition to already discounted prices

THREE BIG BENEFITS OF NMRA MEMBERSHIP:

15% OFF

25% OFF

45% OFF

Those are the discounts that manufacturers and hobby shops in our Partnership Program are giving us right now. Partners like Micro-Mark®, Model Rectifier Corporation®, Badger Airbrush®, Unreal Details®, Hot Wire Foam Factory®, Logic Rail™ Technologies. And over 30 more companies. It's savings that can actually pay for your membership!

And are you taking advantage of our other big benefits? Like 150+ national convention clinic videos. Or over 15 hours of "how-to" videos produced by the biggest names in model railroading videos. Or our directory of model railroad layouts all over the world that you can visit. The list goes on and on.

If you haven't visited www.nmra.org lately, you're missing out on some really great stuff. Starting with a boatload of discounts!

We make it more fun.

THE NEW NMRA MODEL RAILROAD DIRECTORY

IS NOW ONLINE and READY TO USE!

Now whether you're at home or traveling, you can contact other NMRA members for a layout tour, to talk trains, or even to join in an op session! There are maps, descriptions, photos, videos, and more. And it's only available to NMRA members.

Visit www.nmra.org, log in as a member, and click on "Model RR Directory" to see layouts in your area or to list your own layout (as long as it's an operating home or garden railroad). Join in the fun!

We make it more fun!



Bill Fagan: *The Video Vigilante*



Photos are snapshots from videos by Bill Fagan

Below are examples of some impressive layouts that I've visited. I've videoed layouts in California, Idaho, Maryland, Florida, Pennsylvania, New Jersey and Delaware. 174 layouts with 767 videos and 2639 followers on YouTube with 1.4 million views.

↓ **Mike Procop's** New Jersey & Western RR. 25x36 HO scale layout. 90% scenery is complete, 150 engines and over 300 cars. Uses Easy DCC. Has an ops session monthly with 8-10 operators running a 32-train schedule. View the video here: <https://youtu.be/sYS0qsvOz-M>



↓ **Joshua Blay's** Delaware, Lackawanna & Western Syracuse Branch. The layout emerges from staging into the area of YO yard soon after crossing the Delaware & Hudson. The DL&W interchanges with the D&H here, and the D&H interchanged with the Lehigh Valley and Erie as well. At Chenago Forks, a station marks the split of the line to Utica and Syracuse. At the crest of the helix is Marathon beyond is Cortland and Homer. View the video here: <https://youtu.be/F2xtbFFL8wU>



↓ **Wayne Betty's** Lancaster & Atlantic RR. The L&ARR covers that portion of the Pennsylvania Railroad from Enola eastward to Columbia and Lancaster, with the Northern Central line to York for added traffic. Point to point operation through several levels on this DCC layout with a JMRI CTC machine. The date on the railroad is January 31st, 1968 the last day of the PRR. Motive power is the latest of the PRR. Scenery is still in the Imagineering stages, but hopefully advancing. Digitrax DCC for track control, detection, and routing. Using Tam Valley boosters with PSX circuit breakers. All main line tracks are detected with signaling provided by repeater panels (computer monitors) at each interlocking. Dispatcher control is via JMRI. See the video here: <https://youtu.be/nu1Mg27RhJU>



↓ **Bob Martin's** Central Pennsylvania RR. Freelanced operation-based model railroad set in central Pennsylvania with close ties to the PRR and WM. See the video here: <https://youtu.be/-rM1Bi3c97M>



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 wfagan@comcast.net. More to follow in the next issue of **The Dispatcher**.

Enjoy,

Bill

Cell Phone Camera Car

by Adam Eyring

Until 2020, the Southeastern Pennsylvania Garden Railway Society had participated in the annual Philadelphia Flower Show for five years. Every year a G-scale layout was built based on the flower show's theme such as "water," "Netherlands," etc. Months of preparation went into the layouts and every year's layout was spectacular and drew crowds, making us a show favorite and always invited back. At our last show in 2020, before COVID changed the format of the show, I ran a kitbashed cell phone camera car so visitors can capture videos as if they were G-scale people. Cell phones could be secured with rubber bands, set to video

mode, and run through a couple of loops (at no charge). I ran it for the two shifts when I manned the layout and visitors loved it and got a neat, personalized video to take home.

The car is a two-truck, depressed center flat custom-built laser cut by seller "doctorneon1" on eBay, who sells them as "low boy flat car" kits along with other G-scale items (Figure 1). The body is all wood, though I originally thought the silver parts were metal since they were painted so well. USA Trains also makes a similar style of flat car in plastic. The depressed part helps cell phones get through tunnels.



Figure 1 - Car you can purchase as kit on eBay.

The NMRA, interestingly, has track gauges for N to Sn3, but not for G. Fortunately Kadee makes a version. I had issues with the car as delivered, so getting the Kadee gauge was important in correcting the issues.

The camera holder, made from scrap wood, was sized so the cell phone glass sits flush against the vertical piece, and the phone is secured with rubber bands (Figure 2). The holder is as wide as the car and has two 45-degree corners so the camera can be run angled to show more of the scenery without the holder

hitting scenery (90 degrees also works). I can see this being improved with a pivot so any degree can be used. The holder is secured to the car with wires or twist ties so the car can be used without the holder for other purposes (Figures 3 and 4). Care is important here because visitors are trusting you to carry their several-hundred-dollar phones!

The club will be back at local train shows, so watch for the camera car and ask for your phone to have a ride!

T





Figure 2 - The scratchbuilt wooden support for the camera

About the Author...

Adam Eyring is a Philadelphia Division member and a repeat contributor to *The Dispatcher*. His articles typically focus on quick, but clever DIY projects—the kind of things model railroaders really appreciate. He has served as a past proofreader for the NMRA Magazine. He is also active in the South-eastern Pennsylvania Garden Railway Society.



Figure 3 - Camera support mounted with wires



Figure 4 - The car with a cellphone installed



Amfleet Cars - Part 2: Maintenance Facilities

In our last installment, we discussed the purchase of the Amtrak's Amfleet cars. In this issue we will discuss the facilities that maintain these cars.

When first purchased, maintenance was performed at various locations. Those included Washington, DC; Wilmington, DE; Philadelphia, PA; New York, NY; and Boston, MA. All these were and still are today operating repair locations. This is where minor repairs are made to keep the cars in service. As the years went by, major overhauls and heavier wreck repair meant that the cars needed to be sent to the Wilmington facility. This location is midway along the northeast corridor, therefore a good location off the main line. This is not to say that these running repair locations could not handle the heavy work; their task was more to keep the trains moving, not be bogged down with heavy repairs and the need for extra manpower.

At the end of 1986, Amtrak purchased the Bear facility. There is a short history about the facility before Amtrak purchased it. It was known as Delpro. It was a heavy repair facility dedicated to freight car repair. Railbox, railgons, and tttx cars were repaired and painted here. Delpro did all of their own repairs inside the facility, which contained 9 inside tracks. These tracks could hold 44 cars. This was one of four similar facilities throughout the country. It shut down after three years of service. That was when Amtrak bought the property. The facility was purchased for the track MOW department, formerly in Bristol, PA. Their main function was repairing track maintenance equipment. At the same time, all of Amtrak's freight equipment was moved from Perryville, MD to the Bear facility. Material control took over a small percentage of the building as a nationwide shipping facility, shipping material across the system.

It wasn't long before officials saw that the facility was being underused. They felt it was more suited for passenger car overhauls. Around 1989, the maintenance of way employees were moved to the Wilmington facility (car shop 1). At Bear, cars started to arrive from all over the system at what would become a serious attempt to overhaul them. Management's thinking was that the facility was large enough to handle all Amfleet repairs, both minor and heavy.

As the Amfleet overhaul program began in earnest,

many improvements were being added. This included luggage rack restraints as a result of the injuries suffered by passengers during the wreck at Chase, MD.

The work that continues today is an accumulation of all that has been learned in the last 40 years of ownership; many significant improvements have been made to the cars. These include new bathrooms, and other passenger comfort amenities.

Well, my cup is low so it's time to go. In the next issue we will discuss the overhaul lines and the maintenance that is performed.

Joe



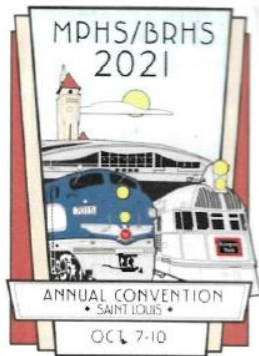
Employees working on an Amfleet coach at the Bear, Delaware car shops, c. October 2010. Courtesy of Amtrak.



ON THE (RAIL) ROAD WITH KEVIN FEENEY

CONVENTIONS – SHOWS – TRAVEL

St. Louis, MO - October 6-10, 2021



I really enjoy going to St. Louis because there are trains everywhere. I have been there at least 25 times, or more and this was my third trip there this year.

I flew there from PHL on Wed., Oct 6th but through Miami (MIA) for more miles and a lower fare. Soon after I arrived at STL at 7:36pm I took the MetroLink light rail to the station beneath Union Station. My one-day adventure pass fare was \$5 versus a one-way ticket at \$4. I was there to attend a joint meeting of the CBandQ and MoPac Historical Societies, even though I was not a member of either organization. There were NO events scheduled for

Wednesday, but I needed to pick up my registration materials for an early trip on Thursday. It would have been nice to stay at the Hilton Hotel in Union Station, but I could not bring myself to spend \$170 a night. Instead, I took the MetroLink back to the airport and stayed at a Choice Hotel across from the Terminal 2 that has a free shuttle and cost just \$70 a night. I rode the hotel shuttle and light rail both ways on Thursday, Friday, and Saturday.



On Thursday, I had an all-day bus tour with two stops. This plus the afternoon tour on Saturday were the reason that I attended this meeting. Metro East is a well-established company that provides repair and rebuilding services to the railroad industry. It is in E. St. Louis, IL, on the site of what was once a huge ALOCA refinery. I had driven by Metro East several times while railfanning in the area and welcomed the opportunity to tour its facilities. We toured their locomotive shop plus the paint shop and were able to walk through part of the yards where almost 250 diesel locomotives are stored awaiting repairs, rebuilding, or scrapping.



The variety of different engine model and road names was amazing. The company employs 300 workers and works on two shifts with the second one primarily to move equipment around. There is an on-site restaurant housed in two cabooses.



and headed to lunch at the Apple Tree Family Restaurant in nearby Granite City. Amazingly over 30 folks ordered, were served and received separate checks in less than an hour. It was a short ride to Gateway Rail Services in Madison, IL. Like Metro East, I had driven by this several times. The company is located in what was once the Litchfield and Madison's freight yard. The LandM was a small Class I that was acquired by CandNW to gain entry to the St. Louis Gateway. On site are about 150 heritage passenger cars from Amtrak and other railroads, some of which are being stored for their owners. For years Gateway's main business was repairing and rebuilding passenger cars for private owners. However, with Amtrak's restrictions on private car movements, it has switched to building inspection trains for CSX and CP using classic Budd-built passenger cars from the 1950s.



around. After a nice dinner at Landry's Seafood under the train shed, I headed back to my hotel so that I could be on a zoom call for the PhillyNMRA BOD meeting.

Back in on Friday for two more tours. The first was to the National Museum of Transportation in suburban Kirkwood. I have been here several times, most recently for an outdoor train show back in April. This is a county-run museum that is facing an uncertain future. The county would like to be rid of it.



In the paint shop, we learned they use a coal cinder material to air blast off the old paint. This is done because the coal cinders are non-metallic and do not affect any electric equipment. Paint schemes vary from one color to elaborate multi-color ones with stripes. Also on site were shops for rebuilding freight cars. We saw a number of auto-racks getting ready for rebuilding but did not tour those shops.

After a group photo, we boarded the bus

Work is being completed on a three-car train for CP that will be delivered in November costing almost \$6 million, not including the state-of-the-art track detection and laser imaging equipment. A set of rebuilt trucks alone cost \$210K!

The control car had a small room with two racks full of servers. Our tour guide was the president of the company who gave everyone a ball cap with his business card. One attendee said he would be calling him after he wins the Powerball! It was a short ride back to Union Station.

There were presentations scheduled for Thursday evening but I could not stick



I headed to the building with classic automobiles that was funded by the family that owns locally based Enterprise car rental. On the back side of the museum is a small observation platform overlooking the UP (ex-MoPac) tracks that pass by. I stood there for almost a half hour but saw no trains. It was getting close to time for our box lunch so I walked through some of their historic collection that includes: a Big Boy (#4006), the world's biggest tank car (GATX 96500 - a whale belly holding 60K gallons), a number of trolley and interurban cars made locally by the now defunct St. Louis Car Co., and perhaps mostly infamously DLandW

952. This 4-4-0 Camelback is the only surviving Mother Hubbard-type engine and has been held captive at NMT for years seemingly illegally as the engine is owned by a railfan group in PA. Numerous efforts have been made over the years to have the engine returned to PA and have it placed in Scranton's Steamtown.

Back at Union Station I was able to walk around the head house and under the train shed, which was once the largest in the world. The station once hosted hundreds of trains per day; it was used, albeit sparingly, by Amtrak until October 31, 1978. It sat idle until 1985 when it was repurposed into a hotel and shopping mall. I was there for that use many times. Eventually the mall closed. It was brought by another company in 2012 and repurposed again into a hotel with an exposition/meeting center plus several entertainment attractions, most notably an aquarium and a large Ferris wheel, reminiscent of the huge one that was at the 1904 St. Louis World's Fair.



While there were once 32 tracks under the train shed, only a handful are left on the west side. One track was being used for a static train for the "Train or Treat" holiday display. The same track will host the Polar Express between Thanksgiving and Christmas. Next to that, on Track 9 was the consist

for our afternoon trip, a rare mileage trip on TrailroadA. The TrailroadA is one of two terminal railroads in the St. Louis Gateway; the other is AandS now wholly owned by UP. Union Station was built by TrailroadA in 1894 and expanded a decade later for the 1904 St. Louis World's Fair. There is a separate TrailroadA Historical Association to which I

have long belonged. Our excursion was actually the second for the day as the St. Louis NRHS hosted a similar one in the morning to share the cost of the train rental.

Our consist was three classic Budd-built passenger cars, all of which once operated on the Prailroad. SLRG #140 and 146 were acquired recently from the Iowa Pacific bankruptcy. Both were sold by PC and ended up in Michigan on the short-lived commuter service run by SEMTA, and later ran on MARC. The third car was assigned to the Congressional, later sold to Amtrak and used on the Clocker Service. It was sold to KCS for use on its Panama Canal Railroad. However, that never happened. It was later refurbished although the air conditioning was not working the day of our trip. The engines were TrailroadA 2006 and 2010, rebuilt GP38-3 models. Paralleling the river, we passed the Eads



Bridge built in 1868 and still in use. The trip brochure had a map showing our intended route, however due to work on the Merchants Bridge instead the train looped through CP Jct. and returned over the MacArthur Bridge.



Once in Missouri, we made series of reversing moves so that the train could back into Union Station. This was historically correct as Union Station was stub-ended and trains always backed in. Once again, there were presentations on Friday evening, but I had to miss them so I could travel back to my hotel to attend a zoom meeting for the NRHS Fund for which I am their new comptroller.

Back on Saturday for a detailed tour of the headhouse of Union Station. We started in the Grand Hall, which was being set up for a wedding reception and moved into what was the women's waiting room and a

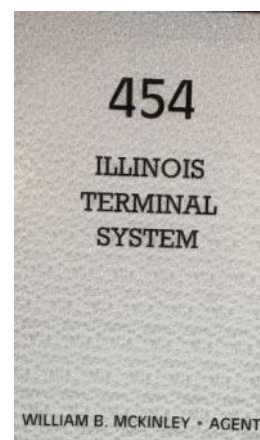
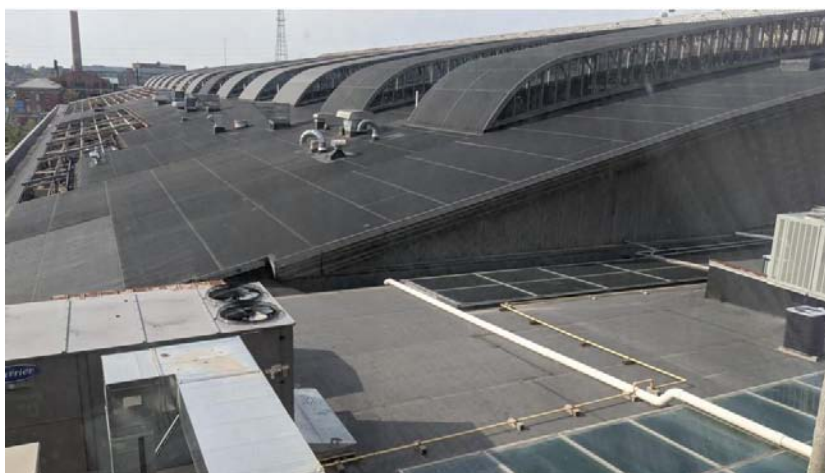
Fred Harvey Restaurant. This Harvey Restaurant was the only one not in a ATSF-served station (ATSF did not serve St. Louis); its operations there included the newsstand, gift shop, cigar store, etc. Up to the next floor we had a nice view of the train shed roof. In what is now the exercise room for the hotel, we saw some historical signs. Down the hall are hotel rooms each with the name of a railroad serving the station (once there were 22) with the name of the railroad president. Next, we had a great view looking down at the Grand Hall. Up more stairs and we were on top of the ceiling of the Grand Hall that is suspended from a metal truss just like the ones in the train shed.



could see the curved base of the metal tank and the four girder legs that supported it. The tank is no longer in use after a 100+ year old cast iron drainpipe burst years ago. Our guide had taken a newspaper reporter up to the top recently and said there were over 150 narrow steps to the top. A clock tech must go up to the top twice a year to reset the clocks when the time changes as would occur in a few weeks.

After a snack lunch, I went to the swap meet that was also open to the public. There were about 20 dealer tables in addition to the large company store operations by the two host historical societies. As always, I came home with several bargains for my own collection and other things to resell to help offset the cost of the trip. I had another nice dinner at Landry's having joined their Select Club that works at over 500 restaurants across the country. This was in lieu of the banquet, but about 7:45pm I went to the banquet room to hear the speaker. I sat at a table by the exit, which had only two people but eight desserts. I only had one as warm cheesecake isn't my thing. The speaker was Nick Fry, curator of the Barriger Library Special Collections at nearby UMSL. This is the library where I did much of the research for my doctoral dissertation on railroad annual reports. Nick gave a comparative view of the premier trains (Denver Zephyr and Colorado Eagle) that ran between Chicago/St. Louis and Denver.

Originally, I had planned to fly back Saturday evening, but changed that after learning there was a train show nearby on Sunday. I was up early on Sunday and caught a #49 bus right by my hotel at 9am for just \$1. I exited 45



Up to the next level, we saw the remains of large safe that was once used by Western Union to hold its cash money from telegrams and other wire services. The last and best part of the tour was to go up into the base of the clock tower. There we learned the clocks, while real, were actually a façade as the tower was built to hold a water tank to provide fire protection for the station complex. We





minutes later at the Kirkwood Train Station (KWD) just as a large crowd was boarding Amtrak 311, a Missouri River Runner train to KCMO. From experience, I could tell most of the passengers were not normal train riders as they all tried to enter the same car. Turns out the crowd was heading to the Hermann Oktoberfest and many would return that evening drunk as a skunk.



I have been to this historic station before but it is usually locked up. This time it was open, so I walked in to see a picture on the wall that Nick Fry had mentioned the night before. The station is manned by volunteers who told me (dragging a suitcase) that I need to hurry up and board. I told them I just came to see the station. I then walked across Rt. 61 for breakfast at Strange Donuts and yes, they were strange. Two blocks away was St. Peter's where I attended 10am mass in a beautiful church that was mostly stain glass. A few blocks further down the street was the Kirkwood Community Center and the 30th Annual Greater St. Louis Metro Area Train Show hosted by the Mississippi Valley N Scalers. There were lots of bargains but I had to limit my purchases due to minimal space in my suitcase. At 1pm, I called my friend Andy Sisk whom I know through the GMandO and IT historical societies. He lives in Kirkwood and had agreed to give me a ride back to the airport. He had been to the show on Saturday but wanted to go back in to see the modules layouts again. We then headed to STL but stopped for lunch at a Freddy's and to see a short line on former RI trackage.



I was dropped off at 3pm and my plan was to try and change to a non-stop flight to PHL instead of returning via MIA. But that day was the one that Southwest cancelled 1000 flights including many in STL where it is the dominant carrier. Southwest does NOT interline so its stranded passengers were forced to buy tickets on other airlines. They filled every seat on AA from STL that day; the agent said they were over-booked on every flight. The flight to MIA left at 4:31pm. I had a window seat on the right side of the EMB-175 and watched as we flew over what were new parts of the country for me to see from the air. After takeoff, we crossed the Mississippi into southern Illinois and paralleled the river for some time. We flew across Kentucky and Tennessee passing through Alabama until we were out in the Gulf. We crossed into Florida south of Tampa and continued south passing over the Everglades before landing at MIA to the east. Once again, my connecting flight was fairly close to the arriving gate. I am still learning about MIA having only flown there may be ten times, although four times this year.

There was an hour time change and still was plenty of time to get something to eat and recharge my phone. My flight #2329 was scheduled to depart at 9:20pm, but that did not happen. The plane (A321S) and pilots were there, but the flight attendants were not. They were coming from Honduras and that flight was delayed. Once it had landed, the four attendants had to clear customs, but one had some troubles doing that. We finally started boarding at 9:45pm, but were further delayed when there was no ground crew to push us back. Once airborne at 10:32pm (1 hour 12 minutes late), we actually made up some time as we arrived PHL at 1:10am, just 56 minutes late.

I had driven to the airport as my expected return was too late to ride SEPTA. After I got my checked bag, I called for the Colonial Parking shuttle. My five-day stay only cost \$14.55 as I redeemed points from when we used to park there all the time. I left their lot at 1:57am and by 2:20am I was through the Blue Route and getting on the PA Turnpike. Twenty-five minutes later I was in my house. I tried to go to sleep but had troubles. I had to get up early on Monday to drive Carol to Abington Hospital by 10am for her second knee replacement. The operation went well and I spent the day catching up on email and eBay. She came home late Tuesday afternoon and seemed to be more distressed than when she had the first knee operation last summer. I was home to take care of her through October 24 when I left for the MER NMRA convention near Baltimore. Though I did have a table at a train show in Kutztown, PA the following Saturday, that required me to leave the house by 5:45am. UGH!



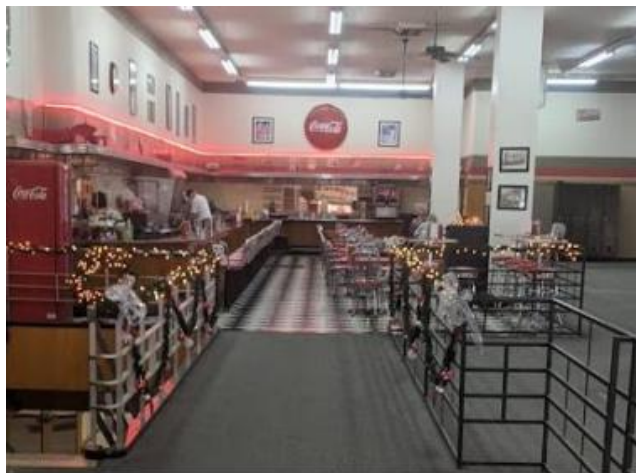
LAST TRIPS OF 2021 - California

We have managed to do a lot of travel this year. However, due to the COVID crap, we have been restricted to the good old USA! We have tried to do one major trip a month.

Our last major trip of the year was to PRC a.k.a, the People's Republic of California. Given the "woke" political situation there, going there was NOT something I really wanted to do, but was necessary to hit two more cities from my list of the 100 largest in the USA.

Carol and I flew on Sunday, December 5th to San Diego via CLT, arriving just after 1pm PST. Just east of San Diego, we flew over the Imperial Valley and the Salton Sea. The SAN airport is squeezed between the downtown, the harbor, and the adjacent USMC training depot. The rental car faculty is other side of the airfield field and most of the bus ride there is on a private right-of-way. Once in our Avis car, we headed north along I-5. Our first stop was an early dinner (our stomachs were 3 hours ahead) at an In-N-Out burger in Santa Ana. This one had no inside seating so we ate outside, which was fine. We continued north towards LA. (In retrospect, we probably should have flown to LAX instead of SAN). Carol was amazed at the number of lanes in the freeways there. We ended up cutting inland and then passed through Pasadena missing downtown LA entirely. It was getting dark as we passed through the mountains north of LA.

After some 240 miles, we arrived in Bakersfield, which was city #97 on my list. It has some 377K folks and is located at the southern end of CA's Central Valley, and is just a few hundred feet above sea level. We stayed at a Comfort Inn for two nights because of a point promo. At breakfast the next morning, a squirrel came to the sliding door of the breakfast room looking for food. This happens every day. After a lifetime diet of acorns, you would think the squirrel was a vegan, but it quickly ate the pork sausage I gave it.



We started with a drive through the downtown, which is spread out. There were some nice art deco buildings. We made the obligatory stop at the Amtrak station from where there is bus service south to LA and San Joaquin trains north to Sacramento. The local visitor center was in a nearby building so I went inside for some local information. Turns out the LAST operating Woolworth luncheonette is there. We drove to see it but it was too early for lunch. We stopped at Dewar's Candy Shop, which is locally famous but did not buy anything.

We headed north to Fresno, which was city #98 on my list. It was about 1:45 up the central valley. The land on both sides of the highway was covered with various fruit trees or grape vines. Fresno is bigger with about 525K folks. We drove around for a few hours of course hitting the train stations. We saw the historic SP station west of the downtown and the historic ATSF one used by Amtrak that is downtown.

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We also saw construction for CA's new High Speed Rail line that will never be finished.



Other sights included an interesting historic district and the Forestiere Underground Gardens, which unfortunately were closed. These are a series of subterranean structures built by an immigrant from Sicily, over a period of 40 years from 1906 to his death in 1946.

We headed back in the late afternoon a slightly different way passing through Selma, the "Raisin Capital of the



World," and then Kingsburg that has a restored SP depot. Back in Bakersfield, we splurged on a nice dinner at Chalet Basque Restaurant for my 69th birthday (12/06). There are a number of Basque restaurants there but most were closed since it was Monday.

On Tuesday 12/07 we headed to the Tehachapi Loop. I had picked up a brochure at the visitor center giving detailed instruction how to follow the railroad tracks to there from Bakersfield. At the start, the ground was flat and we were right next to the tracks. We saw several UP and BNSF trains as both railroads use the line and then eventually, we were in the mountains.



The rail line climbs over 3000 feet with an average grade of 2.25% over 28 miles. We stopped in Caliente where the tracks make a horseshoe curve and soon had a train on both sides of the car. Even Carol said that was neat. We continued to climb and drove on highway 58 until the Keene exit. The actual Tehachapi loop was a few miles further along a back road. The loop was constructed to gain 70 feet of elevation way back in 1876. There is a fairly new observation platform on the southeast side of the loop. We waited with others for about 45 minutes till we saw a train crossing over itself.



We continued on the back road till the actual town of Tehachapi, which was about 10 miles to the east. We had lunch in a Kohnen's Country Bakery that backed up to the tracks and while there, two eastbound trains went by. We headed to our next stop in Carlsbad, CA about 210 miles south passing through parts of the Mojave Desert and near Edwards AFB. Looping to the east we passed through the mountains near Cajon Pass. I could see some tracks but it was getting dark so we did not stop and continued south past San Bernardino. We had dinner at a Denny's in Riverside after being unable to find a noted local pizza place. We stayed inland on I-215 for most of the trip.



Carlsbad is on the Pacific Ocean and about 35 miles north of San Diego. We had booked an inspection trip to a Hilton Grand Vacation Club resort. We book these all the time—we get several days at a reduced rate and often extra points or gift cards, just for attending their sales presentation. We had 4 days/3 nights there. The place was extremely luxurious and had a heated pool, but we didn't bring our bathing suits. It is next to "Lego Land," which was closed for the season and surrounded by flower beds and a strawberry farm. We did not buy a time share—they actually all sell points now—but did purchase a single week that we can use at several of their resorts anytime in the next 18 months and which can be split into two stays.

The next day (12/8), I drove to Oceanside (the next town), which has a major transportation center with train service on Amtrak Surfliner to LA and San Diego, on Metrolink to LA and San Bernardino, on the Coaster to San Diego, and on the Sprinter to Escondido. The Coaster and the Sprinter are both run by the North County Transit District (NCTD).



I parked for free and took a ride on the Sprinter, which is a Bombardier-built DMU; the line is similar to NJT's River Line. An HO model of the Sprinter is now available from PIKO (see ad on page 16 of 12/21 *Model Railroader*). It goes up, mostly along a dry river, for some 26 miles. The line was originally an ATSF branch line and now is the San Diego Northern railroad. To allow for freight service, the station platforms are all set back meaning there is a gap between that and the train that is filled in when you board. Travel time from Oceanside to Escondido is just under an hour. My one-way senior fare was \$1.25. Arriving at Escondido, I had to hustle to buy my return

ticket from the far end of the platform as my return train departed just seven minutes later. The shops for the line are just west of Escondido and there was a small yard and some rail-served industries just east of the station.

Back in Oceanside, I drove back to our hotel and we attended the required sales presentation. After lunch at a nearby In-N-Out burger, we drove to the coast (our Hilton property was inland and somewhat higher) and up the Pacific Coast Highway stopping to watch some surfers at Tamarack Surf Beach. We drove to Carlsbad Village and parked the car. There was a weekly farmer's market with several food stands. I never saw a booth selling Kenyan food before. We had a nice dinner at Joe's Crab Shack in the harbor at Oceanside.



Thursday 12/09 Carol dropped me off at Carlsbad's Poinsettia train station where I boarded the Coaster at 9:49am. My one-way senior fare was \$3.25 (their TVMs do not take AMEX) for the 47-minute ride. At times, the train was literally next to the ocean. Closer to San Diego, the

tracks paralleled the MTS's blue line which has been extended northbound to serve UCSD and a large VA medical center. Carol drove to San Diego and picked me up at the historic former ATSF depot there.



We drove around downtown and headed out to the suburban city of La Mesa stopping at a closed railroad museum and Reeds Hobby Shop.



The MTS trolley orange line runs right in front of the museum on tracks that once were the San Diego and Southeastern Railroad.



We also walked through its downtown area before heading to a wine growing region about 50 miles east of San Diego. Our first stop was in Campo, once a stop on the stagecoach route and later the railroad towards SD. Unfortunately, the Pacific Southwest Railway Museum there was closed. This museum once offered tourist train rides that crossed the border into Mexico. We stopped at the Campo Creek Vineyards which is literally on the Mexican border.



We could see the Trump Wall at the southern edge of the property. We had a private tasting with one of the owners and couldn't wait to buy a bottle of their latest release in February. We headed back to SD, passing several wineries that were only open on weekends. However, we were able to stop at Granite Lion Cellars on the top of a mountain near Jamul. We drove back to SD from there, finally having decent, albeit expensive pizza at Tribute Pizza.



Friday was our last day in CA. We checked out and drove



to the USS Midway (CV-41) in the downtown SD harbor. There was a special ceremony in the hanger deck with a large number of active military personnel on board. We toured the ship for two hours. The flight deck is covered with a variety of historic USN and USMC aircraft.



We headed over to Balboa Park, the site of 1915 Panama-California Exposition. While Carol toured the grounds and some of the various build-



ings, I headed to the San Diego Model Railroad Museum (SDMRM) in the basement of one of the building. I have been here before but it was over 10 years ago. In the museum, there are four layouts: HO/N/O scale and O high rail. The photos show the N-scale layout.



The HO layout is the largest and includes Tehachapi loop. In the hobby, this layout is noted for its marathon “op till you drop” operating sessions. However, I was not impressed by some of the layout with unfinished and dated scenery plus mockup buildings that are falling apart after being in place for too many years. Still, it was something for me to see!

We left the park and drove to Old Town. We had a nice dinner at the Mexican Café



and then walked through some of the souvenir and other shops there. We topped off the gas in the rental car at over \$4 a gallon and returned the car.

We were in the terminal just after 8pm for our 10:35pm non-stop, red eye, return flight. This was my 70th flight of the year and was a real bargain at only 7500 award miles for each of us (we have over 2.5 million AA miles). We were back in PHL after 6am on Saturday, December 11. We took the SEPTA train to Jenkintown and were home. I rested a bit and then took a shower, dressed, and headed over to the GATSME model railroad club to help at its open house that afternoon.



Reading and Northern Holiday Train



This also enabled us to see two of the large Christmas light displays in and near Reading.

I had seen a flyer for R&N holiday service at the Allentown train show on November 14. There were special trains from Reading to Jim Thorpe on several weekends. We had briefly visited Jim Thorpe, PA, the “Switzerland of America” last June and taking the train would allow us several hours there without having to deal with the parking issues there and save the driving. I booked the trip for December 19th as the other dates were sold out; the RT tickets cost \$39 each. Since it left early at 9am, we drove up to Reading (about 60 miles away) the afternoon before.

We were at the train early on the 19th. Our train was just two Budd RDC-1s #9166 and 9167, but on a siding was another consist for the local Santa Claus trains. In fact, on that day RandM operated three such trains to/from Reading, three more from Jim Thorpe up into the gorge and back, plus our train for a total of seven passenger trains. We left on time. While our train was supposedly a sellout, there were more than a few empty seats. There were no shows at Reading and at the stops in Port Clinton and Tamaqua.



The trip took just over 2 hours. Once there, we headed up to see the Asa Packer Mansion. The website said it was open but it was not. Back at street level, we stopped for a nice lunch at Molly Maguire's Irish Pub in their covered heated outside seating. The rest of the time in Jim Thorpe was spent on a leisurely walk up the main street stopping at many of the shops just to look and for some last-minute Christmas shopping. On the tracks there were several used passenger cars just purchased from the bankrupt Rio Grande Scenic by the R&M wearing an ICRR inspired paint scheme. This was a real threat for me!

We boarded the return train early at 3:30pm; it returned by the same route arriving just before 6pm. The conductor said we were ahead of schedule as normally we would have been held at one point to allow a Scranton-bound freight train to pass, but it was not running that day. We stayed over in Reading for a second night so we could see two more of their Christmas light displays. We drove home on Monday making a few stops along the way.

Unfortunately, we left a bag at our motel with all of our Christmas cards and some other items. On Wednesday, December 22nd, we planned to attend the opening of a new casino in Morgantown, PA so before that we made a side trip to Reading. We each got \$35 of free play at the Hollywood Casino. I quickly lost all of mine as the required minimum bets were many times the indicated coin value. At one penny slot, you had to bet 80c each spin; at one quarter

machine it was \$2.25 a spin. At one point, Carol was up \$45 so she cashed out and brought that home with her. But later she lost all of the free play money as well.



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Our first trip of 2022 is a return visit to DFW over MLK weekend. While there, we will drive to Lubbock (birthplace of Buddy Holly) for my city #99 and I will attend the Plano train show on 1/15 like I did last year.



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.

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**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_____

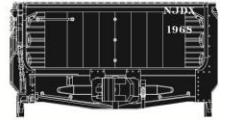
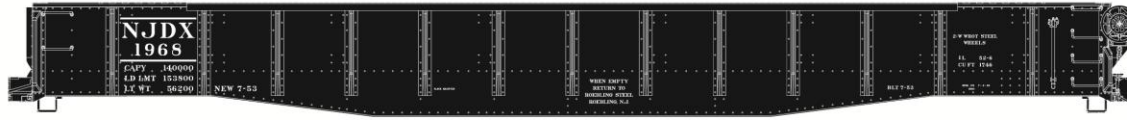
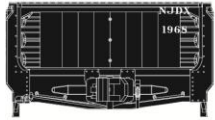
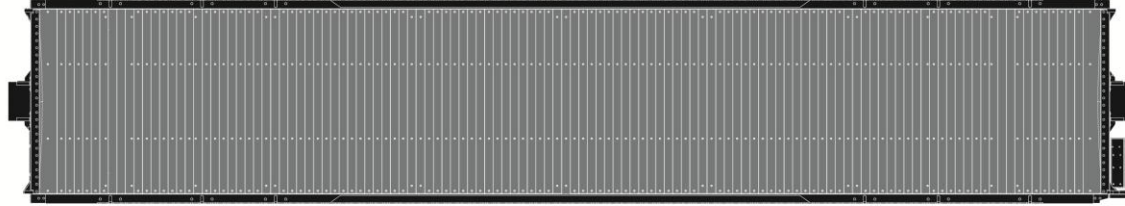
Telephone_____Email_____

See Tangent website for more info support@tangentscalemodels.com

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



Artwork for New Jersey Division 50th Anniversary Car



TANGENT
SCALE MODELS



South Mountain Division/ Mainline Hobby Supply Mini-Con

Where: Blue Ridge Fire Hall, 13063 Monterey Ln., Blue Ridge Summit, PA 17214

When: Saturday, April 23, 2022, 9 AM to 4 PM

Admission: Free!

NMRA—MER South Mountain Division and Mainline Hobby Supply host its 8th annual Mini-Con at the Blue Ridge Fire Hall, 13063 Monterey Ln., Blue Ridge Summit, PA. Come enjoy from 9 AM to 4 PM, this one-day free event one block north of Mainline Hobby Supply, consisting of prototype and modeling presentations, formal and informal clinics, modular displays, and interaction with your fellow hobbyists and beginners. This free, wheelchair accessible, educational event is open to the public for the promotion of the hobby of Model Railroading.

**Questions: Don Florwick, DJFlorwick@comcast.net, 717-414-0660
<http://www.smdnmra.org/>.**

Lost & Found

The following was left at the February meet. If anyone recognizes it, please contact a board member.





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

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

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



[Gateway 2022, St. Louis, MO](#)

2022

[Gateway 2022](#)



[2023 Texas Express](#)

2023

[2023 Texas Express](#)

Upcoming MER Conventions

2022 Convention – “Carolina Special Look South in 2022”

Division Apparel



Polo



Polo with pocket



Cap



Short Sleeve Button-Down



Long Sleeve Button-Down

Our new apparel source is Daylight Sales. Website: <https://www.daylightsales.net/> You can do a search for “PhillyNMRA” to find our items, or [click here](#) for the direct link. Email: daylightsales@gmail.com Phone: (888) 557-9899.

We continue to offer the Port Authority polo, with or without pocket, and the short- and long-sleeve button down shirts. As before, you can have your name added. A new offering is a matching cap. Unfortunately patches are no longer available as our emblem is now being directly embroidered onto the items.

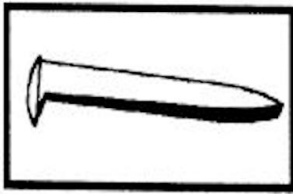
Manufacturer’s descriptions and specs:

POLO

POLO W/POCKET

LONG SLEEVE BUTTON DOWN

SHORT SLEEVE BUTTON DOWN



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: _____

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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.

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