



THE DISPATCHER

The Journal of Philly NMRA

October 2022



*April 3, 1952. ATSF dispatcher
Lee Webster works the C.T.C. panel
in Fresno, California, that controls
the territory between Fresno and
Bakersfield, California. Courtesy of
[https://www.kshs.org/index.php?
url=km/items/view/50136](https://www.kshs.org/index.php?url=km/items/view/50136)*



THE DISPATCH

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

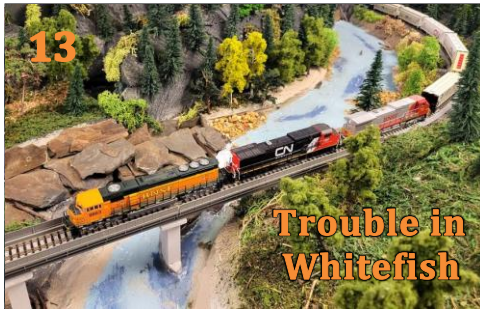


October 2022

PhillyNMRA.org

Volume 29, No. 6

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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.

Next Issue: January 2023. Due out approximately January 15th.
Deadline for submissions: January 1st.

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Don Bell, Pat McTeigue



From the Super's Desk

The summer is behind us. November is at hand. Our next division meet will be November 12, 2022. As most of you know, November is Model Railroad Month. We celebrate with our annual open house event. We are fortunate to have so many great modelers residing within our division boundaries. If you have never participated in this event, you are truly missing out. I can't wait to see what changes or additions many of you have accomplished since last year. I am thankful for all who will open their homes so that we may enjoy the fruits of their labor.

I'd like to thank Karen Darling for all her hard work on this open house web site. Her knowledge and ability to create a site that is easy to

understand and navigate is fantastic.

On December 3, 2022, we will hold our second division train show jointly with Rockledge/GATSME. This year it will take place at Canstatters in northeast Philly, right off the Academy Road exit of I-95. I hope you will be able to come out and support your division. It is a great chance to see old friends and spend a few dollars to support a great cause.

Calendar year 2023 will begin with two joint meets—the first hosted by Jersey Division in January, and the second by Susquehanna Division in February. Please see the Division Timetable on the right sidebar of the website home page for more details.

In closing, I wish everybody a safe and happy holiday season.

Joe



From the Editor's Desk

Welcome to our November edition of *The Dispatcher*. In this issue you'll find information on our upcoming November

meet at the Brandywine Town Center Community Center in Wilmington, Delaware.

Clerk Charlie Long has provided us with his September meet report complete with many of Rob Hinkle's excellent photos.

We have two featured articles. First is by Don Bell describing a predicament encountered when operating on Dan Pantaleo's N-scale railroad. I won't ruin the ending for you—just suffice it to say that no locomotives were harmed in the solving of the problem.

The second is a last look at Pat McTeigue's Lehigh Valley Junction before he moves and the layout is dismantled.

The featured article in the printed edition was on Ron Albert's layout which will appear in the January online issue. The swap was due to changes in timing and logistics.

In response to my plea for articles I have received some submissions for which I am very grateful. I ask those authors to be patient as I include them in upcoming issues. Nevertheless, I continue to urge members to provide more material. Please look around at your model railroading life and come up with something that you'd like to share with others. What you might think is the smallest, most insignificant or obscure topic or technique can be of very valuable help or significant interest to other modelers. Don't underestimate yourself,

And of course, remember that whatever you end up writing will receive AP Author credit upon submission.

Howard

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November Division Meet in Wilmington

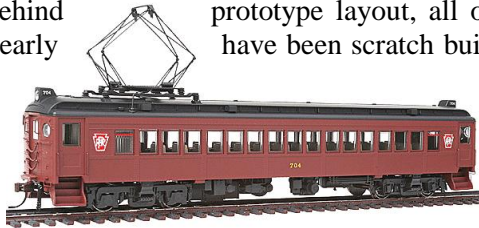
On Saturday, November 12, 2022 the Philadelphia Division returns to the Community Center at the Brandywine Town Center for our late fall meet. The time is 9:00am with doors opening at 8:30. Maps and directions can be found on the next page.

Clinic #1: Proses Engine House by Division Superintendent Joe Walters, MMR:

In the beginning locomotives were basically rolling boilers on steel wheels. The engineers stood behind the boilers on an outside platform. These early locomotives were simple machines compared to the monsters of today. Locomotives have been built in many configurations involving various wheel arrangements and larger boilers, ultimately maxed out by the Union Pacific's "Big Boys." As these machines were being produced, locomotive facilities were being built to shelter the work forces that maintained the fleet—designs ranging from simple open sheds to multi-track roundhouses, with 200-ton coal storage, and 10,000 gallon water storage tanks.

Back shops and heavy repair locations even built their own locomotives for their carrier. Steam locomotives were expensive to repair and required a large number of maintenance employees. Around this time, diesel locomotives started appearing and performing as well as steam. They also required a lesser degree of maintenance. This made the decision easy for management to dieselize their railroads. Diesel shops that were being built were different than roundhouses. Both facilities had complex maintenance schedules. In this clinic we will look at the Proses Engine House. This is a two-stall diesel shop. The model is a laser-cut structure produced by Proses of Germany. The structure has interior lighting and a control panel for the operating doors. All electronic equipment comes complete with the kit. The user supplies a 12-volt power supply. This is an eye-catching facility when viewed.

The discussion of how this kit was assembled will be the focus of this workshop. Joe will have an open house after the meet if you would like to view this structure in person.



Clinic #2: PRR Chestnut Hill Branch circa 1958 by Ron Hoess:

Ron Hoess will describe the construction of his prototype layout depicting a portion of the PRR Chestnut Hill Branch known as the Stifftown Branch, circa 1958. After almost ten years the layout is nearing completion. Ron will discuss some of the strategies he used in planning the layout and of course some lessons learned. This being a prototype layout, all of the structures on the layout have been scratch built to accurately convey the appearance of the prototype. This requires considerable historic research, and some of the resources that made this possible will be discussed. The layout will be open in the afternoon for those interested in seeing it firsthand.

Ron Hoess is a retired molecular biologist who was a researcher at DuPont and Bristol Myers. Since his retirement Ron has pursued his interest in both trains and Philadelphia industrial history. Currently he has combined these interests in constructing a train layout that depicts North Philadelphia circa 1958. Using a variety of archival resources all the structures are being scratch built in order to accurately portray this area of Philadelphia. Ron has published some of this work in *Railroad Model Craftsman* and also the online magazine *The Keystone Modeler*.



All attendees are encouraged to bring a model in any level of progress to the meet for our display table and show and tell. As usual we'll hold our 50/50 raffle, draw for door prizes, and have coffee, donuts, and Philly soft pretzels.

The afternoon promises to be a real treat with several excellent model railroads open for your viewing pleasure courtesy of the November Open House Model Railroad event. Hope you can make it!

AP Committee to Judge at Meets

The Achievement Program Committee is working out the details of how it will be judging models for AP merit certificates at division meets. Keep an eye out for future announcements of when this will begin.

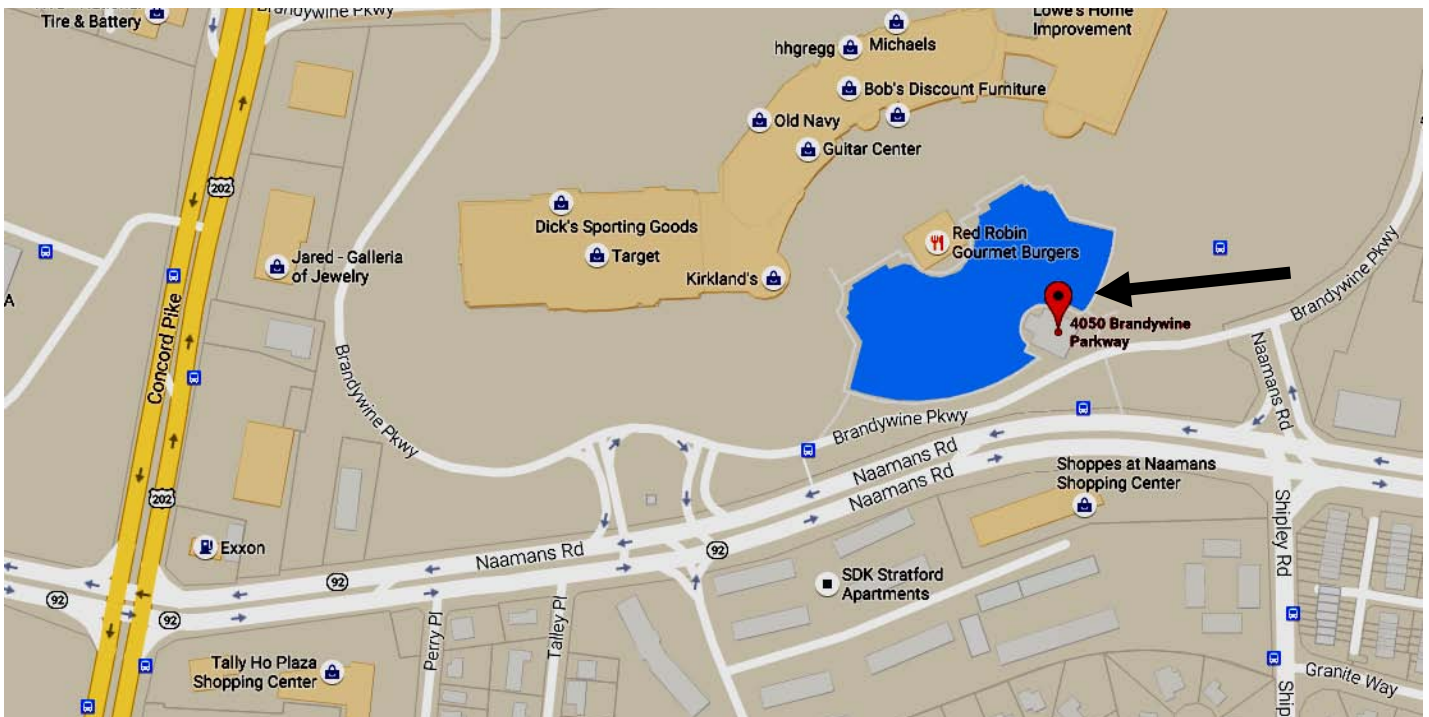
Maps and Directions to the November Meet

The **Brandywine Town Center** is a large shopping complex located on an “ell”-shaped piece of property near the intersection of the Concord Pike (U.S. 202) and Naamans Road (Del 92). You may remember this as the former site of a race track. One leg of the “ell” joins the Concord Pike. The other leg joins Naamans Road. The complex includes the Regal Cinema, Lowe’s, Michael’s Arts & Crafts, Target, and many other stores. The main structure is surrounded by a maze-like parking lot which, in turn, is surrounded by a road which circles the perimeter.

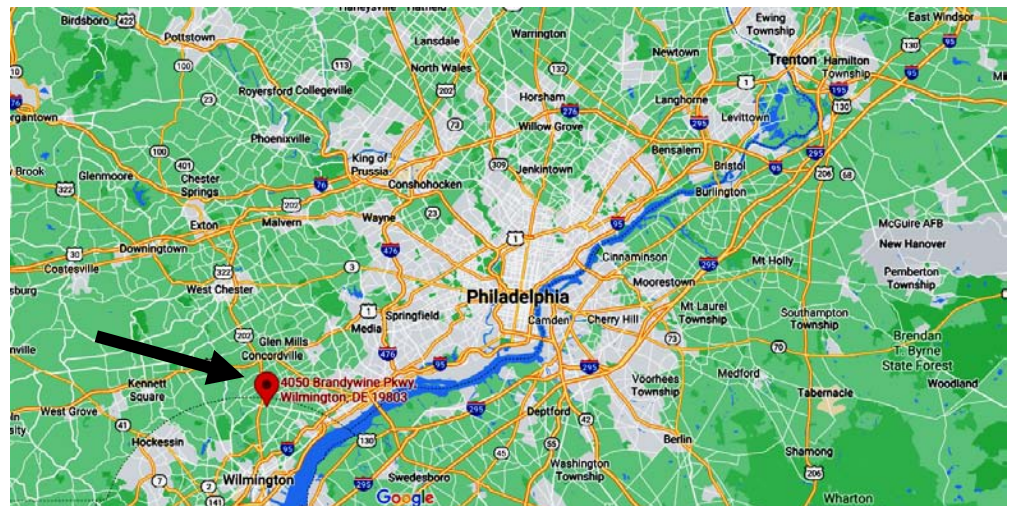
The Center’s **Community Building** (our meet location) is a separate structure with a prominent central atrium. It is located next to a large decorative fountain, on the south side of the complex near the Naamans Road entrance.

From Concord Pike (U.S. 202) going south – a fraction of a mile south of the PA/DE state line, turn left into the Brandywine Town Center (the marker is the sign for Lowe’s and Target, among others). Follow the perimeter road in either direction until you see the Community Building (near the decorative fountain).

From I-95 going south – at the state line, there is a three-way split – I-95, I-295, and Naamans Road (Del 92). Stay to the extreme right, and take the exit to Naamans Road. At the top of the ramp, turn right (west) on to Naamans Road. After a little over four miles, turn right into the Brandywine Town Center (it is opposite Shipley Road, which comes in from the left only). Turn right on to the perimeter road, and then left into the parking lot near the Community Building (which is near the decorative fountain).



**Brandywine Town Center
Community Center
4050 Brandywine Parkway
Wilmington, DE 19803**



September Meet Report

by Charles Long, Clerk

Photos by Rob Hinkle



On Saturday, September 10th, 2022 the Philadelphia Division met in Bucks County at the Upper Southampton Township Community Center.

Twenty-eight division members were signed in but there probably were a few more in attendance who missed the check-in. We also had two guests who signed in.

Assistant Superintendent Rob Hinkle welcomed everyone on behalf of Superintendent Joe Walters who was on vacation in North Carolina. The clinic presentations featured Barry Rosier of the New Jersey Division who discussed Modeling with Alternate Materials which focused on structure modeling using cardboard with laminated photos.

Mike Byle, a new division member provided a PowerPoint presentation

illustrating his career work on various projects as a soils engineer and how he could apply it to model railroading.

AP Coordinator Earl Paine presented Chief Dispatcher certificates to Nick Brownsberger and Eric Dervinis.

The 50/50 raffle and the door prize drawings were then held. Appropriately or coincidentally, the 50/50 winner was none other than Mike Byle, our second clinician.

After the meet, attendees were able to visit two very interesting layouts. First was Bill Fagan's N-scale Reading Pacific Railroad in Warminster, PA, where regular operating sessions are held. And second was Tim Coe's American Flyer (equivalent to S scale) layout in Warrington, PA. Tim's layout includes many operating accessories reminiscent of department store holiday toy train display layouts of years gone by.

WE WELCOME OUR NEW PHILLY DIVISION MEMBERS

Reginald Brown, Philadelphia, PA
William Chandler, Philadelphia, PA



The place starts to fill up as Barry Rosier (far right) begins to prepare for his clinic



Old friends: Clinician Barry Rosier (L) receives his appreciation certificate from Clinics Chair Mike Dettinger



Clinician Mike Byle (L) receives his appreciation certificate



Nick Brownsberger (R) receives his AP Chief Dispatcher certificate from AP Coordinator Earl Paine



Eric Dervinis (L) likewise receives his AP Chief Dispatcher certificate



↑ Val Pistilli (L) receives his clinician certificate for his presentation at the June meet



↑ Division Videographer and Layouts Chair Bill Fagan (R) receives his Certificate of Appreciation and Recognition for distinguished service on the division board of directors as well as in his current positions

L to R: Assistant Super Rob Hinkle stands alongside Tim Coe and Bill Fagan who received certificates for graciously opening their layouts to the members following the meet →



Members check in at the registration table



Door prizes



L to R: Charlie Long, Howard Kaplan, and Alan Silverblatt chat at the front table



Barry Rosier's clinic



Mike Byle's clinic



Directors Mike Dettinger (L) and Chip Stevens keep an eye on things



AP Coordinator Earl Paine discusses the Achievement Program and introduces the two members who received certificates →

← Some of the structures discussed in Barry Rosier's clinic



Planning Ahead – Division Meets & Other Upcoming Events

<p>November 12, 2022 Philadelphia Division Meet Brandywine Town Center Community Center 4050 Brandywine Parkway Wilmington, DE 19803</p>
<p>January 14, 2023 New Jersey/Philly Division Joint Meet Grace Episcopal Church 7 E. Maple Ave. Merchantville, NJ 08109</p>

<p>November 2022 Model Railroad Open House Event Layouts open to the public in PA – NJ – DE - MD modelrailroadopenhouse.com</p>
<p>February 18, 2023 Susquehanna/Philly Division Joint Meet Bridgeworks Enterprise Center 905 Harrison St. Allentown, PA 18103</p>

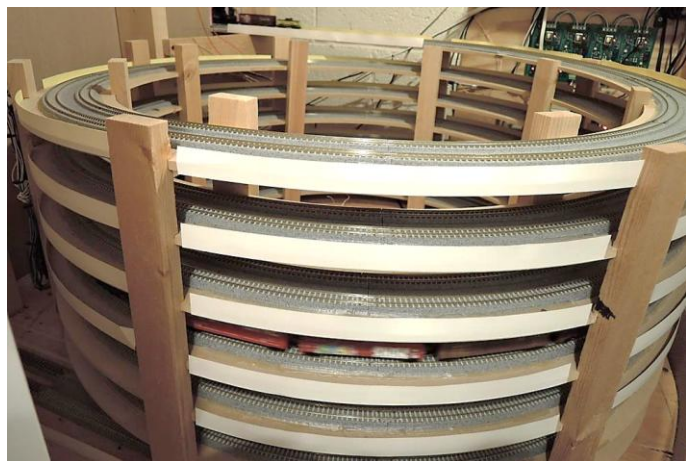
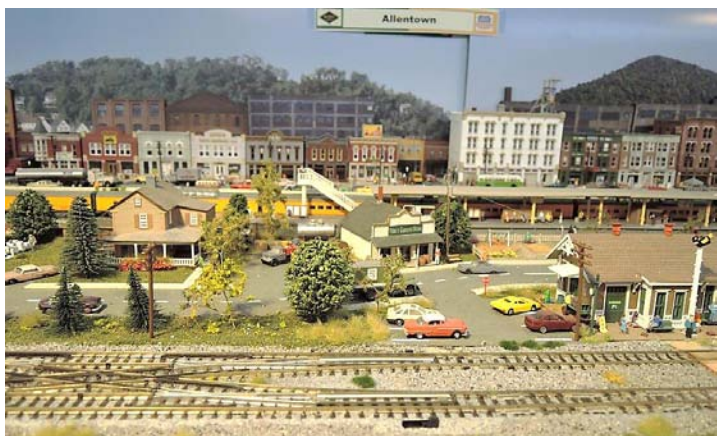
<p>December 3, 2022 Philly Division/GATSME Train Show Cannstatter Volksfest-Verein 9130 Academy Rd. Philadelphia, PA 19114</p>
<p>April 2023 Philadelphia Division Meet TBA</p>

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

Tim Coe's American Flyer (S)



Bill Fagan's Reading Pacific (N)



Division Organization

BOARD OF DIRECTORS (elected)

OFFICERS

- Superintendent – Joe Walters, MMR (2024)
- Assistant Superintendent – Rob Hinkle (2023)
- Clerk – Charles Long (2024)
- Treasurer – Kevin Feeney (2023)

DIRECTORS AT LARGE

- Mike Dettinger – Clinics (2024)
- 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, Kevin Feeney
- Refreshments – Bill Fagan, Joe Walters, Kevin Feeney
- 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 – Chip Stevens
- Membership Records – Charles Long

ACHIEVEMENT PROGRAM - Earl Paine, Joe Walters MMR, Bill Fagan, Chip Stevens, Steve Hamilton, Mark Wallace

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

Please let us know of any hobby shops that would be interested in advertising or offering discounts to NMRA members.

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!



PHILADELPHIA DIVISION

and



ROCKLEDGE MODEL RAILROAD MUSEUM (GATSM)

join forces to present the

2022 MODEL TRAIN SHOW

Saturday December 3, 2022

9:30 AM to 3:00 PM

at

CANNSTATTER VOLKSFEST VEREIN

9130 Academy Road

Philadelphia, PA 19114

(Just Off I-95)

Adult admission: \$6 Or \$10 per couple

(Kids 12 and under are free)

SHOW FEATURES:

- Operating Layouts HO & N Scale
- Model Displays
- Over 60 Dealer/ Swap Tables
- Clinics
- Free Parking
- Food Will Be Available

VENDOR TABLES:

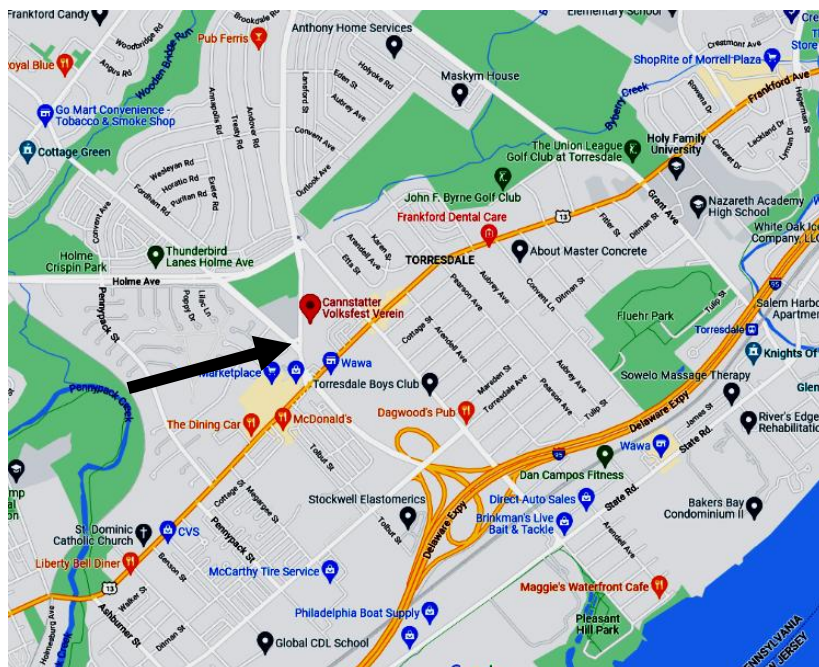
\$20 (6 feet) - \$25 (8 feet)

Special: Three 8-foot tables for \$70

Setup at 8 AM

For Information Contact:

Kevin Feeney at 203.246.1675 or ic4277eb@yaqhoo.com



Trouble in Whitefish

by Don Bell



Dan Pantaleo, a member of our Tuesday Night RR Group, has a wonderfully scenicked 18' x 19' N-scale layout depicting the BNSF Hi-Line Sub in northwest Montana. Time period is 1990s to 2005. Many scenes of actual bridges, industries, towns, and snow sheds are prototypically replicated on the layout.

Kato Unitrack is laid on a bed of 2" green foam. The mountains and grades are also made from hand-carved 2" foam board. Approximately 500 trees cover the landscape. A Digitrax duplex system is used for train control.

Trains originate in Cutbank Yard on the east end and terminate in Eureka Yard on the west end. In between, they travel through the modeled towns of East Glacier, Essex, Columbia Falls, and Whitefish. A dispatcher controls train movements by way of FRS radios. Each train operator uses a form called a "train sheet" as pictured on the right (also used by many others in the group) to guide him over the layout and direct car movements in each town.

Up to 3 train runners, 2 dedicated town operators, a Cut Bank Yard hostler and the dispatcher make up the crew.

Operations over a 2½ hour period include 3 to 4 wayfreights (such as a Grain Exploder and HDWF, a regional manifest from Cut Bank to Eureka), a couple of locals (Eureka Turn and MOW runs to Summit) and several passenger trains (Amtrak's Trains #7 and #8, The Empire Builder, and a fictitious version of the original Great Northern Empire Builder as an "excursion" run).

ML - West		
Origin:	Cut Bank Yard	
Destination:	Eureka Yard	
Train Type:	Regional Manifest	
Depart Cut Bank Yard and Proceed West Bound. Do 3 Circuits.		
Run to East Glacier (OS)		
AT	Pick Up	Set Out
Freight spur	1 Empty gon	Flat w/ generator
	2 Agrum hprs	
Center track	Pipe loads	Hooker Tank Car
Run to Whitefish (OS)		
AT	Pick Up	Set Out
Yard	4 white BNSF hprs	Grace Hopper
	Any boxcars	3 Boxcars
	Coil car	Hoechst cnd hpr
		MTY plywood cars
		Flat w/ culvert
Run to Essex (OS)		
AT	Pick Up	Set Out
Yard	MTY Gravel hprs	Pipe Loads
	4 MRL short hprs	4 white BNSF hprs
	Empty gon	Flat w/ ball mill

THE PROBLEM



The major town of Whitefish sees a lot of action from both directions. Dan's beautifully hand-painted, ceiling-height backdrops make for great scenery, *but* also result in a sight block for incoming traffic. After a couple of op sessions, the phrases, "What are you doing here" or, "I need head room, is anybody around the corner in my way?" were frequently heard. While the dispatcher tries his best to keep up with traffic, operators *will* forget to call in (OS) their location from time to time (sound familiar?).



THE SOLUTION

Dan needed a way to stop trains from entering Whitefish unannounced. Some kind of “Mother, may I proceed” system was required...yes, some signals! These signals should be simple, bright, and controllable by either the dispatcher *or* the Whitefish operator. The locations should be somewhat prototypical so Conkelley (MP 1208.7) and 2-Medicine (MP 1217.5) were selected.

The photo on the left shows the Conkelley signal displaying a proceed aspect.

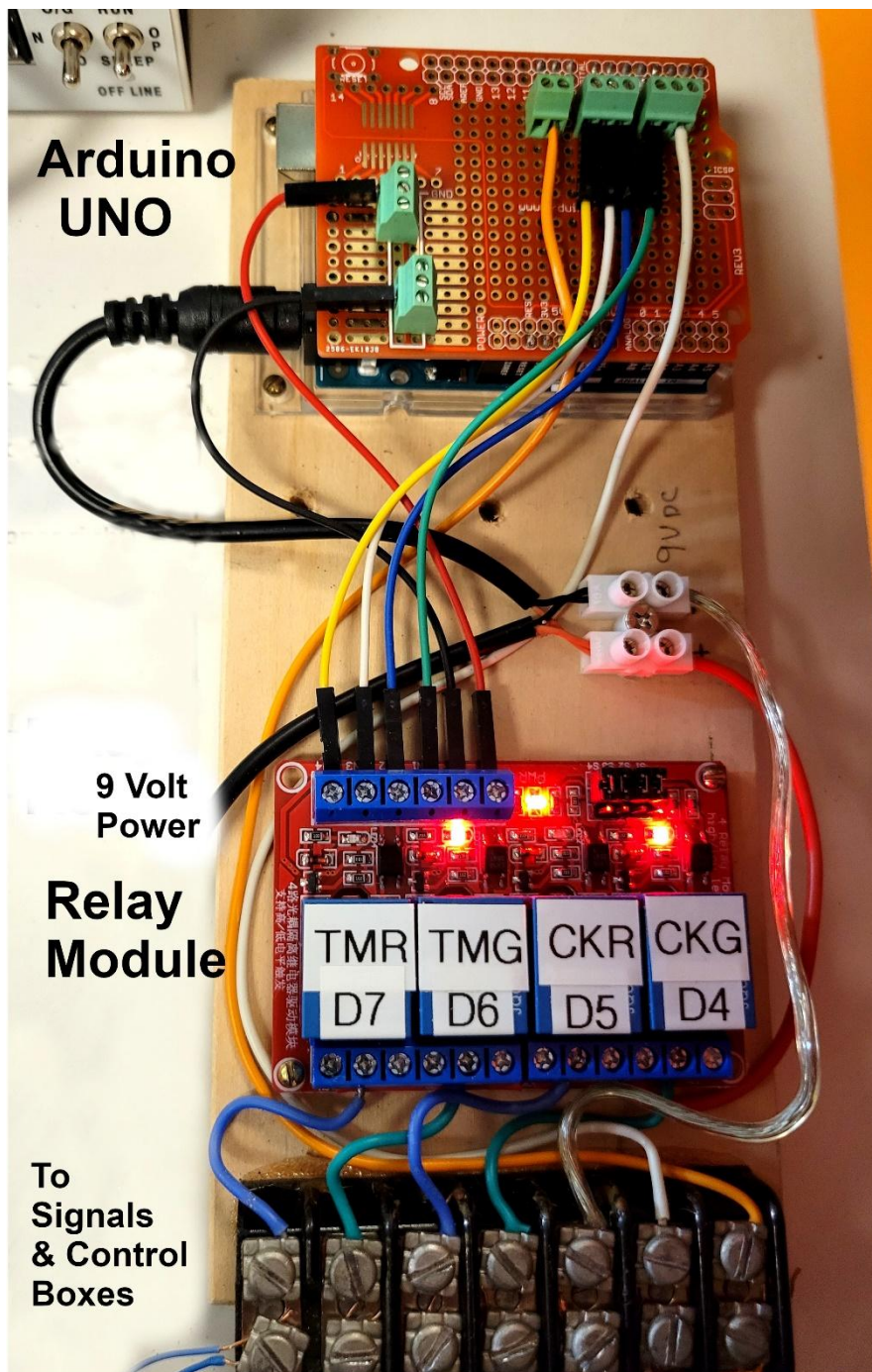
and on the right, the 2-Medicine signal displaying a stop aspect.

Now, the dispatcher could hold trains at either end of Whitefish to allow the use of available bypass tracks in that area. While not strictly prototypical, but helpful in the modeling world, the Whitefish operator could also actuate the same signals to stop trains at each end of his town to give him time and track length to complete his switching tasks without a surprise arrival.

Since neither signal on the layout is visible to the dispatcher or Whitefish operator, it was necessary to provide both with a local LED indication of the signal aspect. That way if, for instance, the dispatcher had set a particular signal for red (stop), and the Whitefish operator also wanted it red for another reason, he would see that it was already set appropriately for him.

A control box is located at each end of Whitefish and a dual control box is mounted on the dispatcher’s table. Each box has an LED showing the condition of the signal (red or green) and a push button to flip the signal.





THE HARDWARE

The N scale signals were from Evemodel. The control boxes are made from “project boxes.” The front is drilled for two LEDs and the momentary pushbutton. The photo on the top left is the dispatcher control box and those below for the two localities.

All parts are connected with CAT-5 cable which has a sufficient number of wires in the bundle and sufficient gauge for the low voltage and current being used here. The heart of the system is an Arduino microprocessor (see photo above).

A very, very simple Arduino sketch (program) is used to monitor the status of the control box push buttons. When it sees an input from a particular push button, it sends an output signal to a relay module which then simultaneously activates the appropriate signal and local control box LEDs. In the above photo, the relay modules for 2-Medicine green (TMG) and Conkelley green (CKG) are both activated. The total cost of all components, including the Arduino and both signals, was less than \$50!

SUMMARY

Order has been restored! Trains proceed or stop depending on what the signal says. The dispatcher and the Whitefish operator are happy again. The bright LEDs help the train runners to remember to OS at the signals, which also helps the dispatcher keep track of trains. They also provide the train runner a sense of real world railroading.

THE LAYOUT

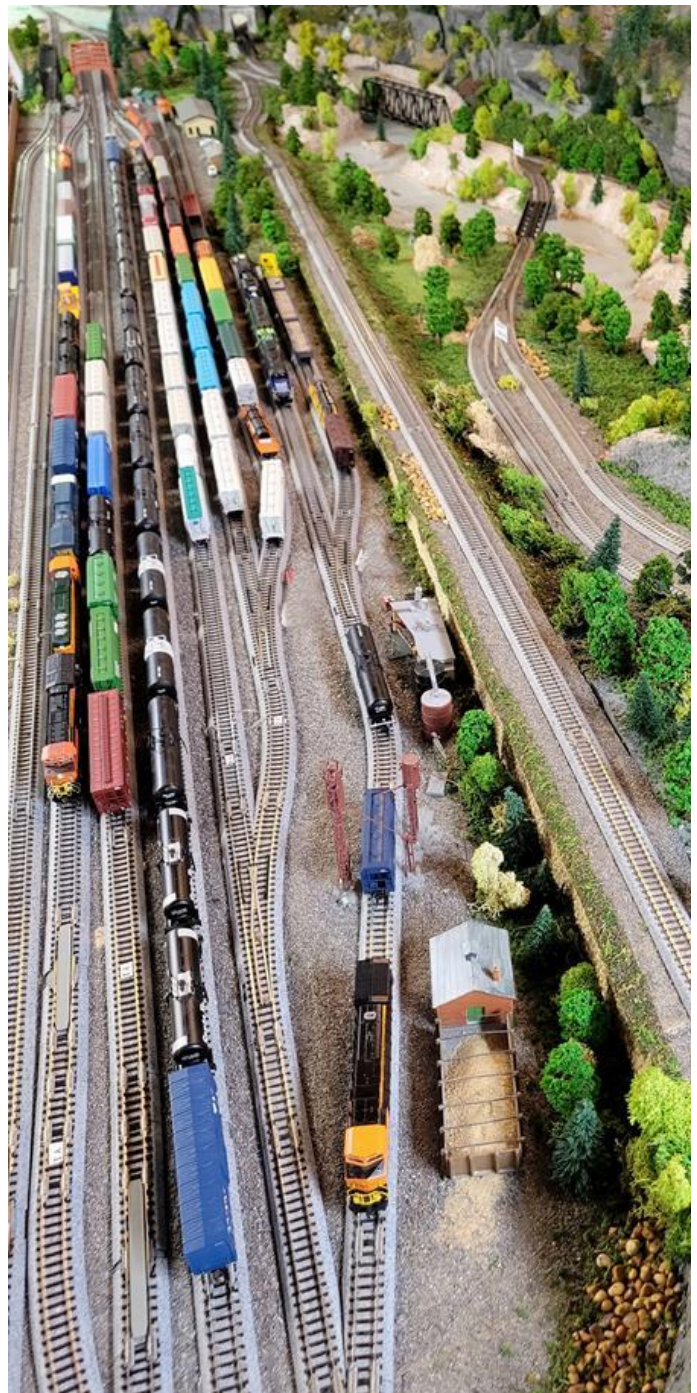
Below are photos of some scenes on Dan's layout, followed by a reprint of the review of his layout and link to the cab ride video by Bill Fagan (The Video Vigilante) in the January 2022 issue of *The Dispatcher*.



A manifest freight exiting Tunnel #4 and crossing the Flathead River



Knife River Aggregate & Gravel



Cut Bank Yard



A work train makes its way across the Goat Lick Trestle



ADM Grain in East Glacier



Columbia Falls Aluminum Company



Snow Shed



Plum Creek Lumber



Thompson River Lumber

Dan Pantaleo's BNSF RR by Bill Fagan

Dan Pantaleo's N scale railroad represents a scenically striking section of the prototype BNSF Hi Line Subdivision from the early-to-mid 1990s through the early 2000s. West to east trains (first video) depart from Cut Bank Yard, pass through East Glacier (Glacier Park), are protected by snowsheds, cross the iconic Goat Lick Trestle, proceed through Essex, cross the Middle Fork of the Flathead River, continue through Glacier National Park, Columbia Falls, and Whitefish, Montana. Regional freights do work at the sidings in East Glacier, are worked by the MOW switcher crew at Essex, and deliver and pick up loads in Whitefish with the help of the Whitefish Shifter.

In Whitefish the local switcher services the prototypical industries of Plum Creek Lumber and the Columbia Falls Aluminum Corp. as well as other incidental businesses. Both the Plum Creek and Columbia Falls Aluminum prototypes have since shut down operations. The Essex MOW crew takes track maintenance materials from regional freights and both wood and concrete tie work trains from the Essex MOW yard to the MOW spur at Summit (the location of the Continental Divide) and other locations keeping the track in good order, the snow sheds under repair and returning empties back to Essex for pick-up by the next regional manifest.

The Eureka Local takes empties farther west from Whitefish delivering them to the prototypical Thompson River Lumber Company and Knife Creek Aggregate and Gravel (shown in the eastbound video), returning lumber loads to Plum Creek Lumber and spotting gravel loads at Whitefish for pickup by regional manifests. East Glacier, Essex (home of the historic Izaak Walton Inn) and Whitefish are Amtrak stops serviced by the prototype westbound Amtrak train #7 and eastbound train #8 Empire Builder and are run on the layout. Dan also runs a "retro" Great Northern excursion version of the Empire Builder (flyover video). While prototype eastbound (second video) manifests and unit trains typically originate in Spokane and Pasco, Washington or Sand Point, Idaho and points further west, east bound freights on the layout depart from the semi-fictional Eureka yard.

These trains run the layout in reverse terminating in the Cut Bank yard doing work at each of the major operating points. In operating sessions east- and west-bound freights are simultaneously run often interspersed with the Empire Builder. Once in a while a stray Montana Rail Link (MRL) "oil can" or grain "Exploder" will create challenges for dispatchers. Two passing sidings get a lot of use. The layout is Digitrax DCC duplex running on Kato Unitrack with powered Kato switches. Video here: https://youtu.be/2_lwIZfmsJU



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. 178 layouts with 774 videos and 2690 followers on YouTube with 1.4 million views.

↓ **Jim Hertzog's Reading Railroad Shamokin Division**. An HO Scale 30'6" x 40' layout modeling the anthracite coal region of northeastern Pennsylvania depicting the area from Tamaqua to Shamokin in the 1952-1957 era. A point-to-point layout using Lenz DCC. Jim's layout has been in *Model Railroader* and *Railroad Model Craftsman* many times since it's beginning in 1997. See video here: <https://youtu.be/ykheU1PP-DI>



↓ **Ed Sproles New England & Western RR** a freelanced '60s to early '70s time frame. Layout is 34' x 30', HO Scale, NCE DCC with operating signals; most track is hand laid. Layout is a twice around double-track mainline with two secondary lines paralleling parts of the route. Op sessions usually take about 2 hours with six operators. See video here: <https://youtu.be/UFuZS7fB7qc>



↓ **Anthracite Model RR** was organized in 1990. Layout is a custom built 21 feet by 54 feet layout consisting of 2 interconnected levels of track. The layout contains some 1,600 feet of HO gauge track which is made up of approximately 1,000 feet of flex track and 575 feet of hand laid track. We use both a conventional DC power system and a Digitrax DCC system. The DCC system consists of a DCS100 command station and two DB150 boosters. Both power systems are operated via radio controlled throttles. We can easily switch between power systems using one of our custom built control panels. The club owns some 400 pieces of rolling stock (cars) and several pieces of motive power (engines). Our members own countless pieces of equipment ranging from Thomas the Tank rolling stock to sound-equipped equipment and imported brass equipment. See video here: <https://youtu.be/6n4xAF7ZQRY>



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



Operating on the Northeast Lines

As some of you may know, I have an operating model railroad in my basement. The railroad has been continuously operating for 28 years, except for a six month span in 2020. I don't model any prototype railroads due to the fact that I worked for three Class 1 railroads, none of which caught my eye. I guess you could say I model prototype freelance.

My experience in prototype railroads (my career) has taught me about uniformity in rolling stock, structures, and wayside equipment.

I have belonged to a round robin group that operates every Wednesday, year round, for the past 30 years. It's a large group that numbers 17. Our friendships have spanned three decades, making this group of people more than just friends.

On my railroad, the Northeast Lines, I have five major yards, three of which are manned by two-person teams. The railroad is double decked providing double the amount of running time. I also employ a four-turn helix, which provides elevation from the lower level to the upper deck. I use the area inside the helix for my dispatcher. He has control of signals and turnouts and handles all movements by radio. The railroad in operation has been a great joy to my

self and my operators throughout the years. My thoughts are that if you have not tried operating you will not be disappointed when you do. It opens up another level of enjoyment in this hobby.

Please enjoy the following pictures from a recent operating session as I enjoy the final sips from my coffee cup.

Joe



J. Trout, Jr., yardmaster, is receiving paper work from division member R. Ossman in west yard (Cincinnati)



R. Musser arriving back at Pittsburgh yard. He has returned with west local. Behind him yard engineer E. Macarak working in west yard.



Engineer J. Carroll reporting to yardmaster for an outbound train.





Pittsburg yard--the eastern end of the railroad. R.Musser putting his power away.



West yard's engine house



Division member J. Trout, observing R. Musser returning from his run



Dispatcher C. Huth, taking a break inside the helix



Dispatcher C.Huth observing D. Bailey dropping cars off at Corning Coke



Picture#9- the Dispatcher's panel.

Pat McTeigue Bids Farewell

The final run of the Lehigh Valley Junction Railroad

Photos by Val Pistilli



Well, guys, the decision has been coming for a long time and I finally made it. I recently decided to move to the Atlanta, Georgia area to be closer to my daughter and her family. I will miss the operation sessions on Tuesdays and

Wednesdays that I have been a member of for many years along with the many friends in the Philadelphia Division of the NMRA.

In 1989, I decided to fill my townhouse basement with a prototype lifetime size layout. With the help of many friends from the above-mentioned groups over the years, a five level layout with a thirty-by-twelve-foot footprint was created. The layout represents the East Penn Branch of the Reading Railroad between Allentown and Reading.

In 2004, I asked Steve Salotti if I could help with the preparation of the 2006 Philly Convention. He asked me if I would lead the layout tour committee. I didn't know what I was getting into, but I said yes. I ended up with a terrific team of six NMRA members who knew the layouts in their geographic area and they enlisted many great layouts for our convention, the 2006 Independence Junction. I also chaired the marketing committee for Dave Messer to get support from all the hobby magazines via free advertising and layout articles. I got to meet many dedicated folks in these roles.

In the fall of 2006, after the convention, I was in a major auto accident and woke up after two months in a medically induced coma as a blind person. The guys rallied around me and kept me active in the hobby. At that point, I decided that the future of my layout was dependent on my friends to operate as a club, and add structures and scenery to bring it to life.

From what I understand, Don Bell worked with Ray Fisher to create a car forwarding system for my layout. I received a computer from the Veterans Administration with screen reading software. I was tasked with creating waybill information for previously undefined traffic on team tracks. There are places on the layout where visitors have said, "I know that area; that's Fleetwood isn't it?" Structures there were built by Fred Monsimer and John Werten. Others have asked, "Is that Hill to Hill Bridge in Bethlehem?" It was scratch built by Ray Machler. The Walther's Steel Blast Furnace was assembled with some modifications by Fred Monsimer in a little over a year of Friday night group meetings.

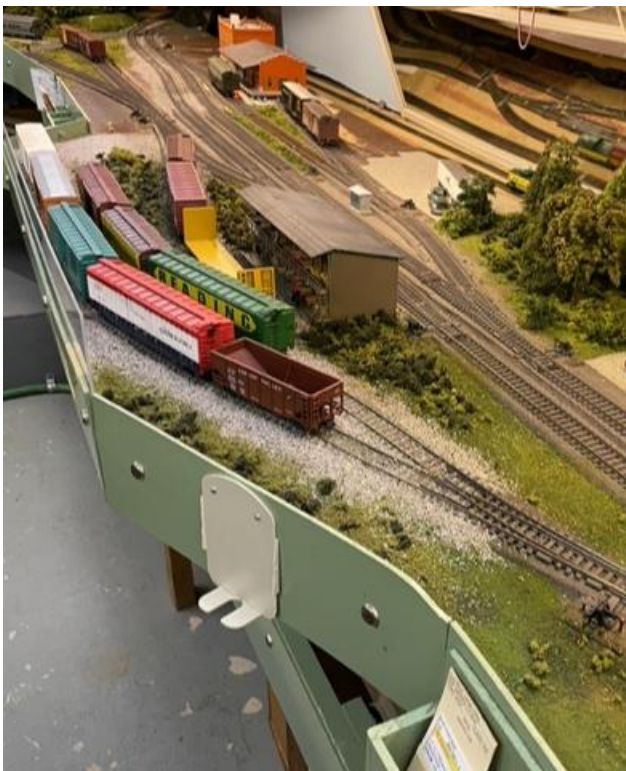


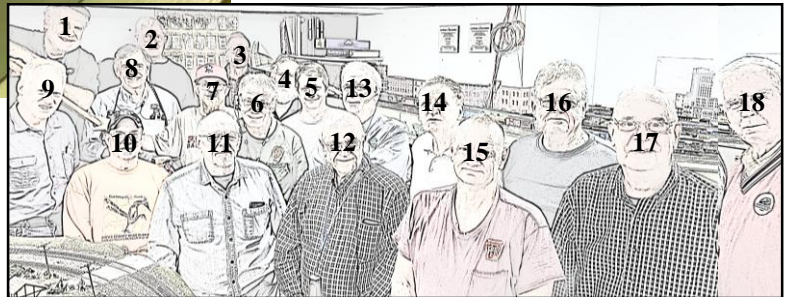
Many other structures and scenery efforts made the layout what it is today.

Bill Fagan, the king of layout videography, is planning on updating the video of my layout on his channel on YouTube. Search for Bill Fagan and you will find a list of over 200 layouts for which he has created a video. I believe my recording will be titled "Pat's Layout."

Some built in electrical problems were resolved by Don Borden, with help from Nick Brownsberger, when he sliced the layout into sixteen power districts using four Tony's short circuit protector boards and corrected some feeder drops. Nick and Roger Greenawalt gave the Reading control panel a new life by converting the route indication from grain of wheat bulbs to light emitting diodes (LED) and new switch activating buttons. Now, turnout routes change when you hit a button.

Murphy has visited many times over the years but the guys have always jumped in to make the necessary fixes so we could get back to the schedule. Earl Paine said, "Now that he knows the Reading Yardmaster job and the railroad is working, you decide to move and tear it down." Some inside humor. Such is life. Many thanks to everyone who helped make this journey so enjoyable. All the best and "clear tracks ahead." 🚂





Operating crew for the final run:



1. John Seibert
2. Chip Stevens
3. Steve Hamilton
4. Charlie Confer
5. Rob Ischinger
6. Art Galloway
7. Darryl Rule
8. Mark Wallace
9. Ron Bigham
10. Mike Mooney
11. Ray Machler
12. Val Pistilli
13. Earl Paine
14. Pat McTeigue
15. Mark Kessler
16. Bill Fagan
17. Don Bell
18. Bill O'Connell

Pat McTeigue's Lehigh Valley Junction Railroad

The Final Run

In 1990, I started planning my full basement HO model railroad. I was thinking about modeling something that I could visit so the railroad would have a prototype feel. A field trip to East Penn Junction in Allentown, PA sold me on Conrail and the East Penn Branch, developed by the Reading Railroad.

Going West from Allentown, I modeled: Emmaus, Macungie, Alburtis, Lyon, Fleetwood, Blandon, Tuckerton, Temple, part of the Beltline, and Reading. I also modeled some industries on what was called the Evansville Industrial Branch.

The era was late seventies so I could include the motive power of the fallen flags that went into Conrail. I have around 250 freight cars and 50 engines on the layout.

A normal crew includes: the dispatcher, an Allentown Yardmaster (YM) with 2 helpers, a Reading YM with 1 helper, a Beltline Tower operator who managed traffic between upper staging, through Reading and Temple to Blandon. The Low Grade between Temple and Blandon was single tracked. The Beltline Tower operator also managed the CP Beth interlocking on the lower level. A crew of 2 or more train crews would keep the yards busy.

In 2006, I lost my eyesight from an auto accident. Since then, the scenery and structures have been done by the members of the Tuesday Night Round Robin (TNRR).

The railroad has five levels and a hump at Allentown. A three turn helix is between Macungie and Alburtis. Under that, I have return loops for three staging areas. What I call the mid-level staging area, at the level of Allentown, are the Phillipsburg staging to the East and Lehighton staging to the West. In the low level staging, is the Saucon Yard and the Bethlehem Steel ore yard which supports some unit train traffic. The upper level staging yard is for destinations beyond Reading: Rutherford to the west and Port Richmond to the east along with East Side Yard (a B&O/CSX yard). On top of the helix is Reading which measures about 8 feet by 50 inches. It started as a circle, but I was talked into making it an oval.

My individual project became a club effort.

The railroad will be dismantled in the near future as I will be relocating to Atlanta, GA to be closer to my family.

Below are links to cab ride and slideshow videos of the layout by Bill Fagan:

Eastbound: <https://youtu.be/-lfR8zPkwkc>

Westbound: <https://youtu.be/WP1DSwb7mM4>

Flyover: <https://youtu.be/ZuDp0u6itxl>

Slideshow: https://youtu.be/zZenX_FQsUg



ON THE (RAIL) ROAD WITH KEVIN FEENEY

CONVENTIONS – SHOWS – TRAVEL

Savannah, Georgia - March 8–12, 2022

Our intent is to go on at least one major trip each month and this was our trip for March. Carol and I had each passed through Savannah (albeit separately) on family car vacations to Florida in the mid-1960s. With a population of around 145,000, it was not on my list of the 100 largest



US cities. However, with its riverfront location and long history, it was well worth visiting. Originally, I tried to book a long weekend from Friday to Monday but Savannah is very popular on weekends so the downtown hotels are quite costly (over \$300 a night). So, we switched to Tuesday to Friday when our room cost was just \$193 a night.

When we booked our flights on AA, we went for non-stop flights PHL-SAV although they were on my *least* favorite plane, the ERJ145. While some like this plane for its 1+2 seating, I hate it. There is no first-class section and the overhead barely has room for my small knapsack. I call it the “tube” jet as it is long, thin and I can barely stand up in it. It has been flown by American Eagle for 25 years, which has over 100 still in service with an average age of almost 20 years.

On Tuesday 3/8 we drove to SEPTA’s Jenkintown station to catch an early (5:55AM) train to PHL as we have done many times before. We’re at the airport in just under an hour, which is quicker than what it would take to drive and park off airport and then get to the terminal. When we checked in the day before, AA was looking for volunteers @ \$525 each so I signed us up. However, there were several open seats. There were still open seats when I checked again just before leaving for the train station. We normally check our bags but didn’t for this trip as I felt “lucky.” The RJs fly from Terminal F at PHL, which is at the east end of the airport.

Once at the gate, I was able to talk with a manager and

said I guess we would not be needed as there were still empty seats. To my surprise, he said there was a weight and balance issue and we might be needed. He told us *not* to board the plane. Boarding started about 7:40AM and went quickly as this RJ only holds 50.

Soon just we and a family of four were standing by the counter. The father was making a bit of scene saying he brought the tickets weeks ago, etc. Talking to the father, I asked him if he had ever read AA’s Contract of Carriage. He answered no and I asked him why they were visiting Savannah. They were flying there to attend their oldest son’s graduation from USMC boot camp in Parris Island, SC (about 45 miles from the SAV airport). Turns out they did *not* check in for their flight in advance and per AA’s rules in a situation like this; the last folks to check in were the ones who could be denied boarding. I spoke to the manager at the counter and said we would gladly give up our seats for them. We had to wait while they counted the number of gate checked bags to determine the final weight that would determine how many of us could board. First it was two and then finally the gate agent said four. The family thanked us and boarded while we stayed behind.

The gate agent did NOT know how to re-book us. I had already looked and saw there was an easy connection via CLT and a longer one via DFW. Complicating matters was the fact we were in separate records from using available trip and flight credits that are passenger specific. The gate agent called the manager back and between the two of them, they still had to call a help desk. For a while, it seemed we would get a bigger voucher. That would have been nice, making up for the \$1250 one we had to pass up on our February trip to Ft. Myers. Some 25 minutes later, we had our \$525 vouchers and were booked on a 9:45AM flight to CLT connecting to SAV scheduled to arrive just after 2PM. We had to change concourses as our Airbus A319 flight left from C.

The A319 has a small first-class section (just 8 seats) so no upgrade or even exit row seat. We left a few minutes early and arrived more than half hour early at 11:17AM even after a long circle to the south over SC then landing to the north. Luckily, we came into the D concourse, which is next to E for our RJ flight to SAV. The A319 we came in on was the EOW (extended over water) version used on flights to the Caribbean. I have a habit of looking

at where the plane is going next and this one was going to Jamaica--and I don't mean the city on Long Island. We had time to kill so we waited for a bit in the food court between D and E. When we got to Gate E25, I saw we were NOT on the upgrade list and mentioned that to the gate agent, and presto we were upgraded to first class on the short 216-mile flight. Turns out the first-class flight attendant was a bag Nazi. He kept telling folks to put their bags under the seat in front. This was annoying but better than the mask Nazis I have had on other flights.

Once in the air, it was only a 35-minute flight. The flight attendant had taken drink orders before we took off. I got my TnT (Tito and tonic) but while one drink was already made, I was also given a 2nd bottle of Tito and a can of tonic. I usually bring the 2nd bottle home, but strangely this one had the cap removed. So, I had to woof down 2 drinks in about 20 minutes. Carol did the same with two Bailey's in the seat behind me. Good thing we were not renting a car at SAV. We landed at 2PM a few minutes early.

SAV is a medium-sized, joint use (GA Air National Guard) airport. It has been expanded several times as the local area has been growing. Currently, 14 airlines fly there including a new carrier, Avelo, that just started flying there from New Haven, CT (HVN). Breeze, another new carrier will soon fly there from Hartford (BDL), LAX and other cities. SAV is named Savannah/Hilton Head International Airport even though HH (some 50 miles away) has its own commercially served airport. SAV is also home to Gulfstream Aerospace, which manufactures large private/business jets there. SAV's runway 10 is thought to be the only airport runway in the United States with marked gravestones in it. Federal law generally prohibits the moving of a grave without the permission of the next of kin. In this case, two graves of the Dotson Family, the earliest grave dating back to 1857, were encountered during the construction of the runway. Since the next of kin could not be located, the graves were left undisturbed. Two additional graves are located off the runway surface.

In making the travel plans, I looked for bus service to the downtown as we had no plans to rent a car that are ridiculously priced these days; \$100 a day is now a bargain! The local bus company, CAT, once had express service to the downtown but it was discontinued during the COVID pandemic. Still the CAT route map showed one route (#3) seemingly going to the airport. At the info counter, I asked about the bus to downtown and was told there were \$40 taxis. I asked about the #3 bus and was told it stopped at the edge of a parking lot about 10 minutes away. So, we started to walk there not knowing really where we were going. A local woman driving by saw us and stopped asking where we were going. I told her and she said she would drive us there. When we could not find the bus stop, she said why don't I just drive you to your hotel as it wasn't that far. Wow! Thanks for the southern

hospitality! I gave her a Philly pretzel we had left over and we got a narrated drive to our hotel that was about 11 miles away. The woman has never been up north so Carol gave her our info in case she ever traveled to Philly.

We stayed at a Holiday Inn at the edge of the downtown historic district. After checking in, we headed over to the Savannah River. We walked through a Marriott property located in what was once a coal fired power plant. Inside it was like a museum with YUGE geodes and local fossils. On River Street, we took in the sights and stopped several places. Carol said she was hungry so we had a nice late lunch at River House Seafood. We had picked up a card for them at the airport offering us a free fried green tomato appetizer. The restaurant is on the ground floor of what had been a 19th century cotton warehouse.

We continued along the riverwalk and came to the Georgia Queen, which was built in 1995 as a Mississippi River floating casino. After renovations, back in 2016 it sailed 2,800 miles down the Mississippi River, down and around the shorelines of Florida to call Savannah her home. I bought two tickets (costing \$77.04) for the 1PM cruise on Wednesday. We stopped at several stores and then Carol said she needed to go back to the hotel. We walked about along Bay Street that was two blocks in but up at least 40' above River Street. Back at the hotel, Carol was dealing with a GI issue that she has had before. However, this one was different and lasted all through the night and into the next morning. She told me she was bleeding from her butt and she needed to see a doctor. I found a walk-in urgent care center online and we took a car service there as they opened at 8AM. As Carol was registering, I walked to get something to eat at a nearby Kroger. In addition to some breakfast food, I brought a piece of country ham, which we can't buy back home.

Once inside, the staff found her blood pressure was off the charts and called for an ambulance to take her to a hospital. She called me to find out where I was (sitting in the lobby) and I came back to where she was. I could NOT ride in the ambulance so walked to a bus stop near the Kroger for a route going towards the hospital. Apparently, I just missed one bus and since the next one wasn't for almost an hour, I took a LYFT ride to Memorial Hospital, which was some distance (47 blocks?) south of the downtown. My LYFT driver was an Italian from Sicily whose every other word was the "F" one. He told me his family there had a restaurant, but was broke now after two years with no tourists.

At the hospital ER, they would not let me in, but took my phone number and said they would call me. I was told to wait outside but there were no seats. I walked through the parking lot and found a place to sit on short brick wall. I read a railroad magazine I had with me. Eventually, an hour later, I heard from Carol who told me to just go as there was nothing I could do for her and she was being helped.



I walked to Water Street and found a bus stop. I could see a Wendy's two blocks away so I walked there, but it was drive through only. Across the street was a local place, Barnes Restaurant, so I had a quick lunch (grouper fingers) there. Outside I waited for #27 bus at 11:56AM and while walking around found several pieces of what I call "mystery metal" by the curb. Actually, the metal is from the brushes used on street sweepers. I came home with quite a haul with more pieces found downtown. I have literally found hundreds of pieces of this all over the world that I use as steel loads on my HO model train layout.

By 12:30PM, I was close to the historic district and hurried to the ticket office for the Georgia Queen river boat. There were no refunds but I managed to sell Carol's ticket to someone for \$30. I boarded at 12:50PM for a 1.5 hour narrated cruise. We headed up river under the US Route 17 cabled-stayed bridge that was built in 1991. It allows 185 feet (56m) of vertical navigational clearance for oceangoing vessels. Savannah is now the nation's 3rd busiest container port. It was amazing to watch the YUGE container ships go up and down the river while there.



We traveled just above the bridge where a Ro-Ro (roll-on/roll off) ship was docked. Waiting to be loaded were what seemed like hundreds of pieces of construction equipment from Caterpillar and other companies.





Turning around, we passed under the bridge again and traveled between the convention center on Hutchinson Island and historic downtown riverfront. The narrator was a real local history buff and shared lots of interesting historical facts, stories (the movie *Forrest Gump* was filmed there) and legends like "the waving woman." We continued past some docks from where kaolin clay and wood chips were being exported. Eventually we came to Old Fort Jackson, which

was built in the early 1800s and protected the city during the War of 1812 and the Civil War. Re-enactors at the fort shoot a cannon daily that is timed to fire when the river boat gets there. Turning around, we headed back to the downtown dock arriving at 2:30PM. I called Carol to see how she was doing (okay given her condition) and continued walking along the river front.

Near the end of the riverfront was the Byrd's Famous Cookies store. I had never heard of them, but they have been a local favorite since the 1924. They are bite-sized and the store offered samples. The chocolate chips were very much like the Tate chocolate chips that come in those forest green packages. I brought a gift box with them and the triple chocolate ones. I headed back stopping at several stores just to look. By 4:30PM, I was at the Chart House and went in for a nice, albeit expensive dinner. I had picked up a coupon at one of the booths along the street giving me a free appetizer and the place is in one of my dining reward programs. I took pictures of my food and sent them to Carol but did not get a reply.

After dinner I headed to the downtown transportation (dot) trolley. These are faux trolley busses that make loops through the extended downtown area. They are free and run from 7AM to 7PM on weekdays. I first rode the loop that goes south and around Forsyth Park and then the downtown loop. As I was boarding the 2nd one, the driver asked me if I knew where I was going (probably because it was getting late—after 6PM) and I said right there, meaning I just wanted to ride the whole loop. It went away from downtown to Eastern Wharf, a new riverfront development where I was told to transfer to another shuttle downtown. Back in downtown just before 7PM, I walked through the City Market on the way back to my hotel. From the hotel, I called Carol and learned she was in a holding room in the ER and did not expect to be discharged until Friday.



Our original plan was to check out of the hotel on Thursday and then spend the night with Andrea Tarbox, a former work colleague at Kennecott, my first boss at Gartner, and former New Canaan neighbor. Andrea and husband David live on Hilton Head Island. One of the dot trolley drivers the night before had told me I could take the #3 bus and it would drop me off near the airport. So, on Thursday AM I walked a few blocks to Savannah's Transit Center and boarded a 9AM bus. Leaving the Transit Center, it drove by the Georgia Railroad Museum and two former railroad freight houses. I made a note of their locations so I could return to take a picture. The bus headed toward the airport but first made a big loop north and then west of the airport. Getting near the airport, the bus passed a cluster of airport hotels. I thought about getting off there and trying to talk my way onto an airport shuttle. At an intermediate stop, I had told the driver where I was going. Eventually about 10:15AM, the bus came to a stop where the driver told me to exit and then walk to a nearby road that would take me to the terminal. I did that, but when at the road I saw a security fence, which was open, but there were some warning signs.

I stopped to ponder what to do next, when someone in large pickup truck stopped and asking me what I was doing there. I said I was trying to get to terminal that was several hundred feet STRAIGHT ahead of me but seemingly unreachable. The man told me to just walk in and then there would be an opening in the fence that I could cut through. He started

to put up the truck's window and then asked me if I wanted a ride. Sure! Turned out he was an air traffic controller about to go on duty. Driving down the road he just offered to take me to the terminal and drove me through an area where surely, I did NOT belong. From him, I learned that US airports are rated on a 1-12 scale in terms of busy-ness and SAV was an 8+. Making the loop to the terminal I asked him if he had been in the service. Yes, the USMC. I had figured that and thanked him for the ride and his service.

In the terminal, I walked to the Enterprise counter to pick up my car. I had not been renting from them lately as other companies had been less. But here they were the cheapest, albeit \$124 a day with all the taxes and fees. I drove back downtown to the Holiday Inn to checkout. Heading to the hospital I stopped to take pictures of the two freight houses I had seen from the bus and then a third one for which I can't identify the railroad.



At the hospital, I had to go through security and as I passed through, the guard said Philadelphia! What? I said you're from Philly; I can tell from your accent. Turns out she was from Cherry Hill and had lived there in Barclay Farms. Small world. I had to walk through the ER, which was huge and there were patients everywhere, mostly just in beds in the aisles. Carol was in a holding room in the back. Near her was a female patient in a chair with a sheriff's deputy sitting next to her. Carol had two IVs and was hooked up to a monitor for her vital signs that kept beeping. She had been diagnosed with an ischemic bowel and GI bleed. She wasn't ready to be discharged and would be moved to a regular room later that day.

I stayed with her for a while and then left for Hilton Head Island (HHI) but first drove to the Georgia State Railroad Museum that was along the way. It is located in what was a former Central of Georgia (CofG) repair shop complex, which is said to be "the oldest and most complete antebellum railroad facility of its kind still in existence in the world." Unfortunately, it was closed for a special event and would not reopen until Monday. However, the woman at the gate allowed me to enter the parking lot and take a few pics.



Across the street, in the former CofG depot, is the Official Visit Savannah Info Center.

To get to HHI, I drove across the US-17 bridge and could see a container ship heading down river. To my surprise there was nothing but marshes and swamps (home of the Swamp Fox?) once I was in SC. I drove through miles of pine forest until I got to Bluffton, a cute little town. There I was able to get on US-286 and head east to HHI. I have never been there before and again was surprised by miles of nothing along the highway. After crossing two bridges, I finally came to a traffic circle on the island proper. The house I was heading to is in Sea Pines, a gated community, so I had to stop for a visitor pass. Once there, I explained what happened with Carol. It was nice to catch up with Andrea and David whom I saw most recently last summer near Chicago.



The next morning (Friday 3/11) I was up early and left with all my things but probably to return with Carol. I could not get AA on the phone, so I headed to the SAV airport to change our flight. We were supposed to leave at 10:53AM on Friday. When I was about halfway there, AA finally called me and I was able to change our flight to early Saturday afternoon and we got two more small flights credits to boot. I stopped for some breakfast at a funky donut shop in Bluffton.



Carol's estimated discharge time was 11AM, but I got to Memorial Hospital early. However, while I was parking in the garage she called and told me to come to the main door as she had just been discharged. The first thing she needed to do was go to the adjacent CVS but to be sure the prescriptions would be ready, I took her to see the Byrd's Famous Cookies factory that was just down Water Street. In the gift shop we brought three packages of their great cookies.

After CVS, I asked her if she was okay, which she was, and we spent the next three hours driving around Savannah so she could see what she missed. We stopped at a Parker convenience store for some lunch where they have something called "chewy ice." While coming back from Old Fort Jackson, we got stuck at a railroad crossing, which most folks would think was an inconvenience, but not for me as I saw a freight train with covered hoppers filled with kaolin clay heading to the docks.



Heading toward the US-17 river bridge, we drove through the Official Visit Savannah Info Center complex and were surprised to see two CofG passenger cars attached to the back of the local history museum.



As we drove across the bridge, I could see the Georgia Queen heading down river, but seemingly stuck behind a large container ship. Back in SC, we repeated the drive that I had made the afternoon before. Once on HHI, we stopped at Publix to buy some soup for Carol to eat for dinner. We arrived at Andrea Tarbox's house just as another guest, also named Carol, pulled in. We spent the afternoon socializing before most of us went out for a nice dinner at the Skull Creek Dockside restaurant. I had some excellent NC style, white vinegar-based BBQ. Carol was able to wash our clothes while we were out and had the lobster bisque for dinner.



On Saturday 3/12, we packed up and said our goodbyes. The airport was just over an hour away. This time we drove west on US-286 to I-95 south to SAV. We exited on the same road that the CAT bus had taken two days before. We returned our car just before 10:30AM so it was only a two-day rental. We decided to check our bags as we had a connecting flight to PHL through CLT.

I was upgraded for the short CRJ-900 flight from SAV. The flight was full; it left 15 minutes late but still arrived 15 minutes early. Carol arranged for a wheelchair in CLT for the long walk from E to our Philly flight in B. Since we had over two hours between flights, we stopped in the food court so I could have lunch. All Carol wanted was a soda and a pretzel. The Philly flight on an A321 was also full. Carol had a middle seat in a bulkhead row and I had an aisle seat in the row behind her—so much for our normal exit row seats. We left on time and landed a few minutes early. The bags took much longer than normal, but we were still able to make the 7:10PM train. Arriving in Jenkintown, it took me almost 15 minutes to open the car's frozen doors and scrape the thick ice from the windshield that resulted from what was hopefully our last winter storm. We stopped for takeout food at Wawa and were home just after 8:30PM.

The flights on AA from this trip were our first under their new loyalty scheme. Gone are EQMs (miles), EQDs (\$) & EQSs (segments) and now there are just loyalty points. For the flights down, I received 720 loyalty points versus 1584 loyalty points for the flights back. The actual miles flown (that count towards Million-Miler status) were the same (661) in both directions. I need to find out how their new scheme really works so I can retain my Platinum Pro status for 2023.

Boston Day Trip - March 14, 2022



This was my 6th one day trip in the last 15 months. This one only cost \$87 albeit using a duplicate \$50 flight credit that I received from AA. My intent, as with the other five trips, was to ride local trains for the day once there. However, for this trip there was one particular line that I *had* to ride. The red lines shown in the graphic to the left are not the actual routes flown but are pretty close. This is from the Great Circle Mapper website that I use in my travel planning.

I have been to Boston many times but not recently. My first trip there was in the summer of 1969 to visit Boston College—who really wasn't interested in having me attend. I flew there several times in 1976 and 1977 when I was an auditor for Gulf+Western; I did an audit of Bostonian Shoes. One memorable flight back to NYC was on the Eastern Shuttle, which guaranteed everyone a seat. Well, my flight then was slightly

over full so they rolled out the backup aircraft, a Lockheed Electra II 4-engine turbo prop (L-188) for just a few of us to fly to LGA. In 1990, Carol, Colleen, and I flew to Zurich from Logan on Swiss Air on a 747-combi-jet. The coach compartment was on the upper deck while the main deck was first class and lots of cargo. I watched pallets of DEC and Wang computers being loaded. I went there several times for business with Gartner. The last time I was in Boston was in fall 2010 for my final meeting as a member of E*TRADE's client advisory council.

To get the lowest airfares one must fly really early, and for this trip the earliest flight to BOS was at 5AM through a Charlotte connection. Sure, I was just there last Saturday, but flying there certainly got me more miles toward Million-Miler status and perhaps more of AA's new loyalty points. However, there is no way to get to the PHL airport by train that early. So I had to drive, but parked for free at Colonial with points from their reward program. I did have to leave the house by 3:15AM and was in the TSA line at 4:15AM.

Once through TSA I did have to hustle to get to my gate at C23. There, they were boarding Group 6. I had been upgraded and should have boarded with Group 1. I gather the A321 was pretty full. We left in the dark a few minutes early and landed in CLT at 6:30AM (14 minutes early) just as it was getting light. Luckily, my flight came to a B gate and my connection was just a few gates away. I had over an hour between flights. At the gate for the BOS flight, I saw that I was #14 out of 39 for an upgrade, but I was content with my favorite exit row seat (11F) on an A321. It left a few minutes early and we had a quick take-off.

We flew diagonally across NC and then VA before crossing the Chesapeake Bay and the Delaware River. I was on the right side of the plane and had a clear view. Up the middle of NJ and then across Long Island and then Long Island Sound. It seems we missed RI and entered MA somewhat west of the Cape. I could just barely see the offshore islands. We passed over Quincy and then made a big loop out over the ocean to the east, then north, finally making a big turn and landing to the southwest at the edge of the airport. We were a few minutes early and we had to taxi around much of the airport proper. I was surprised by the number of planes on the tarmac. The largest number were from JetBlue and Delta but I also saw a few from airlines I have never heard of such as Azores Airlines. AA uses several gates in Terminal B with service from there to their hubs (JFK/PHL/CHI/CLT/MIA/DFW/LAX).

Before the trip I visited the Logan Airport (MASSPORT) website to find out about ground transportation. Turns out there are two links to the MBTA's transit





lines. I took the Silver Line from the airport to South Station. This line seems to be a benefit and perhaps vestige of Boston's "big dig." That project took over 15 years and cost billions in relocating I-93 through downtown Boston. I waited for the SL-1

bus, which runs every 15 minutes during weekdays. The SL-1 bus is free but there are fares on the other Silver Line routes.

I boarded an articulated ("bendy") SL-1 bus, which was surprisingly crowded and got more so at each terminal stop. There was an announcement for a surprisingly long list of international carriers at Terminal E. Leaving the airport,



the bus used the highway to reach the Ted Williams Tunnel exiting that to reach Silver Line Way. There I was amazed to see that the SL bus in front of my bus had trolley poles and was moving them into position. Soon my dual mode bus, built by Neoplan USA, did the same, but there was an issue. My bus had a new driver who was being coached the whole trip. She forgot to switch the motor from diesel to trolley mode. Once that was done, we entered the South Boston Piers Transitway, which is an underground BRT (Bus Rapid Transit) line into the downtown proper. After two brief stops, I arrived deep underground at South Station. I came up into the middle of the station where a special event was happening. Turns out it was a job/community fair.



The MBTA is looking for bus drivers offering a \$4500 sign-on bonus. Keolis, which operates the commuter rail services, was hiring too. I stopped at the various tables coming away with candy, a bag of chips, pens and other chotchkes. I headed over to the ticket windows hoping to find some timetables but there were none. I walked outside to where the



trains are and immediately saw that the area now has a roof. Turns out that the private owner of the station sold the air rights to allow construction of a 678-foot glass tower that will consist of mostly office space and 166 condos, as well as some retail space at its base.



brought them with me. However, they were no longer valid with the switch to a plastic card. I mentioned to MBTA ambassador by the TVMs that I was headed to the CharlieCard service center at Downtown Crossing to get a senior card. She told me I could just walk there. She took me up an escalator to the street and pointed to where to walk. It was good to be able to NOT wear a mask for a few blocks. However, I was very disappointed when I arrived at the CharlieCard center to find it was closed to in-person visits on Monday. I did not see anything on their website mentioning this.

So, I had to buy a regular card at a TVM and then decide how much money to load on it. Recalling that I added too much money to my breeze card in ATL, I decided to load enough for four trips. I used the card to enter the Red Line taking the line south. The first stop was for South Station and I stayed on. Soon the Red Line is above ground and running



parallel to a MBTA commuter line from South Station. The MBTA maps show the Red Line splitting after JFK/UMASS, but in fact the two Red Lines run parallel (with the commuter line) for some distance after that. Back at the 1986 joint NRHS/NMRA convention, there was a special display of railroad equipment at the yard adjacent to the Braintree Station. This day there were a string of DOT111A tank cars and an engine from Fore River Transportation.

From Braintree I boarded the next northbound train back to JFK/UMASS from where I boarded a Red Line train to Ashmont. This was a shorter ride than to Braintree. At Ashmont I followed the signs to the connecting line to Mattapan. This is the line that I *had* to ride because it still operates with classic 1940s PCC cars and who knows for how much longer. Leaving the station, there is a trolley loop.



While called the Mattapan High Speed Line on the MBTA map, it is far from being that. The 2.6-mile line uses a private right-of-way (with two grade crossings) that once was a commuter train line. Evidence from that line can still be seen and it is now a bike path. There was a farebox on the trolley but no collection.



Just over 10 minutes later, I arrived at Mattapan where everyone exited the PCC car. I walked over to a parking lot to take the photo below and an employee said I wasn't supposed to be there. I told her I just came from Philadelphia to ride this line and she said it was okay.



There were other trolleys behind it that were also in disrepair. The MBTA employee told me that only one car was running that day. Another car has been rebuilt but is still undergoing testing. I saw mention on the MBTA website of a study of what to do with this line. The folks at Brookville Equipment could certainly rebuild the PCC cars or provide new

equipment. I boarded the same car after it did the turning loop and a few minutes later was back at Ashmont. I had to pay a fare (my 2nd) to enter the station. I boarded the next northbound Red Line to Alewife but exited at Park Street.

I changed levels to board a Green Line trolley. This line is similar to the trolley lines in Philly in that both are green colored and run on the surface in the western part of the cities and underground when in the city proper. I had a short ride, only



going three stops to North Station. On the map, the Green Line continues to Lechmere, but that day it was out of service and I saw the sign to the right. North Station is also served by the Orange Line where I was surprised to see this rack of timetables.

I boarded a northbound Orange Line train to Oak Grove that had older equipment.



Up from being underground, the subway train crossed the Charles River and then passed over a MBTA yard with track and MOW supplies, but also had two Budd RDCs that were heavily tagged with graffiti. There is a parallel MBTA commuter line that goes to Haverhill with two stops at Orange Line stations. At the end of the line at Oak Grove, I could see there used to be a commuter rail stop there. I boarded the next southbound train. An announcement said the train had new equipment. In 2014, the MBTA ordered 152 Orange Line cars and 252 Red Line cars from the Chicom-owned CRRC that opened a new plant in Springfield, MA. Production of the subway cars has been delayed but as of now the MBTA has 60 of the new Orange Line subway cars and a handful of the Red Line cars. In 2017, SEPTA ordered 45 double-decker rail cars—11 cab cars and 34 trailer cars—at a cost of \$137.5 million from CRRC, none of which have yet been delivered. As I traveled south, the subway train was passed on the adjacent track by a MBTA commuter train. Had I seen the schedules, I could have ridden that back to North Station.





I exited at North Station, but the exit came to the street across from the TD Boston Garden. When I was in Boston on April 8, 1977, I saw the Celtics play the San Antonio Spurs in the old Garden. In April 2022, the Boston Garden will host the NCAA's Frozen Four Championship for Division 1 college hockey. Like NYC's Penn Station and Madison Square Garden, Boston's new Garden was built above the train station, which has MBTA commuter service plus Amtrak's Downeaster train. There was a proposal during the "big dig" to connect Boston's North and South stations, but that never happened. The Downeaster celebrated its 20th anniversary



in 2021. This very successful train serves stops in MA and NH and has been extended from Portland, ME to Brunswick, ME. Amtrak has recently proposed extending it further to Rockland, ME.

It was time for a potty

stop and near the restroom I came across a rack of timetables from which I grabbed a selection. Using their app to get more points, I brought an iced tea to drink at one of the two Dunkin's there. FYI, there are 61 Dunkin's located in Boston.



Departs	Destination	Train	Track	Status
2:56 PM	Worcester	521	5	ALL ABOARD
3:00 PM	Stoughton	879	1	ON TIME
3:01 PM	Needham Heights	619	3	ON TIME
3:06 PM	South Station	715	2	ON TIME

2:55 PM

Out to the street again, I looked, but did not see any mystery metal by the curbs. Down to the Orange Line again I paid my 3rd fare and rode it to Back Bay, which has MBTA commuter service and is also an Amtrak stop. The Back Bay/South End station was built back in 1987 when the Orange Line was being relocated. I walked through the small ticketing/waiting area, but did not see any timetables.

walked across the street to Copley Place, a large, enclosed shopping mall and mixed-use complex. I headed to Legal Seafood planning to have "chowdah" and a lobster roll. Well, I had the excellent chowdah, but could not bring myself to pay \$39 for the lobster roll so had a nice plate of

broiled scallops for \$26 instead.

After eating, I headed to Back Bay using an underground passage to the station. On the MBTA platform, I saw both ends of westbound commuter train.



Back to the Orange Line. I paid my 4th fare and rode it north to State where I switched to the Blue Line. This line uses the historic East Boston Tunnel that was built as a streetcar tunnel in 1904. It was the first North American transit tunnel to run beneath a body of water. The streetcar line was converted to a heavy rail subway in 1924. In the early 1950s, the line was extended along the former route of the Boston, Revere Beach and Lynn Railroad, which was an abandoned narrow gauge line. It is called the Blue Line because it passes under the harbor and passes just in from the coast.

After crossing the harbor, the line is at grade. Back in 1952, the then newly opened Airport station provided the first American urban transit connection to a commercial airport. I stayed on the train and rode to end of the line at Wonderland, which was once a popular beach destination, much like NYC's Coney Island. As I was crossing over to take the line back to Airport, I noticed something very unusual for a subway line: the cars had pantographs on their roofs. Doing research later, I learned that the Blue Line cars use third rail *and* catenary, both of which supply 600 VDC power. The cars switch modes at the Airport station.



Once at the inbound side I had a problem: I needed to pay another fare but my CharlieCard was depleted. I told the MBTA ambassador there that I missed my stop and he opened the turnstile for me. A short time later, I exited at Airport, which was rebuilt back in 2004 when Mitt Romney was the governor. I headed to the stop for the free connecting bus to Logan. A bus came but it was for terminals C/D/E and I needed to go to terminal B. An SL-3 bus to Chelsea stopped and I noticed it did NOT have trolley poles. Finally, an articulated blue colored bus for terminals A/B stopped but it was totally full of folks and their luggage. I wondered what was going on until we made our first stop at the consolidated rental car facility. Most of the folks on board, who had boarded at Terminals A/B and made the loop to here, exited the bus. The bus continued to A/B. I was upgraded

for the return flight to PHL so I stopped to get a new boarding pass. At TSA, there was a separate line the said "Priority," so I used that and was through in no time.

Once in the terminal proper, I saw this 737 wearing the classic AA astrojet livery.



Walking to my gate, I passed a Legal Seafood restaurant and saw that I saved over \$10 by eating at the one at Copley Place. My plane, scheduled for 6:34PM, left a few minutes early and landed at PHL at 7:52PM, 12 minutes early. I had a TnT on board and came home with a 2nd bottle of Tito's. A Colonial Parking van was at the pickup point when I got there and 20 minutes later, I was on the Blue Route heading home. I arrived home by 9:15PM.

For this trip, I earned 432 loyalty points (and award miles) from AA and 1455 actual miles flown towards Million Miler status. So as of now, I have 2,005,380 Award Miles, 23,370 loyalty points (but need a total of 125K by 2/28/2023 to retain my Platinum Pro status for the next plan year) and 916,636 miles flown towards Million Miler status, which really does not amount to much.

I was hoping I would be able to make the next day trip to Chicago in April.

North & South Jersey - April 10, 2022

This day had me home alone so why not go to a train show. The only one locally that I could find was in Wayne, NJ about 90 miles away, but not a problem for me. I left about 7:30AM and headed up to US-202 and took that into NJ. I drive this way all the time and have found a short-cut that loops south of US-202 and misses all the lights. It also passes through the small town of Three Rivers, NJ, which has two railroad lines almost next to each other that once were Lehigh Valley and CNJ. I stopped at the first track to take a picture of this engine DRRV 2006, a GP38 (ex-CEFX 405, ex-UP 405, ex-CNW 4706, ex-CSXT 2070, nee C&O 3870). Chesapeake & Delaware (CAD) is the parent company of the Dover & Delaware River Railroad Company (DD) and the Dover & Rockaway River Railroad Company (DRRV). DD and DRRV provide freight rail service across 127 miles of NJ track, from Phillipsburg to Newark. CAD is also affiliated with the Belvedere & Delaware River Railway (BDRV) and the Black River & Western Railroad (BRW). The track here was being used storing tank cars to the left but also is a link to the BRW.



This historical sign is next to the grade crossing and presumably where the CNJ station once was. As I was getting into my car, I could hear a train coming on the other track. I rushed there to see a westbound Norfolk Southern intermodal train with TOFC. Today, most of the intermodal traffic is containers in well cars (used to be COFC) and it is actually unusual to see TOFC traffic these days.

I kept driving on US-202 to I-287 north to I-80 east and then NJ-23 north and reached the show about 9:45AM. It was in the Wayne Police Athletic League (PAL) building and the parking lot was full. Luckily, someone was leaving so I managed to get a space somewhat close to the building.

I walked in, not knowing what to expect, paying the \$7 entry fee and this was what I saw:



Lots of Lionel but hopefully there would be some HO things for me and the friends I usually shop for. This was a medium-sized show with maybe 75 tables. I have seen this show listed on railserve.com many times, but have never attended it before. I started down the first aisle and was able to buy two cast metal HO CAT dozers for \$3 so I was off to a good start. This was at a table with Lionel stuff. Over the years, I have often found great HO bargain at tables of Lionel stuff.

Finally in fourth row, there were several tables full of older and vintage HO but with no prices. I hate that and usually just walk away. However, that day I asked the seller and he said \$2 and up. So I looked through the tables and picked somethings including an Atlas MOPAC boxcar in the original box and paid \$20 for the lot. I also saw several boxes of Thomas HO cars (not what most of you would think) and sent off a picture to my friend Charlie Getz who lives near SFO in CA. These are maybe 50-year-old HO cars new in the original

boxes. Others might say they were in mint condition but I don't use the M word!

It wasn't even 10:30AM EDT so I didn't expect him to be up. But he was, and wanted the three Thomas wine cars, which were \$10 each, but I paid 3 for \$25. Some of you reading this will no doubt recognize Charlie's name. He is a past president of the NMRA and one of the folks responsible for the new NMRA exhibit in the California State Railroad Museum in Sacramento that I was hoping to see the following month. He models in HOn3 and is an avid collector of vintage HO items. I picked up several vehicles for friend Eric Dervinis and got a few other things for me. In a side room, there were several operating Lionel layouts.



I walked all the rows twice, and by 11:45AM it was time to leave. I got two HOn3 things for Charlie just as I was leaving. This was at a table I had passed by twice. I have found that it pays to go back and look again. Sometimes I just miss things, but other times the seller has put out additional items.

The PAL building was next to some train tracks so I drove over to take a look. The sign by the private crossing said Norfolk Southern and the tracks did not seem heavily used. When home, I consulted with Eric Dervinis as to its origin and learned they were a vestige of the DL&W line that ran west from Patterson NJ. The line was abandoned in the late 1960s under Erie-Lackawanna when the land was taken to construct I-80. Just south on NJ-23 is the Wayne/Route 23 Transit Center (a large park 'n' ride station) that opened on January 12, 2008 on NJT's Montclair-Boonton Line.

My next stop would be in South Jersey at the Smithville historic site in Easthampton. I needed to take some pictures of an abandoned railroad line there to go with an article that I am writing. Google maps said the fastest route was to cut over to the GSP and then go down the NJTP to Exit 6. However, I am very much toll averse these days and was in no hurry. So, I just reversed myself taking NJ-23 south to I-80 west to I-287 south. I took a shortcut off I-287 passing the Rutgers campus in New Brunswick before coming to US-1 south and then onto US-130. I used to drive 130 all the time when we were heading home from our Philly condo, but haven't been that way in several years. I was surprised by all the new apartment buildings (millennial housing?), but does NJ really need more shopping centers? I ended up on US-206 and then took local roads to Smithville. I arrived just before 2PM having travelled some 95 miles, albeit toll free.

Smithville was named after Hezekiah B. Smith, an inventor/industrialist from Massachusetts, who came to New Jersey in 1865. He purchased the village of Shreveville for \$20,000 and renamed it Smithville. Within a few years, Smith had




rebuilt the shops there and established a foundry for the production of woodworking machinery that employed upwards of 275 men. Smithville developed into a model industrial town in the 1870s; it has been said that back then there were many opportunities for the workers and their families to improve themselves. The site is now a county museum. However, I have never been through the actual historic site or the Smith Mansion.

The interest for me is the former Pennsy line that ran along the southern edge of the property. This line had passenger service up until April. 25 1969. Back then, I was living somewhat nearby in Medford, NJ and begged my mother to take me to Pemberton so I could ride the last train to Camden. Well that never happened, but over the years, I have stopped by a few times to see the former right of way that is now a hiking and bike trail and other vestiges of the former rail line.

Recently, while going through boxes of items donated to the Philadelphia Chapter of the NRHS of which I am the current president, I came across some documents relating to the abandonment of passenger service back in 1969. I decided to write an article about the abandonment using these documents and wanted some pictures of the line today to go with the article. The article will be submitted to the *West Jersey Rail Quarterly*, a publication of the local NRHS chapter there. It will also be published in *The Dispatcher*.

I made some stops in South Jersey including dinner at a Red Lobster. I had to pay a toll to cross the Delaware River on the Burlington Bristol Bridge. I was home after 6PM having driven 225 miles that day.

Carol is coming home from CT as I write this on 4/11. We're home in Abington for a few days before heading to Rome on Thursday for Easter. That's Rome, NY, home of Ferlo's Bakery that makes the world's best cake donuts. I'll be there first thing on Good Friday. 

Classified

I'm a member of the PhillyNMRA group and I would like to find someone who can help me repair three brass engines—two steam and one diesel.

Thanks,

Cliff Chillemi
484-924-9933
cchillemi@comcast.net

Cincinnati Division, MCR

We'd like to make all NMRA members aware of a new, Limited Edition, HO scale freight car that Cincinnati Division 7, Mid-Central Region is now offering for sale/purchase. It is a N&W HC-46 ACF 2-Bay Covered Hopper in a unique repaint scheme with patched-out data; available in 3 different road numbers.

The following link provides details about it as well as pricing, shipping and ordering information.

<https://www.cincy-div7.org/projects.html>

New Jersey Division 50th Anniversary Car

**Tangent Scale Models Bethlehem 70-Ton
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All cars are ready-to-run.**

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The cost is \$35.00 each**

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

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(Photo/artwork on next page)**

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

Name_____

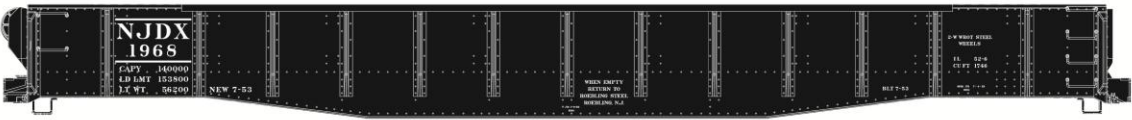
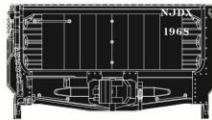
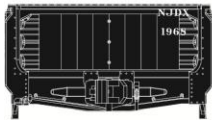
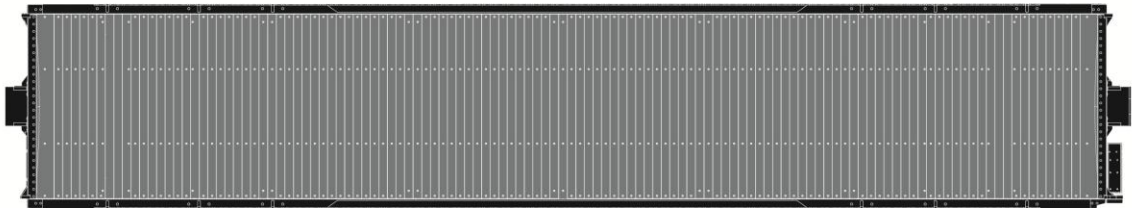
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Upcoming NMRA Conventions



2023 Texas Express

2023

2023 Texas Express

<https://www.nmra.org/conventions/2023-texas-express>

Upcoming MER Conventions

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.

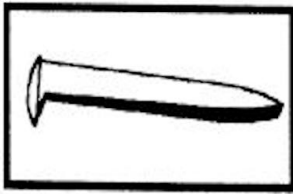
Manufacturer’s descriptions and specs:

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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PC #24049 in Youngswood, PA, Sept 24, 2000

Photo by Rich Beaver

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