



# THE DISPATCH

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



December 2022

*PhillyNMRA.org*

Volume 29, No. 7

## Jersey to Host Joint January Meet in Merchantville

**O**n Saturday January 14th, 2023 we return to the Grace Episcopal Church, 7 East Maple Street, Merchantville, NJ 08109, where the New Jersey Division will host our next meet. The time is 9:00am with doors opening at 8:30. Directions and maps on page 3.



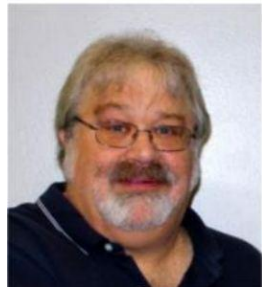
*Photo courtesy of The Urban Organism*

For those interested, the original Merchantville train station—now a restaurant—is located a block away on the corner of North Center and Chestnut Streets. It was built in 1881 on a line from Pemberton to Camden, later becoming part of the PRR and PC railroads with passenger service continuing into the late 1960s.

Our morning program will begin with our own divi-

sion director, Jeff Witt, with his presentation of “John Allen in Print: A survey of His Publications.” Jeff discusses the published works of the late, great John Allen from December of 1945 through his death in 1973. John Allen was a major contributor to the

model railroad hobby through numerous magazine articles and photographs, with over 50 cover photos, 70 articles, and dozens of photos and featurettes, as well as many posthumous articles. This presentation will provide a comprehensive overview of John's contributions to the hobby print media and provide an introduction to Jeff's tribute organization and website, the Gorre & Daphetid Reminiscence Project, for those who wish to dive deeper.



The New Jersey Division's assistant superintendent,

Mike Prokop, will present the second clinic on “Easy Coal Loads.” Having realistic coal loads in your hopper cars is essential to the visual realism as your coal drag or mixed-freight rumbles down the main line of your model railroad. Additionally, these same coal loads that look great in hopper cars while seen in trains on the road, in yards, and industries, are also easy and convenient to quickly add or remove while re-staging your railroad operations.



*Photo by Albert Rende*

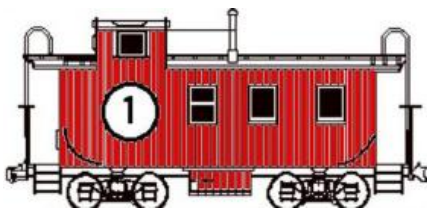
In this clinic, Mike will demonstrate the simple and economical techniques he uses to make realistic coal loads, such that they can be readily produce in large numbers, if necessary. His construction methods work well in any scale, (demonstrated in HO during this clinic with some On30 mixed in), and with not only coal hopper cars, but also gondola cars of any length, and for any time period spanning from the old days to modern times.

You'll also see how the same techniques can be used to model coal loads for various other applications, such

as steam engine tender loads, coal piles stored on the ground at power plants or factories, etc. This can also work with other aggregate materials like stone or ballast in various configurations

Our Jersey hosts are always accommodating in supplying plenty of coffee and donuts. In addition, there will be door prizes, a raffle, and swap tables (to reserve contact John Gallagher at [njdivsuper@gmail.com](mailto:njdivsuper@gmail.com)). New Jersey always holds a contest at their meets, and the subject matter this time is “mini-diorama,” for anyone wishing to enter.

The afternoon fare consists of an open house hosted by the Cherry Valley Model Railroad Club located in the basement of the church. Their O-scale layout is truly top notch, and features beautifully detailed catenary for those electric enthusiasts. In addition, count on several impressive New Jersey layouts to be open to visitation. Hope you all can make it!





## From the Editor's Desk

Welcome to a special, “extree” edition of *The Dispatcher*. I’d like to wish everyone a happy new year, and hope you all had wonderful holidays. We were not expecting to publish an issue in advance of the January meet, thinking that an email blast and referral to New Jersey Division’s *Train Orders* would suffice.

However, I have a backlog of Kevin Feeney’s travelogues (the only backlog I have—so keep those articles coming!) so I thought I’d put out some reading material to keep your railroading interest piqued while being cooped up inside during the cold weather. And, of course, it certainly doesn’t hurt to announce the details of our upcoming meet in our own publication.

*Howard*

## THE DISPATCHER

**Submissions:** *THE DISPATCHER* 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 15<sup>th</sup>. Deadline for submissions: January 1<sup>st</sup>.

**Online Subscription:** Free. Make sure the clerk has your current email address and that you keep your info updated at [nmra.org/members](http://nmra.org/members).

**Print/Mail Subscription (b&w, 8 pages):** \$10.00 per year or \$2.00 per single issue. Send all print subscription applications, renewals, address changes, and payment to the editor. Make checks payable to “Philadelphia Division, NMRA.”

## EDITORIAL STAFF

### Editor

Howard Kaplan  
P. O. Box 399  
Honey Brook, PA 19344  
610-626-4506  
[howard@phillynmra.org](mailto:howard@phillynmra.org)

### Contributing Editor

Kevin Feeney



## DIVISION OFFICIALS

### Superintendent/AP Committee Chair

Joe Walters, MMR  
840 N Gwynn Ct.  
Bear, DE 19701  
302-521-5884  
[josephwalters@yahoo.com](mailto:josephwalters@yahoo.com)

### Assitant Superintendent/Ops/Social Media

Rob Hinkle  
1755 Slayton Dr.  
Blue Bell, PA 19422  
610-279-2394  
[robhink@gmail.com](mailto:robhink@gmail.com)

### Clerk/Membership

Charles Long  
227 Locust Rd.  
Fort Washington, PA 19034  
215-247-1951  
[prtptc17@navpoint.com](mailto:prtptc17@navpoint.com)

### Treasurer/Item Donations

Kevin Feeney  
1447 Wheatsheaf Ln.  
Abington, PA 19001  
203-246-1675  
[ic4277@yahoo.com](mailto:ic4277@yahoo.com)

### Directors at Large:

#### Clinics Chair/Door Prizes

Mike Dettinger  
972-795-1348  
[detting@comcast.net](mailto:detting@comcast.net)

#### Publicity/Member Outreach

Chip Stevens  
774-283-2681  
[ReadingChip@yahoo.com](mailto:ReadingChip@yahoo.com)

#### Venues

Jeff Witt  
267-261-3229  
[jlwitt@yahoo.com](mailto:jlwitt@yahoo.com)

### Achievement Program Coordinator

Earl Paine  
4325 Wendy Way  
Schwenksville, PA 19473  
610-831-9466  
[earlpaine@verizon.net](mailto:earlpaine@verizon.net)

### Layouts/Video - Bill Fagan

215-675-4098  
[bfagan777@hotmail.com](mailto:bfagan777@hotmail.com)

### Webmaster - Howard Kaplan

610-626-4506  
[howard@phillynmra.org](mailto:howard@phillynmra.org)



## Directions to the January Meet

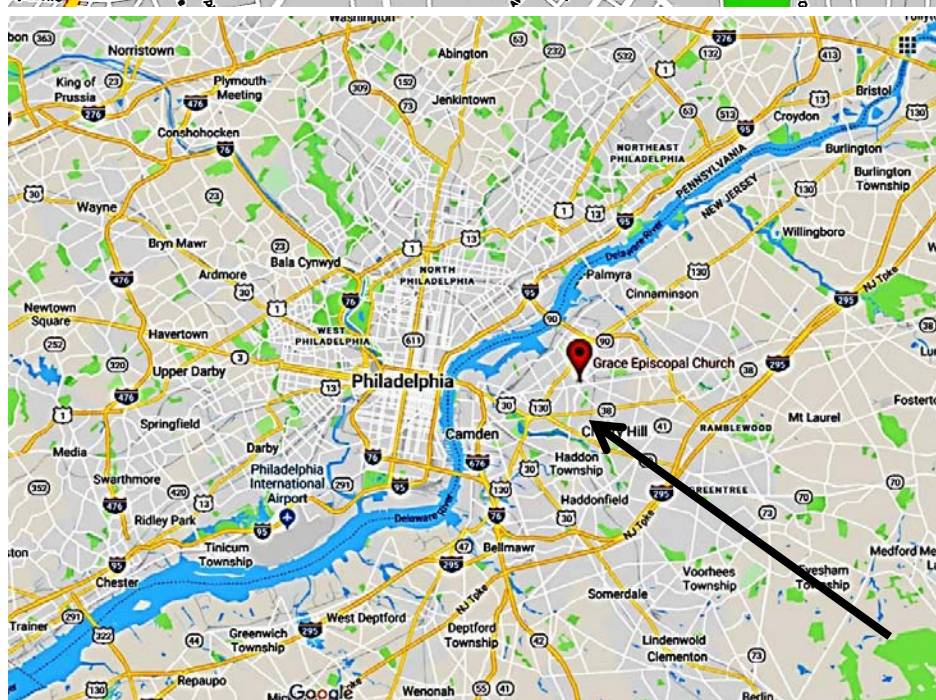
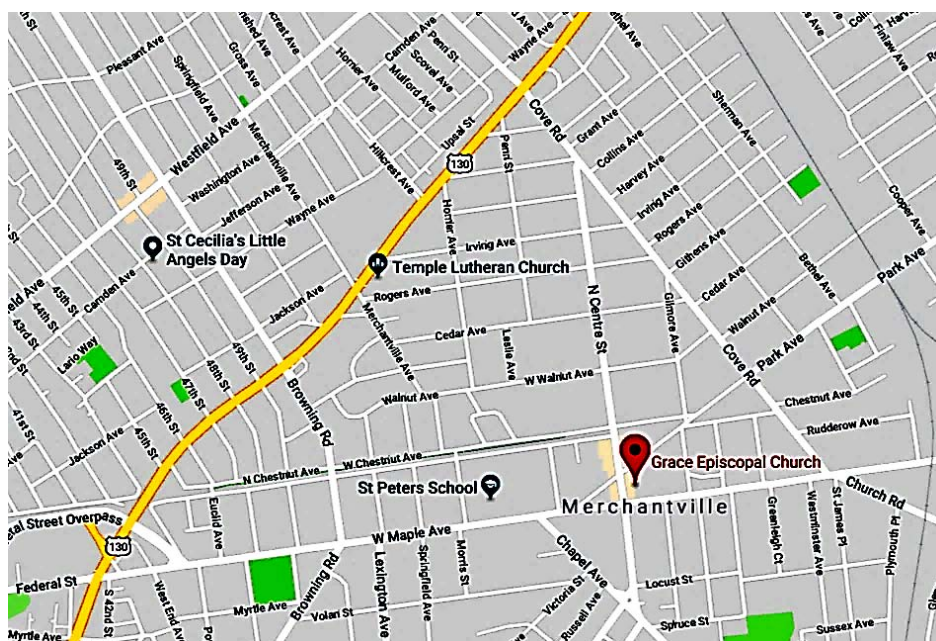
**From the Delaware Memorial Bridge or Commodore Barry Bridge** – I-295 N to Exit 26/I-76 W to US-130 N. Approx 3.5 miles turn right on Maple Ave. for about a mile. Church is just past Center St. on left.

**From PA Tpk, Burlington-Bristol Bridge, Tacony-Palmyra Bridge and other points north** – Take US-130 S to NJ-90, continue south on US-130 following directions below.

**From Betsy Ross Bridge (NJ-90)** – Take US-130 S about 1 mile. Left on Cove Rd. Third street on right is Center St. – bear right. Follow about ½ mile to Maple Ave. Turn left. Church is on left.

**Grace Episcopal Church**  
7 E. Maple Ave.  
Merchantville, NJ 08109

Parking is in the lot behind the church which is accessible from both Maple Ave. and Park Ave. There is additional parking in the lot on Park Ave.



## Planning Ahead – Division Meets & Other Upcoming Events

**January 14, 2023**

NJ / Philly Division Joint Meet  
Grace Episcopal Church  
7 E. Maple Ave.  
Merchantville, NJ 08109

**January 14–15, 2023**

Greenberg Show – PhillyNMRA Table  
Greater Philadelphia Expo Center  
100 Station Ave.  
Oaks, PA 19456

**February 18, 2023**

Susquehanna/Philly Division Joint Meet  
Bridgeworks Enterprise Center  
905 Harrison St.  
Allentown, PA 18103

**April 15, 2023**

Philadelphia Division Meet  
St. Alban's Church  
3625 Chapel Rd.  
Newtown Square, PA 19073

**June 10, 2023**

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

**July 12–18, 2020**

NMRA Convention "Texas Express"  
Gaylord Texan  
1501 Gaylord Trail  
Grapevine, TX 76051

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

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** –00 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](http://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

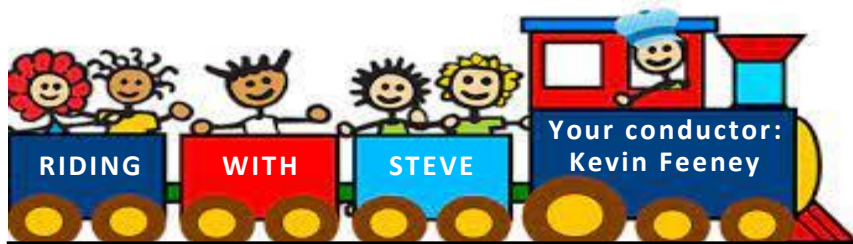
IS NOW ONLINE and READY to USE!

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](http://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!





**March 22, 2022**

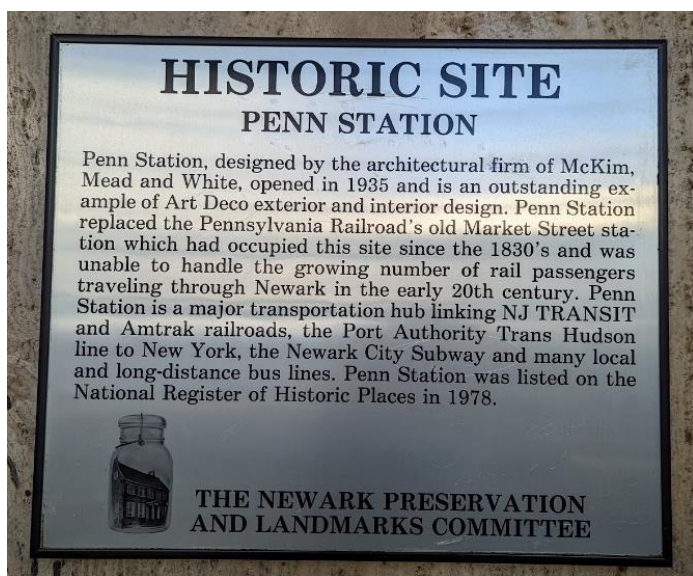
Steve Ferrell organizes a monthly trip riding local trains to a restaurant for lunch and return. The riders on these trips include members of the Philadelphia and Lancaster NRHS chapters, friends of the Railroad Museum of Pennsylvania, and other interested railfans. This month's trip was to Mama Rosina's Restaurant located in the former CNJ train station in Bound Brook, NJ. Steve does all the travel planning and provides attendees with a master train schedule. This trip had about 20 participants coming from as far away as Gettysburg, PA.

The trip for most riders began with Amtrak's Keystone service #642. Riders in our group boarded in Middletown,



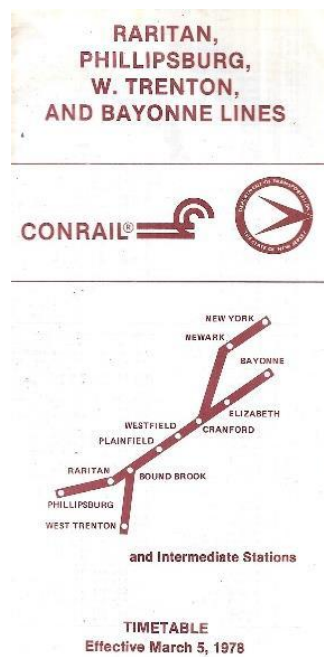
Lancaster, Exton, Paoli, and at 30th Street (at 8:05AM) from where it was a quick ride (59 minutes) up the NEC to Newark's Penn Station. I had traveled to 30th Street on SEPTA train #413 from Jenkintown arriving just after 7:30AM. The consist of #642 was just five cars; it had a quiet car but no café. There was a long line to board at 30th Street and my car was mostly full. I have not seen this many folks on an Amtrak train since BC (before COVID).

Leaving 30th Street, we could see one of the new Acela train sets in the yard. Once in Newark at 9:05AM, I had time to walk around the station while others made food stops at Zaro's and Dunkin'. A few riders came up on NJT and joined us there. At the TVMs, we bought tickets for the next ride that was on NJT's Raritan Valley line to High Bridge, which is the current end of the line. The senior fare was \$5.45 so even Tom Kluck was eligible as the senior age on NJT is 62. This route was the former CNJ mainline across North Jersey and under Conrail service on the line continued to Phillipsburg. Today, the service is based from Raritan with more limited, weekday-only service out to/from High Bridge. However, this line now has



some one-seat, direct service to NYP during the midday, otherwise one must connect at Newark Penn. Paper timetables for this line dated 11/14/21 were available in Newark Penn.

NJT train #5719 was scheduled to leave Newark Penn at 10:06AM but left a few minutes late. The consist had 8 bilevel cars with NJT 4503 pulling. NJT 4503 is a ALP45DP that was built by Bombardier in 2011 and rebuilt by Progress Rail in 2019. The train headed west for a short distance on the NEC before passing through the Aldene connection that was built in 1967 to allow CNJ and Reading trains to access Newark Penn. Our train was carded for 1 hour and 34 minutes even though the distance was less than 50 miles. Enroute, we made 18 stops and at most of these there was still a former CNJ station. The stop in Plainfield was historically meaningful to me as in August 1959, together with my mother







and younger sister, we boarded the returning RDG Crusader #619 at 5:08PM and arrived in Reading Terminal about an hour and 15 minutes later. My father met us at Reading Terminal and I remember walking down the stairs from the train shed to Market Street.

Unfortunately, the windows on the #5719 were filthy so we missed much of the scenery. At Bound Brook, we were held for the eastbound train. We later saw that work was being done on the eastbound track through the station there. Just before arriving in High Bridge, the line passes over an extensive fill that was formerly a high bridge (hence the name) over the south branch of the Raritan River. Once in High Bridge, everyone was forced to detrain from the very last car.

There was a boarded-up station on the south side and what appeared to be a former freight house across the tracks. Using the TVM, we brought our next ticket back to Bound Brook that cost \$4.10 using the senior fare. We just milled



around until it was time to board the same consist for the trip back that left two minutes late at 12:20PM. The group switched to the lower level and found that the windows there were somewhat cleaner. Enroute, we were held at 12:50PM for some MOW work and arrived in Bound Brook just after 1PM. Mama Rosina's Restaurant occupies the former CNJ station on the north side of the tracks. They were expecting us with two large tables set for our group. We ordered from the menu and our riders enjoyed a mix of sandwiches, salads, and entrees. A few guys left with take home boxes. After







lunch, we had time to train watch and saw two CSX freight trains: A local with CSX GP40-2 6160 (ex-WM 4261) and an inter-modal that had come up from Philly on the former RDG tracks. Using the TVM, we brought our last NJT ticket to NYP, which cost \$6.25 for the senior fare. On the ground near the TVM, I picked up over 40 cents. There was some confusion about which track would be used to board our inbound train (#5742) that left a few minutes late at 3:48PM. I switched seats to get a view out the right (south) side of the train that had single-level Comet cars.

We arrived in Newark Penn about 4:40PM, a few minutes late, and there were lots of folks waiting on the platform. From the same platform, most of us boarded a NJT train to NYP a few minutes later. I did not make note of what train it was. Some from the group headed back via NJT to Trenton. After a stop at Secaucus Transfer, we arrived in NYP sometime after 5PM. The signage directing folks to the

Moyনিhan Train Hall (MTH) has been improved from when I was there last on 1/1/21 when MTH opened to the public.

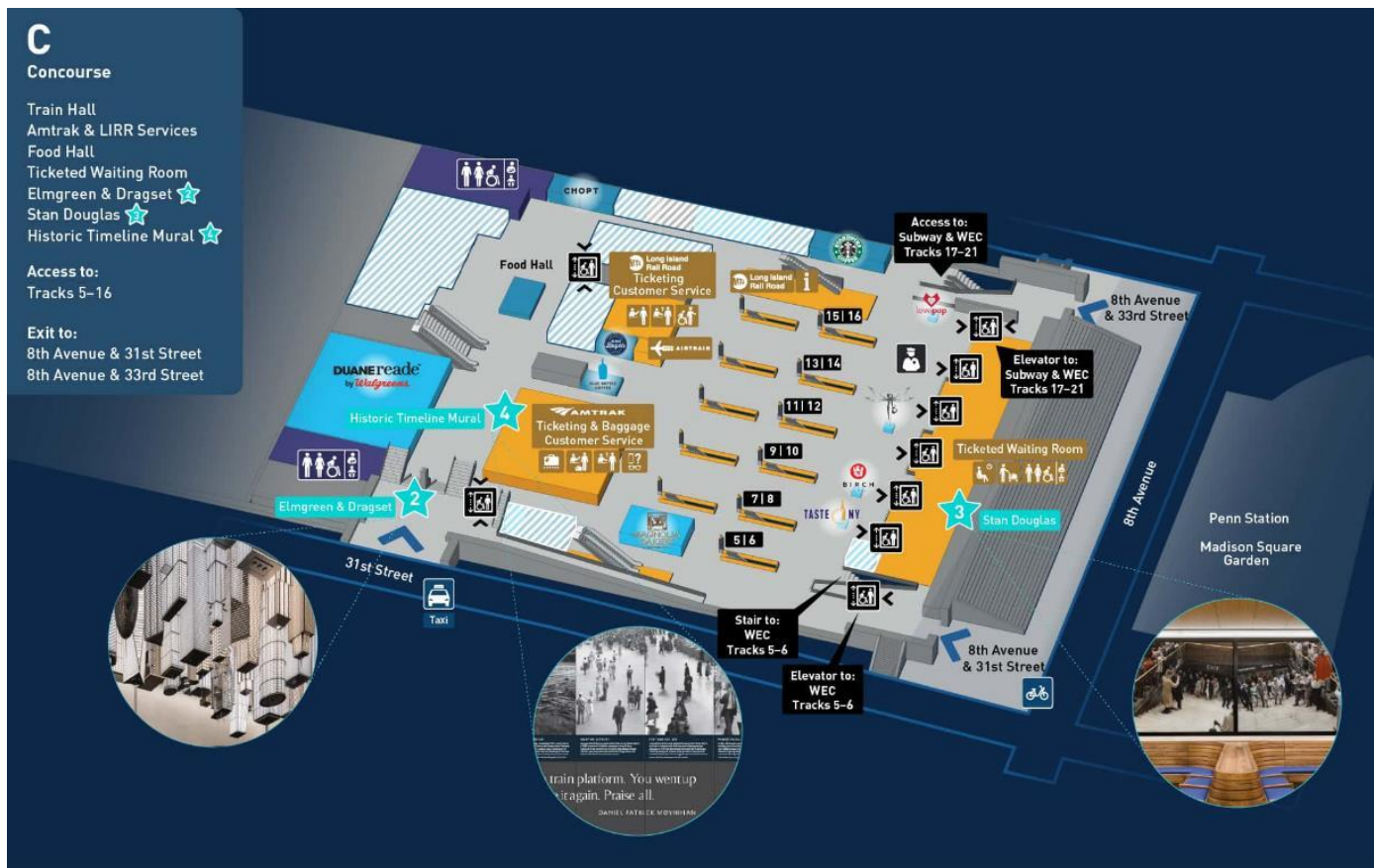
However, some of the group, myself included, came up into NYP proper and exited using the NJT entrance on 7th Ave. We headed to the relocated Tracks Bar/Restaurant on West 31st Street between 7th and 8th Avenues. Tracks, with its long bar and railroad motif, was a long-time fixture in NYP until it was forced to move out about two years ago to allow for remodeling of the LIRR part of NYP. Word is this it may be coming back to NYP since the intended upscale eateries are apparently not interested in being there. The new location was okay, but certainly lacked the gritty, homey feeling of the former location. We stayed for one drink and then walked back to explore MTH.

For some in the group, this was their first visit to MTH and the major reason for making the trip to NYP. The other reason was that it made it possible for the group to get seats together in NYP on our returning Amtrak train (#655) vs. trying to board at Newark Penn. Interestingly, those traveling to west of 30th Street found it was cheaper to buy two tickets—one from NYP to 30th and one from 30th to their Main Line destination—than a single ticket there from NYP. I brought my Amtrak tickets with points of which I have over 100K.



There was a lot to see at Moynihan. Several food businesses were now open along the edges of the open central area. The Amtrak Club Acela Lounge is visible on the south edge of the 2nd level. The central area is devoid of any benches or seats so to eliminate any issues with NYC's massive homeless population. There is a waiting area for ticketed passengers on the east edge. I brought two bagels at Horn & Hardarts and got two free since the place was closing for the day. Further back and out of sight from the central area, there is a Walgreens and a food hall. One thing there is still the same; you don't know what gate will be used to board until your train until it is posted. Someone mentioned the Keystone trains normally leave from 9/10 so we stood by there. Eventually our train was posted and we rode down a long thin escalator to the platform to board an empty train that left at 6:35PM.

After an adventurous day, most of us just chilled out on the train that at one point was doing 122MPH down the NEC. I was surprised that the train made stops at Cornwells Heights and North Philadelphia (Amtrak has eliminated all timetables!). We arrived at 30th at 8:08PM, a few minutes late. I exited and rushed to the SEPTA platforms hoping to make my 8:12PM train (#2528) to Jenkintown. Luckily for



me that night, it was running 4 minutes late also, so I made it and was in my car at Jenkintown at 8:45pm.

This was my second ride with Steve trip and I am looking forward the next trip on April 20th to the Three Monkeys Café in Torresdale.



**April 20, 2022**

This month's trip was a relatively short ride to have lunch at the Three Monkeys restaurant in Torresdale, PA. Torresdale is a neighborhood in the far northeast section of Philadelphia and is the last stop in the city on SEPTA's Trenton line. Along for the ride (and lunch) were some 15 railfans from the Philly area and also from as far away as Gettysburg.

Steve suggested folks meet at 30<sup>th</sup> Street Station on the platform for the 11:45AM SEPTA train (#713) to Trenton. I



rode in from Jenkintown arriving on train #6313 at 11:35AM, a few minutes late. Once we were all together, Tom Fluck herded us to the end of the platform so we could all board the first car. While waiting for our train, a CSX freight passed overhead on the High Line, and down at ground level, there were two of the new Acela trains sets.

Shortly after passing the North Philadelphia station, we passed under a bridge over the tracks that is skewed at a 45-degree angle. This bridge was built in 1922 as part of the Frankford Elevated extension of the Market Street Subway line. I was not aware of this bridge until recently. Harry Garforth of the Philly NRHS Chapter is working on a publication for the 100<sup>th</sup> anniversary of the Frankford Elevated that opened in November 1922. I am the editor for the project and have been able to supply pictures and other relevant material from the donated items in the Philly Chapter's storage unit.

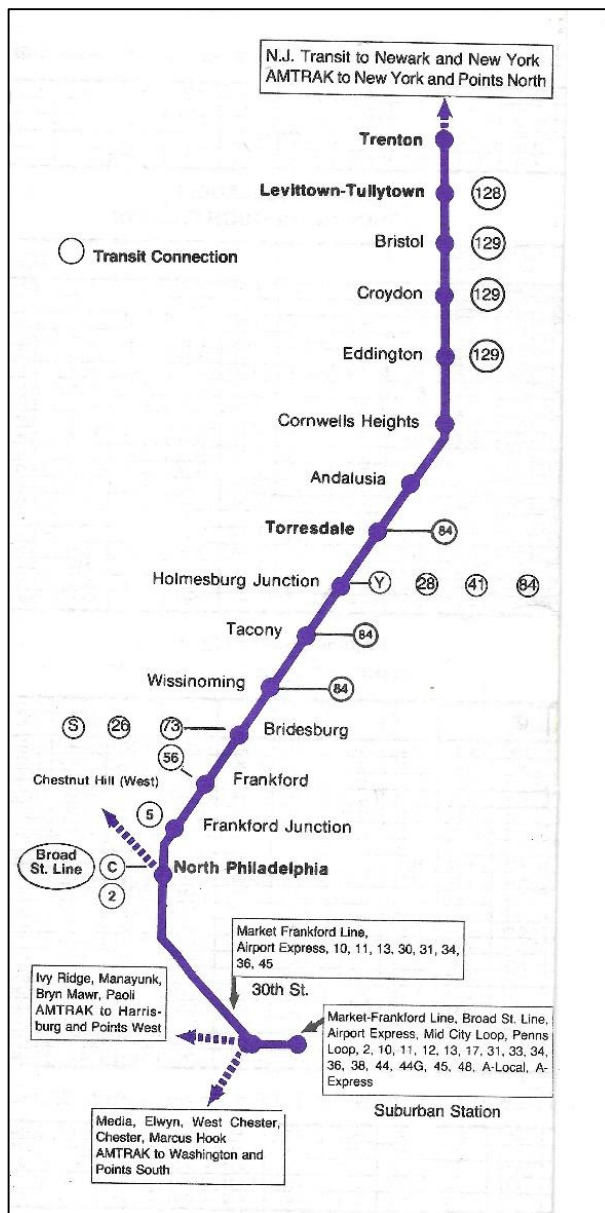




Before going up to the platform, I grabbed a copy of the current (12/19/21) time table for the Trenton line to compare with an older one from 10/30/1983 that I had found in the Philly NRHS's storage unit that morning. The one from 1983 had a map showing the stops and interestingly also gave the mileage from Trenton to Suburban Station in the actual schedule. The mileage is NOT shown in the current time table, nor is there a map. Torresdale is almost half way, being 16.7 miles from Suburban and 17.5 miles from Trenton. Comparing the two time tables, I could see that the Frankfort Junction, Frankford, Wissinoming, and Andalusia stops have all been eliminated.

(When home, I looked at older Penn Central and Pennsy time tables for Torresdale that went back to the early 1960s, all of which included those four stops. Strangely, the mileage in the older PC/PRR timetables was slightly different. In those Torresdale was 15.8 miles from Penn Center, but still 17.5 miles from Trenton.) I showed the map to Tom Fluck who was sitting just ahead of me. When the (young) conductor came to do our tickets, Tom asked him about the Andalusia stop. The conductor said it was closed like Wissinoming. He went on to say that the shelters are still there and they (the conductors) are "supposed" to know these locations even though SEPTA doesn't stop there anymore. We arrived in Torresdale at 12:10PM and just had a very short walk to have lunch. The restaurant was literally across the street from the Philadelphia Parking Authority-operated parking lot at the station.

However, the front of the building was covered with ladders as it was being re-sided. It looked like it was closed, but wasn't. The Three Monkeys is very much a neighborhood place and it had a sizable lunchtime crowd. Even though Steve had called and let them know we were coming with a large party, the hostess was not aware. So, it took time for them to set up a long table for our group. I sat at the end of the table closer to the front window. When the server came to take orders, I told her I needed to catch the 1:21PM train while the rest of the group was there for a leisurely lunch. I ordered their version of the famous Tony Luke's roast pork sandwich. My food came just before 1PM so I did not have much time






to eat and had to wolf down the sandwich, which was different, but good.

At 1:10PM, I gave some money to Steve and headed back to the station. I had to cross under the tracks and came up



by a small ticket booth that is open a few hours in the AM. The station is on a bit of tangent track in the middle of a lengthy s-curve. My train arrived a minute late and was the same consist we rode on the way up. I stayed on the train as it passed through 30<sup>th</sup> Street and Suburban, exiting at Jefferson. I boarded a Warminster train at 2:10PM and was in Jenkintown just after 2:30PM. I was home about 15 minutes later. FYI, the train ride was free with my SEPTA Senior Pass.

I am not sure if I will make Steve's May trip that is going to KC's Alley in Ambler, PA. 







# ON THE (RAIL) ROAD WITH KEVIN FEENEY

## CONVENTIONS – SHOWS – TRAVEL

### Sugar Train/Clewiston, Florida - April 22–26, 2022



When I learned about this special rare mileage train earlier this year, I was ready for a chase, having NOT done one in a long time. Since my normal train travel friend, Eric Dervinis, could not go due to scheduled work at his house, I enlisted my wife as the driver. We flew from PHL to Fort Lauderdale (FLL) on Friday April 22<sup>nd</sup>. To reduce costs, I used 42K AA miles for the two roundtrip airfares. We stayed at a Holiday Inn and had a very nice coal-fired pizza at Esposito's there. I had done extensive



research beforehand and had printed out many pages of maps and relevant information to have with me on the chase. So that everyone reading this is on the same page, I should explain that AAPRCO is the American Association of Private Rail Cars Owners and they have not had a special train in several years. The various private cars had arrived in Miami (MIA) earlier that week. A few private cars were offering the opportunity to ride but the cheapest one I saw was for \$450 for one day. The schedule I had showed the special Amtrak train leaving MIA at 8:30AM on Saturday April 23<sup>rd</sup>. I planned to catch up with the train at the West Palm Beach (WPB) Amtrak station, which is 67 miles north of MIA (and 45 miles north of FLL). I figured it would take an hour+ to get to WPB but to be safe, we left our FLL hotel just after 8AM. We arrived at the WPB Amtrak station just after 9AM and saw a railfan standing there. Talking with him, I learned the special train



had left early and it whizzed by a few minutes later. I was glad we got there early. Let the chase begin!

I ran back to my wife in the waiting car and we took off but had to go south to get onto I-95 north. We took the first exit and headed to FL Route 710, the Bee Line Highway. We drove a short distance on it and stopped at a grade crossing where I waited for almost 15 minutes. Bummer, we must have missed it so we headed west on Route 710 that (along with the adjacent track) literally makes a straight line to the northwest for some 55 miles to Okeechobee, FL.



We passed one railfan who had also missed the train. We kept driving for another 15 miles or so until we saw a well equipped railfan with a tripod and scanner. We did an immediate U-turn and I joined him waiting for the train. This railfan was actually a high school senior from Miami and we saw him several times during the course of the day. He knew exactly what was going on. An air hose had separated just after WPB delaying the train there. Now, there was an issue with a southbound CSX freight train on the single-track, former SBD/SCL/SAL line. We were at control point Zana (MP925.2) where there was a passing siding.



Finally the special Amtrak train came up and took the siding while the CSX freight passed by on the main track. We



took off chasing, but soon lost the train as the tracks veered off to the left. We headed for Okeechobee hoping to catch it at the Amtrak stop there but had no luck. But we did see an older engine #7013 (CSXT C30-7 7013 (ex-SBD 7013, nee L&N 7013) there being refueled from a tank truck.



So we headed to Sebring where

the special train would switch to an ex-FEC, 4-6-2 steam locomotive #148. This engine was recently restored and had returned to service last fall when *Trains Magazine* chartered it for a special train. #148 was built in 1920 by ALCO in Richmond, VA.

The Sebring station was built in 1924 by SAL and is a current stop for Amtrak's Silver Star train between NYP and MIA. Folks were leaving the station just as we got there meaning we missed it again. However, an Amtrak employee told me it was just a few block away, running on the interchange track to the South Central Florida Express (SCFE). SCFE, which is a common-carrier shortline owned by U.S. Sugar Corporation, would operate the train using #148 for the next few days. SCFE operates 171 miles of track near and around Lake Okeechobee, much of which had been spun off previously from CSX. It also leases the FEC's former K Branch on the east side of the lake to the FEC's mainline in Ft. Pierce. SCFE is the largest privately owned agricultural railroad in the country. US Sugar Corporation also owns the U.S. Sugar Railroad, which is NOT a common-carrier and hauls harvested sugar cane from the fields to the mills in the area.

We drove a few blocks and parked in Highlands County Fairgrounds. The eight-car, special train was waiting there along with a number of surprisingly younger rail fans. Soon #148 backed in with a baggage car and was attached to the Caritas, a private railcar now



owned by the Friends of the 261.

Being an ICRR fan, its paint scheme was very interesting to me. After an air and brake test, the train headed south,



albeit about two hours late. I caught it at the next grade crossing and then we jumped ahead to its next stop in Lake Placid, FL. One of the chasers told me a great place to get a picture there and the photo on the right is the result. We were not aware that Lake Placid is "caladium capital of the world" because it grows 95% of the world's caladiums.







The car owners and their guest were treated to a catered lunch (albeit several hours late) at the Lake Placid depot (ex-SAL), which is now the local history museum. There we learned that the man, Dr. Melvil Dewey, who named the town also invented the Dewey Decimal System used in public libraries.



We had a late lunch ourselves at the Wawa in Lake Placid and sat next to a table full of younger railfans. We decided to go to the



4 o'clock mass there and afterwards we headed south on US Route 27. I was sure the train was well ahead of us by then, but we saw fans and chasers so we stopped at a grade crossing and then got this picture of the train. We caught the train on a railroad trestle from a Route 27 bridge. We were able to pace the train for a while getting this shot. We then rushed ahead, driving next to cane fields as we approached Clewiston where the train (and we) would spend the night. In the yard there were several nicely-maintained GP-38 engines from the Sugar Railroad. All along the ROW there were pieces of cut sugar cane that fell out of the freight cars. We stayed at fairly new



Hilton property using points from a special AMEX promotion last December. As I left the hotel on Sunday morning, I was talking with one of the chasers who also stayed there. When we got our cars, I saw a dealer sticker from Jenkintown, PA on his car that had FLA plates. I started to ask where he was from when he said that he knew me. Turns out, it was Paul Meyers, a







member of the Philly NRHS chapter. His son is a MIA-based engineer for Amtrak and had driven the special train up the day before. I learned that the reason the special Amtrak train had an Amfleet coach up front the day before was to speed up their trip back to MIA. Engines traveling alone, called a light engine move, are restricted to a lower speed than a train, even one with just a single car! We were back at the yard early the next morning and watched as the train was put back together with #148 leading the way. As I got into the rental car to begin the day's chase, my wife told me she would NOT be doing this again. We followed it for a bit and then the road went by fields being burned before the sugar cane can be harvested. It got quite smokey!



We caught it just before a photo run by with #148 putting out a goodly amount of smoke and steam. During the run-by, I was talking with a woman riding the special train who asked me where I was from. When I told her near Philly, she said,



"I need to introduce you to my friend riding the train who is also from there." Well, her friend turned out to be Brad Phillips another member of the Philly NRHS Chapter. I had been in email correspondence with him; he wanted to buy some railroad tickets from the chapter's storage unit. He had sent me a check to pay for his purchase that arrived just before we left for FLL, so I could not mail the tickets. Small world and even smaller as I will deliver the tickets personally when I am near his home in the PRC (People's Republic of California) in mid-May.



We tried to follow the sugar train from the highway but lost it once we entered Belle Glade. However, we knew from the schedule #148 was stopping there for water. The steam engine burned biodiesel and the tender held plenty of that. But water is another matter. We found the train and watched #148 as it was separated from the train and crossed the road to use a water facility normally used to irrigate the nearby cane fields.

I ran into Paul Meyers again there. He told me that the besides being known for producing sugar cane, the Belle Glade area (population about 20,000) is also known for producing future NFL players. The two local high schools, Pahokee and Glade Central, have sent over 60 players to the NFL. From 1998-2001, Glade Central was undefeated for 47 consecutive games and won three state championships.







After the fill up, the train headed east along the southern edge of Lake Okeechobee on trackage leased from the FEC. US-441 ran next to the tracks so we were able to pace it and catch it at one of the grade crossings.

You can't actually see Lake Okeechobee from the adjacent highways. There is a large berm all around the southern part of the lake to aid in flood control. The lake is land locked but is connected to the intercoastal waterway system by three canals. We had learned that there would be photo run by as the train crossed the railroad bridge over the eastern canal at Port Mayaca. So we followed our fellow chasers to there. Several chas-



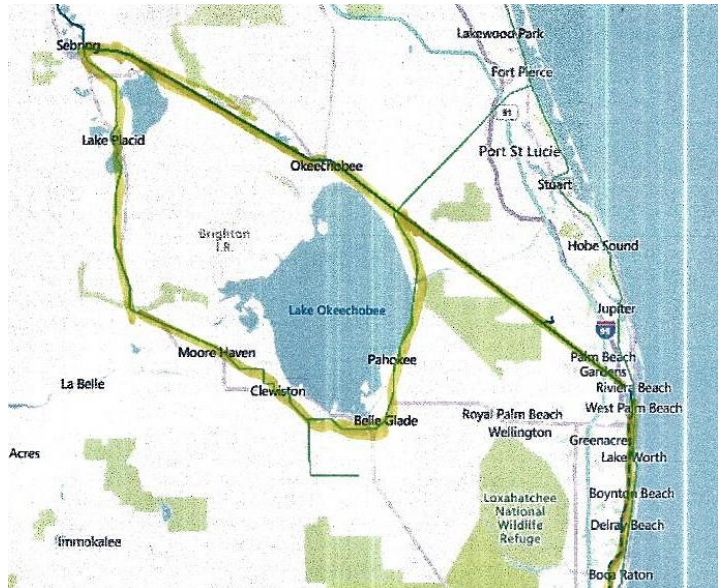
ers quickly deployed their drones as the train approached and posed for this very nice picture. Our last views of the train were as it crossed the bridge. Further east, the railroad tracks were not viewable from highway. We don't know how much further the train traveled, but per the schedule it was supposed to travel up the leased FEC tracks to near where the SCFE crosses the same CSX line on which the special train had traveled the day before. The map that follows shows the part of Florida where all this action took place.



Our chase over, we headed about 95 miles west to Punta Gorda to visit with my sister Kathy. We had looked at returning to FLL and staying at an oceanfront hotel, but the cost was over \$500 for two nights. Instead, my sister took us to Ft. Myers Beach the next day. She had moved there from Jacksonville in April 2021. This was our third visit to see her; the most recent one was back in February.

**brightline**  
**go car free.**  
**carefree.**

On Tuesday April 26, we left Punta Gorda early. It was 168 miles (it took 3 hours) drive down I-75 to Naples and then east across "alligator alley" to FLL. However, instead of heading to the airport, we headed to the Brightline station. At one of the photo stops during the sugar train chase, a local railfan asked me if I had ridden this new line yet. I had not thought of doing this until then. Brightline is



a new, private sector passenger railroad that currently goes from downtown MIA to FLL to WPB and back. The company is working hard to extend the line. Service to the Orlando airport (MCO) should begin early next year (the track is already in place at MCO) and eventually it is supposed to reach Tampa by running down the median of I-4. The line was shut down for almost 1.5 years during the Covid crisis so they could focus on construction, but operations resumed last November 8th. The line uses new diesel-powered trainsets made by Siemens in California. The engines burn "clean" biodiesel.

I have not been on this line yet. It was closed when I made a day flight trip to MIA last year and this was a very cost-effective chance to ride. Studying the schedule, it seemed the best thing for me to do was to make a round trip from FLL to WPB. Carol could drop me off and then come back less than two hours later, in time to return the rental car at FLL by 3PM. Brightline has two classes of





service, Premium and Smart, and I booked one way in each to see the difference. For the north-bound trip at 12:30PM, I booked Premium, which included free drinks and snacks in a lounge before boarding and again on board. However, we arrived at FLL station too late for me to spend any time in the lounge. My ticketing was done on line through an app, but I printed out a copy of my tickets at my sister's house just in case. The fare was \$27.

Arriving at FLL station, I was surprised by the number of railroad employee there; there were almost as many of them as there were riders. Currently, Brightline is offering free local rides from its stations. The FLL station is new

and the area around it has been developed as part of the plan to pay for the railroad. Once inside, I had to scan my ticket to enter, then went through security. It was up an escalator and then down the track to board my train. A south-bound train to MIA arrived about the same time and some riders, perhaps those geographically challenged, seems confused as to what train to board. However, there were employees on the platform to direct passengers to the right train.

I was in coach 1, the last car on the train, in Seat 7c. My chosen seat was at table in the middle of the train with power outlets, which were also available at every row. The seating is three across and is assigned, something Amtrak sorely needs. The pitch (width between rows) was much more than on Amtrak. I looked around and saw there were only three (including me) passengers in the car that had two service attendants. I was quickly offered a real drink: I had a Tito's on the rocks. I added several



packs of lemon juice that I get from Wawa (and always carry with me) so I could drink it and helped myself to several snacks, all of which were too weird (woke?) for me to eat. I settled in for a 35-minute ride. Some, but not all of the ROW is fenced in. I saw some active and some former freight sidings. There were MANY grade crossing and I have read they have had fair number of car crashes at them. The engine pictured on the previous page show a few hits on its (replaceable) plastic nose that presumably covers the front coupler.

I tried to access the Premium lounge with my ticket from the ride up, but could not. I walked across and over to the station's lower-level street entrance so I could walk to WPB's TRI-Rail Station during the time I had before my southbound train at 1:48PM. Again, the WPB Brightline station was new and was next to a new Brightline parking garage with vacant, street-level retail space. There were several vehicles there to provide local rides including what seemed to be an oversized, electric golf cart. Brightline also offered rental bikes at this location.

The Tri-Rail station was just a few blocks to the west on the same cross street. Once there, I took this picture of the restored station, which was built by SAL back in 1925. The station is served by Amtrak's "Silver" trains and since 1989 by Tri-Rail. I rode here last year





on Tri-Rail and then back to MIA during my one-day flight trip to MIA last year.

Back in the station, I walked into the MRKT, the first fully autonomous shopping venue in South Florida, powered by Zippin. To enter I had to insert my credit card into a gate and I was charged \$10. MRKT offered me a large selection of Brightline swag (I brought a hat), healthy snacks and prepared foods (bah!), cold beverages, small electronics such as chargers and headphones, and toiletries. I walked out through a different gate with my hat and the balance (\$6.09) of my purchase was automatically put on my card. This touchless shopping environment was in-line with the station's COVID safety and sanitation enhancements.



Downstairs to board my train, this time riding Smart class. My ticket cost \$14 and I was in car 4, seat 9C. Again, I was in the last car of the train, albeit the same trainset but from the other end. At this point, there is basically hourly service with more frequent service for special events. The seats were 2+2 and roomier than on Amtrak. I had a seat in the middle again with a desk. However, I moved out of my seat to one on the other side to have a different view for the ride back to FLL. We passed the Pompano Beach Airpark where I saw a large hangar for the Goodyear Blimp. There were about 18 passengers on board and one service attendant, a very chatty man named Kevin, who offered drinks and snacks for sale from a service trolley. I arrived in the FLL station on schedule at 2:23PM. Carol was waiting and we were in the FLL airport about 20 minutes later. We flew home to PHL on AA and took SEPTA from there to Jenkintown and drove home.

## Norfolk Tattoo - April 27-29, 2022

This is no not a “tat” or “ink” job, but entertainment consisting of music, marching, and the performance of displays and exercises usually by military personnel. The Norfolk event is the largest one in the US. Supposedly “tattoo” is a Scottish word for drumming. We had gone to the largest one in the world, Edinburgh Castle in Scotland, back in 1982 and a few years ago went to the largest one in North America in Halifax, Nova Scotia, Canada. We went to this one in Norfolk,



Virginia a few years ago and enjoyed it very much. We had tickets for the 2020 show, but it was cancelled. This year is the 25<sup>th</sup> anniversary of the first Tattoo in Norfolk.

We were literally back only a few hours from the Florida train chase when we flew to Norfolk on Wednesday, 4/27. We could have driven but it was basically a day’s drive each way. It was a 212-mile regional jet flight from PHL’s Terminal F and we were upgraded to first class. Once enroute, we basically flew

down the middle of the Chesapeake Bay to land at ORF around 3PM. I had shopped around and found a reasonable car rental with Avis, though we were given a Prius hybrid car that is very different to drive. Leaving the airport, we headed to the Norfolk Botanical Gardens that is literally next door. NBG is the largest botanical gardens in VA and was built as a WPA project in the late 1930s. We had been there before and given the spring season, it was well worth another visit. After some time in the visitor center, we got on the 4PM tram tour that was the last of the day even though it was open until 7PM. The 25-minute ride covered much of the 175 acres and many of the more than 60 themed gardens. After the tour, we walked through several of the gardens stopping here for this picture. The NBG is noted for Azaleas. We ended our visit by walking to the top of the berm that separates NBG from ORF. On the top were some display panels with aviation information and we were able to hear the dialogue from the control tower.

The blue plane is from a new airline called Breeze, which is the latest airline started by David Neeleman who founded Jet Blue and three others. The original plan was for Breeze to make short, nonstop flights between second-tier cities such as ORF, White Plains (HPN) and Hartford (BDL). However, it recently added much longer flights, such as flying to LAX and Vegas from both ORF and HPN.







We left NBG and drove through parts of Norfolk. We had a mediocre pizza at University Pizza despite its having excellent reviews, proving that folks there know nothing about good pizza. Our hotel for the next two nights was a Candlewood Suites booked using 22,000 IHG points.

We had tickets for the Thursday performance that started at 7:30PM so we had the whole day to see other things. Our first stop was a local train store. This place was huge. In talking with the female owner, I learned it was the largest and basically the only one left in the area. It had all the different scales and in the back of the store there were aisles of display cabinets with older used toys and trains. I could have spent hours just looking through them, but Carol was waiting in the car. They did not have the HO-sized pumpkin plants I need for my own layout, but I did buy some small things and some used magazines to read on the trip.



Next, we headed out to Suffolk, VA, about 30 miles to the west. Suffolk is known for several things.

First, the area is famous for growing peanuts; Planters Peanuts was founded there in 1912. It borders the Great Dismal Swamp and has a rich, railroad heritage. Our first stop was at the Suffolk Seaboard Station Railroad Museum. This was in a restored Seaboard Air Line (yes, this was the name of a railroad founded in the 1800s) station that was built in 1885 and had passenger service up through the late 1960s. The building also serves as the local visitor center, so I called Carol who was waiting in the car and told her to come in. We picked up several brochures for other attractions as we have booked a week in Williamsburg, VA in July.



One part of the center was devoted to peanuts, and included several Mr. Peanut characters. Outside was an N&W caboose. The other part of the building had a nice HO layout depicting the local area including a peanut farm. One model on the layout looked familiar. Turns out I had seen it at the annual NMRA convention in Ft. Lauderdale in 2002 and, in





fact, have known the man who made it, J. J. Johnson, for many years. He lived in South Jersey and after he retired from the phone company, he moved to the Hampton Roads area. I visited his layout down here a while back as well. Have not seen him in a while and heard he has some medical issues now.



historical downtown stopping at the Planters Peanut Center, which is housed in an 1889 building. Inside, was a 1936 vintage peanut roaster that is still used daily. There were several interesting displays and the place had a variety of peanut products for sale. Carol had some samples and we brought a bag of chocolate covered ones that were very good. Carol was not interested in seeing the Dismal Swamp so we headed back to Norfolk. To avoid the hassle of parking near the Scopes Arena, I decided to park at the end of the line and ride the TIDE there. The TIDE is a 7.4-mile long light rail line that opened in 2011. Much of the line was built on the former right-of-way of the original Norfolk Southern Railway (not the NS of today) between Norfolk and Virginia beach. It uses Siemens S70 LRVs that are also used in several other US cities.

We purchased Go Pass one-day tickets for \$4.50 each finding out later we could have bought senior tickets for half price. We rode to the end of the line EVMC/Ft. Norfolk not

knowing what to expect. Turns out there was nothing nearby except a huge medical center so we got back on board and rode to the MacArthur Square stop by a large urban mall. However, next door is the General Douglas MacArthur Center. We toured through the visitor center until it closed at 5PM. We will definitely go back when we are in the area in July and see the rest of the museum located in the former Norfolk City Hall.



Back on the TIDE, we rode one stop to Monticello, the closest to the arena. The literature for the Tattoo mentioned there was a festival outside of the Scopes Arena starting at 4:30PM with parades, display booths, and food trucks. We headed there expecting to get something to eat. While we saw a parade and an impressive ceremony raising the flags of all 27 NATO member nations (in alphabetical order), there was only limited food available.







Sitting by us was this very spry member of the “greatest generation” of which there are not too many left. I certainly hope I make it to 96 and look that good. We walked down to the street only to find the restaurants were either closed or takeout only. So, out of desperation, we walked to the MacArthur Center Mall and had dinner at Johnny Rocket’s and then walked back to the Tattoo. I splurged for the most expensive seats directly facing the performance. Once in our seats, we waited for the start of the performance. However, I was surprised to see a many empty seats in the arena.

The photo below shows the opening of the Tattoo that lasted two hours. There were performances by US military units from the Army, Navy, Air Force, Marines, and the Coast Guard. There were military bands from the US, UK, Belgium, Jordan, and the Netherlands. The Dutch band is unique in that they are a mounted unit that performed while riding bicycles. It was very impressed when all of the bagpipers got together. There were also performances by civilians doing highland dancing and playing musical instruments (fiddle and bagpipes), as well as several choral groups.





The best part of the performance is the finale which lasted over 15 minutes. Here all of the various military units, the bands, and other performers came out into the arena at the same time. The various military bands were formed into one unit playing the theme songs of the US armed services. Those (active or veteran) in the arena were asked to stand when the theme song for their branch of service was played. I stood for the Navy song having served two years in the USNR as part of NROTC when in college. The grand finale was quite colorful while hearing the music from the massed bands and bag pipers. It ended with several featured performers singing taps.

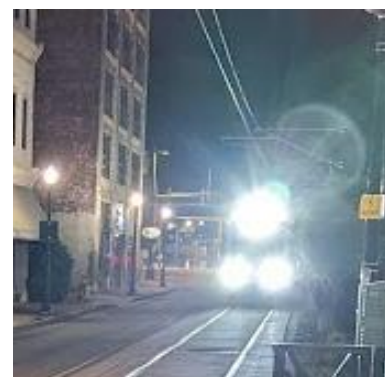


But then to everyone's surprise, through a video link, there was a woman in the Ukraine singing as well. The crowd applauded loudly; Seeing and hearing this I was quite touched. A French admiral stationed at the NATO Headquarters in Norfolk took the finale salute and the various units all marched away. We walked out and we could mingle with the performers. I was given this sticker by a member of the Belgian band. We walked to the Monticello station and got on an incoming TIDE. The



ride took about 20 minutes. We were in our hotel another 20 minutes later after stopping a near bye Wawa to fill the rental car. It stopped at 1.8 gallons but I forced it to 2.1 gallons.

The next AM the ORF airport was only 4 miles away. We had an 11:32AM flight, but this one was on my least favorite plane, the EMB-145 "tube jet." However, the round-trip flights did get me 1863 loyalty points. The flight flew over the Eastern Shore to Rehoboth, Delaware. We crossed the lower Delaware Bay flying over South Jersey before turning left to land on the shorter crosswind runway by Terminal F. Once we had our bags, we made the 2:07PM SEPTA train. There were no announcements on the train and I was engrossed in reading through some of the travel brochures I brought back with me. I looked up and things did not look familiar. We were on the wrong train. Normally the airport trains continue onto the Jenkintown station, but this one went to Fox Chase. Once there, the next train back to Center City was in 25 minutes and then we would have to double back from Temple University so this would take maybe 1.5 hours. Instead, we did a 15 minute LYFT ride to Jenkintown for \$18 and were home shortly thereafter.



Our next trip is to the PRC (CA) on May 13-22.



# Train Shows in June and July of 2022

One does not normally associate the summer with train shows, nevertheless I attended six in June and July of 2022. Albeit two required distant travel.

The first show was in Johnson City, TN on June 3-4, 2022. I had picked up a flyer for it back in February when at a show near Asheville, NC. It is marketed as The Big Show and held in the Mini-Dome (it was huge) on the campus of



Eastern Tennessee State University. This was the first time I attended this show and visited Johnson City. There were maybe 100 tables and two modular layouts which kept me interested for several hours on June 3<sup>rd</sup>. It was nice to see some different dealers and displays for a change. The show was sponsored by the George L. Carter RR Museum located in the basement of the ETSU Student Center. The next day I visited the Museum, which has several layouts, also hosts a NRHS chapter and a fantastic HOn3 layout from the East Tennessee & Western North Carolina (a.k.a. "the Tweetsie") Historical Society.





Later on this trip, I explored Johnson City's historic downtown that was shaped by several railroads. There was a union depot for the Tweetsie and the East Tennessee & Virginia, a Southern Railway predecessor. The depot has been restored and now houses a taco restaurant and a brew pub. Several other historic buildings have been repurposed. The former SR



freight house will soon become the City's visitor center. On the way back to Charlotte, NC for the flight back to PHL, I stopped in Erwin, TN, which was once the headquarters of the Clinchfield Railroad. CRR was a small Class I railroad that was jointly owned by the ACL and the L&N with tracks in KY, VA, TN, NC, and SC. Its major yard was located in Erwin, but is now almost all gone. The former station now serves as the local public library.

The next show was on Saturday, June 18<sup>th</sup>. This was an annual sale of donated books at the headquarters of the Anthracite Railroads Historical Society, right next to NS tracks and the Lehigh River. There were also donated HO models for sale, and I came away with some great bargains.





The next was the Brooklawn, NJ show on Saturday, June 25th. This show was sponsored by the Strasburg Model Railroad Club of New Jersey. I have been to their shows before, though not in the summer. I had two tables selling things for GATSME, the Philly NRHS Chapter, and myself. Attendance was a bit off compared to their other show dates (their next



one is on Saturday Nov. 19<sup>th</sup>). There were about 50 tables and two small layouts. Vendors were treated to great donuts from Deluxe Bakery in nearby Runnemede. I had my 5-year-old granddaughter with me for her first (and probably not last) train show.

On Saturday, July 16<sup>th</sup>, I had tables at the Flash Train Show at Renninger's Farmers Market in Kutztown, PA. I have been to this show several times, which is held outdoors under two large pavilions (each 350' x 60'). This show originated two years ago during the COVID crisis when all the indoor shows were cancelled. Attendance was less than their prior shows as expected. My sister Kathy, who was visiting from Florida, helped me man the tables. By the way, there is no admission charge at these shows, the next of which is on Saturday Oct. 15<sup>th</sup>.

The next day, Sunday July 17<sup>th</sup>, I was at the Greenberg Show in Oaks, PA. This show had started the day before. I was there to help man the division's table and saw some of you there. We gave away free model railroad magazines and tried to recruit new members. There seemed to be fewer vendor tables and more layouts this time. Before the show started, I was able to walk by most of the tables and did make some nice purchases. The next train show there is on January 14-15, 2023.





The last show I attended was the St. Louis RPM meet at the Gateway Convention Center in Collinsville, IL on Friday, July 29 & Saturday, July 30<sup>th</sup>. This annual meet, which started 15 years ago, is the largest RPM event in the US. Admission was \$35 for the two days. I have been to this meet several times before as most of the displays and vendors are from the Midwest. This was perfect for me, given that my layout features the Illinois Central Railroad in central Illinois in



August 1969. Attendance this year was about 650, down about 50 from last year's record attendance. There was no meet in 2020 so the 2021 show saw pent-up demand. This meet had over 100 tables of display models, scores of vendors, and about 20 railroad historical societies, plus two modular layouts. There were two rooms of clinics that ran both days. The meet features a theme each year and this year it was "kits."

I attended two clinics on the C&IM, one from Tangent Models on its 86' auto parts boxcar, and the featured clinic on Friday evening from a new manufacturer of 3D-printed kits who explained the various different 3D technologies. On the show floor, there were several small manufacturers selling 3D-printed parts and kits. I did make several purchases, including these basement bilco doors. There were an extensive number of door prizes, but for once I came up short. 📞





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](mailto:cchillemi@comcast.net)

## Susquehanna Division

### **Mini-Con, Blue Ridge Summit, Pennsylvania, Saturday, April 8, 2023**

NMRA, MER South Mountain Division and Mainline Hobby Supply hosts its 9th annual Mini-Con at the Blue Ridge Fire Hall, 13063 Monterey Ln., Blue Ridge Summit, PA 17214.

Come enjoy from 9 AM to 3PM, this one-day free event one block north of Main Line Hobby Supply, consisting of prototype and modeling presentations, formal and informal clinics, modular displays, interaction with our fellow hobbyists and beginners plus a 10% discount at Mainline Hobby Supply.

This no admission charge, wheelchair accessible, educational event is open to the public for promotion of the hobby of Model Railroading.

## 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 50<sup>th</sup> 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 50<sup>th</sup> anniversary:**

**1968    &    2018**

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

**The cost is \$35.00 each**

**OR**

**a set of both numbers for \$65.00.**

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

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

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

**(Photo/artwork on next page)**

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

Name\_\_\_\_\_

Address\_\_\_\_\_

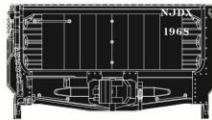
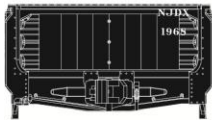
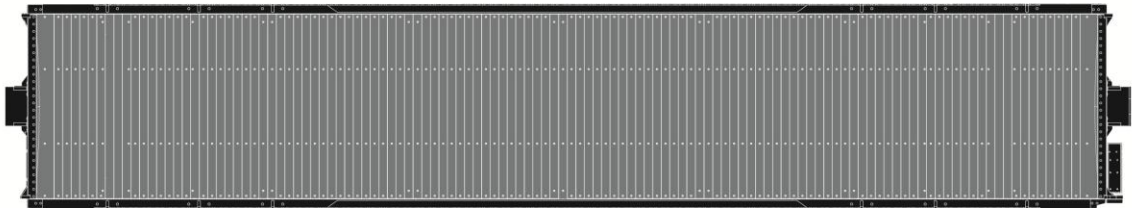
City, State and Zip code\_\_\_\_\_

Telephone\_\_\_\_\_Email\_\_\_\_\_

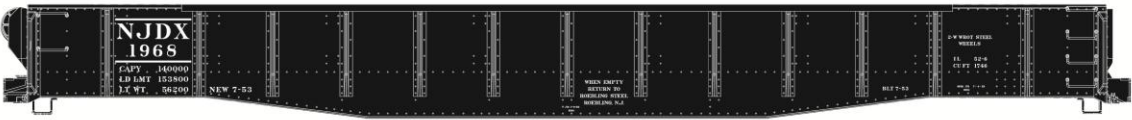
See Tangent website for more info [support@tangentscalemodels.com](mailto:support@tangentscalemodels.com)

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





**TANGENT**  
SCALE MODELS







[Click here](#) for the most recent issue



[Click here](#) for the most recent issue



[Click here](#) for the most recent issue



[Click here](#) for the most recent issue



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

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

YouTube channel:

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

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

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

## Upcoming NMRA Conventions



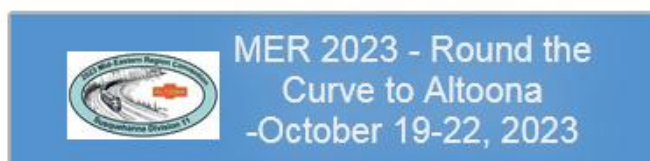
[2023 Texas Express](#)

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](mailto: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:

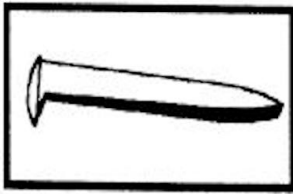
POLO

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: \_\_\_\_\_



# Improve your modeling with a few sheets of paper.

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

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

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

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



**We make it more fun.**  
[www.nmra.org](http://www.nmra.org)

