



THE DISPATCH

The Journal of PhillyNMRA

August 2025

	<h1>THE DISPATCH</h1>															
	<h2><i>The Journal of PhillyNMRA</i></h2>															
<h2><i>August 2025</i></h2>																



October 16-19, 2025
Crowne Plaza Hotel
King of Prussia, PA

Saturday October 18th

	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
Breakfast (Restaurant): Included in Hotel Stay	Breakfast – 7 am to 10 am															
Clinics:		Clinics 8 am to 12 pm					Clinics 1:30 pm to 4 pm									
Contest Room:			Closed for Evaluations 9 am to 4 pm													
Hands-On Extra Fare:							#802 – Kato Mini Module 1 pm to 4 pm									
Layout Tours				Layouts Open: 10 am to 4 pm												
Op Sessions:																
Mike McNamara's Northeast Kingdom Railroad			#306 – 9 am to 12:30 pm													
Steve Salotti, NMR's New York, Susquehanna & Western (NYS&W)				#803 – 10 am to 2 pm												
Other:	Superintendents Breakfast: 7:30 am to 9:00 am										Cash Bar	Banquet 7 pm to 10 pm				



THE DISPATCHER

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



August 2025

PhillyNMRA.org

Volume 32, No. 4

In this issue...

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



**Drilling with
Wire-Size Bits**



**The White Rails
of Italy**

- | | |
|--|---|
| 3 Form 19
Division Officials | 15 Video Vigilante |
| 4 September Meet Details
Division News | 22 Prototype Railroad News |
| 5 Election Results/Analysis | 25 For a Laugh |
| 6 In Memoriam | 26 Additional Upcoming Events |
| 7 September Meet Maps
Upcoming Events | 28 Cincinnati Division Car
Train Trivia Answers |
| 8 June Meet Report | 29 New Jersey Division Car Sale |
| 13 Philly Train Trivia | 30 NMRA/MER Publications &
Conventions |
| 14 Division Organization
Hobby Shops | 31 Division Apparel |
| | 32 Golden Spike Application |

THE DISPATCHER

Submissions: *THE DISPATCHER* welcomes any model or prototype 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: October 2025. Due out approximately October 20. Deadline for submissions: October 10.

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

Print version: Print subscriptions are no longer available. A brief summary of upcoming events is mailed to new members.

EDITORIAL STAFF

Editor/Publisher

Howard Kaplan
P. O. Box 399
Honey Brook, PA 19344
610-626-4506
hakaplan@rcn.com

Contributing Editors

Charles Long, Rob Hinkle, Earl Paine,
Bill Fagan, Joe Walters MMR,
Adam Eyring

Authors: Drew Marshall, Mike Dettinger



From the Super's Desk

Welcome Fellow Modelers! The 90th anniversary of the NMRA has been a busy one for our division. As I write this there are 62 days remaining until the Philly Express. Hosting the regional convention this October will be our division's honor. I am proud of our board and auxiliary board members. They are true professionals who are eager to help in making the division successful.

The following is an update of our plans for October:

- 1) We have secured the hotel, the Crowne Plaza in King of Prussia.
- 2) We have secured clinics and open houses and are still looking for more volunteers and a few more clinicians.
- 3) We will have procured operating layouts and prototype train rides.
- 4) We will host a banquet on Saturday night. There will be a guest speaker and awards will be presented for excellence in modeling

There are many venues for shopping and dining in the vicinity of the hotel as well as a casino. I am sure if you choose to attend our event, you will not be disappointed.

After the convention, the November Model Railroad Open House event begins. We are very lucky to have so many layouts to visit in our division. Please show your support for these modelers by visiting their homes during November.

Below are some upcoming dates to be aware of:

- 1) September 6 – Philly Express volunteer orientation meet
- 2) October 16-19 - Philly Express MER convention
- 3) November 8 – Philly/NJ Division joint meet in Wilmington, DE

The region is still looking to fill vacancies on the MER board. If you are interested please contact a member of the board.

On a sad note, it is with great sorrow that I mention the passing of a Philadelphia Division member and a close personal friend, Roger Ossman. I met Roger about 30 years ago. He was in a different orbit of modelers. In 2015, he joined our Wednesday night operating crew. Our group meets each week throughout the year, so I got to know Roger very well. From 2015 until last year, he and I traveled together attending the MER conventions and all RPM meets. We covered a lot of miles during these travels. We also covered a lifetime of stories and experiences. He was my confidant and my brother.

He was proud of his service at the Philadelphia Navy Yard. I served on two ships that he was involved with. I told him they both sank. He was proud of his family and enjoyed spending time with them at his beach house.

There hasn't been a Wednesday since he has passed that we haven't reminisced about Roger and the fun we had with him. We talk about his even-keeled personality. He never got angry. He never got flustered. We speak about how we had never seen him get upset. There are too few people like him.

He was a valued friend. I miss him very much. He will always remain in my heart. I'm sure now he is in a better place, free from pain and suffering; for that, I am thankful.

I hope to see you soon at the convention and division meet in November.

Joe

DIVISION OFFICIALS

Superintendent

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

Assistant Superintendent

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

Clerk

Charles Long
227 Locust Rd.
Fort Washington, PA 19034
215-247-1951
prtptc17@navpoint.com

Treasurer

Jeff Witt
117 Chestnut Valley Dr.
Doylestown, PA 18901
267-261-3229
jlwitt@yahoo.com

Directors at Large:

Clinics Chair/Door Prizes

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

Member Outreach

Steve Wysowski
860-329-2055
swysowski@gmail.com

Venues

Alan Silverblatt
215-248-2262
alan.silverblatt@gmail.com

Achievement Program Coordinator

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

Layouts/Video - Bill Fagan

215-675-4098
bfagan777@hotmail.com

Webmaster - Howard Kaplan

610-626-4506
hakaplan@rcn.com

September Meet – Volunteer Recruitment and Orientation for Philly Express MER Convention

On Saturday September 6, 2025 the Philadelphia Division will meet at the Crowne Plaza Hotel, 260 Mall Boulevard, King of Prussia, PA 19406. The exact location within the hotel TBD. Map and directions on page 5. The meet will start at 10:00am and likely last an hour and a half.

In preparation for our hosting the 2025 Mid-Eastern Region Convention happening October 16th through 19th, this meet's theme will be "Volunteering for the Philly Express" to rally, orient, and further recruit volunteers to help run the convention.

September's meet will give us an opportunity to get acquainted with the convention's site, facilities, ask questions, and "kick the tires." We will be discussing all the facets of the convention, including the timing and location of all the events. At this time, volunteers will be able to learn about the various positions in which they can participate and sign up for their preferred jobs and time slots. Below are the positions that we need to fill:

- | | |
|---------------------|---------------------------|
| • Convention Setup | • Clinic Rooms |
| • Registration Desk | • Vendor Room |
| • Contest Room | • Train Show |
| • White Elephant | • General Floor Volunteer |

Following the program, attendees will be able to tour and familiarize themselves with the facilities.

Remember that all volunteers, clinicians and interested

members will need to register for the convention.

Note: Outside food and drink are not permitted. Plenty of eateries in King of Prussia for after the meet.

Philly Express Update

We are excited to offer the following convention activities: 60+ clinics, 45 confirmed layouts, operating sessions, modular layouts and displays, contests, white elephant sale, door prizes, manufacturer displays, SIG displays, train show, Colebrookdale Railroad facility tour and excursion, West Chester



Railroad excursion, and awards banquet. For details: <https://phillyexpress.org/>.

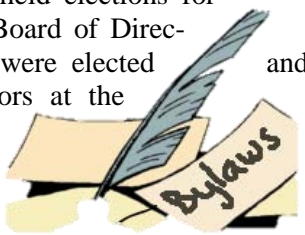
While most people reading this are capable of visiting the website and registering online, a registration form and a convention apparel order form are included in this issue just in case. Let us also remind you that the deadline is for the early registration discount, August 31, is quickly approaching, so if you haven't registered, yet, do so right away so you don't forget. If you need to change or add anything to your registration, contact the Registrar at mer-registrar@mer-nmra.com or (410) 442-0446.

We expect everyone in the Philadelphia Division to come out and join us at the convention, pitch in, have a great time, and in doing so help make this one of the best conventions ever!

Division Board Reorganizes

This past June, the Division held elections for four open positions on the Board of Directors. The following individuals were elected and subsequently installed as directors at the board meeting that followed: Jeff Witt, Rob Hinkle, Steve Wysowski, and Alan Silverblatt. Election results analysis provided by Mike Dettinger on page 5. The board then elected board members to the following positions:

Joe Walters, MMR – Superintendent
Rob Hinkle – Assistant Superintendent
Charles Long – Clerk
Jeff Witt – Treasurer



Steve Wysowski – Director at Large
Mike Dettinger – Director at Large
Alan Silverblatt – Director at Large

A complete list of chairmanships and duties can be found on the Division Organization page and on the website.

November Model Railroad Open House Event

Once again, the November Model Railroad Open House event will be held this fall. Signups to put your layout on the tour will begin on September 1st and must be done online at <http://modelrailroadopenhouse.com/>.

The Philly Division runs like a well-oiled locomotive. And the best way to keep it that way is through the active participation of our division members. The Philly Division’s board of directors strives to create the most positive model rail-roading experience for all our members.

The board is open to suggestions from the membership. Board members usually attend all division meets and are just a phone call or email away. If you know a great location for a future meet, wish to present a clinic at a meeting, or have an idea that benefits the Philly Division; the board wants to hear from you. Active engagement has been the key to the success and longevity of the Philly Division since 1969.

The board of directors consists of seven members that are elected in staggered two-year terms. Four are elected during odd years, and the other three during even years. An election is held every year. Any member in good standing can submit their name to the nominating committee which actively seeks candidates in April for inclusion on the ballot sent to the membership shortly thereafter. I would encourage every member so inclined to throw their hat into the ring.

For FY (fiscal year) 2025, we had four open board spots. One incumbent member, Kevin Feeney, decided not to seek re-election, however, two members of the general membership stepped forward to insure a full slate of candidates.

Since FY 2022, we have been using the Election Buddy system to manage our elections. Each member in good standing that has provided the NMRA with a valid email address receives an email containing a personal ballot and voting instructions. Additionally, we have sent a paper ballot to each member in good standing which could be mailed to the election team for counting. There are controls in place to prevent members from voting online and submitting a paper ballot.

For FY 2026, we would like to reduce our costs and eliminate the need to send out a paper ballot to every member. To achieve this goal, we need the help of the entire membership by their consideration and thoughts on the ideas presented below.

- If you would like to retain paper ballots, please let a board member know. For FY 2025 we received 13 paper ballots as compared to the 49 online voters. Another option could be to mail a postcard with a ballot only, leaving candidate bios posted online only—or just a note to contact us to receive a paper ballot. The postage for mailing paper ballots with bios cost the division over \$200.00. This expense could be reduced or eliminated if the membership agrees.
- Verify that you have your current, correct email address on file with the NMRA. For FY 2025, not all members provided email addresses. Of the 13 paper ballots received, eight members could have voted online. Five members did not provide email addresses. To reduce mailing costs moving forward, we could send paper ballots only to members who do not have an email address on file.
- Election Buddy provides a report on the success of every member email it sends out. With a valid email address, your ballot will reach your email. If the email provided is invalid (bounced), the election team can reach out via phone and send the ballot to the corrected email address.

The Philly Division sends a group email notifying the membership that the ballots will be sent out soon after. In under 24 hours, you should receive your email ballot. It is very possible that the Election Buddy email may get caught up in a

spam or junk folder. If the ballot is not there, reach out to the election team and they will send you your voting link directly.

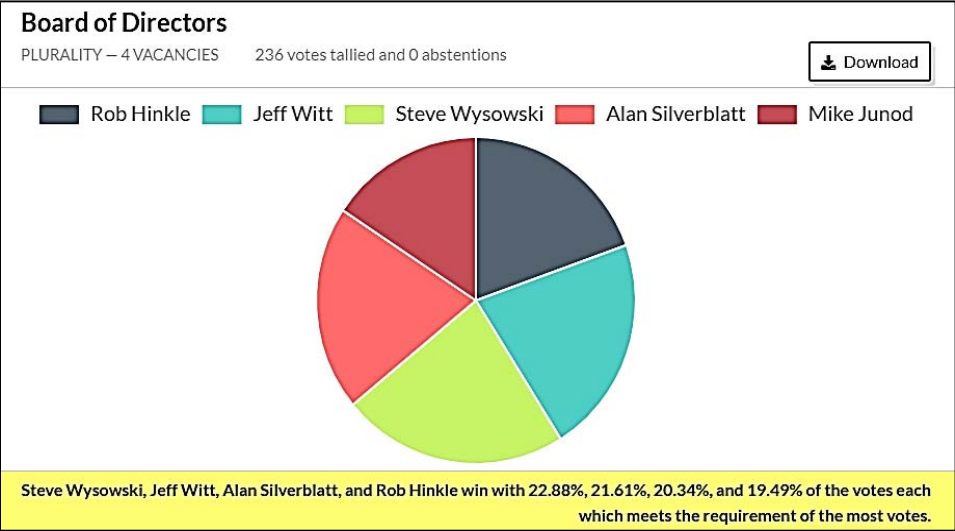
I would like to welcome Alan Silverblatt as the newest member of the board and offer my congratulations to Rob Hinkle, Steve Wysowski, and Jeff Witt for their continued service. Our new electees will be joining Joe Walters, Charlie Long, and Mike Dettinger to round out the 2025 board. And a very special thank you to Mike Junod for his candidacy and to the entire membership of the Philly Division for their participation.

62 ballots submitted of 226 eligible voters (3 opened) – 27%

5 ballots added after the election started.

221 emails sent - 0 notices queued

2 notices undeliverable. [Fix it](#)



Joe Bergmaier



Joseph Philip Bergmaier, Jr. passed away peacefully at home, surrounded by his loving family. He was 76 years old.

Born in Philadelphia on September 22, 1948, he grew up in Philadelphia, Croydon, and Valley Forge, where he developed the strong family values and work ethic that would define his life.

He met his beloved wife Sandra Woehr, at the Boulevard Dance as a teenager. They married in 1969, beginning a devoted partnership that would span over five decades.

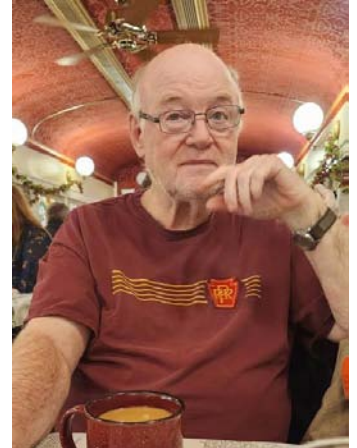
After graduating from LaSalle High School, he proudly served his country in the U.S. Navy from 1969 to 1973. Later, Joe returned to college, earning his degree in Civil Engineering from Temple University in 1991.

Joe dedicated his professional life to construction, working for a handful of businesses including Berkeley Construction, the company founded by his father. As a respected project manager and estimator, he built not only structures but lasting relationships throughout the industry.

A devoted family man, Joe was the proud father of two children, Melissa and James, and cherished grandfather to six grandchildren.

Joe's passion for youth development shone through his years of coaching soccer and baseball, where he served as President of the Simpson Athletic Association. Even in later years, he continued this commitment by helping coach his granddaughter's soccer and softball teams, always encouraging young athletes to do their best.

His hobbies reflected his attention to detail and love of craftsmanship. As an avid model railroader, he served as first assistant superintendent, then superintendent of the Philadelphia Division of the National Model Railroading Association, sharing his expertise and enthusiasm with fellow hobbyists. Joe led the division decisively through some rough waters as well as our first MER convention in almost two decades, and increased participation among members. He was a strong advocate for involving scouts and youth in model railroading.



Roger Ossman



Roger W. Ossman, age 78, passed away following a long and brave hospital stay surrounded by his loving family.

He was born in Darby, PA to the late Al and Minnie Ossman. He graduated from Collingdale High School in 1966. Roger worked as a pipefitter and retired in 1995 from the Philadelphia Naval Shipyard. After retirement he earned an associate degree in Computer Aided Drafting from Delaware County Community College. Roger's love for model trains was instilled in him as a child by his father. That interest continued throughout his life. He spent many hours working on his basement train layout. He was a member of Nordel Model Railroad Club, the National Railway Historical Society as well as helping out at Nemours Children's Hospital on their train layout.

Roger was one of the Delaware crew of the Philadelphia Division and faithfully traveled up to the Philadelphia Division meets. And speaking of that, Roger helped out the division in a big way. Our Wilmington venue would not allow us to leave our trash behind. Every November, Roger would take the trash home and dispose of it himself.

He was a man of few words, but those who knew him, loved him. He would do anything for anybody - especially his children and grandchildren. Besides model railroading, Roger's other interests were Sudoku, spending time at their Lewes beach home, tinkering in the garage and being "Mr. Fixit" for his grandchildren's toys.

Roger is survived by his best friend and loving wife Ann (Naughton) of 48 years, his son Tim, daughter Katie and cherished grandchildren Brooklyn and Shane.



Directions to the September Meet

DIRECTIONS:

PA Turnpike East or West: Take Exit 326 Valley Forge, I-76E to Exit 328B to US-202N

From South: I-476 to Exit 16 – Schuylkill Expressway (I-76W), then see below

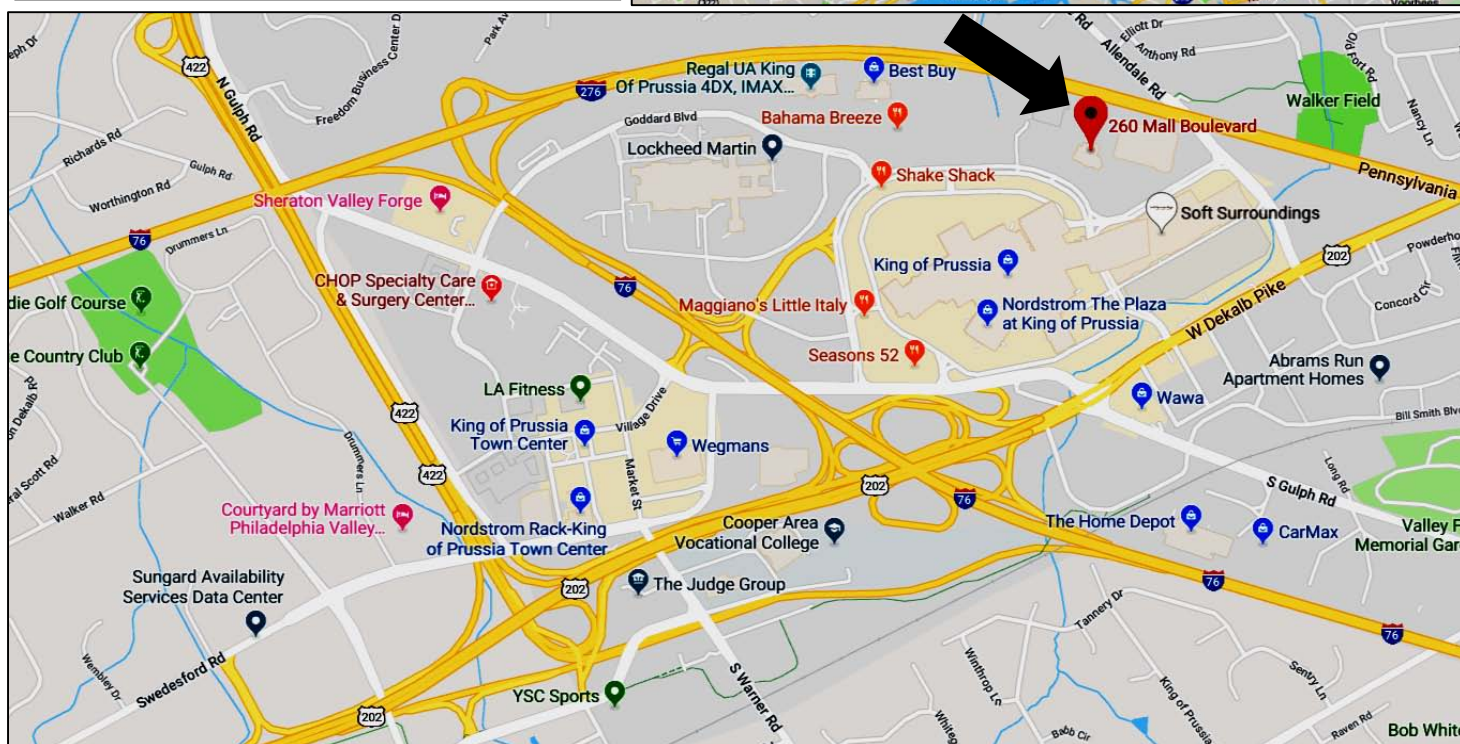
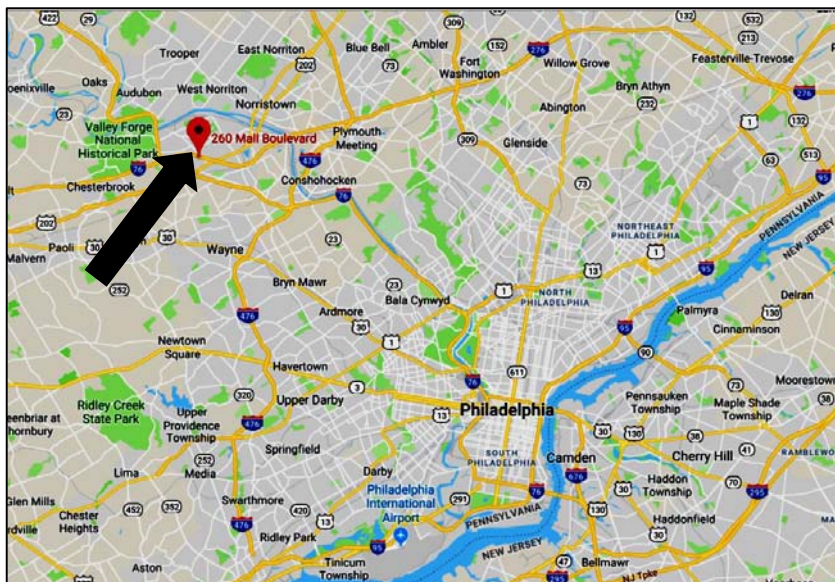
From Philadelphia: Schuylkill Expy (I-76W) - Either Exit 328B to US-202N or Exit 327, turn left on Mall Blvd.

From Northwest: US-422 South to US- 202N

From US-202 North, left on Mall Blvd.

From US-202 South, right on Mall Blvd.

Independence Ballroom North. From the main hotel entrance: Turn left, pass the restaurant and make a right at the hallway past the Independence South, second door on the right. **From the entrance next to the Fairfield Inn:** Make a left into the first hallway and second door on the right.



Planning Ahead – Division Meets & Other Upcoming Events

September 6, 2025

Philadelphia Division Meet – Philly Express
Convention Volunteer Orientation
Crowne Plaza Hotel, 260 Mall Blvd
King of Prussia, PA 19406

September 19–21, 2025

Anthracite RR Modelers Meet
Reading Heritage Museum
500 S. Third Street
Hamburg, PA 19526

October 16–19, 2025

MER Convention “Philly Express”
Crowne Plaza Hotel
260 Mall Blvd
King of Prussia, PA 19406

November 8, 2025

Philadelphia/NJ Division Joint Meet
Brandywine Town Center Community Center
4050 Brandywine Parkway
Wilmington, DE 19803

January 2026 (tentative)

New Jersey/Philly Division Joint Meet
TBA

February 2026 (tentative)

Susquehanna/Philly Division Joint Meet
TBA

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



On Saturday, June 14th the Philadelphia Division met in Montgomery County, Pennsylvania at Abington Township's Alverthorpe Park. Because of the success of previous years, a picnic was again held this year.

Thirty-six division members were signed in, but there probably were a few more in attendance who were missed at the check-in. We also had two guests from the New Jersey Division and a guest from the Susquehanna Division.

Superintendent Joe Walters welcomed everyone and conducted the annual business meeting. The first clinic presentation featured member Fred Monsimer who provided an introduction to modeling the iron and steel industry. The second presentation was given by NJ Division member Drew Marshall who provided views of Eric Dervinis's Bloomsburg branch of the DL&W. Sadly, Eric passed away recently and close friend Drew wanted to pay tribute to Eric's extensive involvement in model railroading with a last look at his impressive layout.



Superintendent Joe Walters, MMR welcomes the attendees and makes introductory announcements



Layout open house hosts awarded their certificates: L to R: Bill Howard for Rockledge, Norma Toll, and Mark Kessler, with Layout Coordinator Bill Fagan standing behind

and Rob Hinkle were re-elected to the board for additional two-year terms. Alan Silverblatt was also elected to the board for a two-year term replacing retiring Kevin Feeney.

Charcoal-grilled hot dogs and hamburgers with all the fixins were provided for lunch by our volunteer pitmasters, Jeff Witt, Steve Wysowski, and Steve Salotti. Again, Alverthorpe Park proved to be a great facility and we thank Kevin Feeney for making the necessary arrangements.

After the meet, attendees were able to travel less than two miles east to visit the GATSME/Rockledge Model Railroad Museum layout and similar short distances to visit the home layouts of Mark Kessler and Norma Toll. As for layout photos, Mark Kessler appeared in August 2024, Norma Toll in August 2023, and Rockledge in August 2022.



Treasurer Kevin Feeney presented an income statement for the ten months ended 5/31/2025. Revenue totaled \$2,174.34 while expenses totaled \$4,116.57 with the resultant loss \$1,942.23 (\$184.82 without convention expense). Account balances totaled \$21,172.25.

Assistant Superintendent Rob Hinkle provided his report. Clerk Charles Long reported that the most recent listing from the region showed we have 240 members in the Philadelphia Division. 192 are regular members, 6 are family members, 34 are life members, and 8 are promotional Rail Pass members.

Earl Paine presented Achievement Awards on a posthumous basis to Eric Dervinis; they were accepted by his sister who was in attendance at the meet.

The votes received through the election buddy online system and mailed in ballots were summarized and presented. Steve Wysowski, Jeff Witt,

Alan Silverblatt was also elected to the board

WE WELCOME OUR NEW PHILLY DIVISION MEMBERS

**Peter Becker Community
Model Railroad Club, Harleysville, PA**



As model railroaders would say, a nice turnout

Officials deliver their reports during the business meeting:



Howard Kaplan, Editor/Webmaster



Treasurer Kevin Feeney



Clerk Charles Long



Clinicians Fred Monsimer (above left) and Drew Marshall (above right) receive their appreciation certificates from the super



Elise Dervinis, sister of Eric Dervinis, accepts his Achievement Certificates posthumously from the super and AP Coordinator Earl Paine

Break time



Pitmasters Steve Wysowski, Jeff Witt, and Steve Salotti prepare and serve lunch



Drilling with Wire-Size Bits

by Drew Marshall

At the Philadelphia Division meet held on 14 June 2025 newsletter editor Howard Kaplan gave a “what I did on my summer break” assignment to the membership. Howard asked the membership to snap a few pictures of their home empires and write a few words. Since bare plywood and cardstock mockups aren’t very visually exciting or appealing I decided to expound upon I topic I frequently read about in various email groups in which I am a member: How do you drill with those &\$#@?! tiny bits and not constantly break them?

The first mistake the uninitiated make is having too much of the bit exposed (figure 1). Most flat, resin car kits have side and end castings in the 0.040” thickness. A one-piece body kit may have thicker sides and ends to account for interior bracing of the casting, usually in the 0.080” range. I’m using resin rolling stock as an example as most modelers are familiar with them, but the item does not matter, it could be a structure, a vehicle, or a scenery item such as a tree. When drilling into material it best to only have 0.010” to 0.020” more than the base thickness of the part to be drilled (figure 2). Having more bit exposed than required only leads to flexing and bending of the bit which will result in bit breakage and vocabulary familiar to sailors. No matter the item or the material, the biggest cause of breakage (and sailor language) is excessive exposed bit length

The next step to preventing bit breakage is to make sure you keep your bit sharp. The easiest way to keep the bit sharp is to lubricate it. The easiest lubricant to keep on our work areas is a block of beeswax; you can’t spill a solid block and cause more sailor language. To use beeswax as a lubricant all one must do is occasionally push the exposed bit into the block of wax. Some modelers give the bit a slight twist while it is in the wax, but I have never found it necessary. You can find beeswax on the well known online auction website as well as the web retailer named for a famous South American rain forest.

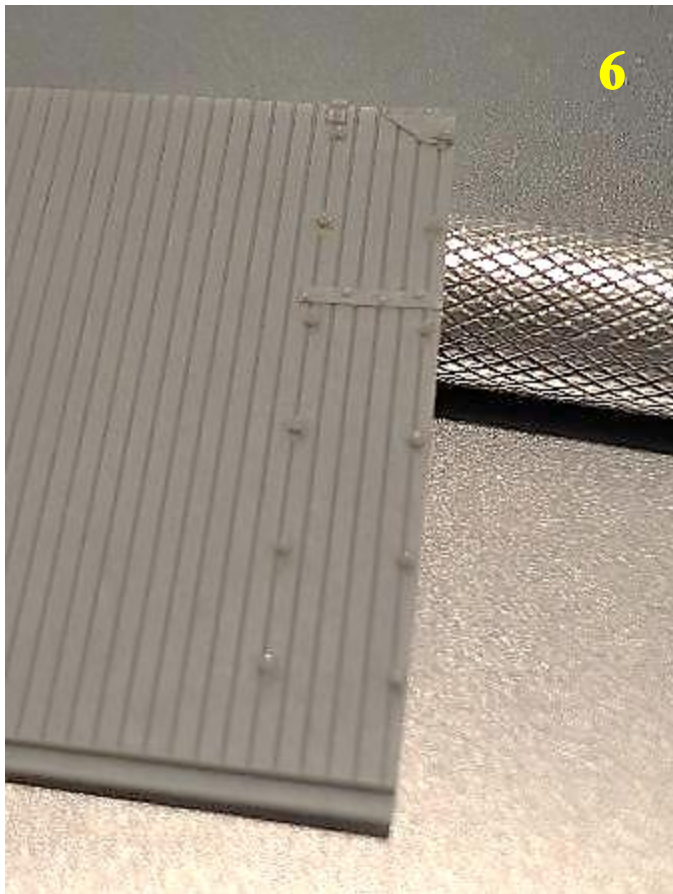
This brings us to the final point: How do you know your bit is getting dull? As you drill, the drill should do the work with only slight pressure from you. If you have to exert force while drilling, it is likely the bit is dull or the sharp tip has broken off or been damaged. There is also a telltale sign your bit is sharp—the bit should have a curled thread of removed material coming from the area being drilled (figures 3 and 5). If you are not seeing a curl of removed material, your bit is dull and it is time to replace it. Also, never force the bit. If it seems the bit is not removing material back it out slowly, push it into the beeswax and make another attempt. Forcing the bit will cause it to break. One final point on materials—the newer styrourethanes are soft and easy to drill. I can easily



drill all the holes required for several Sunshine, Speedwitch, Westerfield, or Funaro & Camerlengo with one bit using the techniques outlined in this article.

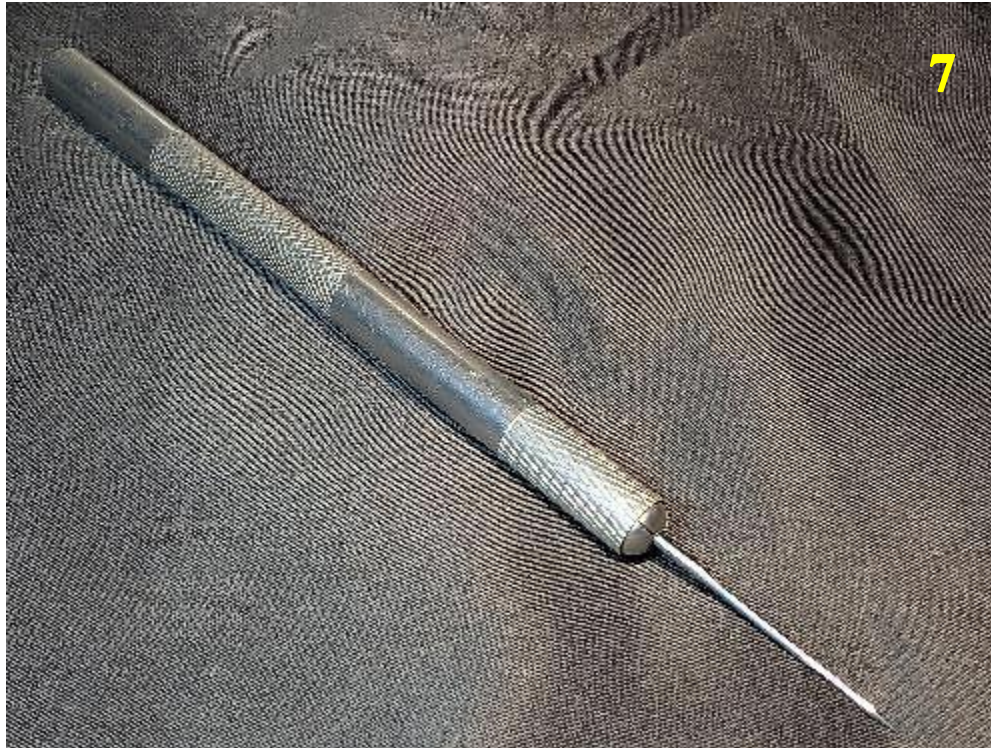
Since I mentioned topic of resin car kit manufacturers, let me make a few points regarding their casting materials. First, the early Westerfield kits (they have an Elk Grove Village address) were cast in a lead-filled polyester which is dark in color. This polyester will dull bits quickly as well as being very brittle. Second, early Funaro & Camerlengo kits were cast in a tan-colored Alumilite or tan polyester product which are both quite hard and dull bits fast. The tan polyester is also quite brittle. One final resin car kit manufacturer I will mention even though the kits are not plentiful on the secondary market is Dennis Storzek Modelmaker. Most of you are familiar with the late Mr. Storzek's Accurail line of plastic freight cars, but prior to that endeavor, Mr. Storzek had a line of resin car kits that are still considered state of the art today as well as when first offered back in 1983. These kits are cast in an epoxy which can have varying densities even within the same kit. I have managed to drill several kits with one bit and other kits required several bits to drill all the holes. With suppliers such as Speedwitch (later Sunshine), early ones were cast in Alumilite), and Resin Car Works use the newer, softer styrourethanes which drill easily.

One final point to wrap up this topic is where to drill. Most kits will include a dimple (figure 5 to the right of



the drilled hole) where you should drill. Westerfield has included a drill starting dimple since their first kit, the 1300 series XL boxcar, was first offered in the early 1980s. Funaro & Camerlengo have finally started including drilling dimples in their newer kits, but with many of the older ones as well as castings made in worn out molds, (figure 6) you have to create your own starting dimple. It is best to use a tool like that shown in figure 7 which is nothing more than a denim needle in a hobby knife handle. The use of a magnifying device with bright illumination is also recommended while creating these dimples. I hope these tips will help improve your modeling time and decrease your usage of sailor language. Happy drilling!





About the author...

Drew Marshall is a member of the New Jersey Division as well as the RPM-Valley Forge. He is a serious modeler working on a layout. Most recently he presented a clinic for the Philly Division's June meet.

Philly Train Trivia

by Adam Eyring

- 1) How many AEM-7 and ALP44 locomotives did SEPTA have?
- 2) How many ABB N-5 cars are on the Norristown High speed Line?

Answers on page 28.

Division Organization

BOARD OF DIRECTORS (elected)

OFFICERS

Superintendent – Joe Walters, MMR (2026)
Assistant Superintendent – Rob Hinkle (2027)
Clerk – Charles Long (2026)
Treasurer – Jeff Witt (2027)

DIRECTORS AT LARGE

Mike Dettinger – Clinics (2026)
Steve Wysowski – Member Outreach (2027)
Alan Silverblatt – Venues (2027)



AUXILLIARY OFFICIALS (appointed)

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

HELPER SERVICE

EVENTS

Clinics – Mike Dettinger
Layouts – Bill Fagan
Venues – Alan Silverblatt, Jeff Witt, Kevin Feeney
Steve Wysowski
Refreshments – Bill Fagan, Joe Walters, Kevin Feeney
Door Prizes – Mike Dettinger, Kevin Feeney
Certificates/Awards/Printed Materials – Earl Paine,
Howard Kaplan

MEMBERSHIP

Member Outreach – Steve Wysowski
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, Charles Long
Layout Video – Bill Fagan
Photography – Rob Hinkle, Howard Kaplan, Bill Fagan

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.



Bill Fagan: *The Video Vigilante*



Photos are snapshots from videos/slideshows 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. 191 layouts with 815 videos and 2865 followers on YouTube with 1.518 million views.

↓ Robert Bucklew's Quaker Valley RR

2 levels, 3' aisles, 2% grade, 30" to 48" curves and 44" to 62" high benchwork. HO scale. See video here: https://youtu.be/8v_Z15vm-rE?si=6kaW1AY_fm8jzbnw



Jim Grill's Neshanic RR

Neshanic River Railroad.
N Scale, DCC Digitrax controlled. Point to point.

See video here:

<https://youtu.be/782ZHDyicPk?si=BMfwLtyZcjg5l5K1>



↓ Chuck Higdon's Key West & Northern RR

Key West and Northern is a multi-leveled HO layout depicting scenes along the Florida East Coast Railway. Some scenes in New Jersey and then a small section of Switzerland. The layout can be operated by from three up to a dozen people. A one-way run is over 400 feet. Powered by MRC's DCC system with mostly wireless controllers. See video here: <https://youtu.be/GlzhOfCDFr0?si=V19gPUsAk2iIEC83>



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

The White Rails of Italy

by Mike Dettinger

TrenItalia is the Italian State Railroad and operates many routes between various Italian cities in three basic service levels. Freccie or Arrow Service offers direct connection between selected Italian cities. The fastest service is Freccerossa (or Red Arrow) which travels at 190 mph. Travel times between Trieste and Mestre, just outside of Venice, are approximately 100 minutes.

InterCity Trains travel at a healthy 125 mph. It is very similar to limited or express trains in the US. They only stop at the major transportation hubs between the destination cities. The travel time between Trieste and Venice St. Lucia station is two hours.

Regional Service is very similar to a local commuter service. It will stop at every station and typically travel at slower speeds than the other services. The travel time between Trieste and Venice St. Lucia station is three hours.



Commuter and Limited Trains at Trieste Centrale Station

As I was in Trieste, my hope was to take the Freccerossa from Trieste Centrale to Venezia Centrale, and a commuter run across the bridge to Venezia San Lucia. The entire trip would take about two hours, however, the goal, of course, was to get on the Red Arrow.

My traveling companions, however, did not want to change trains since we had our luggage in tow. Since the InterCity offered direct service—approximately the same running time between Trieste and Venice San Lucia and was 30% cheaper; it was not an argument that I was going to win. We decided taking the InterCity service directly to San Lucia Station was the best option.

In Trieste Centrale, the trains and track infrastructure looked reasonably close to the rail infrastructure in southeastern Pennsylvania. As my journey unfolded, I noticed something that I had never seen anywhere before. I will share that unique feature at the end of this article. Since I did take a lot of pictures along the way,

and the journey is just as important as the destination, I will offer the chance to spot this strange railroading practice for yourself.

From the stub end 8-track Trieste Centrale station, our train passed the passenger yard. There was no sign of anything out of the ordinary. The three-axle yard switcher was cute, and different, but not unexpected in Italy.



Yard goat



Trieste Yard

Upon leaving the yard in Trieste this unique feature became really apparent. Here are some photos of general rail-roader interest. The unique feature can be seen in each of these photos—see if you can spot this unique feature yourself.



If you have not spotted the difference, the next picture is a dead giveaway.



White painted rails on mainline welded trackage

Mainline welded rail in Italy is painted white to reflect the heat of the sun. By painting the rails, they will remain up to 20F degrees cooler than without a coating. Cool rails will not expand as rapidly as bare rails; this is important for continuously welded rail laid in traditionally hot and sunny locations.

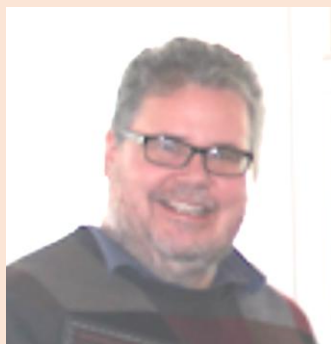
The introduction of expansion joints to relieve expansion forces would also require speed reductions and sacrifice ride quality. The white paint reduces the longitudinal expansion forces on the rails while preventing buckling. Secondary lines and storage tracks are typically not painted since the rail is bolted together.

You can visit: <https://pwayblog.com/2016/09/16/white-rails/> for the math and physics involved in painting mainline track.

While painting rail is not a popular American practice, it is good to keep this practice in mind as your modeling may take you towards international rail subjects.







About the author...

Mike Dettinger currently serves on the Philadelphia Division Board of Directors as Clinics Chair. He has presented numerous clinics over the years, both for the division and region, and for RPM events. He is also a frequent contributor to The Dispatcher.

Mike's modeling is eclectic, having dabbled in many scales and gauges, often involving the inclusion of decoders for animation. His latest concentration is in N-scale T-TRAK, for which he has conducted a workshop for the division as well as planning to deliver hands-on clinics at the upcoming Philly Express convention.

Private company AmeriStarRail proposes cross-country Auto Train service with Amtrak

[David Lassen](#)

June 9, 2025
'Transcontinental Chief' would cover New York-LA route in less than 72 hours, offer drive-on service for truckers
<https://www.trains.com/>

Waukesha, WI

Wilmington, DE – AmeriStarRail, which for some time has been proposing privately owned and operated passenger service on the Northeast Corridor, has gone in a new direction with its latest proposal — literally and figuratively.

The company is now proposing a long-distance train that would offer coast-to-coast service in less than 72 hours between New York and Los Angeles — not just for passengers, but for truck drivers and their tractor-trailers. And it has asked Amtrak to partner in the effort, in a June 30, 2025, letter from AmeriStar Chief Operating Officer Scott Spencer to Amtrak President Roger Harris.

The "Transcontinental Chief" would include drive-aboard service for truckers, allowing them to make use of Amtrak coach, sleepers, and dining cars as they continue to travel during their federally mandated rest periods. The train would also offer Auto Train service for passenger cars and vehicles, including charter buses. The service would also include a Harrisburg, Pa.-Washington, D.C., section.

AmeriStarRail says that the train would replace existing *Southwest Chief* and *Pennsylvanian* service. It would use existing TTX flatcars and auto carriers, along with Amtrak locomotives and passenger cars. Because of this, and because it would be on a route that is mostly double track, the company says the operation could begin as soon as May 10, 2026, in time for events marking the 250th anniversary of American independence. It notes that is subject to agreements with the host railroads on its proposed route: BNSF, Norfolk Southern, and NJ Transit.

ASR says in its letter to Harris that its "proprietary operating techniques will help prevent the chronic train delays and service disruptions of Amtrak's previous inefficient operation of lengthy trains for mail and express services." The company also says it plans to complete plans for bilevel trainsets by Oct. 1, 2025, "with features and amenities to ensure that Amtrak passengers will have the finest trains available for travel across America."

Spencer's letter concludes, "*The Transcontinental Chief* will be a great opportunity for Amtrak to team up with the private sector to confront the challenges of its money losing long distance trains and create opportunities to usher in a profitable Golden Age of rail travel for passengers and truckers, with the ingenuity of free enterprise, as we celebrate our great nation's 250th birthday next year.

"We look forward to putting together a mutually beneficial, privately funded proposal for *The Transcontinental Chief* for Amtrak to consider."

Drive-on trains for truckers with sleeping car accommodations have existed in Europe for some time, although they are exclusively for intermodal, not a mixed freight and passenger operation. RAlpin, the company operating such trains through Switzerland is preparing to shut down this year in light of the completion of new rail tunnels [see "[Drive-on piggyback service](#)" *Trains News Wire*, May 6, 2025].

Amtrak declined to comment on the proposal, which AmeriStarRail said it had also sent to President Donald Trump, Transportation Secretary Sean Duffy, members of Congress, and the Federal Railroad Administration.

More on AmeriStarRail is available at [its website](#).

From 11Alive News Channel 11

Train bursts into flames after crash with semi-truck in Union City; 4 injured

Dajhea Jones

July 9, 2025

<https://www.11alive.com>

Atlanta, GA

Union City, GA – Four people were hurt Wednesday afternoon when a semi-truck collided with a train in Union City, officials said.

The crash happened around 2:24 p.m. near Stonewall Tell Road and Westbrook Road, according to South Fulton Police.

Union City fire officials said the impact caused the train to catch on fire. At least one person was ejected from the semi-truck during the crash.

Two people in the truck and two on the train were injured. Initially, officials said three of them had serious injuries and one is in critical condition. By the evening, South Fulton police reported that two of the people who

were on the train and went to the hospital were cleared, having no injuries, and the truck driver was in critical condition.

As of Thursday afternoon, officials confirmed the driver remained in the hospital and the passenger was set to be released later in the evening.

11Alive's SkyTracker flew over the scene, showing the front of the semi-truck separated from the rest of the vehicle. The remaining part of the truck was seen on the tracks in front of the train. Police cars and an ambulance responded to the scene.

CSX is investigating the cause of the crash.

From *Wilmington News Journal*

Commuter train to Washington may be in Delaware's distant future

Shane Brennan

July 15, 2025

<https://www.delawareonline.com>

Wilmington, DE

Delaware's commuter rail service is in danger. However, a new train may be arriving.

But it won't be anytime soon. The Maryland Transit Administration and its MARC commuter rail [released a long-term plan](#) in June that includes potential train service from Wilmington, through Baltimore, all the way to Washington, D.C. The "unconstrained" version of the plan – without financial or other limits – includes an expansion of MARC's Penn Line past Perryville, Maryland, through Cecil County, Maryland, and into Newark and Wilmington.

Right now, the rare full Penn Line trip from Perryville to our nation's capital takes a little less than two hours. A drive without traffic from Wilmington to Baltimore requires a little over an hour. A rare traffic-free drive from Wilmington to Washington takes about two hours.

But don't buy tickets just yet. The plan would allow for pilot trips to Wilmington after 2031, but does not factor in daily, consistent Delaware service until the 2040s.

The plan proposes that in 15 years, two morning and evening peak trains would connect Wilmington and Baltimore every day. In time, that could become service every two hours.

"MARC's extended Penn Line service into Delaware, coupled with the Plan's proposed frequency and service hour improvements, will increase the number of people and jobs accessible within a half mile of MARC stations by 78 percent," the Maryland Transit Administration said in an emailed statement.

TRAIN SERVICE IN DELAWARE

The Maryland Transit Administration said this is a roadmap "for future MARC service and was developed without being limited by financial and other resource constraints." It wants to connect with Southeastern Pennsylvania Transportation Authority service to Philadelphia and beyond, but SEPTA's service in Delaware is on the chopping block because of absent funding from a stalled Pennsylvania commonwealth budget.

The SEPTA financial crisis did not factor into these plans, the transit administration said, because analysis for the plan began in fall 2023. The Maryland Transit Administration said it has met with the Delaware Department of Transportation, SEPTA, and track owners Amtrak and CSX, and those conversations helped form this ambitious plan. Amtrak is the host of the Northeast Corridor track that the MARC Penn Line and the SEPTA Wilmington/Newark Line trains use, so they will have to be consulted.

SEPTA TROUBLE

The Delaware Transit Corp., which operates the DART First State bus system, already pays approximately \$10.6 million annually to SEPTA and Amtrak for the trains and the track in the state.

A DelDOT spokesperson said that there has not been "additional progress" on expanding Maryland's service and no one has signed a contract. They are unaware of any ridership projection studies from Maryland. None of this is simple, and the Delaware expansion assumes that cooperation, resources and finances will be abundant.

"To expand MARC service into Delaware, Amtrak would need to be consulted to determine how additional service can be operated on this segment of Northeast Corridor, and we remain hopeful that SEPTA funding issues will be addressed in Pennsylvania that will allow service to continue in Delaware," a DelDOT spokesperson said.

Union Pacific floats transcon merger trial balloons: Analysis

[Bill Stephens](#) |

Increasingly detailed leaks and CEO comments test reaction to a potential merger deal with Norfolk Southern
July 18, 2025 <https://www.trains.com/>

Waukesha, WI

Union Pacific appears to be using a familiar playbook that large, publicly traded companies trot out when considering mergers and acquisitions: Send up trial balloons and see how they fly.

These trial balloons let management gauge market reaction, political sentiment, and how the media might spin the story, all without committing to a deal. They also allow a company to shape the narrative.

Yesterday the *Wall Street Journal* reported that UP was having merger talks with Norfolk Southern. There was no guarantee the talks would result in a deal, the newspaper said, citing people familiar with the matter.

The Associated Press reported later on Thursday that UP and NS began merger talks in the first quarter of this year, citing people familiar with the matter. Similar reports emerged from Reuters and the *Financial Times*.

It was the second straight day of leaks to the media. *Semafor*, an online publication, reported on Wednesday that UP was working with the investment bank Morgan Stanley for advice on potential mergers, again citing people familiar with the matter. *Semafor* earlier had reported that UP was in merger talks.

An educated guess would be that these deliberate leaks came from within Union Pacific Center at 1400 Douglas St. in Omaha, Neb. It's possible, but seems less likely, that the slow drip of information came from 650 W. Peachtree St., the NS headquarters in Atlanta.

There was certainly no leak involved when UP CEO Jim Vena touted the benefits of mergers — and acknowledged the regulatory risks — in an April interview with *Trains*. “I think it’s a win for our customers and a win for competition and it’s a win for how the country should move ahead. Now, on the regulatory front, it’s complicated,” Vena said.

The magazine’s May 12 report, “[Some Class I railroads take a fresh look at mergers](#),” sparked a wider public conversation that included rail executives, investors, analysts, and the business media.

Within a few weeks, top executives from all of the major railroads gave their outlooks on potential Class I mergers. Investors weighed in, too. NS and CSX stock prices have rallied on merger speculation, while UP’s has remained flat, perhaps an indication of concern over regulatory risk. A TD Cowen shipper survey found that two-thirds of rail customers would support a transcon merger so long as it offered concessions such as reciprocal switching. And Surface Transportation Board Chairman Patrick Fuchs carefully sidestepped questions about mergers.

The progression here — Vena sounding like a man in a merger mood, followed by leaks that offered increasingly more detail — are a test of how the market, investors, competitors, customers, and regulators would react to a potential deal. It’s a strategic process that unfolded predictably.

What happens next is not so predictable. Certainly, this is a case of where there’s smoke there’s fire, and you can believe the media reports that cite people familiar with the matter. Until there’s a formal merger announcement, though, we’re left with questions — lots of them.

Could another suitor emerge now that the railroad world knows UP and NS are in talks? To protect his shareholders, NS CEO Mark George will have to seek other offers, if only to know if whatever merger premium UP is willing to pay is in the ballpark.

If UP and NS reach a deal to form the first transcontinental railroad in the U.S., how will Western rival BNSF Railway react? Will it begin talks with CSX? Or will it tap owner Berkshire Hathaway’s nearly bottomless cash reserves and start a bidding war for Norfolk Southern?

If talks with NS are a dead end, will UP seek to partner with CSX?

In the current political environment, it seems unlikely that Canadian National or Canadian Pacific Kansas City could enter the fray. Can you imagine the reaction in Washington if a Canadian railroad were to propose acquiring one of the Eastern U.S. railroads? Hoo-boy.

Since one merger deal will inevitably lead to another — leading to two coast-to-coast railroads in the U.S. — how will that play with shippers, regulators, elected officials, and the Justice Department?

And how could any deal get past go without a voting trust? Among other things, voting trusts allow shareholders of the railroad being acquired to cash out right away, rather than waiting for the regulatory process to play out over 18 months or more. In the battle for Kansas City Southern, the STB shot down CN’s request to

put KCS in a voting trust, and analysts believe that decision shut the door to use of a voting trust under the board's tougher 2001 merger rules.

Amid these questions, three things seem clear. First, any merger application will face an uphill battle given the STB's untested and tougher 2001 merger review rules. Second, no application will be filed until a third Republican is named to the STB, which would break the current 2-2 split along party lines. And, third, it sure will be interesting to watch this chess match unfold.

For a Laugh

A man and a Priest

A man told his priest, "I have a desire to live forever."

"You should get married," the priest replied.

"Will that make me live forever?" asked the man.

The priest looked at him and said, "No. But it will kill the desire to."

At the Age

Most people are at the age where they use their phones to document the good times in their lives. I am at the age where I use my phone to take pictures of labels so I can use my fingers to enlarge them so I can read the print

A Man and the Lord

A man, deep in thought, was walking along a beach in California when he looked up to the sky and said, "Lord, if you would, grant me just one wish."

Clouds covered the clear blue sky and a booming voice called out, "Because you have been faithful to me all these years, my son, what is your wish?"

"I would like you to build a bridge to Hawaii so I could drive over anytime I wanted."

The Lord said, "That is very materialistic. Think of the enormous challenges for that undertaking. The supports required to reach the floor of the Pacific Ocean, the amount of concrete and steel it would take over thousands of miles. I can do it, but it is hard for me to justify your desire for worldly things. What other wish would you want?"

The man thought then said, "I want to be able to understand women. What they mean when they give you the silent treatment, why they cry, what they mean when they say, 'Nothing', and how can I make a woman truly happy."

The Lord replied, "Do you want 2 lanes or 4 lanes on that bridge?"

The Memory of an Elephant

I have the memory of an elephant. I went to the zoo once and saw an elephant.

Chipping onto the Green

A woman was playing in a prestigious LPGA event with her the other members of her foursome and was about to chip onto the 4th green. She noticed a hearse driving by with a long line of cars behind it. She removed her visor and bowed down until the last car had passed.

One of the women in the group said, "My word, that was very nice and respectful of you to do that."

The woman replied, "It's the least I could do. We were married for 35 years."

Why Women Lead Happier Lives than Men

The main reason why women lead happier lives than men is because most of them don't have wives.

You Might be a Redneck If.....



Additional Upcoming Events

(Mid Atlantic Train Show List, Model Traub Shows And Schedules 2.0 Facebook page and subscribers.)

Highlighted events signify club participation.)

Ongoing 2025 – Tour the Red Caboose. PRR 477123, built in 1917, at the Lewes Junction Railroad & Bridge Association. 1st & 3rd Sundays. Hours 10a-2p, weather permitting. The caboose is located between the Lewes Public Library and the Lewes History Museum, 111 Adams Ave., Lewes DE. For details, please visit: www.lewesjunctionrr.org.

Ongoing until October 26, 2025 – Shop Tours. Strasburg RailRoad, 301 Gap Rd., Ronks, PA. Advanced reservations are strongly recommended call 866-725-9666. Kids under the age of 5 not permitted, 5-17 must be accompanied by a paying adult. All participants MUST sign a release form upon check-in. Due to the nature of the facility, tours are not accessible to individuals requiring mobility devices. Guest are encouraged to wear appropriate footwear, high heels and flip-flops are discouraged.

Ongoing until November 2025 – Steaming Day at the Marshall Steam Museum at Auburn Heights. 3000 Creek Rd., Hockessin, DE. 1st Sunday of each month. Hours: 12:30-4:30p. Admission: \$15-Ages 13+, \$10: Ages 12 & under. FREE: Infants under 1 and Friends of Auburn Heights Members. Every Steamin' Day Ticket Includes:

- Unlimited rides in one of our antique autos and on the Auburn Valley Railroad (1/8-scale coal-fired and diesel trains).
- Popcorn Treats: Fresh-popped popcorn from our vintage popper.
- Inside the Marshall Steam Museum, explore the world's largest operating collection of Stanley steam cars, a working 1930s Standard gauge train layout, engaging exhibits, and the gift shop.
- Crafts and fun activities for the little ones inside the museum.
- Firing Up Demonstrations to see how we set a steam car in motion at 1:30 PM.

For an additional charge – \$8-Ages 13+, \$4-Ages 12 & under, FREE-Infants under 1 – tour the 1897 mansion, home to three generations of the Marshall family, operated by Auburn Valley State Park.

August 24, 2025 - Central Pennsylvania Chapter NRHS 49th Annual Train Show & Sale. Warrior Run Fire Department Social Hall, Second St., Allenwood, PA. Hours 9a-2p. For details, please visit <https://www.centralpanrhs.org/> or contact Mark Irvin via email at irvinwepfer@msn.com or (717) 343-7182.

August 24-25, 2025 – Long Island Railroad Festival. Railroad Museum of Long Island, 440 4th St, Greenport., NY. Hours: 10a-4p. No other information at press time.

September 3-6, 20, 2025 – All O Scale meeting sponsored by the Narrow Gauge Modeling Company. New Hope Church, 584 Colonial Club Drive, Harrisburg, PA. For details, please visit: <https://www.facebook.com/no1narrowgaugemodelingcompany/>.

September 11-14, 2025 – Mid-Atlantic Railroad Prototype Modelers Meet. BWI Doubletree by Hilton, 890 Elkridge Landing Rd., Linthicum, Maryland. Our Railroad Prototype Modelers meet offers clinics, model displays, vendors, open houses, and operating sessions, in addition to plenty of networking and camaraderie. For details and registration please visit <https://www.marpm.org/> or contact Jerry Britton via email at jerry@pennsyr.com or call 717-979-9167.

September 13-14, 18-21, 2025 – Day Out With Thomas. Strasburg Rail Road, 301 Gap Rd., Ronks, PA. Trains depart: 9:45a, 10:45a, 11:45a, 12:45p, 1:45p, 2:45p, 3:45p (**Last train 1:45p on September 18**). Tickets start at \$28. Get ready for smiles, laughter, and unforgettable family memories! Thomas the Tank Engine™ is rolling back into Strasburg Rail Road, and you won't want to miss the pure delight your little ones face when they see all their favorite characters come to life. After your scenic journey through the beautiful Lancaster countryside (pulled by Thomas himself!) your kids will enjoy a full day of Sodor-themed fun at the station — featuring live entertainment, photo ops with their favorite characters, and a specialty gift shop. Tickets sell quickly, so [book now](#) to secure your preferred date and time. We can't wait to welcome you aboard!

September 21, 2025 (Rain date-September 28) – Delmar Heritage Day. Hours: 10a-2p. There will be free carriage rides, a live band, a rock-climbing wall for the kids, craft and food vendors and more! Club will have a free gift for visitors, railroad-related items for sale. For info, visit: <https://www.townofdelmar.us/heritage-day.htm>

September 21, 2025 - TCA Atlantic Division Train Show. Ballroom at the Phoenix, 1661 Mill Road, Chichester, PA 19061. Hours 9a-1p with TCA Members admitted at 8am. New trains, collectibles and running trains. For information, please call Bob Lubonksi at 856-608-9265. For registration, please call Chris Bogus 610.888-3115.

September 28, 2025 – H.C. Wilcox Technical High School Railroad Hobby Show. 298 Oregon Rd., Meriden, CT. Hours: 9a-3p. Admission: \$5, kid under 10 FREE. FREE parking, handicapped accessible facility. Spend the day enjoying 10,000 sq. ft. of model trains, toy trains, railroad accessories and memorabilia featuring operating model railroad layouts, hands-on activities, great food and fun for all ages. Proceeds benefit the Wilcox Student Council. For info, contact Wilcox Student Council at Wilcox.studentcouncil@cttech.org or call 203-848-9683.

October 12, 2025 – The FREE Leesport Toy & Train Show. 302 Gernants Rd., Leesport, PA. Hours: 8a-1p. FREE admission. Trains and toys of all eras for collectors and operators. FREE vendor tables but you must call or email for tables (limit 2 tables per vendor). Toy or train related merchandise only. If you have any questions, contact: Gary @ 610-587-8139, Don @ 800-789-5068 or TrainShows@cabinfeverauctions.com.

October 16-18, 2025 – Train Collectors Association (TCA) Eastern Division York Meet. York Expo Center, 334 Carlisle Ave, York, PA. TCA membership required to attend. Other future dates at <https://easterntca.com/read-more.htm>.

October 16-19, 2025 – Philly Express, the 2025 NMRA Mid-East Region Convention. Crowne Plaza King of Prussia Hotel, 260 Mall Blvd, King of Prussia, PA 19406. Enjoy our train show featuring vendors selling new and used model trains, railroad collectibles, and more. Operating model railroad displays. Open to the public in conjunction with NMRA MER Regional Convention. For details please visit <https://phillyexpress.org/> or contact Kevin Feeney via email at ic4277eb@yahoo.com, call (203) 246-1675 or visit <https://phillyexpress.org/>

October 23-25, 2025 – Fall York Train Show. York Fairgrounds, 334 Carlisle Ave., York, PA. Admission: TCA members: \$14, guest registration: \$22, spouses of TCA members: \$2, children under 18: FREE. York Preshow in Purple Hall – October 20-22. Preshow is free to public.

November 8-9, 2025 – Allentown Train Meet Associates First Frost Train Meet. Allentown Fairgrounds Agri-plex, 1925 W. Chew St., Allentown, PA. Hours: Sat: 9a-4p, Sun: 9a-3p, open both days 8a for pre-registered ticket holders only. Admission: Adults pre-registered \$10, at door \$15, kids 12 & under FREE. Operating train layouts, vendors, historical societies. Proceeds benefit Rockland High School Band. For info, contact secretary@amherstrail.org or call 860-209-8155.

November 22, 2025 – Hartly Train Show. Hartly Volunteer Fire Co., 2898 Arthurville Rd., Hartly, DE. 9a-3p. Admission: \$5, kids 12 and under FREE. Over 150 tables of toys and trains. A model train will be on display in the engine bay. Food is available for purchase made by the Ladies Axillary. For more info, visit: <https://hartlyfire51.com/>

November 22-23, 2025 – Town of Oyster Bay Model Train Show. Hicksville Community Center, 28 West Carl St., Hicksville, NY 11801. Hours 11a-4p both days. Proceeds to benefit the Oyster Bay Railroad Museum. For additional information, please visit <http://www.trainville.com/>.

November 30, 2025 – Train Show sponsored by the Hagerstown Model Railroad Museum. Washington County Agricultural Center, 7303 Sharpsburg Pike, Boonsboro, MD. Hours 9:00am-1:30pm. For information, please visit <https://www.antietamstation.com/>

November 29-30, December 6-7, 2025 – DelMarVa Model Railroad Club Annual Open House. 103 E. State St., Delmar, DE. Saturday: 11a-4p; Sunday: Noon-4p. Free parking and admission. 8,000 sq ft of trains. 7 layouts displaying T-Scale to G-Scale, raffle prizes, white elephant table, "Seek and Find" scavenger hunt game, food and drink by St. Stephen's Church youth group, railroad videos playing throughout the day. For more info, or call 302-548-4586 or visit our website: <http://www.delmarvamodelrailroadclub.org/>.

December 2, 2025-January 8, 2026 – Eagle Line Railroad Model Railroad Display. 12169 Ober Ln., Ridgely, MD. Every Tuesday & Thursday. Hours: 7p-9p. Handicapped accessible. FREE admission. Donations appreciated. Santa will visit Tuesday, December 23. **Open House Sunday December 21, 28, 2025 & January 4, 2026. Hours: 1p-4p.** Call 410-310-2861 or visit: <http://www.EagleLineRailroad.com>.

January 4-5, 11-12, 2026 – DelMarVa Model Railroad Club Annual Open House. 103 E. State St., Delmar, DE. Saturday: 11a-4p; Sunday: Noon-4p. Free parking and admission. 8,000 sq ft of trains. 7 layouts displaying T-Scale to G-Scale, raffle prizes, white elephant table, "Seek and Find" scavenger hunt game, food and drink by St. Stephen's Church youth group, railroad videos playing throughout the day. For more info, or call 302-548-4586 or visit our website: <http://www.delmarvamodelrailroadclub.org/>.



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://cincy-div7.org/car-projects>

Train Trivia Answers

by Adam Eyring

1) How many AEM-7 and ALP44 locomotives did SEPTA have?

Answer: SEPTA had seven AEM-7 and one ALP-44 locomotives.

2) How many ABB N-5 cars are on the Norristown High speed Line?

Answer: The Norristown High-speed line has 26 ABB N-5 cars available according to a 2008 roster.

PRICE NOW \$20 PER CAR! HURRY WHILE QUANTITIES LAST!

SHIPPING COSTS REMAIN THE SAME

New Jersey Division 50th Anniversary Gondola

50th Anniversary Gondola

A review of the cars. They are \$35 each, or a set of two for \$65. Car numbers are 1968 and 2018, which was the year that the New Jersey Division was founded and the year we celebrated our 50th anniversary. The model is from Tangent Models and is a superb model of a 52'6" Riveted Drop End Gondola with 70 ton trucks. The placement of the brake wheel on the side is an identifying feature of a drop end Gondola. They're ready to run and come with Kadee couplers.

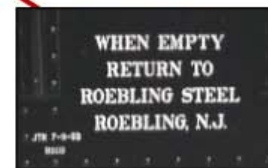
We acquired equal amounts of the two car numbers. Cash or check will consummate the deal and you'll be hauling stuff around your layout in no time!

These are excellent looking and beautifully running cars, but, a car not decorated for a prototypical railroad, they do have the look of a gondola that you might see in any train consist from the 1930's to the 1980's.

To order cars Contact Mike Prokop at njwrr@aol.com or by mail use the Order Sheet. USPS Priority Mail postage is: \$9 for one car and \$10.75 for two cars.



The Reporting Marks "NJDX" for this car identify the owner as the New Jersey Division and the "X" designates a Private or Non-railroad owner.



This Stencil indicates the Gondola is in Assigned Service to Roebbing Steel. It must be returned to Roebbing after its load has been delivered.

The car body is black with white lettering and data conforming to the 1950s

The cost is \$35.00 for one car or a set of both numbers for \$65.00

A check made payable to the NJ Division must be included

Name _____
Address _____
City _____ State _____ Zip Code _____
Telephone _____

See Tangent website for more information
support@tangentscalemodels.com
Return this form to NJ Division NMRA;
PO Box 276, Crosswicks, NJ 08515-0276



[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

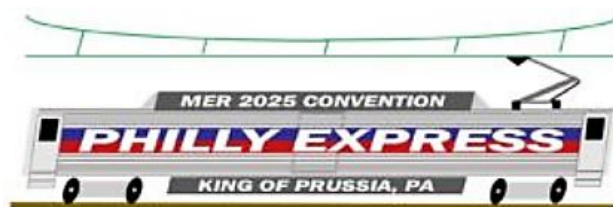


2026 Scenic City Express, Chattanooga, TN

2026

2026 NMRA National Convention – Chattanooga, TN

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.

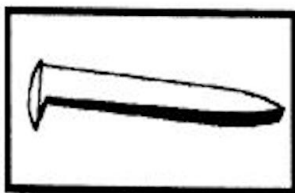
Manufacturer’s descriptions and specs:

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: _____

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

