



THE DISPATCHER

The Journal of PhillyNMRA

February 2026



Underground Railway Women – Women at work on London's Tube Network, 1942. Mrs Vera Hibberd (seated left) at work in the signal box at Wembley Park station to check up on trains which vary a minute or two from the set timetable. Behind her, the two signalmen can be seen at the control panel. Mrs Hibberd is the mother of two children and her husband is serving in the RAF. (By Ministry of Information Photo Division Photographer - <http://media.iwm.org.uk/iwm/mediaLib//42/media-42451/large.jpg> This photograph D 9483 comes from the collections of the Imperial War Museums., Public Domain, <https://commons.wikimedia.org/w/index.php?curid=24357398os>)



THE DISPATCHER

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



February 2026

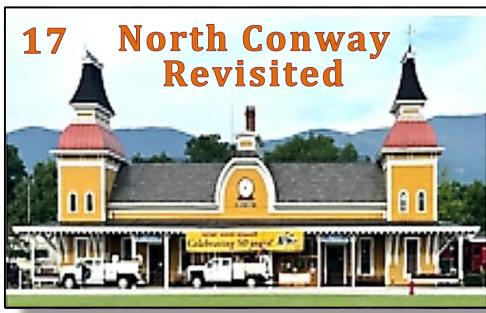
PhillyNMRA.org

Volume 33, No. 2

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Revisited

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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: March 2026. Due out approximately March 20. Deadline for submissions: March 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.

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From the Super's Desk

The division is off and running as we start a new year. We manned a table at the Oaks train show in early January. Our first joint meet of this year was with our friends from the New Jersey Division. We will be meeting with the Susquehanna Division on February 28.

This year I made my first trip to the Amherst Train Show in Massachusetts. It was an eye-opening experience. The venue comprised of four buildings. There was a great mix of vendors and manufacturers with a variety of displays and merchandise. However, there was an issue—the predicted snow caused many vendors to leave a day early. Still, all in all it was a terrific experience—a show that all modelers should consider visiting. I plan to go back next year.

There will be changes happening in the NMRA, one of which being the implementation of its new worldwide logo. All divisions now will be incorporating this new logo into their paperwork, correspondence, and apparel. The divisions are working hard with the National to think of ways to provide each member with a positive experience at the meets, thus advancing fellowship and growth of our membership. This 10-year plan is a large undertaking. I'm excited to see these changes. There will be more information upcoming on this matter.

The Mid-Eastern Regional board has openings. They are looking for members to volunteer for these available positions. This is an opportunity to help determine the direction of MER business and future conventions while earning AP credit toward your Official or Volunteer certificate.

And speaking of conventions, anyone who currently has possession of an open house sign from the recent convention, please return it at meet so that we can send them all to Virginia.

I also want to mention the upcoming RPM–Valley Forge meet in March. This has been a very well-organized and successful event going back over 20 years. Member Mark Wallace will be on hand at the meet to talk about the organization and discuss the details.

At our next joint meeting on February 28, please stop by and say hello. I hope to see you then.

Joe



From the Editor's Desk

Welcome to the February 2026 edition of The Dispatcher. I am pleased to feature an excellent article by Jeff Witt, our treasurer, on layout valances, a topic seldom discussed. And it's déjà vu all over again for John Nawn as he revisits a site he had visited in younger years.

This has been the second issue which included Clerk Michael Junod's comprehensive and concise report of the previous meet, and this time he was even good enough to include his own photos as our regular photographer was unable to make it. Michael has been doing a bang-up job since graciously stepping in after Charlie Long's passing.

Gang, I've said it before and I'll say it again—I need more articles. How about some product reviews? Please help out your division publication and your fellow members with your knowledge, experience, and interests. And help yourself with AP credit.

Hope to see you in Southampton.

Howard

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February Joint Meet with Susquehanna in Southampton

On Saturday, February 28, 2026, the Philadelphia Division will host the Susquehanna Division in a joint meet back at the Southampton Community Center at 913 Willow Street, Southampton, PA 18966. The doors open at 8:30am with the program set to begin at 9:00. Maps to the meet on page 5.

Our own **Mark Wallace** will give a presentation on the upcoming **Railroad Prototype Modelers—Valley Forge meet** to be held March 19–22, 2026 at the Desmond Hotel in Malvern, PA. Aside from having served as the clerk of the Philadelphia Division for many years, Mark is a member of the RPM—Valley Forge group and serves as its op sessions coordinator. He will delve into the mission and values of the group, and describe the structure and features of this year's meet. More information on page 6. A flyer for the event can be found on page 7.

Next up, **Alan Mende**, superintendent of the Susquehanna Division and former MER contest chair will present, **“Standard Jersey Central Wooden Passenger Stations.”** He will speak about what got him interested in these stations and how he went about constructing them. Alan is an experienced modeler in scratch building and kit bashing and has given countless clinics over the years.

Please note that the clinic order is subject to change.

All attendees are encouraged to bring a model to the



meet to display and discuss, if you like, during the Show Tell session. Make sure to include your name and description of your project.

In addition, the Achievement Program Committee is now judging models at the meets. If you wish to have a model judged, please inform Joe Walters in advance of the meet.

There will be a 50/50 raffle and drawings for door prizes. Coffee, donuts, and Philly soft pretzels will be provided, as usual.

The afternoon features model railroad visitation. Hope you can make it!

Call for Nominations

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



of which are open for election or re-election this year. The term is for two (2) years. The board then elects officers from among the directors. This is your opportunity to take an active role in the operation and direction of the division. Board members are expected to attend board meetings (every two months online via ZOOM) and all meets—or at least make the concerted effort. If interested, please supply a statement/bio and photo to the editor, Howard Kaplan, and contact a member of the nominating committee: Rob Hinkle, Steve Wysowski, Jeff Witt, and Alan Silverblatt. Deadline for submissions is April 10, 2026.

If elected office is too big a step, consider volunteering to chair or work on a committee. Any participation counts as credit toward your AP Volunteer certificate.

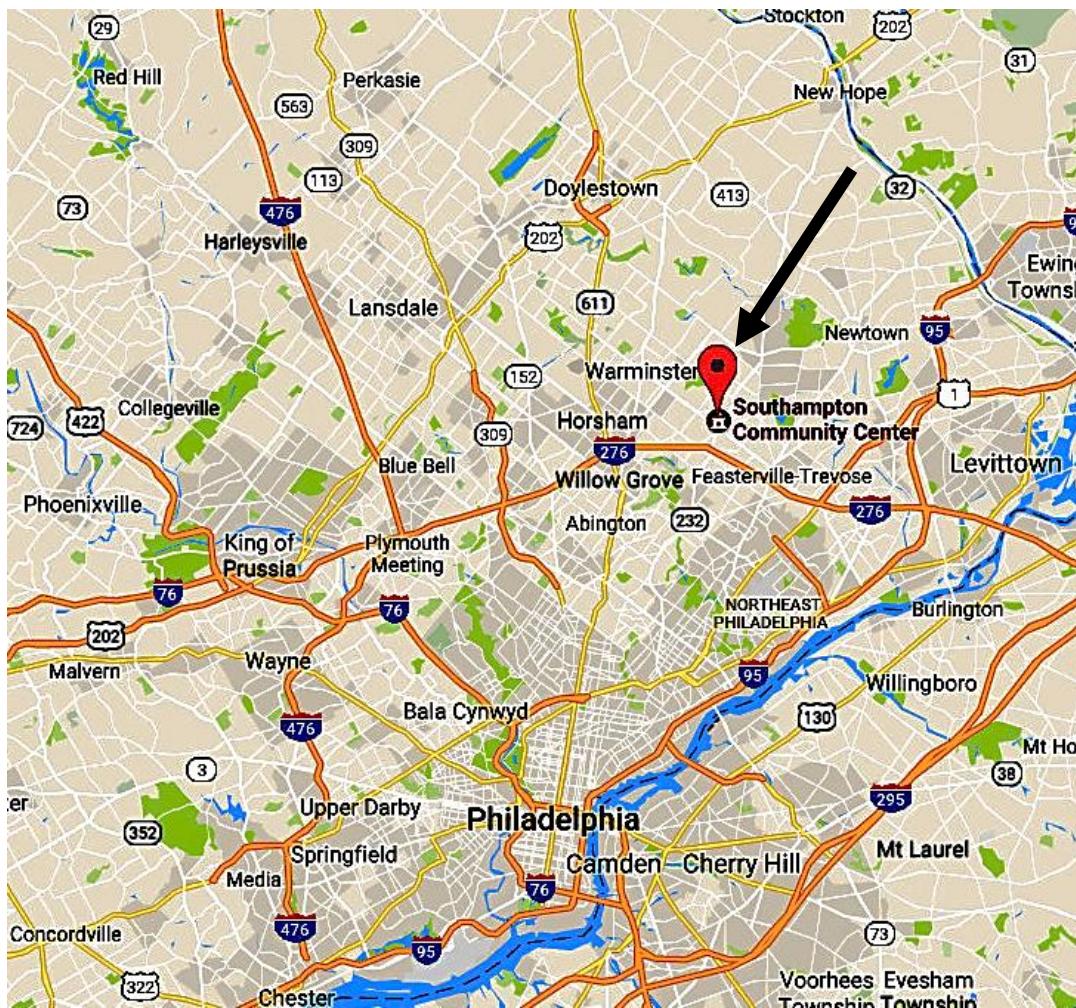


Planning Ahead – Division Meets & Other Upcoming Events

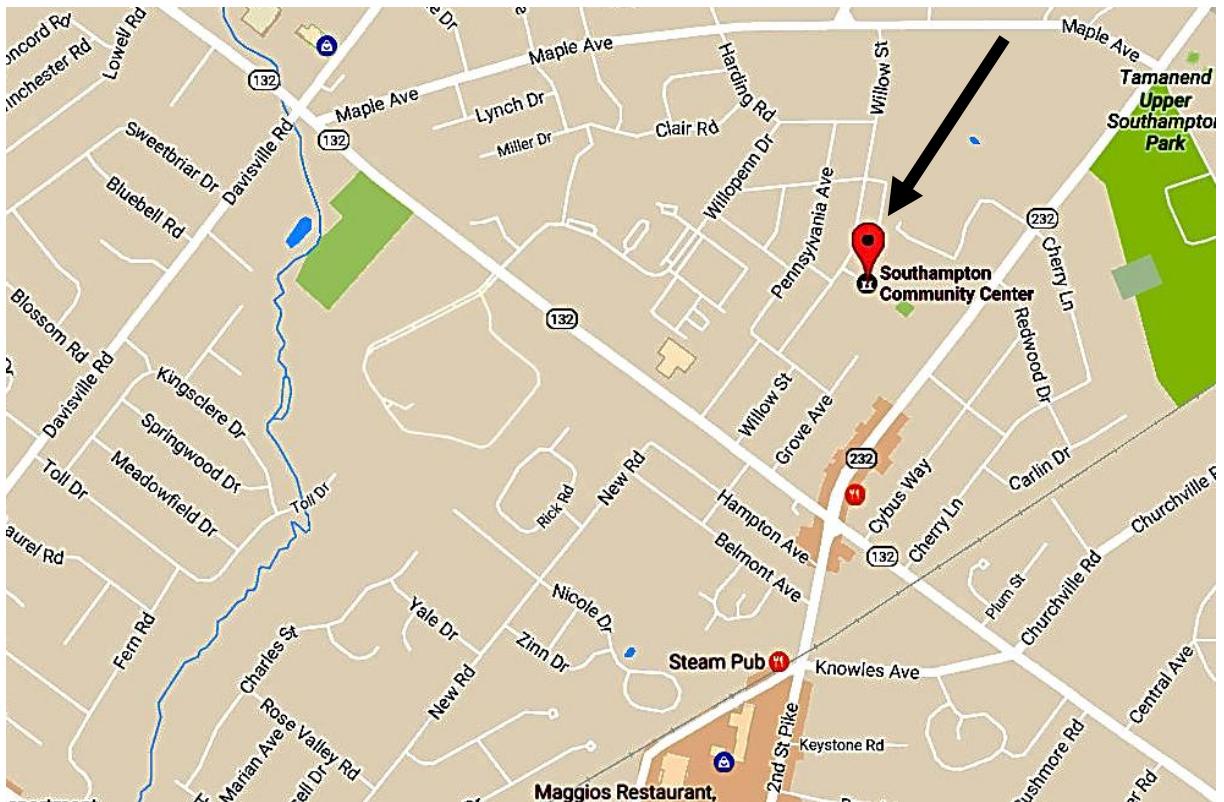
February 28, 2026 Philly/Susquehanna Division Joint Meet Upper Southampton Community Center 913 Willow St. Southampton, PA 18966	March 19–22, 2026 RPM—Valley Forge Desmond Hotel Malvern 1 Liberty Blvd. Malvern, PA 19355	April 11, 2026 Philadelphia Division Meet Peter Becker Community 815 Maplewood Drive Harleysville, PA 19438
June 13, 2026* Philadelphia Division Meet/Picnic TBA	July 28–August 2, 2026 NMRA Convention “Scenic City Express” Chattanooga Marriott Downtown Two Carter Street Chattanooga, TN 37402	August 1, 8, 15, 22, 2026 Model Railroading Days Railroad Museum of Pennsylvania 300 Gap Rd. Strasburg, PA 17579

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

February Meet Maps



Upper Southampton
Community Center
913 Willow Street
Southampton, PA 18966



The Railroad Prototype Modelers–Valley Forge Meet - 2026 Edition

March 20–22, 2026

It's RPM season here in the Delaware Valley as winter does its final turn over to spring! That's right, the Desmond Hotel, Malvern in southeastern Pennsylvania is once again, host to a nationally recognized model railroading event. Modelers, historians, enthusiasts, fans as well as vendors from the Philly, Jersey and regions beyond, gather to share their passion for modeling their favorite reality or "prototype."

Seriously, the crew hosting the RPM–Valley Forge, a 100% NMRA club, is more than a "fun with rivets" crew. The group meets every other year with a variety of quality clinics, a model display room, vendor rooms, op sessions,

a Sunday afternoon layout tour, a luncheon, and an amazing network of model railroaders. It's all about the models, and they plus their makers will be among the best.

Members of the RPM committee including Mark Wallace, Steve Salotti MMR, Rob Hinkle, Steve Wysowski and others, will join our division meet Saturday morning with a clinic previewing next month's event along with a short history of the RPM phenomenon both nationally and locally. The RPM–Valley Forge owes much to our division members as we get set for another meet. See our flyer on the next page.



Top brass on location: Assistant Superintendent Rob Hinkle and Superintendent Joe Walters MMR pose for a photo at the recently held Railroad Hobby Show in West Springfield, MA



The Three Amigos: Steve Wysowski, Joe Walters, and Mike Dettinger man the PhillyNMRA table at the Greenberg Train Show in Oaks, PA back in January.

Railroad Prototype Modelers- Valley Forge

March 19-22, 2026

Sponsored by a 100% NMRA Club



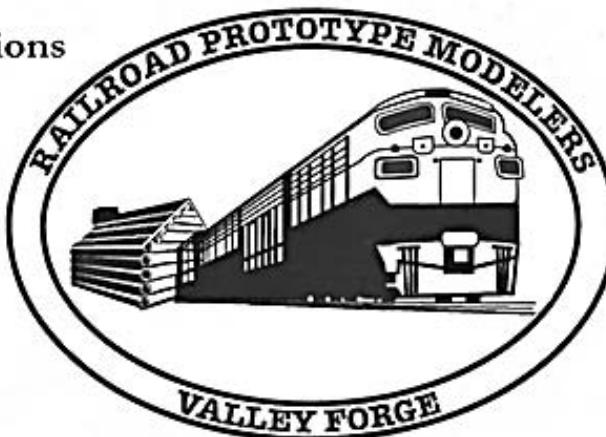
Thursday & Friday Operating Sessions

Many Clinics

Model Displays

Vendor Rooms

Sunday Home Layout Tours



For information and updates
rpmvalleyforge.com

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Steve Salotti

rpmvfregistrar@gmail.com

Clinic Information

Rob Hinkle

robhink@gmail.com

Vendor Information

Drew Marshall

vendorsvfrpm@aol.com

Ops Sessions

Mark Wallace

mwallace665@verizon.net



On Saturday, January 31st the Philadelphia Division met at the Deptford Senior Center in Sewell, New Jersey. This was a joint meet with and sponsored by the New Jersey Division. Sixteen Philadelphia Division members were signed in with a total attendance including New Jersey Division members and guests of 42.

The New Jersey Division Superintendent, Glyn Thomas, MMR, called the meet to order at 9:20am. In his opening remarks he expressed thanks for everyone attending in spite of the bitter cold and recent snowstorm. He also noted the passing of two New Jersey Division members: Mike Prokop, the New Jersey Division assistant superintendent and John Swift, a long time NMRA member and clinician. Mike Prokop's unexpected passing caused this meet to be delayed two weeks due to his funeral arrangements.

The first clinic was given by Philadelphia Division Director Mike Dettinger. Mike provided a history and survey of the various standards for tabletop modules. He described the advantages and disadvantages of each standard and the impact on construction and operational flexibility. Mike displayed samples of various module types and had an N-scale modular layout operating on a nearby table.

A break was taken for coffee and doughnuts. After the break, some certificates were awarded and door prize tickets were drawn. In the New Jersey Division, William Howard received his Civil Engineering AP certificate and Rick Stoneking received his Association Official AP certificate.

The second clinic was presented by Jersey member Fred Willis. Fred discussed the development of the first operational steam locomotives in England during the first decades of the 19th century. With drawings of each model, Fred discussed the significant features (and shortcomings) of each design. He also talked about the differences in design between locomotives intended for service in England versus those intended for service in the United States.

After the second clinic, raffle tickets were drawn for the 50/50. There was a contest for best layout photo. The winner was Glyn Thomas (fix?).

Philadelphia Division Superintendent Joe Walters, MMR spoke about the continuing saga of the new NMRA logo and its potential impact at the division level.

Superintendents Glyn Thomas and Joe Walters thanked the participants for attending the joint meet.

There were a few show-and-tell displays set up including one from Fred Monsimer about fluorescent rocks. There were several tables of items for sale and many attendees found treasures there.

Due to road and parking conditions resulting from the recent snowstorm, layout visits in the afternoon were cancelled.

Respectfully submitted – Michael Junod, clerk





Mike Dettinger receives a certificate for his clinic from Jersey Super Glyn Thomas, MMR



Fred Willis receives a certificate for his clinic



Jersey member Rick Stoneking receives his Association Official AP Certificate



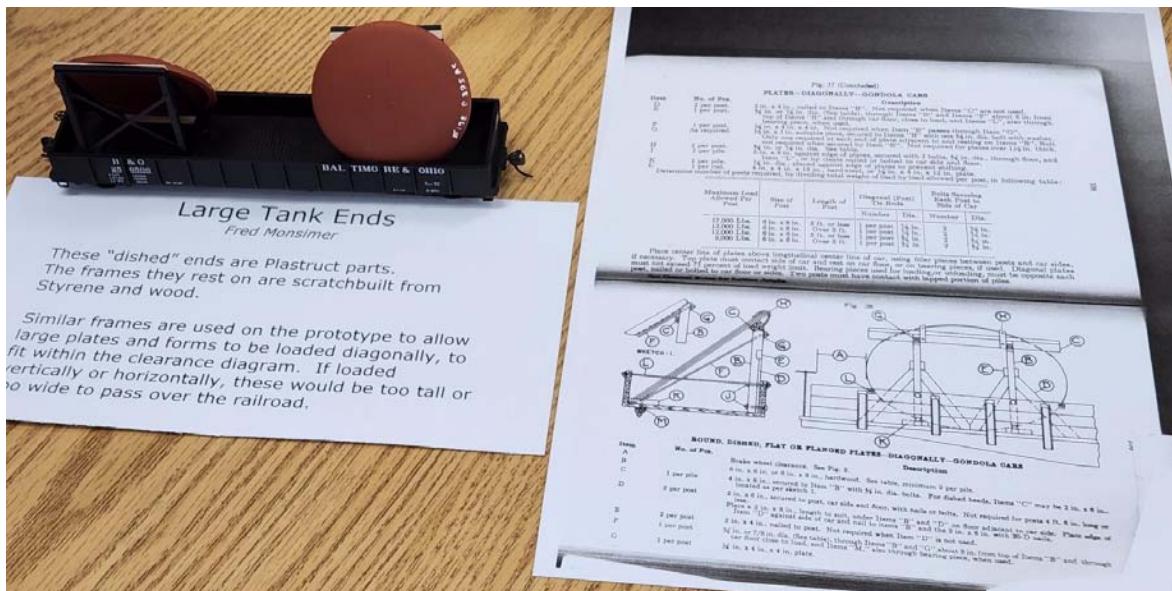
Jersey member Bill Howard receives his Civil Engineer AP Certificate



Philly Super Joe Walters, MMR addresses the crowd



Discussing Mike Dettinger's tabletop module display



Division Organization

BOARD OF DIRECTORS (elected)

OFFICERS

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

DIRECTORS AT LARGE

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



APPOINTED POSITIONS

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

HELPER SERVICE

EVENTS

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

MEMBERSHIP

Member Outreach – Mike Dettinger
Membership Records – Michael Junod

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, Michael Junod
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 Street
Lansdale, PA 19446
215-362-2442
henningstrains.com
10% in addition to already discounted prices

SOFT VALENCES FOR THE TAGGART TRANSCONTINENTAL

by Jeff Witt

In the spring of 2025, I was preparing to start operations on the Taggart Transcontinental. I realized that I needed to install valences to make for a more comfortable experience for the operators.

The layout is at a height of 55 inches from the floor, suspended on wall brackets. To provide lighting and storage, wire shelving was hung from the same brackets at a height of 29 inches above the layout deck level. These shelves (and layout) cover the full 360 degrees around the room. Each side has two dual-bulb fluorescent shop lights, for a total of sixteen 40-watt 3500K bulbs hung from the wire shelving above the layout.

The light level is bright, which is good except for one thing: unless you are looking downward, they are visible and distracting. The photo below (from 2022) shows the shelving and lighting in a panorama.



From long ago I had planned to use eighth-inch hardboard to make the valences, with hinges to flip them up if needed; I had even bought the hardboard and hardware to do this! I decided to tackle the job, but wanted to determine the optimum width for the valances before cutting the hardboard. Thankfully, I had saved some corrugated cardboard from a screen door box, which was perfect for the task. I cut it into long wide strips and temporarily fixed it to the wire shelves with binder clips. I adjusted it until I determined the correct width (which turned out to be 10 inches), cut it to the final 10 inch width, and hung it using wire to simulate the hinges. The photo below shows the result.

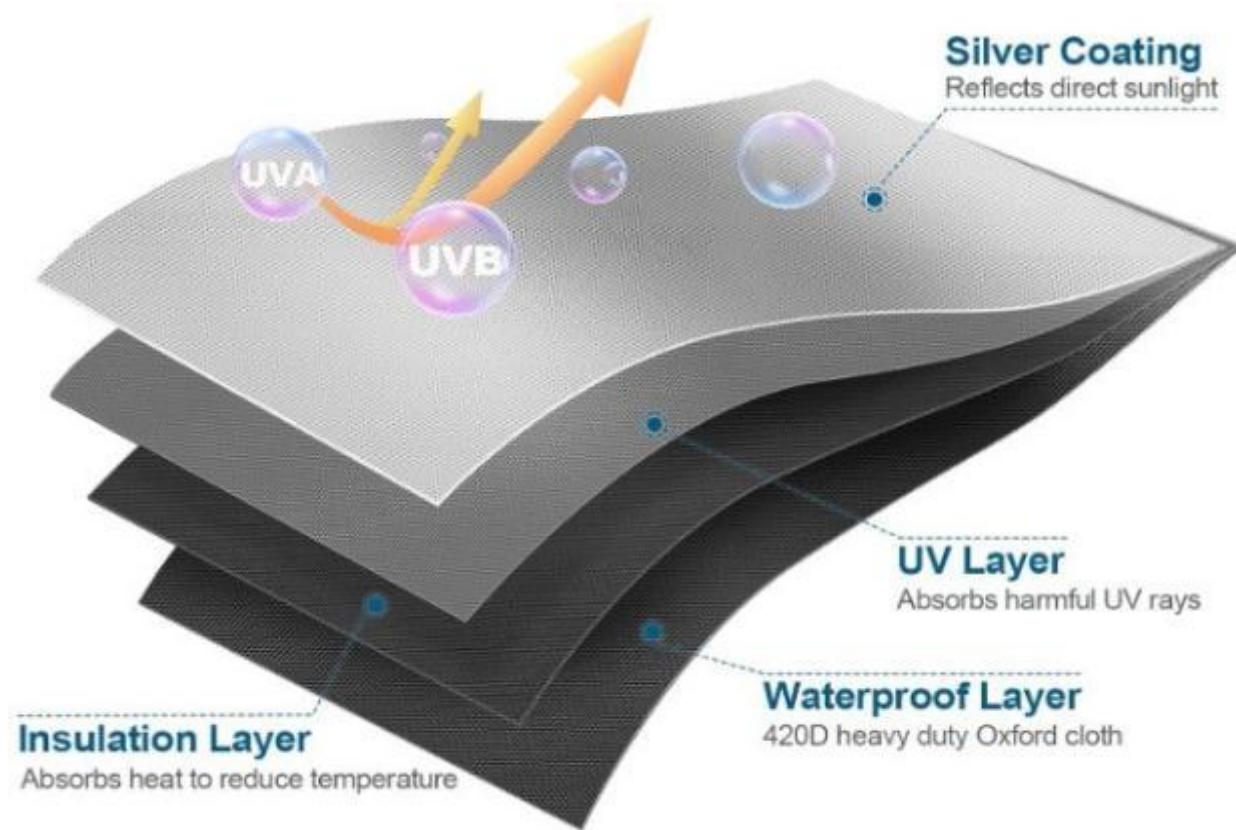


Over the next couple of weeks, I was working to add a barge extension and had to do some track work near the backdrop. Although the 24-inch depth is “reachable,” it is not possible to hand lay track at that distance. I had to use a step stool, and quickly realized that the valence would have to be hinged up out of the way. This led to the further realization that my plan to use hardboard was going to be a real pain in the caboose, hinged or not, and it also was going to be near impossible to prevent light leaks at the corners.



Given that I have seen many layouts use black cloth under their fascia to hide clutter, I started to look for a suitable fabric to use for the valences, perhaps some curtains or curtain material. I was searching around on Amazon, and came up with a promising item: 100% Blackout Curtains (photo on left).

This material is purpose-made for covering windows, with one side black and the other side silver. They are truly opaque (see photo below). There are many sellers and sizes available for this material. Some sellers also have different inside colors than black. My purchase was sized at 118" x 57", which I calculated would suffice for my installation. I paid about \$22 dollars for this size (link to the item: <https://a.co/d/7aV4qfe>)



To prepare it for installation, first I cut it lengthwise into ten inch strips. I laid it out on my dining room table, and marked the silvered side with a Sharpie. I then used a good, sharp pair of scissors; once you start the cut, you can slide the scissors along to complete the cut. Of course, a razor blade/knife could be used as well if the material is supported on an appropriate surface. The next step is required as a result of the material being shipped folded up and flat. Using my ironing board and an iron set on low heat, I ironed out the creases. Although not perfect, the creases can be almost completely eliminated by ironing.

To hang the strips, I had a very simple solution: MAGNETS! The wire shelves are vinyl-coated steel. I used magnets I had salvaged from old Sonicare toothbrush heads. Alternately, small “super-magnets” can be purchased on Amazon or eBay [or Harbor Freight] for a very reasonable price. For applications where no metal shelf exists, pairs of magnets (with one glued and one to “pinch” the material) or Velcro can be used to attach the material to whatever valence structure exists.

Corner light leaks are eliminated by overlapping the material or simply wrapping it around the corners. In my application, the “seams” between strips were allowed to fall wherever they fell as I hung the strips around the layout.

The last two photos (below) show the final results. I am pleased with the “letterbox” look these valences provide. The silver side reflects light back into the layout area, actually making it brighter than without the valence!

In my application, using the magnets, they can be easily removed, partially or completely, if needed for access to work on the layout. They are easy to cut to size, need no painting, weigh next to nothing, are totally opaque, and inexpensive. I hope you find that they will work for you as well.



About the author...

Division Treasurer Jeff Witt is well known in the division for his interest in renowned model railroader John Allen and his famous Gorre & Daphetid Railroad, and Jeff's layout reflects those influences. He has presented clinics on the topic and is the webmaster of the Gorre & Daphetid Reminiscence Project. The operations guide to his layout appeared in the March 2025 issue of The Dispatcher.





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 816 videos and 2,870 followers on YouTube with 1.518 million views.

↓ **Chris Boscoe's CSX RR:** N scale. Fantastic scenery similar to Ted McLeans. Very nice, one of the best I've seen. See it here: https://youtu.be/OK5UMhK1YJ0?si=5_fyWNDC95zbPdE



↓ **Bob Hubbards B&N RR:** Bangor and Navesink RR. HO Scale with working catenary. See video here: <https://youtu.be/4PZgGfG0Q90?si=xPaVgXvLmjn3XBEU>



↓ **Columbia MRRC:** The Columbia Historic Preservation Society Model HO Model Railroad covers 1000 square feet and is HO (1:87) scale. The Columbia area is prototypical (based on what actually existed). The time era of Columbia is 1920-1940. Columbia covers approximately 200 sq.ft. of the layout, and is home to a large roundhouse facility, a major yard, coaling and diesel facilities as well as two railroad stations. See video Here: <https://youtu.be/qvL6Er1UG1o?si=9DYw8cDF4nvDIMN>



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

Philly Train Trivia

by Adam Eyring

- 1) In the 1981 movie "Blow Out" with John Travolta, what train station interior was featured that no longer looks the same today?
- 2) What train station is shown in the opening credits of the TV show "Always Sunny in Philadelphia"?

The 49-Year Hiatus...Conway Scenic Railroad

by John Nawn

My wife started a new job on July 1, so we thought maybe we should take a short vacation between the end of her old job and the start of the new, so off to the White Mountains of New Hampshire we went. In my youth, my parents would take us on a family vacation every summer...just like the movie...load up the family truckster and go.

First it was the Jersey shore, then Virginia's Shenandoah Valley, then Maine, then New Hampshire, Vermont and eventually it just kind of came to an end with cars, summer jobs, girls, college, etc. So, with my parents passing in the last few years, we felt it was time for a trip back to New Hampshire.

The Conway Scenic Railroad was 50 years old this year. As tourist railroads go, that ranks it right up there with the Strasburg and only a few other railroads around the country for longevity. The picture on the right featuring the covers of *Railfan & Railroad* from 1983 and 2024 respectively was taken from the same location, the roof of the roundhouse shown below.



As it turns out, I had last ridden the Conway Scenic Railroad in 1975, hence the title of the article. So, it was cool to be riding the railroad again, but it wasn't the same railroad after all. In 1975, the ride was behind a steam locomotive. No steam locomotive to be found in 2024. Instead, diesels like the one below, commemorating the former Maine Central.



Originally published in the October 2024 issue of the DelMarVa Timetable. The timeline referred to in the article reflects that publication date

In 1975, it was open air wooden cars. In 2024, a dome car.



Yes, it was raining. (Important tip: when planning an outdoor adventure, find out when I am likewise planning to be outdoors...and pick another date because guaranteed it will be raining).



The original Conway Scenic Railroad was a former Boston and Maine branch line to North Conway, New Hampshire built to tap the rich timber and ore reserves of the eastern New Hampshire forests and capitalize on the Boston-to-New Hampshire ski trade. In the day, the B&M would run multiple, daily ski trains bringing Bostonians to the region which today, remains a ski and winter sports destination. To service the passenger business, an ornate station was built in North Conway which remains today.

It was, in fact, the preservation station, the focal point of the town of North Conway, that ultimately led to the creation of the Conway Scenic Railroad.



In 1975, the trip was a 6-mile, 90-minute round trip on the B&M to Interval, NH where the former B&M met Maine Central's Mountain Subdivision. In 1975, there was no Guilford, no Pam-Am Railways and MEC and B&M were still independent railroads, and the MEC was still actively running their daily freight between Portland, ME and St. Johnsbury, VT over the Mountain Subdivision and through Crawford Notch. In 1983, however, with Guilford and the merger of the two railroads, the Mountain Subdivisions was abandoned, but thankfully, ownership was secured by the States of Maine and New Hampshire. Soon after acquisition, the Conway Scenic Railroad began first, periodic excursions over the former MEC, culminating in regular excursion service through the White Mountains, over Frankenstein Trestle and through Crawford Notch. The Crawford Notch Station is pictured on the left.

In 2024, it was a 75-mile, 5-hour roundtrip in a climate-controlled dome car with food service! It was awesome and, as it turns out, culmination of a goal of mine to ride over Crawford Notch in a train! While the railroad is still located on a former B&M branch, it has taken a decided MEC feel, now. Although there are still a few reminders of the B&M around, as shown on right.

And the yard in North Conway has many hidden treasures including perhaps an example of one of the more famous railroad paint schemes, below.



If you get the chance to go to the White Mountains of New Hampshire, don't miss the Conway Scenic Railroad. It only took me 49 years to get back... 

About the author...

John Nawn is a long-time NMRA member and the first Philly superintendent following the re-vitalization of the division in the early '90s, in which he played a pivotal role. He is also a frequent contributor to the Delmarva Model Railroad Club's Timetable.



From Dave Elwell via WBOC-TV

End of the line for coal trains on Delmarva

Maegan Summers

December 31, 2025

<https://www.wboc.com>

Salisbury, MD

Sussex County, DE – The final coal train left the Indian River Power Plant this week, marking the end of decades of coal transportation on the peninsula.

The Indian River Power Plant [shut down in February](#). Even after the plant shut down, trains continued moving in and out of the site to remove leftover coal. The most recent departure, headed south toward Norfolk, signaled what rail officials say is the last coal shipment on the peninsula for the foreseeable future.

A representative from Carload Express Inc., the parent company for Delmarva Central, confirmed there are currently no plans for additional coal trains on the peninsula. Officials said as long as the Indian River Power Plant remains closed, there is no need for further coal shipments.

Andrew Campbell, the owner of 'Delmarva Rail Productions', said he made it his mission to watch the last train as it left on December 28th.

Campbell also followed the trains over the past several months as they hauled away remaining coal from the Indian River facility, documenting it for his YouTube channel. He said watching the final one leave was emotional.

"I knew I was going to follow them, because this is history being made," Campbell said. "Seeing the last coal train on the peninsula really was an emotional ending, but it just goes to show you that the world is changing one day at a time."

Campbell said he has been filming trains for ten years, and described himself as a train enthusiast. He said he loves both the trains themselves and the broader role they have played across the peninsula. Campbell said trains have hauled various types of shipments across the area.

"Grain, agricultural products, lumber, liquid petroleum gas, they put in your cars," Campbell said. "Delmarva is a very important network."

While the final coal train left from Indian River, Campbell said the history of coal trains on Delmarva has never been exclusive to Sussex County.

"Vienna was getting coal trains until they stopped getting theirs," Campbell said. "You also had Dupont in Seaford that had coal and steel, but they stopped getting theirs, too."



The last coal train leaving Delmarva. Photo by Andrew Campbell -- Delmarva Rail Productions)

As 2025 comes to a close, the departure of the last coal train leaves the region's tracks a little bit quieter. "This is the end of an era. But I have to tell myself, the world is changing. Nothing lasts forever," Campbell said. Those interested in learning more about the coal trains can go to the Delmarva Rail Productions page for more information.

From Jon David Black via Daily Dispatch **Train derailment forces evacuations in Kentucky**

December 31, 2025

<http://www.dailypdispatch.com>

Wilsonville, OR

A CSX train derailment on Tuesday morning forced residents to evacuate their homes or shelter in place after a railcar leaked molten sulfur, creating a dangerous gas plume. The Trenton Fire Department reported that fewer than 100 homes were impacted by the incident, which occurred around 6:30 a.m.

Chuck Sadler with the Trenton Voluntary Fire Department received a page stating that several CSX cars had rolled off the tracks. He was one of the first people on the scene. "The accident scene was within a mile of my house, less than a mile. So, we were there pretty quickly," Sadler said.

"Two or three of us got there, and it was quite a bit more than we expected." "There was some smoke, low-hanging smoke, and did notice like a little irritation to the throat, but nothing severe. And we just got upwind of it and stayed there."

As firefighters realized one of the rail cars was leaking molten sulfur, they began alerting those who live within a mile of the derailment, telling residents to leave their homes or shelter in place with their HVAC systems turned off. Frank Amaro lives near Highway 41, about a mile from where the train derailed.

From the Bowleys Quarters Volunteer Fire Rescue and Marine Facebook page **Remembering Chase – 39 Years Later**

Today we pause to remember the tragic Chase, Maryland Amtrak train collision, one of the most devastating rail disasters in our region's history. While the loss of life can never be forgotten, this day also stands as a powerful reminder of the courage, endurance, and selflessness shown by first responders and volunteers from across Baltimore County and beyond.

Members of Bowleys Quarters Volunteer Fire Department answered that call without hesitation. Squad 213 operated continuously for three days, working through extreme conditions to free trapped passengers from the wreckage—an exhausting, emotional, and physically demanding operation that exemplified the very definition of service above self.

At the same time, the Ladies Auxiliary of BQVFD stepped forward in equally vital roles, providing hospitality and support to responders and families, and assisting with operations in the temporary morgue. Their compassion, strength, and quiet professionalism were critical during one of the darkest moments our community has faced.

We commend every fire company, EMS unit, law enforcement agency, auxiliary member, and volunteer who worked that incident. The teamwork, resolve, and humanity shown that day reflect the very best of the fire service and the volunteer spirit.

We remember those who were lost, honor those who served, and remain proud of the legacy carried forward by all who answered the call in Chase.

Did You Know?

The next time you're channeling your inner babe in arms and enjoying "the rowing on Central Park Lake"** think about the following:

"It is not generally known that some of the finest trees in New York Central Park came from Delaware. When the park was laid out, the commissioners decided that the peninsula between Delaware and Chesapeake Bays afforded the best obtainable trees of certain varieties. Accordingly, many half-grown evergreens were removed from the forests of Sussex, the southernmost county of the three Delaware counties, carted to Lewes, sent thence by railroad to New York and planted in Central Park." (From the New York Sun in the Illinois Morning Star June 19, 1891)

* "The Lady is a Tramp," Babes in Arms, Richard Rodgers and Lorenz Hart

From Lionel Trains **Pre-order Now: 2026 State Cars**

Lionel has announced that railroaders can now start to pre-order the "50 States Collection". 50 boxcars dedicated to each state in the union, in celebration of the 250th Anniversary of the adoption of the Declaration of Independence.

The collection is being released in phases, with the first 50 State Boxcars



The Delaware boxcar

(starting with the 13 Colonies) being released over time. While a single, upfront discounted bundle for all 50 might not be explicitly listed, pre-ordering each release ensures you receive them at the best possible price before they potentially hit the secondary market. (\$109.99 each, \$5,499.50 for the complete set.)

GG1's All Over the Place

Pennsylvania Railroad Shops – Wilmington, DE circa 1950



From the Lewes Junction Railroad & Bridge Association December newsletter

From Bill Deeter via Delaware Department of Transportation

2025 Delaware Rail Plan

December 28, 2025

dotpublic@delaware.gov

Dover, DE

The 2025 Delaware State Rail Plan (SRP) is an update to the 2011 Delaware State Rail Plan, which was developed to comply with Chapter 227 of Title 49 of US Code Section 22705 as enacted in the Passenger Rail Investment and Improvement Act (PRIIA) of 2008. PRIIA requires states to develop SRPs according to specific requirements as a condition for eligibility for grant programs authorized by the legislation. PRIIA also requires USDOT to establish minimum standards for the preparation and periodic revision of SRPs. In September 2013, the Federal Railroad Administration (FRA) issued the State Rail Plan Guidance (Guidance).

This 2025 SRP was prepared by the Delaware Department of Transportation (DelDOT) to reflect the changes that have occurred in Delaware since the 2011 SRP was written; to incorporate the current multimodal transportation planning goals including the long-term vision for the role of rail in the state; and to ensure that the SRP satisfies PRIIA, and the more detailed requirements described in the FRA Guidance. It outlines the policies, strategies, and investments that will shape railroad transportation in Delaware for the next 20 years.

The SRP covers freight, intercity and commuter rail services. It draws from and is consistent with other statewide planning efforts, including the 2025 Delaware Long-Range Transportation Plan, and the 2022 Delaware State Freight Plan. The Plan was developed in coordination with railroads serving Delaware as well as other key stakeholders who are engaged in rail policies, funding, and project implementation. This SRP will be updated every five years.

DelDOT had an online survey to complete, but closed on January 31, 2026.

From Trains

Regulators reject UP-NS merger application

David Lassen

January 16, 2026

<http://trains.com>

Brookfield, WI

Washington, DC – The Surface Transportation Board today issued a setback to Union Pacific’s effort to acquire Norfolk Southern, rejecting the railroads’ merger application as incomplete — although that move offers little clue to the eventual prospects for the first transcontinental merger.

The decision will slow the merger process, requiring the two railroads to rework three areas where the board found fault with the original 6,692-page application filed in December. UP and NS have until June to submit a revised application, but are not expected to need that long.

The board said in its 15-page decision that it rejected the application based on problems with market-share data, the failure to include the complete merger agreement between the two railroads, and how the application addressed control of the Terminal Railroad Association of St. Louis.

To the first point, the board found a disconnect between the application’s projections of extensive growth and its use of 2023 data to define the market share that would be controlled by the merged railroads. “The application does not contain future market share projections showing the combined effects of merger-related growth, diversions, and merger-influenced and other changes to market conditions that Applicants anticipate,” the board said in a press release. “Today’s decision finds that Applicants’ market impact analyses must necessarily project market shares beyond the transaction’s consummation date, and therefore that the application does not include the ‘projected market shares’ as required,” the release says.

The board also agreed with the contention made by other railroads that the application was incomplete because it did not include all of the merger agreement between UP and NS, omitting a section on terms that would allow UP to walk away from the transaction. The lack of that information means the application does not, as required, contain all “contract[s] or other written instrument[s] … pertaining to the proposed transaction,” the board found, and also did not justify the decision to withhold that information.

Finally, the UP-NS application treated the disposition of the TRRA as a minor transaction, but the board ruled it is a significant transaction, which in itself requires a more detailed application. Because the application regarding the TRRA is incomplete, the larger UP-NS application is also, the board said.

The TRRA is jointly owned by UP, NS, BNSF Railway, Canadian National, and CSX. The merger would give UP a controlling interest, although the merger application says UP plans to divest the share that would give it control. The TRRA application connected to the UP-NS deal addresses control if divestiture cannot be completed by the time the UP-NS deal is consummated.

The board noted that commenters had argued that the application was incomplete in other ways, but said it would not

reject the application on those grounds, but reiterated that “should the applicants choose to file a revised application, nothing prevents Applicants from making additional changes to improve their Application now that they have received comments from other stakeholders.”

The board said in its press release that today’s decision “should not be read as an indication of how the Board might ultimately assess any future revised application.”

And there is recent precedent for rejection of an application that was ultimately approved. The initial CSX application to acquire Pan Am Railways was rejected for lacking all necessary market analysis [see “Federal regulators reject CSX-Pan Am merger application ...,” Trains.com, May 26, 2021.] An updated application was filed three months later and accepted by the STB; the board went on to approve that application in April 2022 [see “Regulators approve CSX Transportation’s acquisition ...,” April 14, 2022].

UP and NS have until Feb. 17 to inform the board if they will file an updated application, and until June 22 to complete that filing. An analyst note from financial services company Baird estimated this week an updated application could take 30 to 90 days to complete.

Union Pacific’s response to the decision was terse: “Union Pacific will provide the additional information requested by the Surface Transportation Board.”

Other Class I railroads welcomed the news.

The longest comment came from Canadian National, which this week asked the STB to compel UP and NS provide more information. CN said the board had “rightly” rejected the application.

“Simply put this application is missing the last mile,” CN said. “This decision reinforces that a merger of this scale cannot be assessed on omissions or partial disclosure and must be evaluated on a full and transparent record, as required by the heightened standards under the new merger rules. ...”

“As noted earlier, applicants had refused information critical to understand their perspectives on anticipated competitive harms and inform the Board’s public-interest and competitive analyses. The Board rightly found that applicants needed to provide that information.”

BNSF Railway said it applauded the STB decision “based on the application lacking core information critical to determining the proposed merger’s impact on competition. We also appreciate the STB’s willingness to consider the views of all stakeholders as part of the regulatory review process.”

CSX said similarly, “We appreciate the Surface Transportation Board’s thorough review and consideration of public and stakeholder input. We will continue to actively participate in the STB’s review process to ensure CSX remains well-positioned to compete, reinvest in our network, and deliver best-in-class service for our customers.”

CPKC had the briefest response: “Today’s decision clearly demonstrates what we have believed from the beginning, that the Surface Transportation Board will thoroughly review and carefully consider this proposal.”

From WNEP TV 16

13 train cars derail in Old Forge

13 train cars derailed behind Moosic Road in Old Forge around 10:30 a.m.

January 26, 2026

<https://www.wnep.com/>

Moosic, PA

Old Forge, PA – Authorities responded to a train derailment in part of Lackawanna County on Monday morning.

13 train cars derailed behind Moosic Road in Old Forge just after 10 a.m.

The train’s two conductors were not hurt. Officials say three cars were hauling wine, and the rest were empty.

Railroad police are investigating what led to the derailment. (All photos by Lackawanna County Emergency Management Agency)





For a Laugh

from the Delmarva Timetable

At My Age

If I am awake at midnight on New Year's Eve, it's probably because I have to go to the bathroom.

Social Media Presence

As far as my social media presence goes, you can follow me on the bulletin board at Kroger's.....or MyChart.

My Arthritis is so Bad

My arthritis is so bad that I can't give anyone the finger, I give them the claw.

PUN-tastic

Count Chocula, the Sta-Puft Marshmallow Man and the Teddy Graham teddy bear perished in a fire earlier today. S'mores news at 11.

My Wife's Christmas Decorating has Gotten Out of Hand

I came home from work and stared at the front door of my house. On it was a large circle of one-hundred dollar bills hanging on it. When I walked in and asked my wife about it. She replied, "It's a wreath of Franklins."

We'll Never Catch Him Now

Two Alabama state police officers were in pursuit of a speeding car. When the suspect crossed the state line into Georgia, the lead officer, a 20-year veteran Sergeant, pulled over and came to a stop. The other officer, a rookie of only 6 weeks, stopped behind the other car, got out and approached.

"Hey, Sarge," said the rookie. "Why did you stop?"

The Sergeant replied, "He's in Georgia. He's an hour ahead of us. We'll never catch him now."

What Makes a Good Wife?

A good wife will always stay with you through the bad times and worse times—if just to remind you that, had you listened to her in the first place, none of these bad times would have happened.



Ongoing 2026 – Delaware Train Gang. Monthly meetings, 2nd Wednesday. Smyrna Diner, 99 S. Cory Ln., Smyrna, DE. Starting at 1:30p. For more info, contact email: samtrains@outlook.com, or call Sam Eaton 302-373-0534, .

Ongoing March-October, 2026 – HO Scale Operating Session. DelMarVa Model Railroad Club, 103 E. State St., Delmar, DE. Time: Noon-5p. Watch the “HO Layout News” section of the *DelMarVa Timetable* for exact dates. Anyone with an interest in railroad operations is invited to participate. Club membership is NOT a prerequisite For more info, contact: info@delmarvamodelrailroadclub.org.

February 7-8, 21-22, 2025 – St. Albans Model Railroad Club Open House. St. Albans Episcopal Church, 3625 Chapel Rd., Newtown Square, PA (in the basement under the Thrift Shop.) Hours: 1p-4p. Admission: FREE, donations appreciated. We apologize, but we are currently not handicapped accessible. Our HO model railroad is inspired by the industrial operations of the Pennsylvania Railroad and the Reading Railroad. The setting is southern Pennsylvania in the 1940's, 50's and 60's. Our layout fills more than 4,000 sq. ft. of space with more than 3,000 ft. of track and there are more than 100 locomotives and 1,000 pieces of rolling stock. Whereas the modeled era is mid-Twentieth Century, the control of the trains is strictly Twenty First Century, the railroad employs a state-of-the-art digital control system. For more info, visit our website: <https://www.StARR-mrc.org> .

February 7-8, 2026 -TMB Model Train Club Open House. 8722 Deer Park Ave., Dix Hills, NY. Hours: Sat.: 11a-4p, Sun: 1p-5p. For details, please visit: <https://tmbmodeltrainclub.com/> .

February 8, 2026 – Long Island Classic Toy Train Show Presents All Gauge Toy Train Show & Swap Meet. The Fireman's Memorial Park, 555 Heling Blvd. (off Wellwood Avel & Hartford St.), Lindenhurst, NY. Hours: 8:30a-1p. Admission: \$5, kids 17 & under FREE w/paid admission. Repair parts and services, hobby tools available, all types of model railroad equipment, Hess items, plastic and die-cast vehicles, test track for N, HO, O and Standard gauges, food concession for breakfast and lunch. Handicapped accessible. Fire hall access number (day of show only): 631-957-7536. For more show info: John Mitchell – 917-596-3494 or John Miata – 516-353-1751.

February 13-14, 2026 – Central Railway Museum's Model Train Expo 2026. Rock Springs Church-Impact Center, 207 Rock Springs Rd., Easley, SC. Hours: Fri.: Noon-6pm, Sat.: 9a-3p. Admission: \$10, kids under 10 FREE. Admission good for both days. 8+ operating model layouts, KidZone with Thomas and Brio. 180+ tables. Complete info at: <https://www.CRMHA.org> or contact: Sandy Eustis: seustis13@gmail.com or 513-325-8850, or Scott Unger: scott.d.unger01@gmail.com or 412-491-4655.

February 14, 2026 – Patcong Valley Railroad Club Open House. 1308 US 40, Richland, NJ. Hours: 10a-3p. For more information, see our website: <https://www.petcongvalleyrailroad.com> .

February 14, 2026 – The Sons of the American Legion Train Show. Dupo American Legion Post #485, 200 S. 5th St., Dups, IL. Hours: 10a-3p. Admission: \$3, kids 12 & under FREE. For more info, contact: Dirk Reynolds 618-973-2237 or comptrain2002@yahoo.com .

February 14-15, 21-22, 2026 - Burlington County Model Railroad Club Open House. 808 Pomona Rd., Cinnaminson, NJ. Hours Noon-5pm both days. For details, please visit: <http://www.bcNJmrc.org/> .

February 14-15, 2026 – Western New York Railway Historical Society Train & Toy Show. The Event Center on the Fairgrounds, 5820 S. Park Ave., Hamburg, NY. Hours: Sat.: 10a-5p. Sun: 10a-4p. Admission: Adults: \$8, children 12 & under FREE. FREE parking. Operating train layouts, operating LEGO layouts & activities NMRA demonstrations, model trains, railroadiana, collectibles, silent auction, door prizes, slot cars. For more info, call: 716-837-1791 or email: wny-trainshow@gmail.com .

February 28, 2026 – Seaford Volunteer Fire Co. Train & Toy Show. Seaford Vol. Fire Co., 302 E King St., Seaford, DE. 9a-2p. Admission: \$5, kids under 12 FREE with paying adult. 45 vendors, from 5 states, with over 150 tables of merchandise for sale. There will also be 3 large operating train layouts for everyone to view. SVFD auxiliary and members will be selling refreshments on the 2nd floor. For more info, call 302-629-3112.

March 1, 2026 – 33rd Annual Greater Worcester Model Train Show. Auburn Elks Club, 754 Southbridge St., Auburn, MA. Hours: 10a-3p. Admission: \$6, kids 12 & under FREE. Dealers, exhibits, displays, New Middletown & Stoney Point Model Railroad.

March 2, 2026 – Jersey Central Train Show and Sale. Mother Seton Regional High School, 1 Valley Rd., Clark, NJ. Hours: 9a-3:30p. For details, please visit: <https://www.jcrhs.org> , or contact: Mitchell Eric Dakelman via email: dakelmanm@aol.com or call 908-208-2559.

March 4, 2026 – DelMarVa Model Railroad Club Annual Meeting & Banquet. Stargate Diner, 23415 Sussex Hwy.,

Seaford, DE. Hours: 6p-9p. Short meeting for election of 2026-2027 club officers and board members, dinner (order from menu), guest speaker.

March 7, 2026 – Boeing Employees’ Railroad Club-St. Louis Railroad Swap Meet. Greenfelder Recreation Complex at Queeny Park, 550 Wiedman Rd., St. Louis, MO. Hours: 10a-3p. Admission: \$5, kids u12 and under FREE. For more info, call Matthew Schimmel: 636-448-7528 (after 6:30p CT).

March 7-8, 2026 - Town of Oyster Bay Model Train Show. Benefitting the Nassau County SPCA. It will take place at the Hicksville Community Center, 28 West Carl St., Hicksville, NY. For details, please visit trainville.com/shows.html. Hours 11a-4p.

March 14, 2026 – 38th Annual Harrisburg Railroad Show & Collectors Market. Sponsored by the Harrisburg Chapter National Railway Historical Society. The Scottish Rite Harrisburg, 2701 N. 3rd St., Harrisburg, PA. Hours: 9a-3p. Admission: \$5, kids under 12 FREE. Featuring: railroadiana, model railroad items, books, videos, apparel, operating train layouts, test tracks, snack bar, program on Conrail at 11a by Larry DeYoung. For show info, visit: <https://harrisburgrhs.org> or email: harrisburgtrainshow@gmail.com .

March 14, 2026 – Patcong Valley Railroad Club Open House. 1308 US 40, Richland, NJ. Hours: 10a-3p. For more information, see our website: <https://www.petcongvalleyrailroad.com> .

March 15, 2026 – Long Island Classic Toy Train Show Presents All Gauge Toy Train Show & Swap Meet. The Fireman’s Memorial Park, 555 Heling Blvd. (off Wellwood Avel & Hartford St.), Lindenhurst, NY. Hours: 8:30a-1p. Admission: \$5, kids 17 & under FREE w/paid admission. Repair parts and services, hobby tools available, all types of model railroad equipment, Hess items, plastic and die-cast vehicles, test track for N, HO, O and Standard gauges, food concession for breakfast and lunch. Handicapped accessible. Fire hall access number (day of show only): 631-957-7536. For more show info: John Mitchell – 917-596-3494 or John Miata – 516-353-1751.

March 21-22, 2026 – Railfest 2026. Presented by National Model Railroad Association MCR – Divison 5, Lakeland Community College, 7700 Clocktower Dr. (State Rt. 306 at I-90, Exit 193), Kirkland, OH. Hours: 10a-4p. Admission: \$9, two-day pass: \$14, couple: \$14, family: \$14 (two adults with kids under 18). Featuring dealers, new/used items, exhibitors, operating layouts, books, magazines, apparel, collectibles, food services available at reasonable prices. For more info, visit: <https://www.railfest.org> , email: railfest@mcr5.org , or Facebook: www.facebook.com/RailfestTrainshow .

March 21, 2026 – 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/>

March 28-29, 2026 – Greenberg's Great Train and Toy Show. New Jersey Expo Center, 97 Sunfield Ave, Edison, NJ. Hours 10a-4p. For details, please visit <https://www.trainshows.com> .

April 11, 2026 – Patcong Valley Railroad Club Open House. 1308 US 40, Richland, NJ. Hours: 10a-3p. For more information, see our website: <https://www.petcongvalleyrailroad.com> .

May 9, 2026 – National Train Day at the Lewes Junction Railroad & Bridge Association. Lewes Public Library, 111 Adams St., Lewes, DE More information to come as plans are finalized.

May 9, 2026 – Patcong Valley Railroad Club Open House. 1308 US 40, Richland, NJ. Hours: 10a-3p. For more information, see our website: <https://www.petcongvalleyrailroad.com> .

May 9, 2026 – Burlington Train Show hosted by the Strasburg Model Railroad Club of NJ. Burlington Lodge #32, 2308 Mt. Holly Rd. (Rt #541), Burlington Twp, NJ. Admission: \$5, kids 12 & under FREE. 70 tables of new & used model trains for sale in all scales, operating model railroad layouts, FREE parking, food sales, handicapped accessible. For more info, call Dave Liciano: 856-745-4325 after 6pm or email: liciano1@comcast.net.



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>

Philly Train Trivia Answers

by Adam Eyring

1) In the 1981 movie "Blow Out" with John Travolta, what train station interior was featured that no longer looks the same today?

Answer: Reading Terminal was featured in the 1981 movie "Blow Out."

2) What train station is shown in the opening credits of the TV show "Always Sunny in Philadelphia"?

Answer: 30th St. Station is shown in the opening credits of the TV show "It's Always Sunny in Philadelphia."



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virtual model railroad convention

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

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YouTube channel:

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

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/NMRAORGModelRailroading>

Upcoming NMRA Conventions



2026 Scenic City Express, Chattanooga, TN

2026

[2026 NMRA National Convention – Chattanooga, TN](#)

Upcoming MER Conventions



Tracks to Tidewater

Oct 15–18, 2026 • Virginia Beach, VA

Division Apparel



Polo



Polo with pocket



Cap



Short Sleeve Button-Down



Long Sleeve Button-Down

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

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

Manufacturer's descriptions and specs:

[POLO](#)

[POLO W/POCKET](#)

[LONG SLEEVE BUTTON DOWN](#)

[SHORT SLEEVE BUTTON DOWN](#)



ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM

PLEASE COMPLETE THIS APPLICATION FORM AND SEND TO YOUR REGIONAL OR DIVISIONAL AP CHAIR

Member's Name: _____ NMRA#: _____ EXP: _____
Address: _____ City: _____
State/Prov: _____ Country: _____ Postal Code: _____
Date Submitted: _____ Region: _____

The Golden Spike Award will be awarded to any NMRA member who has completed the Qualifications Checklist, obtained the necessary signatures and who does not hold MMR status. It will be administered by the regional and divisional AP Chairs. AP regulations and definitions apply for scratch building and super detailing. To qualify for the award the member must complete the following checklist, obtain the signature of the divisional AP Chair or another NMRA member designated by the divisional Chair. The divisional Chair will submit the signed form to the regional AP Chair who will issue the Golden Spike Award certificate.

QUALIFICATIONS CHECKLIST:

1. Rolling Stock (Motive Power & Cars):

Display six units of rolling stock either scratch built, craftsman kits or super-detailed commercial kits.

2. Model Railroad Setting (Structures & Scenery)

Construct a minimum of eight square feet of layout including scenery.

Construct five structures either scratch built, craftsman kits or super detailed commercial kits. If a module has less than five structures, additional structures separate from the scene may be presented.

3. Engineering (Civil & Electrical)

Three types of track required (e.g. turnout, crossing, crossover, etc.). All must be properly ballasted and installed on proper roadbed. Commercial track may be used.

All installed track must be properly wired so that two trains can be operated simultaneously (e.g. double track main, single track main with sidings, and block or command control).

Provide one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.

Witness: _____ Print Name: _____ NMRA #: _____

Regional AP Chair: _____ Region: _____

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