



THE DISPATCHER

The Journal of PhillyNMRA

April 2026



Grafton's D Tower, which long protected movements in and out of Baltimore & Ohio's yard there, is seen here on July 14, 1988. Pictured is operator Harold Fortney.

<https://www.american-rails.com/disp.html>



THE DISPATCHER

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



April 2026

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Volume 33, No. 3

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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: June 2026. Due out approximately June 1. Deadline for submissions: May 20.

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

As I write this, our Railroad Prototype Modelers–Valley Forge meet has concluded. As in past years, this event was a success. For those who do not know, this 100% NMRA “club” of which most members are also division members—puts on this event biannually. In the off years the RPM-East is held in western PA. The RPM put on clinics of all kinds, all railroad related. I, myself, enjoy touching base with friends I have made over the years at these conventions. Thank you to all the Philadelphia members who helped in any way. You make our division one of the best.

We are now in our annual election cycle. The division and region are looking for members to fill vacant positions. If you would like to run for division office please contact Howard Kaplan so that we may get a profile on you. The deadline for division election nominations is April 15. Again, we are using Election Buddy to cast your vote. I encourage each of you to take the time to vote for your board of directors. It’s your right as a paying member to cast your vote and let your opinion be counted.

Our next meet, April 11, will be held at the Peter Becker Community in Harleysville, PA—two excellent clinics, drawings, model displays and the community’s own impressive model railroad. Coffee, juice, muffins, donuts, and pretzels will be provided.

On June 20, we will hold our annual business meeting/barbecue at Alverthorpe Park in Jenkintown, PA. Please try to attend; it’s always a good time.

If you haven’t been to one of our meets, please consider attending so you can see what’s happening. You may find something that you like and the fellowship of those that share your interests.

The division is looking for clinicians and authors. Why not share your expertise and passion with the membership?

We are still looking for open house signs from the 2025 MER convention. If you are holding on to one, please return it at the next meet. They are needed for the fall convention being held this year in Virginia Beach.

I hope to see you soon. Enjoy the spring weather.

Joe



From the Editor's Desk

Welcome to the April 2026 edition of *The Dispatcher*. I am pleased to feature an excellent article by Steve Wysowski, our clinics director, on making mistakes and how to avoid them—something we’ll all benefit from. And Eric Hansmann provides us with a very practical article on layout lighting, an excellent companion article to last issue’s piece on soft valances by Jeff Witt.

Clerk Michael Junod’s continues to submit his comprehensive and concise report of the previous meet, again with photos complemented with those of Rob Hinkle and Jeff Witt.

Gang, I’ve said it before and I’ll say it again—I need more articles. 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 Harleysville on the 11th.

Howard

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Next Stop: Harleysville

On Saturday, April 11, 2026, the Philadelphia Division will meet at a new venue, the Peter Becker Community, Maplewood Estates, 815 Maplewood Dr., Harleysville, PA 19438. The doors open at 8:30am with the program set to begin at 9:00. Maps to the meet on page 8.



First up, **Kevin Feeney** will talk on **Toy/Die-cast Vehicles for Use in HO Scale**. Kevin will discuss the vehicles, both past and present, which would be appropriate for HO, and how to modify and improve them for more realistic and practical application. These include such items as Hot

Wheels, Matchbox, and the like.

Kevin is our former division treasurer and a long-time NMRA member, having held multiple positions at all levels, and having presented many clinics over the years. He is also noted for his extensive attendance at railroad shows and meets, and railfanning throughout the country and abroad, the details of which are posted in past issues of *The Dispatcher*, and now in the Library section of the division website.

Next up, **Steve Wysowski** will talk about his passion aside from model railroading, the **Colebrookdale Railroad**.

The Colebrookdale Railroad is a tourist railroad headquartered in Boyertown, Berks County and which runs to Pottstown in Montgomery County. It was originally part of the Reading and was abandoned after being passed onto Conrail. Thereafter it was operated by a series of short lines until finally being sold to a non-profit trust which operates it today.



Aside from his current position as the division's clinics director, Steve volunteers as an engineer/conductor and is also the educational director for the Colebrookdale Railroad. He organized and led a tour and ride of the line for the 2025 MER convention.

Steve hails from New England and models the area based on his home town and the New Haven Railroad. His passion is narrow-gauge, and while not prototypic for his modeled locale, he takes modeler's license in doing what

he likes. He is an avid scratch builder—structures, cars, and locomotives—and has presented clinics and contributed articles for the division and the region.

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 Earl Paine or Joe Walters, MMR in advance of the meet.

There will be a 50/50 raffle and drawings for door prizes. Coffee, juice, muffins, donuts, and Philly soft pretzels will be provided. Heck, it's worth coming just for the goodies!

The afternoon features layout visitation. The Peter Becker Community model railroad, located in the same building as the meet, will be open to visitation from 11:30am until 2pm. See page 6 for a preview of that layout. Dale Woodland, noted author of many books on the Reading Railroad, will be on hand in the train room to chat, provide autographs, sign books, etc. We expect other layouts to be open, as well.

Looks to be a great program. 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 15, 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.

Achievement Program Going Full Steam

The Philadelphia Division's AP program is moving right along. There are several certificates in the chute and more close behind. And more MMRs coming, as well. Why not give yourself a pat on the back for your hard work in the hobby? Sure, it's enjoyable—but since the NMRA has created a program where you can receive recognition for your

modeling skills and involvement in the hobby, why not take advantage of it? The division's AP team is here to help. They can help guide you with the necessary requirements and paperwork to make it much easier than you think. They are also available to evaluate your projects at most meets with advanced notice.

A great way to get started is by applying for the Golden Spike award. If you have a layout that is operating and contains scenery, you most likely have that one in the bag. And the application is included at the end of every issue of *The Dispatcher*.

If interested in any aspect of the program, contact Coordinator Earl Paine or Chair Joe Walters, MMR to begin or continue your journey toward achieving Master Model Railroader status.

Photo Contest for New Division Sign

The division will be purchasing a new pull-down-shade sign to advertise and promote the division, the NMRA, and the hobby of model railroading at meets and events. This will contain the NMRA's new logo. We would like to give all our members a chance to have one of their photos included. Our extinguished panel of judges will determine which would be the most appropriate to include in a collage for the sign.

So what if your photo isn't chosen? Well it turns out that everyone's a winner because whether it is or isn't chosen for the sign, it definitely will be published at some point in *The Dispatcher*. I would like to revive a section we used to feature called Around the Division—somewhat similar to Trainside Photos, but including not only layout photos, but any photos or information you'd like to contribute.

Please submit your photos to the editor, Howard Kaplan at hakaplandds@gmail.com, and include a caption of any length with any degree of detail you'd like. The captions will not appear on the sign, but everyone's photos will appear in the ATD section in an upcoming issue and will include the caption.

Around the Division

As I mentioned, I would like to revive a section we used to feature called Around the Division to include division news, photos, and any information you'd like to contribute. I'd also like to expand this section to include links to:

- **Blogs**
- **Substacks**
- **Facebook Pages**
- **Websites**
- **Layout business cards**
- **Time tables/paperwork**
- **Op session news/requests for operators**
- **Round robin news/requests for new members**

and anything else that that pertains to division goings-on. I depend on the membership to provide me with division news so I can pass it on to everyone else through the newsletter.

...and while we're at it, how about photos for the cover?

I personally think the historic dispatcher-related photos I've been using for *The Dispatcher* covers are fascinating, but I would like to feature photos of our own members' layout CTC panels or other control panels and boards, and if you like, picturing a dispatcher at work. Please send your photos to the editor, Howard Kaplan.

Planning Ahead – Division Meets & Other Upcoming Events

<p>April 11, 2026 Philadelphia Division Meet Peter Becker Community 815 Maplewood Drive Harleysville, PA 19438</p>	<p>June 20, 2026 Philadelphia Division Meet/Picnic Alverthorpe Park Jenkintown Road & Forrest Avenue Jenkintown, PA 19046</p>	<p>July 18–19, 2026 Philadelphia Division Table Greenberg Train Show Greater Philadelphia Expo Center 100 Station Avenue, Oaks, PA 19456</p>
<p>July 28–August 2, 2026 NMRA Convention "Scenic City Express" Chattanooga Marriott Downtown Two Carter Street Chattanooga, TN 37402</p>	<p>August 1, 8, 15, 22, 2026 Model Railroading Days Railroad Museum of Pennsylvania 300 Gap Rd. Strasburg, PA 17579</p>	<p>September 2026 Philadelphia Division Meet TBA</p>

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

Peter Becker Community Railroad Club

The Peter Becker Community Railroad Club layout will be open after the April 11th meet from 11:30am to 2:00pm. Below is a preview. The Peter Becker community is hosting our meet and providing refreshments. Please show your appreciation by attending the meet and visiting their model railroad. It is located in the same building as the meet; directions will be provided.

Peter Becker Community (PBC) Railroad Club

Model Railroad Era: Transition era 1940's - 1960's.

Model Railroad Theme: Steam to first- and second-generation diesel operations in the Mid-Atlantic region (PA, NY)

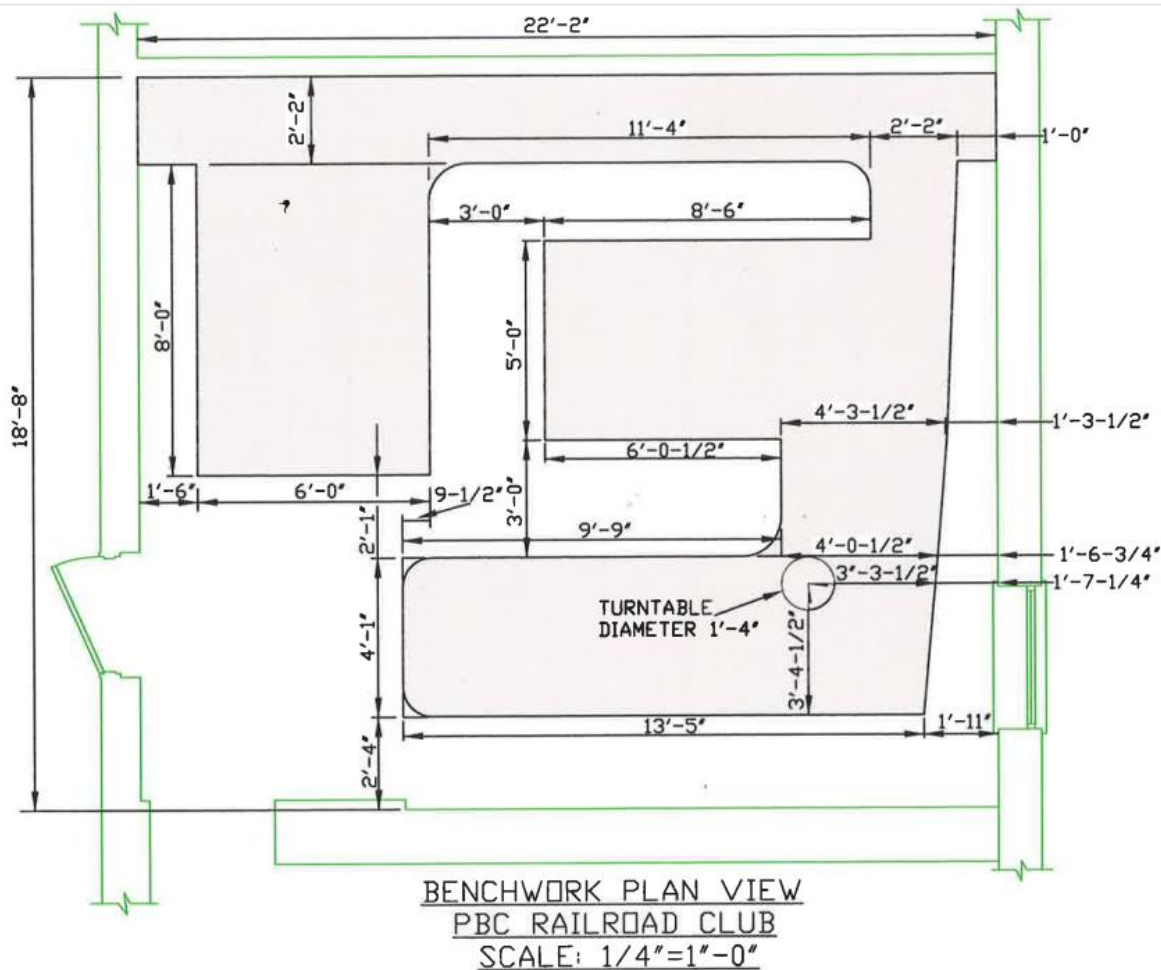
Primary Scale: HO

Description: Double-tracked main line with a loop-to-loop branch line running parallel to the main line. A narrow-gauge (HOn3) double-loop track plan with a passing siding and industry spur serving a small town. And an urban trolley line connecting a local rail station with the main town.

Industry Modeled: Coal, slaughterhouse, canning, dairy operations, electric motors, crane and shovel repair, and warehouse storage buildings. Full-service steam and diesel facilities.

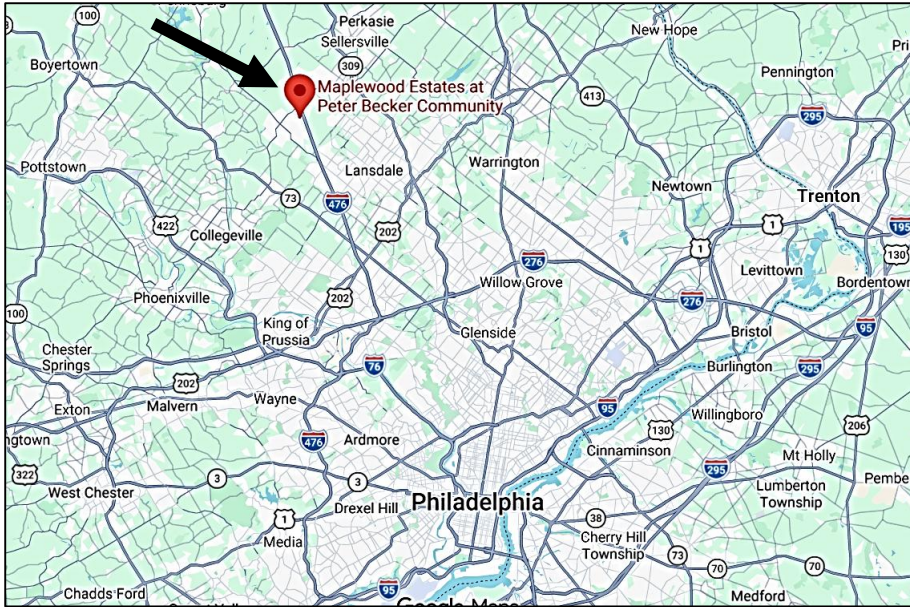
Operations: DC and DCC. Both main line tracks can toggle back and forth from DC to DCC.

Layout dimensions: The folded dog bone layout occupies approximately 220 square feet in a room measuring 18'.8" X 22'.2".

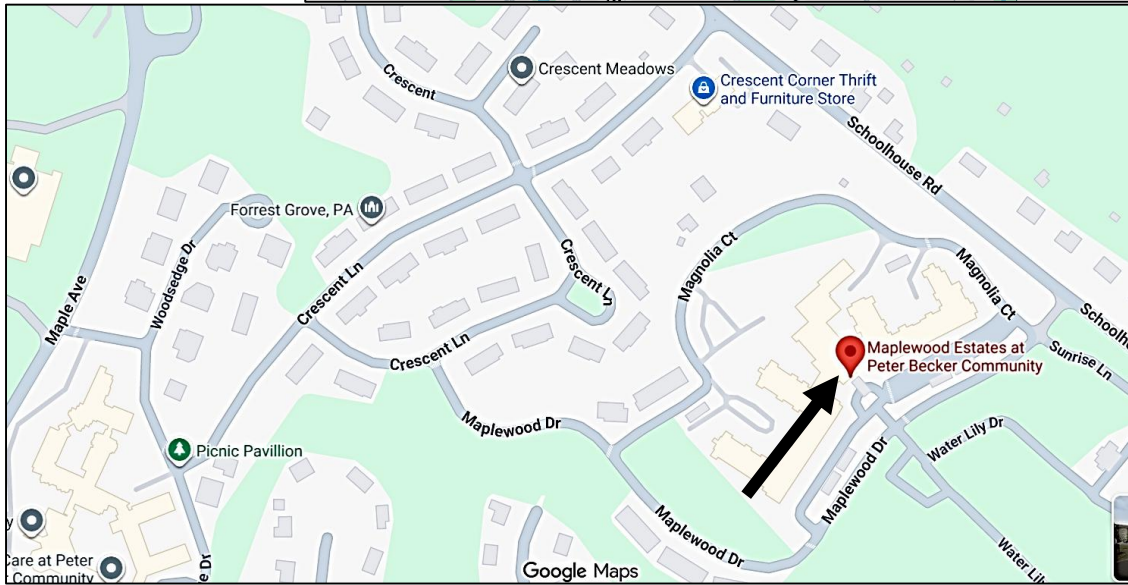
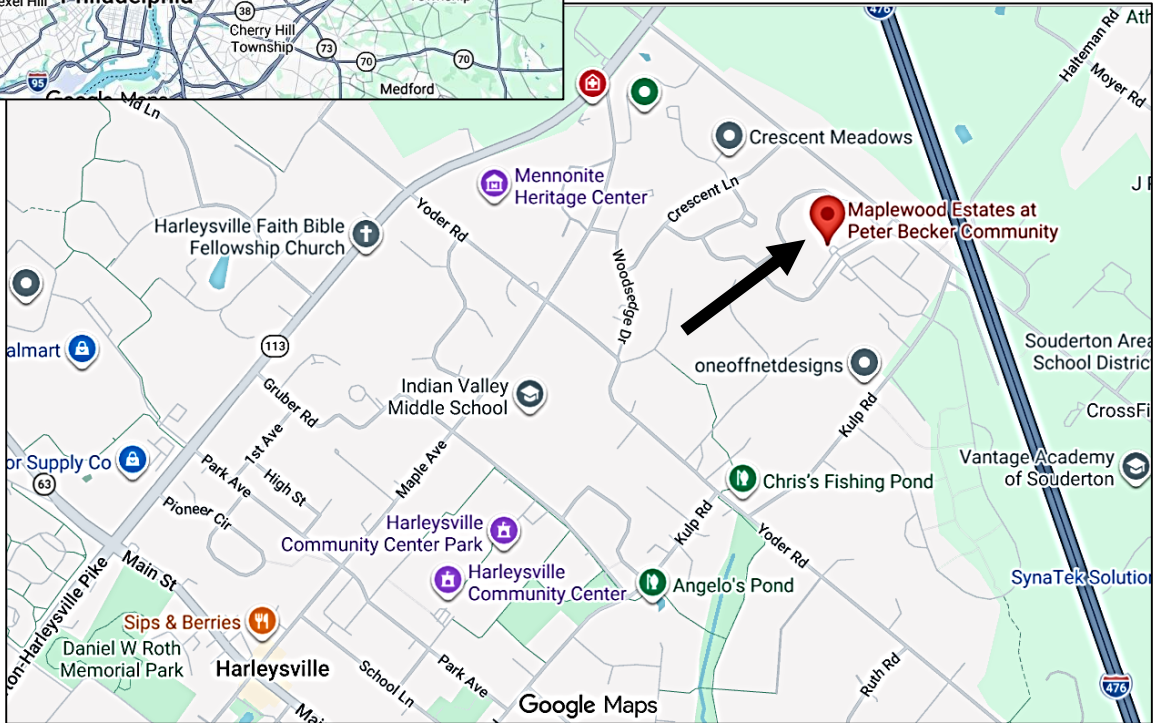


PREVIEW PHOTOS ON NEXT PAGE





Peter Becker Community
Maplewood Estates
815 Maplewood Drive
Harleysville, PA 19438





On Saturday, February 28th the Philadelphia Division met at the Southampton Community Center in Southampton, Pennsylvania. This was a joint meet with the Susquehanna Division and sponsored by the Philadelphia Division. Twenty seven Philadelphia Division members were signed in with a total attendance including Susquehanna Division members and guests of 41.

Philadelphia Division Superintendent Joe Walters, MMR called the meet to order at 9:10am. In his opening remarks he expressed thanks for everyone attending and the nice turnout from the Susquehanna Division. He also acknowledged the attendance of Gary Brown, vice president of the Mid-Eastern Region. Joe briefly spoke about the recent Amherst Show and encounters with NMRA leadership and their discussion of the new “branding.” Alan Mende, Susquehanna Division superintendent, then gave his opening remarks. He thanked the Philadelphia Division for hosting this meet.



Mark Wallace presents his clinic on the RPM

The first clinic was given by Mark Wallace. Mark discussed the RPM (Railroad Prototype Modelers) and, in particular, the upcoming RPM–Valley Forge Convention in Malvern. Mark talked about the history of RPM and its relationship with the NMRA. He discussed the meaning of the word “prototype” and its application in RPM. Mark debunked the image of RPM as a bunch of “rivet counters” and promoted the group as an organization striving for a more accurate depiction of real-world railroading. He described the particulars of the upcoming meet and promoted attendance and participation.

A break was taken for coffee, doughnuts, and pretzels. After the break, some certificates were awarded. In the Philadelphia Division, Eric Hansmann received his Association Volunteer AP certificate and Mark Wallace received a certificate of appreciation for presenting his RPM clinic.



Fine-looking crowd

The second clinic was presented by Alan Mende. Alan talked about the architectural nuances of Central Railroad of New Jersey (CNJ) wood passenger stations. He had drawings and photographs of several stations along the Central main line as well as some important branches. He identified the apparent “standard” station design and pointed out the “variations on a theme” in some station’s architecture. Alan showed some photographs of the few remaining examples of CNJ stations and their condition today. Finally, he showed some HO scale models he constructed of two different CNJ stations.

After the second clinic, Alan Mende received a certificate of appreciation for presenting his CNJ station clinic.

Door prize winning tickets were drawn and the winning 50/50 raffle ticket was drawn.

Members who brought items for the Show and Tell table discussed their projects including Alan Mende’s two CNJ station models. There were several tables of items for sale and business was brisk.

Superintendents Alan Mende and Joe Walters, MMR thanked the participants for attending the joint meet.

In the afternoon, two local layouts were open for NMRA visitors, Michael Junod’s O-scale Mayfair Electric traction layout and the Abington Lines Model Railroad Club HO layout.

Respectfully submitted – Michael Junod, Clerk

**WE WELCOME OUR NEW
PHILLY DIVISION MEMBERS**

Chris O’Brien, Philadelphia, PA
John Kushnerick, Media, PA

Photo credits as noted



Eric Hansmann (L) receives his AP certificate for Association Volunteer from AP Coordinator Earl Paine (Rob Hinkle)



Marc Wallace receives his certificate for presenting the RPM clinic. (Rob Hinkle)



Alan Mende presents his clinic on CNJ wood stations... (Michael Junod)



and receives his appreciation certificate (Rob Hinkle)



(L to R) Joe Walters announces door prize winners assisted by Rob Hinkle and Mike Dettinger (Michael Junod)



Steve Wysowski oversees the door prizes as lucky winner Mark Schmidt makes his selection (Michael Junod)



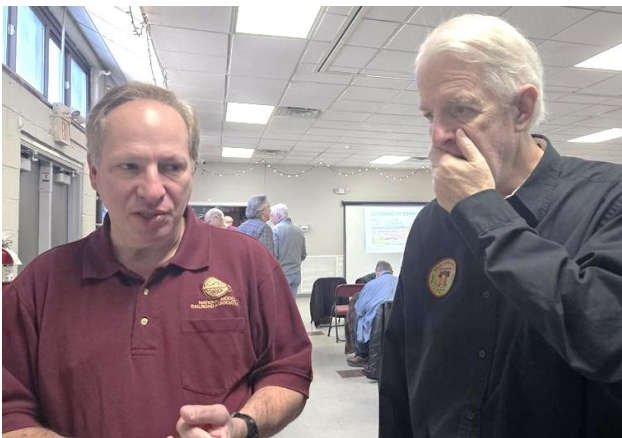
Michael Junod (R) receives his layout open house appreciation certificate (Rob Hinkle)



Mike Dettinger begins cleanup of the refreshment table (Rob Hinkle)



Clerk Michael Junod (R) mans the registration table assisted by Treasurer Jeff Witt (L) as a member checks in (Rob Hinkle)



Fred Monsimer (L) and Earl Paine discuss Fred's upcoming AP certificate (Rob Hinkle)



Superintendent Joe Walters, MMR introduces AP Coordinator Earl Paine (R) to present the AP certificates (Rob Hinkle)



Attendees take their seats in anticipation of the next clinic (Rob Hinkle)



Registration table – Treasurer Jeff Witt (L) smiles for the camera while Howard Kaplan tries to hide his face (Rob Hinkle)

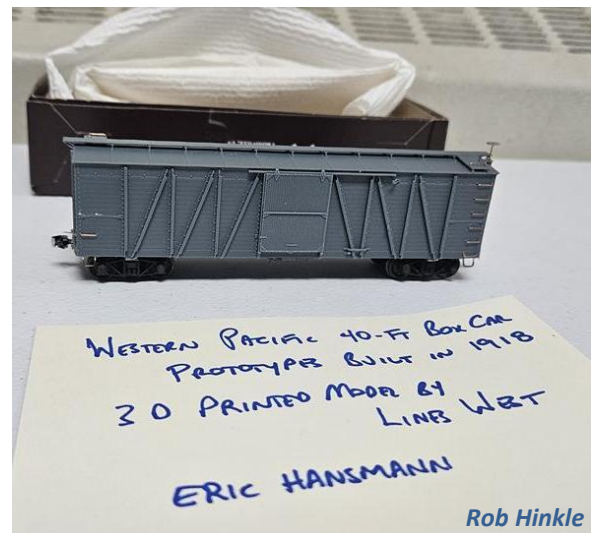


Superintendent Joe Walters, MMR greets the group and makes announcements (Rob Hinkle)

Show & Tell / Model Display

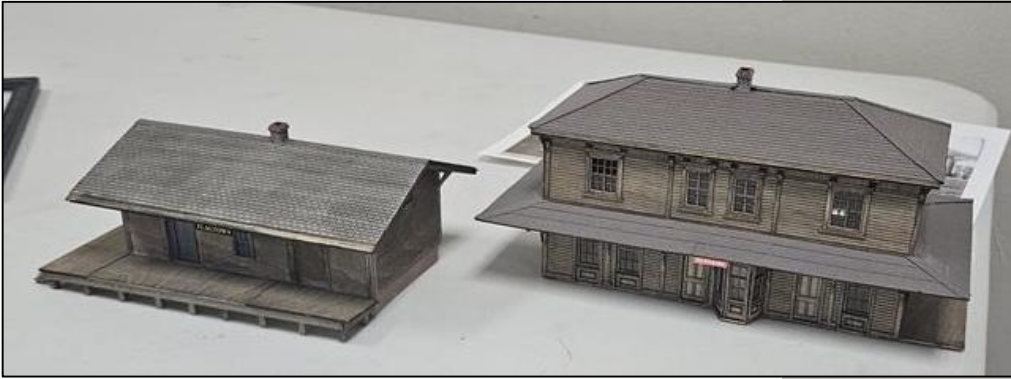


Show & Tell table (Michael Junod)



Rob Hinkle

Photos below by Rob Hinkle

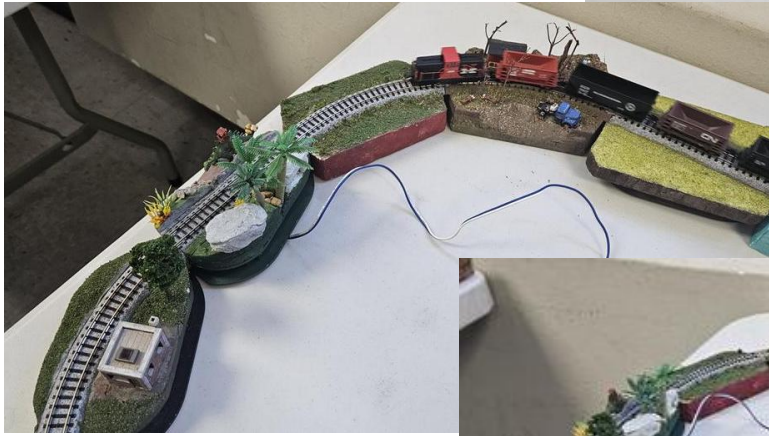


Alan Mende discusses his HO models of two CNJ stations - Neshanic (2-story) and Flagtown (Michael Junod)



Mike Dettinger's Kato Mini-Dioramas

Photos by Rob Hinkle

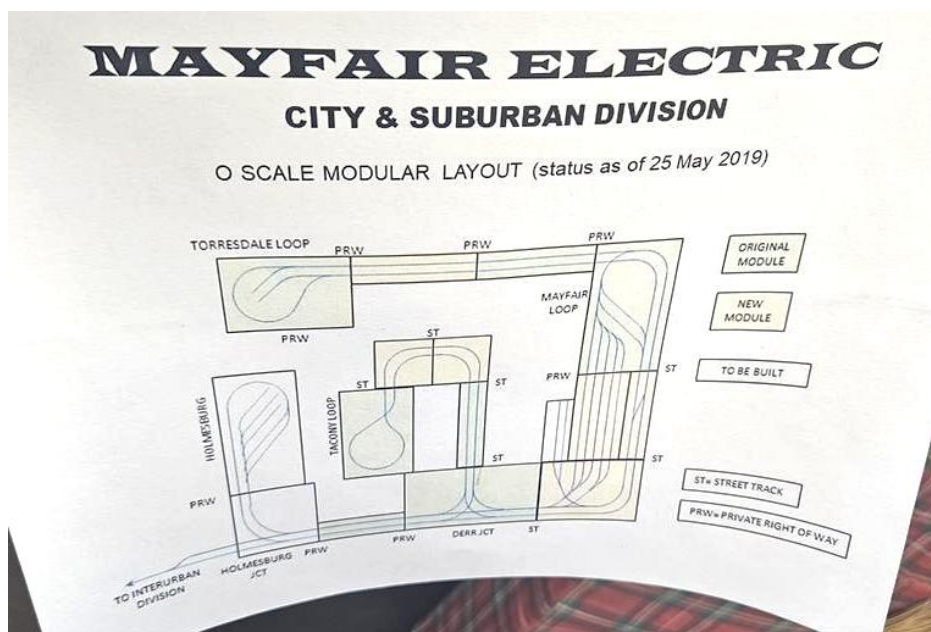


Michael Junod's Mayfair Electric (O), Southampton, PA

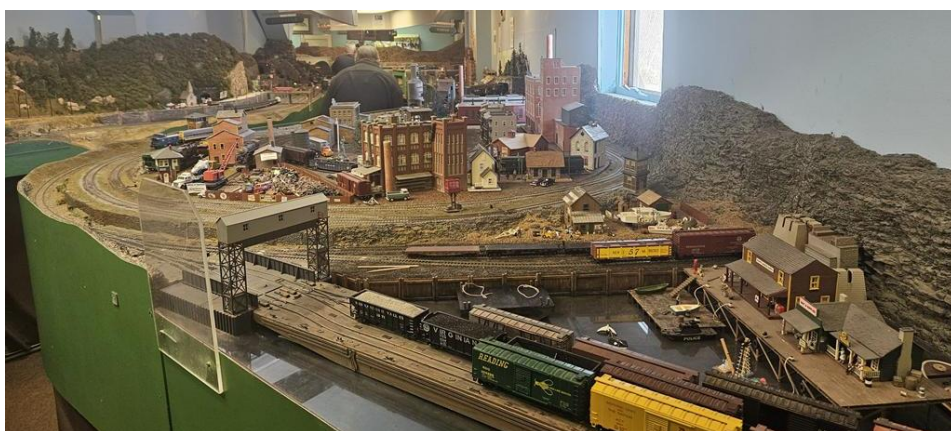




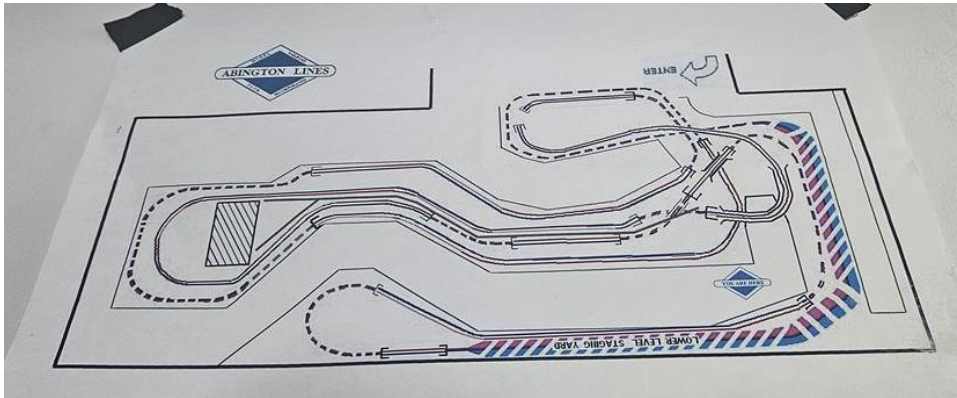


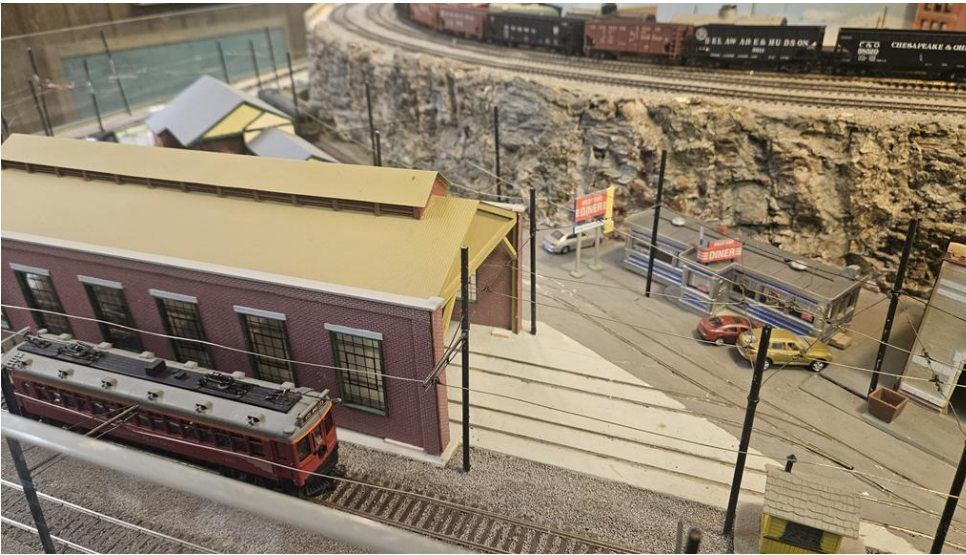
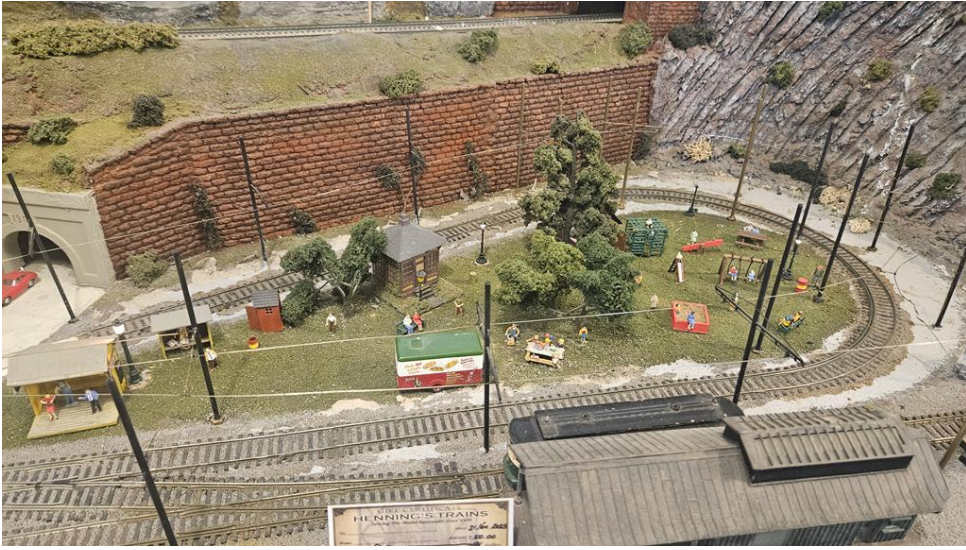


Abington Lines Model Railroad Club (HO), Richboro, PA









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, Steve Koffel
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 Steet
Lansdale, PA 19446
215-362-2442
henningstrains.com
10% in addition to already discounted prices

MISTAKES WE ALL MAKE...

AND SUGGESTIONS ON HOW TO AVOID THEM

by Steve Wysowski

So many of us in this wonderful hobby have made mistakes at various points of our modeling lives. This article will highlight a few of them and hopefully enlighten some, console many, and convince a number of you that experience alone does not absolve a modeler from making mistakes. I cannot tell you how many mistakes I have made and how much valuable insight I have received from fellow modelers in this division and elsewhere.

Please read on for some valuable insights from a humble but experienced modeler:

1. **Safety** is the most important concept that we need to be aware of as modelers. Never believe that this model railroad hobby has no “dangers.” It does, and we want to avoid them.
 - a. Safety glasses are needed whenever we are filing, or using a Dremel, sander, or saw (any type).
 - b. Watch out for your fingers when cutting, drilling, sawing, sanding. Secure pieces using a vice or other method that are going to be worked on so that your finger(s) are not the ones holding the piece. Benchwork can be dangerous, so take precautions, get help, and have the right tools.
 - c. Soldering requires a lot of forethought and not too much solder! Create a solder board that can hold at least one of the ends that needs to be soldered. Clean and tin any piece that will be soldered and use the right flux. YouTube can help with solder and flux choices. Take the time to research the task; it will pay off in the long run.
 - d. Painting and casting molds requires proper ventilation. If you do not have a spray booth, be sure that you wear a proper mask if indoors. Eye protection should also be considered. When pouring a mold, wear gloves. Protect your hands, clothing, eyes, face, etc. Some of that stuff is caustic, so be careful.
 - e. Provide an area to work that is well lit and can be ventilated. Proximity to electrical sources is vital.
2. How about modeling techniques? Do you currently have a layout? If you do not...
 - a. Plan by reading—more importantly, asking and visiting layouts. NMRA members who have layouts often have open houses so you can view different types.
 - b. Do you want to eventually host operating sessions? You may want to consider a staging area or sidings where cars can service industries. Can operators safely reach in to couple and uncouple cars? This was one of my mistakes when building my layout.
 - c. Scale choice: O, HO, N—smaller or larger? Your eyesight, space, and budget dictate the choice. Do you already have locomotives and rolling stock? Do you want a long-run, multi-deck layout, point-to-point, continuous running? There are so many variations and possibilities. Read, visit, watch videos, and attend clinics!
3. I cannot tell you how many times I have had to cut a piece many times because it was too short or too long. Even after I measured three times!
 - a. Casting molds sometimes takes three or more tries. Don't give up!
 - b. Too much glue? Remove it. There are many ways depending on the adhesive. Check out YouTube Ask.
 - c. Speaking of adhesives, ever glue your fingers together? I have—keep acetone nearby or release fluid (UnCure is sold everywhere that CA is sold). Also, protect your eyes; sometimes the ultra-thin CA glue vaporizes and if you are not careful, your eyes and nose can be in danger! I wear safety goggles. Also consider a mask.
 - d. Set figures in a scene using tacky glue. I use Aleen's Tacky Glue.
 - e. If you are using flextrack, watch the curve radii. Nail or glue down only after you have laid out the route and have a solid plan. Be careful when ballasting—don't pour ballast in the frogs or turnouts as they will not operate.

- f. Gluing down scenery? Water down white glue, 3 parts water to 1 part glue, and shake well. Before using, wet the area with “slippery water.” This is a mixture of diluted liquid soap and water or an alcohol mix of water and alcohol. I use the latter because it dries quickly.

By the way, any techniques I mention are not the only ones. Talking to other modelers can provide you with other insights.

Whatever you do, never forget to have fun! This is a hobby—walk away if you are frustrated or angry and come back later. I have sent airborne several cars that derailed on my layout out of anger/frustration; don’t do the same! Keep a sense of humor (John Allen had a dinosaur pulling freight on his layout). I have a suffragette on my layout with a sign that reads, ”Down with the

demon rum!” and right next to her is an inebriated gentleman on the ground with a sign that reads, ”I’ll drink to that!”

This was a brief introduction to alleviate your apprehension when modeling your layout. For me, the best results have come after speaking with other modelers and seeing their work!

Just to name a few from whom I have gleaned valuable advice: Joe Walters, Mark Wallace, Guy Wickes (Susquehanna Division), Steve Salotti, Eric Hansmann, Jeff Witt, Mike Dettinger, Michael Junod, and Fred Monsimer. And there are many others in our division.

Remember: Ask, visit, do! Happy modeling!



About the author...

Aside from his current position as the division’s clinics director, Steve volunteers as an engineer/conductor and is also the educational director for the Colebrookdale Railroad. He organized and led a tour and ride of the line for the 2025 MER convention.

Steve hails from New England and models the area based on his home town and the New Haven Railroad. His passion is narrow-gauge, and while not prototypic for his modeled locale, he takes modeler’s license in doing what he likes. He is an avid scratch builder—structures, cars, and locomotives—and has presented clinics and contributed articles for the division and the region.



Around the Division

As I mentioned, I would like to revive this section to include **division news, photos, and any information** you’d like to contribute. I’d also like to expand this section to include links to:

- **Blogs**
- **Substacks**
- **Facebook Pages**
- **Websites**
- **Layout business cards**
- **Time tables/paperwork**
- **Op session news/requests for operators**
- **Round robin news/requests for new members**

and anything else that pertains to division goings-on. I depend on the membership to provide me with division news so I can pass it on to everyone else through the newsletter.

Links

Philadelphia Division Facebook Page:

<https://www.facebook.com/search/top?q=philadelphia%20division%203%2C%20mer%2C%20nmra>

Jeff Witt - Documents my Taggart Transcontinental layout, structure, and rolling stock. Construction starting in December 2012 to the present. It also contains a downloadable PDF operations guide:

<http://witt-family.com/LayoutConstruction.htm>

Alan Silverblatt - Train DB Plus model railroad database software: <https://silverblatt.net/train-db-plus>



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. 189 layouts with 816 videos and 2,880 followers on YouTube with 1.8 million views.

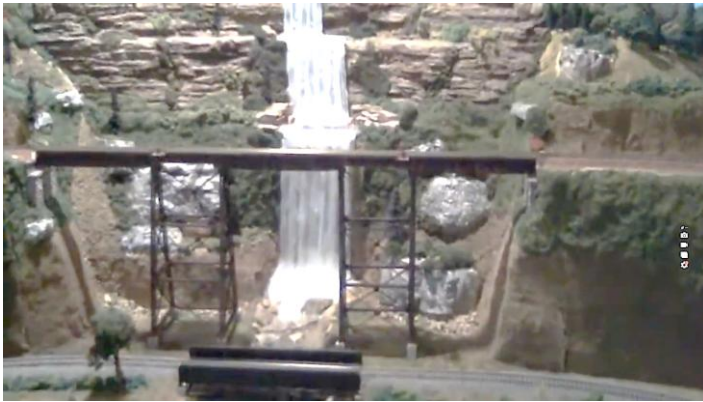
↓ **Joe Jacob's N & J Mountain Sub:** N&J Lines is an N Scale, DC controlled railroad using MRC power. Layout is completely scenicked by Joe's wife, Nancy, who did a fantastic job. Joe did the track and wiring. Layout is 20x26 using Atlas track and Peco turnouts. Working signals are controlled by Dalle Electronics. Over 150 engines and over 1000 cars. See video here: <https://youtu.be/O4m4rnoZtb0?si=7S1FsTIZ5U9ziw-t>



↓ **Charles Kadyk's Pennsylvania and New England RR:** Pennsylvania and New England Railroad. 3-level, point-to-point shelf with continuous run operation. HO scale, track 100% and scenery 50% complete. NCE DCC. See it here: <https://youtu.be/qFXkhu-peo?si=selbP3Wr1-dvpRz8>
This layout has since been dismantled and a new one built.



↓ **Skip Hutchinson's RR:** HO scale, Fantastic scenery, Operating signals. See video here: <https://youtu.be/8OQhxvn5Pyc?si=Uh6br8tMvQ0Sz3hx>



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) What did the Reading Terminal and PRR's Broad St. Station have in common?
- 2) Who designed the former B&O station at 24th St?

Answers on page 40.

Layout Lighting

by Eric Hansmann



Several months ago, I started setting up my HO scale Wheeling Freight Terminal layout for an operating session. That's when I found a problem in the main yard. There wasn't enough light.



It was difficult to read reporting marks on the freight car fleet. The lighting was adequate in other parts of the room but the yard sat under the area that was finished around the HVAC duct work. If I could not read the freight car data, then visiting crew members would also have a problem. I had to add some lighting before hosting an operating session.



Before I moved from Tennessee, I had installed Burrina LED lights in the garage. It made a huge difference in that space and they were easy to install. I bought a six-pack of 5000 Kelvin Burrina lights through Amazon. I like the brighter tone of light and all my models had been painted and weathered under the same 5000 Kelvin lighting.

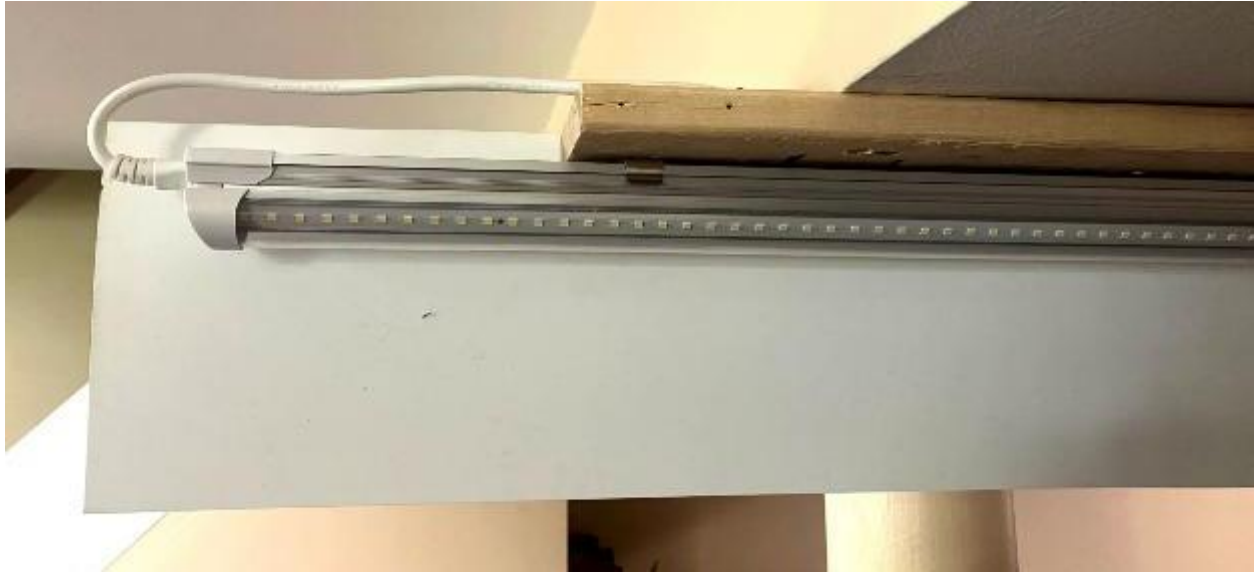


These low profile T8 fixtures are four feet long and mount easily onto metal clips that come with the package.



As these were installed on falsework around the ducts, I had to figure out how to center the lighting over the yard section. I installed 1×4 planks across the span and mounted the metal clips to the wood.

By the way, the images posted here with these LEDs on have been manipulated so the lighting doesn't wash out the image.



Here's a view with room lighting. The LED lights needed to extend in front of the duct work. They were also shorter than the length across the duct work. Using the wood strips made it easier to install the Burrina lights.

I had bought a large sheet of 0.020-inch thick styrene sheet and used that material for the light valences. I cut a couple of pieces six inches wide by fifty inches long and attached them to the wood using wood screws and washers.



These lights are daisy-chained into one circuit. Three types of connectors come with the lights. One version enables a tight, end-to-end fit. Another connector works for nineteen-inch separation between lighting units and the last one enables a 46-inch separation. I used the long connector for my application and used the extra board length to keep the wires close to the ceiling.



The new lights made a big impact. I can see the lettering on weathered cars close to the layout edge.



Freight cars on center tracks are also visible.



The cars on the track above a closer to the layout edge than the hoppers in the previous photo. I probably mounted the lights too close to the layout edge. They should be a couple more inches away from that plane. A slightly different location would reduce the shadows on the freight cars.



I'm pretty happy with these new lights. They will work fine for the amount of time this layout will be operating. Eventually, the Wheeling Freight Terminal will be replaced with a new project where I'll apply the lighting in a better location.

These new lights have also made me realize something else about my space. The rest of the current layout now looks dark. Not too dark where I can't read car data, just darker than the yard. Another aspect to keep in mind for the next layout.



About the author...

*Eric Hansmann has been model railroading since the mid-1970s and built his first HO-scale layout following a John Armstrong plan in an Atlas track plan book. He has had articles published in the *Layout Design Journal*, *Model Railroad Hobbyist*, *Model Railroad Planning*, and *Railroad Model Craftsman*.*

Eric was consumed by the narrow-gauge bug for several years, but settled into HO-scale prototype modeling, focusing on the mid-1920s. He moved to Philadelphia in February of 2023 and unpacked his HO-scale B&O Wheeling Freight Terminal in a 10x16 space. It offers a different pace for operations. He is working on designing, building, and operating a new layout inspired by a forgotten B&O branch in Pittsburgh—the Allegheny Yard Branch on which he spoke in February.

He posts regular hobby activity updates to his blog (<http://designbuildop.hansmanns.org/>), and manages the Resin Car Works blog (<http://blog.resincarworks.com/>).

**From Brett Shortall via the *Caroline Review*
Turnbridge at the Switch**

Part 1 of a series on the history and future of Denton’s Choptank River railroad bridge

Kennedy Thomason

February 3, 2026

<https://carolinereview.com/>

Goldsboro, MD

Denton, MD – Most people who boat on the Choptank near Denton know it as the big hunk of mangled wood and rusted metal that you’re required to pass through when traveling between the county yacht club and the Rt. 404 overpass. Others, particularly train fanatics or local history buffs, know it as the old railroad bridge, or “turnbridge.”

The structure has stood unused, other than perhaps as a risk-taker’s fishing pier, for decades. Frozen in time. But finally, things are chugging along within the belly of the state regarding what to do with the old bridge. I figured we might revisit its past this month, and start talking about its future in the ones to come. This is part one of the series *Turnbridge at the Switch*.

I spoke with Harry Romano, a self-described railroad enthusiast who has spent his career and much of his childhood around railroads. Romano spent decades as a planner with the Maryland Department of Transportation, first supporting transit operations and later moving into freight rail planning. He is now an Associate Research Scientist with the Texas A&M Transportation Institute. Originally from Queen Anne’s County, Romano has both professional and personal ties to the rail history of the region. Additional context came from Thomas MacKay, the outgoing Rail Program and Policy Manager for Maryland DOT’s Office of Rail and Intermodal Freight.

Despite its many nicknames, for our purposes, we’re going to just call it the Choptank River Railroad Bridge. It was originally constructed in 1896 as part of the Queen Anne’s Railroad, a line incorporated in 1894 by Centreville businessmen. Construction began in 1895, and by the summer of 1896, trains were running between Queenstown and Denton. Over the next several years, the line expanded eastward into Delaware, eventually reaching Lewes, Delaware by 1898. In the early 1900s, the railroad was extended west to Love Point on Kent Island and north to Centreville, creating a continuous route from the Chesapeake Bay to the Delaware beaches – insert joke about Denton being a generational bypass for beachgoers here.



Current-day state of the Choptank River Railroad bridge. (Photo by Kennedy Thomason)

This westward expansion was not accidental. During the late nineteenth and early twentieth centuries, railroads were often built to connect inland towns to navigable waterways. Romano emphasized that early rail development in the 19th and early 20th centuries was still deeply tied to maritime transportation, something modern audiences rarely consider. Love Point, for example, served as a ferry terminal where passengers from the Western Shore could cross the Chesapeake and board trains headed east (keep in mind, there are no cars, let alone a Bay Bridge). In the summer months, the Queen Anne’s Railroad primarily carried vacationers bound for the Delaware coast, with a connection at Lewes to a Pennsylvania Railroad branch that continued on toward Rehoboth.

The bridge in Denton was a critical piece of this network. Designed as a turnstile bridge, it was opened manually by a “bridge tender” using a hand crank. The center span rotated ninety degrees, allowing vessels to pass on either side before being turned back into position for trains. Romano explained that while records are a tad unclear, historic documentation indicates the bridge was either significantly renovated or fully replaced sometime in the early twentieth century. Hopefully by then it was a bit easier to open.

Beyond passengers, the railroad played a vital role in the Eastern Shore’s agricultural economy. Shorter segments of the line were used to move goods between towns. Coal, lumber, and farm outputs, as well as products from the many canneries that once dotted Caroline County, were shipped via railroad. Romano noted that customers like Nut-

the Lumber relied heavily on rail service during the region's peak era of truck farming, when tomatoes, peaches, strawberries, and other produce were shipped to northern cities in large quantities.

Despite its ambition, the Queen Anne's Railroad struggled almost from the start. Severe ice storms in 1903 and 1904 damaged infrastructure, and the Great Baltimore Fire of 1904 emptied the pockets of their usual passengers. That same year, the Queen Anne's Railroad company went bankrupt. It was conveyed to the Maryland, Delaware, and Virginia Railroad (MD&V), a subsidiary of the Pennsylvania Railroad, which saw value in the line as part of a larger effort to establish a Baltimore to Cape May route.

Even under new ownership, Romano described it as "never really a strong line." As automobiles gained popularity in the 1910s and 1920s, rail travel declined sharply. By the early 1920s, MD&V, too, collapsed.

At that point the state intervened, but only to save the segment from Love Point to Queen Anne's, and most of the track east of Denton was slated for abandonment. Still, freight and limited passenger service between Denton and Lewes continued under successive operators into the early 1930s, after which freight-only service remained.

Historic records suggest that during this period the original Choptank River bridge required major repairs or replacement, temporarily disrupting service. Once the bridge was back in operation, most of the eastern tracks were abandoned, leaving a hyperlocal stretch between Queen Anne's County and Denton. Passenger trains stopped using the bridge in 1931, and by the mid-1900s, trucking, highways, and later the Bay Bridge dramatically altered transportation patterns on the Shore. Service was slower and slower all the time. Fast forward to the 1970s, and nothing much had changed. The line had next to no economic value, and if that wasn't pathetic enough, rumor has it that the bridge was set ablaze once or twice.

Nationwide, multiple railroad companies were grinding to a halt, prompting federal intervention and the creation of Conrail. While some lines were deemed viable, most track on the Delmarva Peninsula was classified as too low-density to envelope in Conrail. Maryland and Delaware stepped in to assume responsibility for what the federal government deemed unwanted – including the eight-mile spur between Denton and Queen Anne's that contains the Choptank River Railroad Bridge.

"By the time the state bought it, it was pretty much done," Romano told me. Ownership eventually transferred through the State Railroad Administration and into the Maryland Transit Administration, which still owns the right-of-way today.

While under stewardship of the state, the railroad bridge and corridor were railbanked. Railbanking is a legal term which basically means the rail line is dormant but protected, and the state retains the right to re-open them if need be. You might be wondering why the state would want the responsibility of these corridors, especially considering the tracks themselves are now centuries old and pretty much unsalvageable (don't worry, I thought the same thing). But Romano stressed that once railroad routes like this disappear, they are nearly impossible to reclaim. Railbanking keeps future options open for the use of these paths that connect cities, towns, and coastlines.

Believe it or not, this is the short version of a long, layered history. In part two, we will move forward into the preservation era; examining what has been done to stabilize the bridge, how decisions are being made for its future, and what challenges remain.

From Coast TV

Lewes group launches campaign to bring historic steam engine to town

Torie Seagraves

February 9, 2026

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

Milton, DE

Lewes, DE – The [Lewes Junction Railroad & Bridge Association](#) has launched a community fundraising campaign aimed at bringing a historic steam locomotive back to the city as part of Lewes' rail heritage.

The effort, titled "Bring #60 for 250," seeks to raise the significant funding needed to relocate and install a 1913 Pennsylvania Railroad steam locomotive, known as No. 60, at Lewes Junction. The engine is intended to join the existing rail display near the Lewes Public Library and the Rollins History Museum.

The campaign kicked off with a \$5,000 donation from the D. Russell Tatman Memorial Fund. Tatman was a founding member of the association when it was established in 2018. After his death in 2020, his family created the memorial fund through the Greater Lewes Foundation with the goal of supporting the railroad association when the timing was right.

"What better time to donate the funds, contributed by family and friends in Russ' memory, to this exciting steam engine project as the crowning piece of rail history is added to Historic Lewes' landscape during the nation's semi-quincentennial celebrations," said Cathy Tatman. "It is a fact that Lewes would not be what it is today if the railroad had not come to town in earlier times to transport produce and passengers."

Locomotive No. 60 is currently undergoing cosmetic restoration in Wilmington by FMW Contractors. Once com-

plete, the engine would be moved to Lewes as a permanent display highlighting the role railroads played in the city’s development.

In December 2022, the first of the locomotive display in Lewes arrived. The [N5A caboose](#) kicked off the exhibit along the Lewes Georgetown Trail beside the Lewes Public Library. Later, in April 2025, a [steam locomotive tender](#) was added to the iconic red caboose display.



*The effort, titled “Bring #60 for 250,” seeks to raise the significant funding needed to relocate and install a **From** 1913 Pennsylvania Railroad steam locomotive, known as No. 60, at Lewes Junction. (Photo by LJRBA)*

Missing track screws led to GO Transit derailment

Metrolinx CEO says preliminary investigation shows 1-inch track shift caused derailment that disrupted operations for five days

February 13, 2026

<http://www.trains.com>

Brookfield, WI

Toronto, Ontario, Canada – Missing screws holding track fasteners led to the derailment that disrupted GO Transit operations for a week, the CEO of provincial transit agency Metrolinx told the agency’s board at a meeting on Thursday, Feb. 12.

[The CBC reports](#) that CEO Michael Lindsay said plates holding lag screws in place, which were supposed to be held by four screws, only had two. As a result, nine of the lag screws gave way, allowing the track to shift by 3 centimeters, or slightly over an inch. That was enough to cause the derailment.

The missing screws were not noted by “numerous” inspections by Metrolinx and the Toronto Terminals Railway, Lindsay said.

The derailment on the morning of Feb. 2 blocked switches and damaged track and signal systems [see [“Low-speed derailment disrupts ...,”](#) Trains.com, Feb. 2, 2026]. That prevented use of four platforms at Toronto Union Station until repairs could be completed, leading GO to reduce its schedules until Saturday, Feb. 6.

Metrolinx was criticized for its communication during the disruption, and Lindsay apologized for that, according to a Toronto Sun report.

“I think I’ve just said in the public board meeting that this incident has taught us a lot about our customer com-

munication, and for what it's worth, I'm probably the least important part of that ... The most important thing for us to focus on that day was moving people safely, which we did, but there are absolutely lessons learned, particularly about the link between the customer service representatives that are on trains."

Metrolinx plans to offer refunds to commuters who took trains at Union Station on Feb. 2 and 3, as well as some trains on Feb. 4. More information is available [here](#).

From *Classic Toy Trains*

Round 2 announces intent to acquire Lionel

[Rene Schweitzer](#)

February 23, 2026

Brookfield, WI

<http://www.trains.com>

As you may have heard, Praesidian's portfolio company, Round 2 has announced its intent to purchase Lionel, LLC. In the weeks ahead, as the transaction progresses, the companies will come together as the Lionel Brands Group. We are aligned around a shared vision to build a stronger, fan-first platform that supports the brands, communities, and partners that have made each company successful, while creating new opportunities to grow over time.

In the near term, it remains business as usual. Our priority is maintaining continuity and supporting the programs already underway. Future announcements will be made on our social media channels. We appreciate your continued support, and we look forward to building on the strong legacies that define both Lionel and Round 2.

We at *Classic Toy Trains* and *Trains.com* will keep you updated as we learn more.

From Rowland Ritte via Alex Mayes via *Trains*

UP and NS ask regulators to waive cab-signal requirements for Big Boy trip in the east

Current plans call for 4-8-8-4 No. 4014 to operate over the former Pennsylvania Railroad main line from Harrisburg, Pa., Cleveland as part of its coast-to-coast tour in celebration of America 250

[Bill Stephens](#)

February 23, 2026

Brookfield, WI

<http://www.trains.com>

Washington, DC – Union Pacific and Norfolk Southern have asked the Federal Railroad Administration to waive cab-signal requirements that otherwise would restrict where UP's 4-8-8-4 Big Boy No. 4014 could operate on its historic eastern swing this summer.

In Feb. 10 letters to the FRA, the railroads sought permission to operate the Big Boy in cab-signal territory across Pennsylvania and Ohio as part of the locomotive's planned coast-to-coast trip in celebration of America 250.

The waiver request from NS seeks permission for the locomotive to operate over cab-signal territory between Harrisburg, Pa., and Cleveland — a route over the former Pennsylvania Railroad main line that includes Horseshoe Curve.

The trip tentatively is set to run between May 25 and July 29 following No. 4014's March and April foray from its home base at Cheyenne, Wyo., to California and return.

The Big Boy is equipped with positive train control, which the railroads say eliminates the need for cab signals.

"This waiver provides an equivalent or better level of safety as compared to the status quo for operations on this tour as Big Boy No. 4014 is fully equipped with PTC, PTC provides real-time enforcement of speed limits, movement authorities, and work-zone protections, delivering safety capabilities that significantly exceed those of traditional cab signal technology," UP wrote to the FRA. "Additionally, Norfolk Southern maintains established and validated operating procedures, instructions, and rules. Big Boy will operate in full compliance with these requirements, together with any supplemental or special instructions that Norfolk Southern prescribes for the movement."

The Big Boy's cab signal equipment was removed when PTC was installed on the locomotive in 2021 for diesel-assisted PTC operation. In 2024, UP upgraded the Big Boy to a "fully self-contained PTC system" that handles the signal and speed-control functions that cab signals historically provided.

The trip to the east will be No. 4014's first since leaving the Alco plant in Schenectady, N.Y., in December 1941.

"At its core, the purpose of this nationwide journey is to honor the nation's 250 years of growth, innovation, and unity — values Big Boy itself symbolizes. As Union Pacific prepares to mark this milestone, the 2026 Heritage Excursion Tour is intended to showcase the engine as a moving ambassador of American engineering, heritage, and pride, traveling across multiple railroads and regions to unite communities in a once-in-a-generation celebration," UP wrote.

In their merger application, UP and NS said they plan to remove the cab signals between Cleveland and Harrisburg in order to provide the combined railroad with more flexibility in locomotive assignments. Although 98% of the NS fleet is equipped with cab signals, UP locomotives are not.

The railroads said, in their Dec. 19 merger application, that a small pool of cab-signal equipped locomotives will remain in service to handle assignments in Pennsylvania and New Jersey on Conrail Shared Assets, Amtrak, and Southeastern Pennsylvania Transportation Authority corridors.

From Lewes Junction Railroad & Bridge Association February 2026 Newsletter

Did You Know?

If you were paying attention in Junior Year American Studies class, you probably do know that Major General William Tecumseh Sherman took a very... thorough approach to his prosecution of the Civil War as he marched to the sea through Georgia and the Carolinas in 1864. But did you learn about his effective infrastructure demolition strategy, variously referred to as Sherman's Neckties or Sherman's Bowties?

The Union Army knew how important the railroads were to the Confederate Army's ability to maintain strong supply lines. Tearing up and bending the rails was old hat – and damage that could be rectified. Sherman instructed his troops to go a step or two further, heating up and twisting the steel around tree trunks, thus deforming the metal sufficiently so that it could not be straightened and reused. (Thanks to the Southeastern Railway Museum, Blog, August 13, 2022, Sherman's Bowties)

For a Laugh

from the Delmarva Timetable

I'm So Old

I'm so old, my high school had a smoking area.

Before the TV Remote Control

My father would throw wadded up newspaper at me to make me get up and change the TV channel.

The Right Side

My wife did not feel in the mood to cook dinner one night after a 10-hour shift as Head Nurse of our local hospital's NICU unit. After the 4 kids said they wanted a KFC Kids Meal "with a leg", I drove to the store.

I ordered my wife's, and my, regular meals, I then said I wanted 4 "kids meals with a leg."

The teenage girl behind the counter asked, "Which side?"

I then lost all aspects of reason and replied, "I didn't know there was any difference, so I guess I'll take the right side."

After several seconds of total silence, then almost 3 minutes of laughter from her, the manager and the 6 other customers, the girl said, "No, no. I mean which side do you want with the chicken, mashed potatoes or wedges?"

I think the next time I go to KFC; I'll drive the extra 15 minutes to the other store in town.

Never Insult Old People

An old woman walked past a young man waiting at a bus stop and was repeatedly saying, "21 today. 21 today,"

The young man looked at her and replied, "You're not 21 today, you crazy old woman."

The woman turned and hit him with her walking cane. She turned back around and started walking, repeating, "22 today. 22 today."

Actual State Laws

Rhode Island – biting off another person's leg is illegal.

Alaska – waking a bear to take a picture is punishable by the death sentence.

Nebraska – bar owners cannot sell beer unless they also sell soup.

Florida – unmarried women cannot parachute on Sundays.

Arizona – you cannot allow your donkey to sleep in the bathtub.

Alabama – wearing fake a mustache that causes laughter in church can land you in jail for up to 1 year.

Oklahoma – it is illegal to hunt whales.

Mind Your Own Business

PETA sued, in an Alaskan court, the organizers of the annual Iditarod sled dog race claiming it was animal abuse to allow dog teams to pull a man and sled over long distances.

The chief of the Chukchi Eskimo tribe testified to the following facts:

- 1 The Siberian Husky was bred by their tribe over 300 years ago for dogsled pulling to allow their people to keep their nomadic lifestyle.
- 2 The breed's thick double coat gives them protection from the harsh Winter conditions.
- 3 The dog can run over 100 miles a day during a sled race.
- 4 They need vigorous daily exercise even when not racing due to their high energy.
- 5 Huskies rarely bark. They are more likely to howl due to their wolf heritage.
- 6 They are social pack dogs and, if raised alone, often die of "loneliness".
- 7 The tail curves around their noses to keep them warm while sleeping.
- 8 The breed can survive out in the cold even if covered by several inches of snow.

After a jury found in favor of the race officials, the judge ruled that PETA had to pay \$3.5 million in damages for "sticking their nose in other people's business."

For Once in My Life

Today I learned that the average person drops about 80-90 curse words in a single day. That works out to about 5 every hour. For once in my life, I am above average in something.

I Told a Funny Joke

I told a funny joke to my wife today. She laughed. I laughed. Alexa laughed.

Additional Upcoming Events

from the Delmarva Timetable

Ongoing 2026 – 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 more information, please visit:

www.lewesjunctionrr.org.

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.

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.

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. Hours 11a-4p. For details, please visit trainville.com/shows.html.

March 7-8, 14-15, 21-22, 2026 - NYSME Spring Show, New York Society of Model Engineers, 341 Hoboken Rd., Carlstadt, NH. Hours: 1p-5p. For details, please visit: <https://www.modelengineers.org/>.

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://harrisburgnrhs.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, 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 21-22 – Garden State Model Railroad Club Spring Open House. 575 High Mountain Road, N. Haledon, NJ. Hours: Noon-5p both days. Enjoy our open house featuring our 40x30 walk-around style HO scale model railroad featuring the Garden State Northern (main line) and the Otter Creek & Perry (branch line) railroads. The layout incorporates several prototypical elements inspired by locations in NJ and PA, and features a main line 4.5 scale miles long. For details, please visit call Charles Lekowski at (862) 228-7820 or <https://gardenstatetrainclub.org/> .

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> .

March 21-22, 2026 – Railfest 2026. Presented by National Model Railroad Association MCR – Division 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 .

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> .

April 18, 2026 – Delaware Seaside Railroad Club Train & Toy Show. Hope Center, 97 Central Ave. (intersection of Rt. 26 – Atlantic Ave. & Central Ave.), Ocean View, DE. Hours: 9a-2p. Admission: \$6, kids 10 & under FREE. Vendor table sales, operating train layouts, door prizes and refreshments. For more details, visit our website: www.delawareseasiderailroadclub.com or contact: Skip Lee 443-618-6866.

May 9, 2026 – National Train Day at the Lewes Junction Railroad & Bridge Association. Lewes Public Library, 111 Adams St., Lewes, DE. The club is hoping to have a portable layout on display. 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: luciano1@comcast.net .

August 7-9, 2026 – Eastern Shore Threshermen & Collectors Association, Inc. Annual Wheat Threshing Steam and Gas Engine Show. 5806 Federalsburg Hwy., Federalsburg, MD. Hours: 10a-6p. Admission: FREE. For more info, visit website: <https://www.threshermen.org> , email: threshmen@gmail.com or call: 410-673-2414 or 410-754-8422.

September 12, 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> .

October 10, 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> .



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) What did the Reading Terminal and PRR's Broad St. Station have in common?

Answer: Both of the trainsheds for Reading Terminal and PRR's Broad St. Station were designed by the same firm, Wilson Brothers & Company.

2) Who designed the former B&O station at 24th St?

Answer: Frank Furness designed the former B&O station at 24th St



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<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



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.

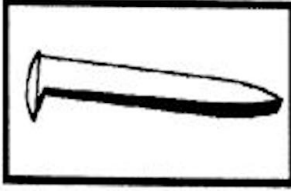
Manufacturer’s descriptions and specs:

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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