



# The Philadelphia Dispatcher

Official publication of the Philadelphia Division of the  
National Model Railroad Association

March 1994

Volume I, Number I

## Spring Division Meet

The Philadelphia Division of the National Model Railroad Association is pleased to announce that it will be conducting a meet on Saturday, March 19, 1994 in Newtown Square at the St. Albans Church on Route 252 (just north of the intersection of Route 3, West Chester Pike). All Division members are encouraged to attend and bring a friend. Entrance to the meet will be free to all Division members with a current dues card. All others will be charged a nominal \$3.00 admission fee which includes a one year membership in the Division.

The meet will start at approximately 9:30 AM. Four clinics have been scheduled for the meet: Paul Backenstose will present *Fine-Tuning Rolling Stock*. Tom Tanner, a member of the St. Albans R.R. Club, will discuss a *Simple, Inexpensive Copy Stand*. Tom's clinic describes building a camera stand to aid in making slides of models and print media. Dave Messer, MMR, will continue his series of clinics on the *NMRA Achievement Program*. Charles Denlinger will present *Building the N-Scale Broad Street Station*. Charles' fabulous model, prominently featured at the

National Convention in August and in the hobby press will also be on display.

The St. Albans Railroad or S.T.A.R.R., the permanent layout of the St. Albans Railroad Club, will be on display during the meet. One feature of this layout is the ability to hook up to HO modules. The club has tentatively offered their layout area as a possible site for future modular meets. We will be conducting a short discussion after the meet for those members interested in HO modular railroading. If there is enough interest, a separate "module team" meeting will be set up for a later date. We will keep all Division members informed through the *Philadelphia Dispatcher*.

Door prizes, of course, will be given out during the meet. The popular vote contest will again be

conducted and the category this time is *MOW/Non-Revenue Equipment*. The winner will receive a door prize, so be sure to bring your models.

Flea market tables will be available to interested members for a \$5.00 fee. If you would like to reserve a table, please contact John Nawn by Friday, March 11th.

Food for lunch will be available at the meet for a small donation.

After the meet, several area model railroaders will have their railroads open until 5:00 PM. A map will be distributed at the meet.

You may also want to visit some of the fine hobby shops in the area including Brandywine Hobbies in West Chester and Nicholas Smith Trains in Broomall.

Mark your calendar and make sure you join us for the Division meet on Saturday, March 19, 1994.



## From the Superintendent

John Nawn

With ice storms, frigid temperatures, and earthquakes, the winter of 1994 will certainly be one to remember. When everything around us seems to be coming apart, it is nice to be able to retreat to such a relaxing and fulfilling hobby as model railroading. I hope everyone had a happy holiday season and I trust everyone survived the winter. Why not start the spring out right and join us for our Spring Division Meet?

You will notice a slightly revised format with the *Philadelphia Dispatcher*. This is thanks to our new editor, Nathan Ashby-Kuhlman. Nathan, as you may be aware, was one of the two individuals who came up with the Newsletter's new name. On a personal note, I am very happy that Nathan volunteered to take this position, as it frees up more of my time for other Division duties. We welcome Nathan aboard, and trust everyone will give him your full support.

I would also like to welcome aboard Dick Foley, who has agreed to help out the Division with membership recruitment and publicity.

And speaking of support, if you feel that your talents may be of use to the Division, why not volunteer for a position or offer to give a clinic at an upcoming meet?

Just a quick reminder that all of the officers' area codes have been changed to the new 610. Please make a note of it as it becomes mandatory after January 1995.

On a sad note, the Philadelphia area lost a great club in January when the North Penn Model Railroad Club had to close down due

to the loss of their space. This was certainly one of the largest and most completed club layouts in the area. The loss of the club will certainly create a void in the Lansdale area, but judging from the spirit and enthusiasm always shown by the members, I am quite sure that the club will restart in a new location in the near future.

Finally, after much discussion among the officers, we have decided to return to New Hope for our Spring Meet/Family Day in June. The format will be similar to last year's and more information will be forthcoming in the next issue of the *Philadelphia Dispatcher*.

In closing, I hope to see everyone in Newtown Square in March. Till then...

## Railroad Frequencies

### Conrail:

160.800 Ch. 1	Delaware dispatcher
161.070 Ch. 2	Philadelphia dispatcher
160.860 Ch. 3	Yards in DE and southeastern PA
160.980 Ch. 4	Yards in southern NJ
161.130	MOW and PBX
160.560	Police base to car
160.680	Police car to car

### CSXT:

160.230 Ch. 1	Philadelphia main line and ex-B&O territory
160.320 Ch. 2	Philadelphia main line dispatcher
160.530 Ch. 3	Yards along Phila. mainline

### Delaware & Hudson (CP Rail):

160.590 Ch. 1	Switching at Port of Philadelphia
161.475 CP Ch. 1	Use undetermined

## The Philadelphia Dispatcher

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

### Editor

Nathan Ashby-Kuhlman  
1226 Linwood Avenue  
Norristown, PA 19401  
(610) 279-1646

**Submissions:** The *Philadelphia Dispatcher* welcomes any model railroad- or railroad-related material. The membership is encouraged to send in their articles, letters to the editor, product reviews, etc. Submissions preferably should be typed, double-spaced. Otherwise, they must be legible. Since the *Philadelphia Dispatcher* is on an intermittent publication schedule, dated material must be in the editor's hands *as soon as possible* and we will do our best to get the information out in time.

**Dues:** \$3.00 per year. If the date in the upper right corner of your mailing label is highlighted in color, your dues are renewable. Send all membership renewals, applications, address changes, etc. to Mike Hazzard, Division Chief Clerk.

### Division Officers:

Superintendent  
John Nawn  
144 Laurel Road  
Sharon Hill, PA 19079  
(610) 461-8644  
Assistant Superintendent  
Steve Salotti  
RD #2, 46 Meadow Road  
Collegeville, PA 19426  
(610) 489-1940  
Chief Clerk  
Mike Hazzard  
12 Pickering Court  
Downingtown, PA 19335  
(610) 269-6914

### Mid-Eastern Region, N.M.R.A.

Clyde Gerald, Office Manager  
2107 N. Charles Street  
Baltimore, Maryland 21218  
Dues: \$8.00 per year

### National Model Railroad Assn.

Headquarters Office  
4121 Cromwell Road  
Chattanooga, TN 37421  
Phone: (615) 892-2846  
Fax: (615) 898-4869  
Dues: \$24.00 per year

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## A Welcome

Welcome to the new *Philadelphia Dispatcher*. With the new name comes a new look and a new editor. I've taken over the responsibility of editing the newsletter from John Nawn. I hope you like and get to know the new format.

And to get to know your new editor, I'll tell you a little bit about myself: I'm 13 currently, and enjoy my 8th grade classes at Stewart Middle School in Norristown. Besides trains, I like to read and work with computers, one of the reasons I am excited about editing your newsletter (at least right now!)

I model a freelanced turn-of-the-century shortline railroad "somewhere in eastern Pennsylvania" in HO on an L-shaped layout. Basic scenery is 75% complete and finished scenery, 15%.

I like working on scenery the most because it contributes so much to the layout's appearance for so little time compared to most other model railroading tasks.

Al Kalmbach, founder of *Model Railroader*, wrote in the first issue (January 1934): "A magazine of this type must necessarily be somewhat of a cooperative effort. The material must be furnished by the experiences of the thousands of men and women to whom model railroading is a precious hobby. We can only furnish a means for the interchange of ideas. And that is what we intend to do to the best of our abilities."

Echoing Al's words, I can edit the *Philadelphia Dispatcher* for you, and I can write some material for you, but I cannot write the entire magazine. It remains up to the membership to come up with the majority of the articles to publish. If I have more material to

*Nathan Ashby-Kuhlman*

edit, so what? Send in your articles, letters to the editor (comments about the new format?), product reviews, etc., and make the *Philadelphia Dispatcher* better for you and everyone else in the Division.



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## Timetable

### Spring Division Meet

March 19, 1994

St. Albans Church

Newtown Square, PA

for more information, see page 1

### Division Meet and Family Day

June 4, 1994

New Hope & Ivyland Railroad

New Hope, PA

more information next issue

### NMRA National Convention

"Columbia Gorge Express"

August 15-20, 1994

Portland, OR

for more information phone (503) 288-5289

### Division Meet

September, 1994

Philadelphia, PA location

date and location in future issues

### Mid-Eastern Region Fall Convention

"FUNDATION 94"

Ramada Inn, Hagerstown, MD

for more information phone (301) 371-9129

### Fall Division Meet

November 12, 1994

Fairview Village Church of the Nazarene

Fairview Village, PA

more information in future issues

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## Attention Phila. & Bucks County Modelers

The Philadelphia Division would like to improve its services to all NMRA members living within our geographic area, but at the current time we want to focus on getting more modelers involved in these two counties. We need your help. Do you know of home or club layouts that we can arrange tours to, or are there modelers living in your area that are not members yet? If so, we would like your help in making the Division as strong in these counties as it is in others. We would like to arrange for meets in these areas but we need to have the assistance of members living there to help with things like publicity and layout tours. If you can help, please contact either John Nawn or Steve Salotti and we will work to get the Division stronger in your area.

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## Interchange Track

Anyone desiring to buy or sell model railroad- or railroad-related items may advertise, free of charge, in the Interchange Track. All submissions must be brief and must be typed or printed. Items will run for one issue, in the first available issue. The *Philadelphia Dispatcher* reserves the right to refuse any ad for any reason whatsoever.

Label all submissions "Interchange Track" and mail them to the editor.

Join the NMRA!  
NMRA Inc., 4121 Cromwell Road,  
Chattanooga, TN 37421  
Dues are just \$24 a year.

At our September meet, we announced that we would like to introduce a clinic series in the future on layout design. The concept would be that members could send their track planning problems to Steve Salotti who will be forming a group of members to act as an "evaluation" committee to look at the room, layout and priorities of the individual. The group would then discuss the situation and make suggestions for solutions. These solutions would be developed into a presentation to be made at a future meet, where the members present would have the opportunity to make suggestions or comments on the ideas presented. If you would like to be involved in the committee to evaluate the plans, please contact Steve Salotti. If you have a layout problem you would like the group to look at, take some time to clarify your own goals in the following areas:

1. Prototype vs. Free-lance: Will

you be trying to model a particular railroad or will you be trying to create your own system? Will you be trying to duplicate a particular scene or area or just give a "feel" for the area modeled, or do you just want to have a place to run trains (i.e. loop etc.)?

2. Era: The particular time period will influence train types, industries, railroad structures, town structures, etc.

3. Operational considerations: Do you prefer way freight, through, or a combination? Will passenger traffic play a major role or be nonexistent? It is best to plan an estimated schedule of trains to be operated to ensure that there are sufficient tracks to handle the number and type of trains that you expect to operate. What is the minimum radius curve you want to use?

4. Control system: Do you prefer a central control panel or walk around? Will turnouts, etc. be hand

or machine thrown?

5. Ratio of track to scenery: Do you prefer single or double track lines running through open scenes or do you like to fill up the area with as much track as possible?

6. Ergonomic considerations: The number of operators and their size affects aisle width and duckunders. Will there be duckunders or will all areas be within easy reach of the edge? Will the layout be an island, shelf, or combination; single or multilevel? At what height do you like to view your trains?

7. Space utilization: Do you have a preference for placement of certain facilities, (i.e. yards, industries, access)? Are there items in the room that need to be kept accessible such as electric services, hot water heaters, etc.?

Send the description of your priorities and goals along with a drawing of your room area to Steve Salotti.

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## Fall Meet Report

**Nathan Ashby-Kuhlman**

On Saturday, November 6, 1993, the Philadelphia Division presented its best meet yet. Many Division members showed up at the Fairview Village Church of the Nazarene for several hours of fun.

There were dealer tables with items for attendees to purchase.

Several door prizes were given out, including one to the winner of the *passenger equipment* contest - there were more than ten entries, so everyone had a hard time picking their favorite.

The meet began with a clinic by Dave Messer, MMR, the Division Achievement Program chairman, on several of the specific achieve-

ment areas of the NMRA's Achievement Program. Steve Salotti, the Division Assistant Superintendent and a member of the NMRA Layout Design SIG, presented a clinic on *Track Planning on the Perkiomen Valley*. Those who visited Steve's layout during the layout tours saw in person the layout described in his clinic. Lastly, Eileen Lambert gave a clinic on *How to Give a Clinic*.

After the clinics, a video was shown on the Lehigh and New England Railroad. Four area model railroaders had their layouts available for touring during the afternoon. Dave Messer, MMR, had his

HO *Pennsylvania Railroad, Northeastern Division* open; Steve Salotti's HO *Perkiomen Valley Railroad* was enjoyed; Steve Wolfhope's G-scale outdoor railroad was worth a visit, despite the brisk weather; John Tyson's N-scale *Cedar Gulch Line* was also appreciated.

A big "thank you" goes to the members who gave clinics and had their layouts open, and the Division officers for the tremendous amount of work necessary to prepare for and set up the meet. Of course, the biggest thank you goes to the members who participated - the meets are for you.

Early concept: Short line based on Ulster & Delaware Railroad, from river to mountains, original plan adapted from John Armstrong's Appalachian Southern, with some modification. Needed only small freight yard as most traffic was passenger.

New concept: Free-lanced railroad based on a combined L&NE and NYS&W. Line runs across river from N.Y. through northern New Jersey into PA with coal branch to PA coal region. Heavy coal drags plus bridge traffic, light passenger, commuter traffic.

Problems: 1. Insufficient yard capacity for new concept. 2. Aisles too narrow for more than one operator. 3. Yard plans based on adapting what was existing rather than planning based on need.

Intermittent steps: Add new section of roadbed and add two tracks. Tear out and redesign old yard, redesign yard throat. Finally decided the only way to improve operation was to completely rebuild entire area.

Considered priorities for the following factors:

1. Space available: Consideration was given to what area of the layout room would give the best overall yard arrangement, allowing for factors such as ease

of construction and maintenance (no greater reach than 32" to any area of layout), operator accessibility (including allowing for operator access to a small switching area on the upper level and my own personal preference for not having any more duckunders than would be absolutely necessary), and being able to include as many desired features as possible.

2. Length of trains to be operated: Due to my own perception of the size and shape of the available layout space, I decided that trains to be operated would be no longer than 20 cars, with most in the 14 to 17 car range. This allowed for some of the tracks to be shortened.

3. Operation true to prototype: Placing the yard in what would be a proper location for the area being modeled (i.e. near but not right at the waterfront).

4. Schedule of trains to be operated: This area was of great importance to the proper design of the yard. It was important to know how many trains and their direction of travel to be sure that the yard crews would have enough time and facilities to meet the schedule.

5. Control methods and layout: Layout was planned from the

beginning for walkaround control, so decisions had to be made in regards to location, function, and construction of individual control panels.

Description of the layout. The railroad occupies an irregularly shaped area of approximately 850 square feet, which includes about 100 square feet of crawl space. There is currently about 140 feet of main line in operation, with about another 100+ feet planned. All visible trackage is handlaid code 83 and 70 for the main line with code 70 used for sidings. Electrical control is provided by homemade walkaround throttles, two of which are in service with two more planned as the railroad expands. Turnouts are provided by Switchmaster slow motion machines. All control functions are mounted on the layout fascia as close to the item they control as possible, except for the yard area where control is divided among three panels, Arrival/Departure, East End Drill, and West End Drill/Engine Service. Future projects include a total rebuilding of the harbor area to more accurately portray a New Jersey waterfront with a small ferry terminal for commuters, and completion of the main line and coal branch.

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## Presenting a Clinic

### Choosing a topic

Many different interests in model railroading

*Your* interest

*Your* knowledge

### Organizing the clinic

Purpose

Main Points

Details

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## *Eileen Lambert*

### Presenting the clinic

Audience has similar interests

### Using visuals

Demonstrations

Slides

Videos

Handouts

### Summarizing

Restate purpose

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## Meet Flier

On the last page of this issue, you will find a flier for the upcoming meet. The other side of the page is blank except for your mailing label. Please spare five minutes of your hobby time to post it at your local hobby shop, club, store, etc., so that we can spread the word about our Division meets.

## Book/Periodical Reviews

**Operation Handbook for Model Railroads**, by Paul Mallery, contains all the information even an operations novice needs to get operation started on any layout, large or small. Topics covered are: concept of the model railroad (all assumptions needed to give meaning to a model railroad) and how it applies to operation, operating positions (engineer, brakeman, etc.) on the prototype and model, model locomotive control systems, how timetables and rule books govern the operation of railroads, trains and train orders, signaling systems, waybill systems, communication between operators, passenger and freight operations, locomotive servicing, maintenance-of-way, auxiliary railroads (such as narrow gauge or short line railroads), and physical factors which can adversely affect operation (such as derailments).

The 5" x 8<sup>1</sup>/<sub>4</sub>", 199-page soft-cover book is printed in black-and-white. More than 150 diagrams and twenty photos round out the rich text. Although there are almost three dozen typos, they do not detract from the enormous amount of information presented. The book includes a glossary of terms important for operation and an index. Extensive cross-references are found in the text, and tabs on the edges of the pages make it easy to find the correct chapter.

*Operation Handbook for Model Railroads*, \$12.95  
Carstens Publications, Inc.  
P.O. Box 700  
Newtown, NJ 07860

Don't forget to renew your  
Division membership!

**How to Operate Your Model Railroad**, by Bruce Chubb, contains useful information necessary to operate a model railroad true-to-the-prototype. Topics covered are: the purpose of a model railroad, the types of trains, switching, the different jobs that can be simulated through operation, fast time and distance, timetables, signals and communications, dispatching, freight-car forwarding, and examples of how operation could be applied to various popular layout plans.

The 8<sup>1</sup>/<sub>4</sub>" x 11<sup>1</sup>/<sub>4</sub>", 184-page softcover book examines operation by supplementing the text with many sidebars, diagrams, and photos. The book makes extensive use of the author's Sunset Valley Railroad for examples and includes an index.

*How to Operate Your Model Railroad*, \$19.95  
Kalmbach Publishing Co.  
21027 Crossroads Circle  
P.O. Box 1612  
Waukesha, WI 53187

Recommendations on the operating books: In my opinion, *Operation Handbook for Model Railroads* is the better book. It covers more topics and costs less. However, for those of you who like single-track mainline railroading, *How to Operate Your Model Railroad* may be more beneficial since it covers most of the information in the *Operation Handbook*, yet with a slant toward the single-track railroad's operating practices. If you are really interested in operation or have money to spare, the information in both of them combined is better than either one alone. - *Nathan Ashby-Kuhlman*

**Steam in the Garden Magazine:** As my interests have focused over the years upon motive power (don't we all have far too many locomotives?) I've become increasingly curious about those forms of model railroading in which the locomotive is powered prototypically - traction drawing current from an overhead wire and live steam boiling water and directing the steam to working cylinders. For those of us who model outdoors - garden railroaders - there are two excellent magazines both of which cater primarily to Gauge 1 electrically-powered equipment (LGB, Bachmann, etc.) For the modeler interested in backyard live steam, however, there was nothing until *Steam in the Garden* came along.

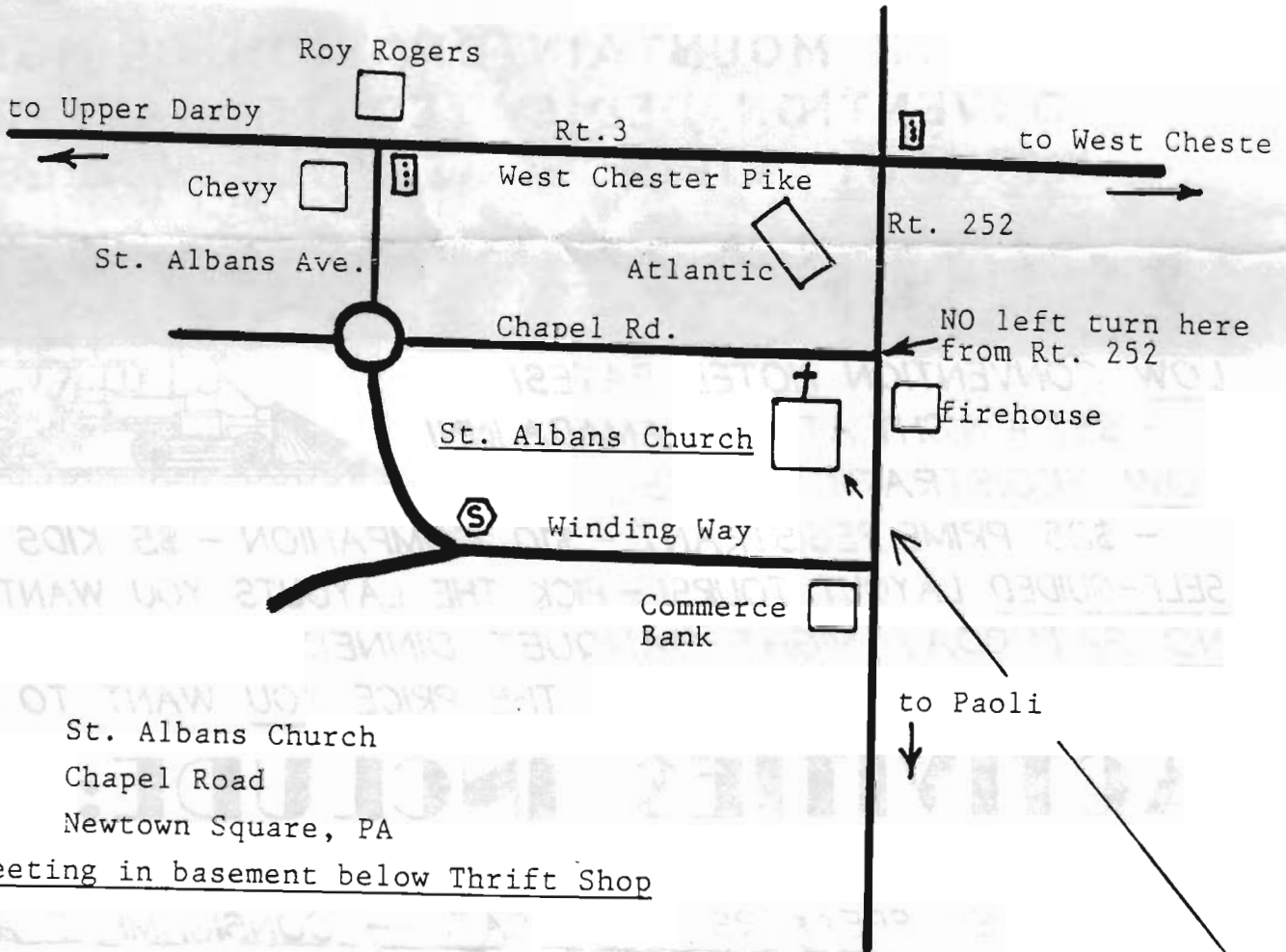
*SitG* is a breath of fresh air which recalls simpler times - no color, no multi-page ads, and inexpensive subscriptions. It's a bimonthly which provides fundamental information, product reviews, helpful advice on tools and techniques, delightful pictures of commercial and home-built locomotives, encouragement to the neophyte, and best of all, a warm and friendly editorial style.

If you want to learn more about live steam on your garden railway, you really can't go to your local hobby shop to get information. Yet, there's a whole world out there, folks, about modeling with the only style of locomotive which can really throw the white stuff over its shoulder. It's attainable, it's affordable, and *SitG* is the place to start. - *Rob Kuhlman*

*Steam in the Garden Magazine*, \$18.00/yr. (6 issues)  
P.O. Box 335  
Newark Valley, NY 13811

PHILADELPHIA DIVISION, NMRA

SPRING DIVISION MEET



SATURDAY, MARCH 19, 1994

9:30 AM TO 1:00 PM, LAYOUT TOURS TO FOLLOW

ST. ALBANS CHURCH, NEWTOWN SQUARE, PA. →

PUT THE FUN BACK IN MODEL RAILROADING

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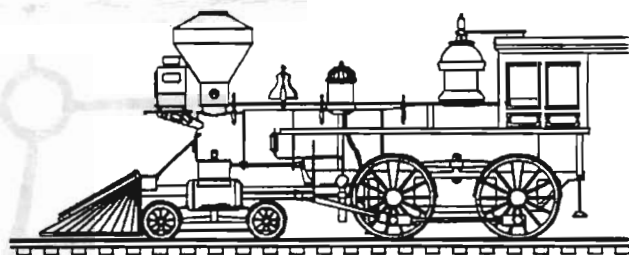
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**FOR INFORMATION,  
CALL OR WRITE:**

FUN!VENTION'94  
2193 BELLEMONTE CT  
JEFFERSON, MD 21755  
(301) 271-0120



# Philadelphia Division, NMRA Train Meet

## Saturday, March 19, 1994

St. Albans Church, Newtown Square

On Route 252, just north of the intersection of West  
Chester Pike (Route 3)

9:30 AM to 1:00 PM, layout tours to follow

Entrance free to current Philadelphia Division  
members; all others \$3.00 (includes one year  
membership)

Food available by donation

Clinics, door prizes, flea market tables, layout tours

For more information, contact:

John Nawn  
144 Laurel Road  
Sharon Hill, PA 19079  
(610) 461-8644

Philadelphia Division, NMRA

Train Meet

PHILADELPHIA DIVISION, NMRA  
12 PICKERING COURT  
DOWNTOWN, PA 19335



On Route 202, just north of the intersection of West  
Chester Pike (Route 2)

to follow

Division

to meet on the 1st of the month for members one year

(membership)

Clinton prizes, the market tables, layout tours

for more information contact

1994  
1994  
1994  
1994



PHILADELPHIA DIVISION  
MID-EASTERN REGION, NATIONAL MODEL RAILROAD ASSOCIATION

SPRING DIVISION MEET  
MARCH 19, 1994

TIMETABLE

- 9:30 AM Registration, Flea Market Tables, Contest Entries, Contest Voting, Introductions, Remarks.
- 10:00 AM CLINIC: "The NMRA Achievement Program" ...the continuing series.  
by: Dave Messer, MMR, Division AP Coordinator
- 10:30 AM CLINIC: "Simple, Inexpensive Copy Stand."  
by: Tom Tanner, Member, S.T.A.R.R.
- 11:00 AM **Door Prizes** and MOW Equipment Contest Award.
- 11:15 AM CLINIC: "Fine Tuning Rolling Stock."  
by: Paul Backenstose
- 12:00 PM CLINIC: "Building the N-Scale Broad Street Station"  
by: Charles Denlinger
- 12:30 PM LUNCH, by donation
- 12:45 PM Closing Remarks.
- 1:00 PM **HOME LAYOUT TOURS BEGIN**  
- Be sure to pick up a copy of the tour map.  
- Layouts will close at **5:00 PM**
- \* Be sure to visit the St. Albans Railroad and the Broad Street Station before leaving today.
  - \* Be sure to visit the Flea Market Tables during the Meet and before leaving.
  - \* Be sure to thank our Layout Hosts for allowing us the opportunity to visit their layouts. \* Be sure to stop by at Nicholas Smith and Brandywine Hobbies during your Layout tours and thank them for the donation of the door prizes.

Thanks for coming, have a safe trip home !