

# Train Orders

Official Newsletter of the New Jersey Division,  
Mid-Eastern Region, National Model Railroad Association



March 2022

Volume 33 Number 2

## In March, We Return to Switlik Park, Yardville

**John V. Gallagher, Superintendent**

We look forward to returning to Switlik Park in March. Yes, we were here in November but, in order to hopefully lock down this location in March of future years, we needed to reserve and use the facility this month. The township administration made changes to the reservation system because of the long shutdown of almost two years due to COVID. Now, we can reserve the facility next year and future years. It is free, has good parking, and is flexible for different meet programs.

The board conducted a brief study of membership distribution by county in our division. We want to be sure to locate division meets geographically throughout our ten counties [from Monmouth in the north to Cape May in the south]. However, our membership counts vary with Monmouth at 45 members to Salem with ZERO members. We will explore grouping counties in scheduling meets geographically to balance meets for travel time and give members an opportunity to host their layouts periodically.

The Board also seeks venues where we can hold a meet in your area. Local members know

their neighborhood, townships and counties and can assist the board in scheduling a meet in their area. The longer the time between when you read this and we make arrangements the better because the venue may have openings in their schedule. Our meets take place in September, November, January, March and May. When you inquire, ask about their rental fee and request a blank reservation form or paperwork. Possible locations include fire department halls, township library room, municipal building room, church/temple/synagogue/mosque facilities, private clubs, school district rooms, other township facilities, etc. Be sure to state that we are a non-profit 501-C3 tax exempt educational organization. Please get the application form and any other paperwork to me so we can consider the location for a future meet. Generally, we meet on the second Saturday of the month. If all goes well during the remainder of this year, we will need meeting locations starting January 2023. Thank you for your assistance.



### Next Division Meet

Saturday March 12, 2022  
Switlik Park Recreation Building  
5 Fisher Place, Hamilton, NJ  
08620

#### Contest:

How Can You Show Your Railroad  
to a Possible Investor?

#### Clinics:

**Ron Baile**

**Operating your Model RR using  
Prototype Procedures.**

**Mike Prokop**

**Building his Hill Valley Garden  
Railroad.**

For Table Reservations contact  
John Gallagher at 856 228-2239  
njdiv.super@gmail.com

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## Train Orders

Official Newsletter of the New Jersey Division. J. Division,  
NMRA

P.O. Box 276  
Crosswicks, NJ 08515-0276  
<https://njdivnmra.org>

Train Orders is published 5 times per year for the NMRA members and friends of the New Jersey Division. Online newsletter is always available at NJ Division website. Mailed hardcopy newsletter is \$15.00 per year. The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in Train Orders in no way constitute an endorsement by the Division.

### Contributing to Train Orders

Train Orders welcomes contributions from the New Jersey Division membership. Letters, articles, photos and other items may be submitted to the editor, Fritz Plenefisch, at [fplen3@verizon.net](mailto:fplen3@verizon.net) or to 327 Sharps Lane, Hamilton, NJ 08610-1334. Please include return postage if you would like materials returned.

Deadline for the next Train Orders issue April 6, 2022

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Visit us at <https://njdivnmra.org> and join us on  
Groups at <https://groups.io/g/NJDivNMRA>

## Schedules

**March Division Meet**  
Saturday March 12, 2022  
Switlik Park Recreation Building  
5 Fisher Place, Hamilton, NJ 08620

**Next Board Meeting**  
Tuesday April 19, 2022 6:30 p.m.  
Host – Rick Stoneking  
Please let us know if you plan to attend  
[njdiv.super@gmail.com](mailto:njdiv.super@gmail.com)

**May Division Meet**  
Saturday May 7, 2022  
Camp Evens, 2201 Marconi Road,  
Wall Township, NJ 07719

**Gateway 2022**  
Marriott Grand, St. Louis  
800 Washington Avenue  
Saint Louis, MO USA  
2022 NMRA National Convention &  
National Train Show.  
August 7th through August 13th  
<http://www.gateway2023.org>

**NJ Division Sponsored  
2025 Mid-Eastern Region  
Convention**  
**HELP WANTED!**  
**Committee Chairpersons; Workers.**  
Contact John Gallagher  
at 856 228-2239 or  
[njdiv.super@gmail.com](mailto:njdiv.super@gmail.com)

## NJ Division Area Hobby Shops

\* **AAA Hobbies & Crafts**  
706 N. Whitehorse Pike,  
Magnolia, NJ 08049  
(856) 435-7645  
[www.AAAHobbiesandCrafts.com](http://www.AAAHobbiesandCrafts.com)

\* **Sattler's Hobby Shop**  
14 Haddon Ave.  
Westmont, NJ 08108  
(856) 854-7136

\* **The Train Room Online Store**  
[www.thetrainroomNJ.com](http://www.thetrainroomNJ.com)  
e-mail [thetrainroomnj@msn.com](mailto:thetrainroomnj@msn.com)

\* **Yankee Dabbler - Track 33**  
101 W. Kings Hwy, Bellmawr, NJ  
08031

\* **Offers discount to NMRA members.  
Must show Current Membership Card**

**Membership Information**  
Any person who is a member of the NMRA and lives within the boundaries of the NJ Division as defined by the NMRA is also a member of the division. Non member guests are welcome to attend three of our meets, after which they will be asked to join the NMRA.  
**NJ Division Annual Activity Fee:**  
\$10.00 (optional and includes 5 meets) or individual meets \$5 at the door.  
First time guests, no charge!  
National Model Railroad Association  
P.O. Box 1328 Soddy Daisy TN 37384-1328  
[www.nmra.org](http://www.nmra.org)

# View From The Cab

## John V. Gallagher, Superintendent

### NMRA Magazine

NMRA National announced changes in the membership fees. Of course, there is an increase but that does not tell the entire story. In the past, you could join at a lower fee without receiving the printed magazine *Scale Rails* and then *NMRA Magazine*, the present publication. The other option included membership plus the magazine. Table 1 shows the present dues structure and the new dues structure to begin with April 2022 renewals and into the future.

I heard various opinions of the Association’s magazines over the years. In its current form, I think Cynthia Priest does a commendable job as editor. Well, we are in for a change. The digital age will offer members a **digital NMRA Magazine** at a lower fee. You have no choice! As the table shows, **all regular** and *Railpass* members, plus *Life* members will receive the digital form of the magazine. You can check this information at the NMRA.org website. President Gordy Robinson, MMR, also wrote about this in his “President’s Car” column in the February 2022 issue of the *NMRA Magazine*. However, there seems to be some differences between the column and the website. I look forward to some consistency and clarification on what the final details are. There are some savings in the new dues structure but, there are increases, too. You have a choice. In Table 1, I present my interpretation of the new membership offerings

NMRA Dues Changes 2022	
Present Dues	New Dues Renewals in April 2022 and Future
Member \$50 per year (Choice of NO <i>NMRA Magazine</i> subscription)	Member \$68 [+18] Includes <i>Digital NMRA Magazine</i> <b>No option to choose out on digital magazine.</b>
Member \$82 Includes Print <i>NMRA Magazine</i>	Member \$92 [+10] Includes <i>Digital NMRA Magazine</i> Also includes <i>Print NMRA Magazine</i>
Family Member \$9 No voting or <i>NMRA Magazine</i>	Family Member \$10 [+1] No voting or <i>NMRA Magazine</i>
Life Member \$0 Includes Print <i>NMRA Magazine</i> – if chosen	Life Member \$0 Includes <i>Digital NMRA Magazine</i> Includes <i>Print NMRA Magazine</i> if chosen now Option to cancel print magazine
Railpass Member ~\$19 Includes Print <i>NMRA Magazine</i> No voting	Railpass Member ~\$19 Includes <i>Digital NMRA Magazine</i> No voting

presented on the Association’s website.

I would like to know the specifics of the NMRA “survey” of member opinions about the new electronic sample issue. President Gordy wrote that 75% of respondents approved of the concept of a digital magazine. I don’t recall receiving these survey questionnaires last year. How were the participants selected? If it was a survey [a selected subgroup of the total membership], who were they and how were they selected? If the questionnaire included ALL members, it is a census. If it was sent by only email, then the “survey” is biased. There are many members who are not computer users, or live in rural areas of the USA where there is NO Internet service, or other reasons.

I did research on the reliability and validity of surveys while a graduate student at The Ohio State University. I worked in a research center. I forget how many surveys I reviewed but there were hundreds from all aspects of life. Most were badly flawed. I won’t bother you with the technical details. However, when I hear that a group surveyed ... and found ..., I am skeptical. Unfortunately, decisions occur “based” on the “data.” It would not surprise me to find the NMRA survey falls within this same group. Did NMRA recruit an academic from its membership to conduct this survey?

NMRA will save money by going to an on-line version of *NMRA Magazine* and will pass some savings to the members who select this option. I don’t disagree with that decision. If you like it, make that choice. When I get “only” electronic issues such as *Train Orders*, I usually print them out on the printer. I like the relationship of reading text in my hands, like magazines, books, letters, etc. I consume what I read. I read with a colored marker to highlight or underline important content. I write comments in the margins or other white spaces. I date what I read, otherwise I will read it again and ... Hey, I forget.

What are your thoughts? Email me some feedback. Thanks.

### 2025 Mid-Eastern Convention

Your Board of Directors continues to organize the process of assembling a team to

View continued on Page 4

*View continued from Page 3*

offer the members of the Mid-Eastern Region, NMRA, [MER] a convention in the fall of 2025. We currently have a list of tasks needed to complete over the next 2 ½ years so we can welcome guests to our convention within our division boundaries. It's been done before, I served on the 2010 and 2015 committees. I don't know it all and cannot do it all myself. Nor can the members of the Board, exclusively. We need a team of leaders and worker bees. Why are we starting now? In 2010, another division of the region couldn't put together a convention. It wasn't their fault. So, the MER asked the New Jersey Division if we could host the convention. We had seven months and pulled it off but the experience was intense.

Much of this is the **Planning** stage of the process to develop what is needed and who will do it. We need to determine how to accomplish those tasks successfully. So, we need **you**. What experiences do you have that we can tap to meet our objectives? What would you enjoy doing as part of the convention team? Do you have time to be a team player? Do you have management and leadership experience to undertake a part of this project? We need names. Tell us what you want to do and what you bring to this project? Even long range, can you develop one or two special clinics to present at the convention. If the convention is near your area, can you offer to show layout for an open house on the layout tour or coming to, and going home days? Please send me an email to the Superintendent's email address: [njdiv.super@gmail.com](mailto:njdiv.super@gmail.com). Title it "2025 Convention Volunteer."



## Model Contest News

### By Jack Menaker, Model Contest Chairman

So, here we are again. The last meet was via ZOOM and the contest that was to be, wasn't.

**Let's try again!**

**The March 2022 contest will be  
 HOW CAN YOU SHOW YOUR RAILROAD  
 TO A POSSIBLE INVESTOR?**

Pretend you are the President & CEO of a small local railroad named "**MY RAILROAD INC.**" and have someone who wants to invest in a railroad, he is visiting various small lines prior to making a decision and investing.



The contest is How would you transport the investor around "**MY RAILROAD**"

How would you tour the railroad with that individual? Take him for a cab ride in a clean engine? How about an observation car pulled by a clean diesel engine. Maybe a Railbus? Maybe a Doodlebug? An inspection car or a theater car would be nice. How about a limousine with a built-in bar?

For the contest, please provide a model of what you would use to show off your railroad to a potential investor

### Upcoming Contests

In the past two years, we have asked for different topics for the NJ Division Contest. Some requested topics have been, a water feature, diorama, favorite train, photo (model or actual), specific passenger or freight cars, favorite engine, railroad structures, industrial structures, kitbashed structures etc.

We are always looking for new and/or favorite topics for the contest.

Feel free to contact me online at [jackmenaker@yahoo.com](mailto:jackmenaker@yahoo.com) to suggest what you would like to see or present at a Meet. contest.

And don't forget, a Golden Spike Award is a certificate from the NMRA acknowledging that you are someone who is a Model Railroader rather than a train watcher. You can contact me as above for the requirements or to schedule an evaluation.



### GENERAL NOTICE To all employees of

On or about January 8, 2022, we will be hosting the visit of J.J. Deep Pockets to take a tour of our company assets, including all Trackwork, all buildings and all company motive power. All Employees must be dressed in clean clothing. The facilities must be cleaned prior to the visit and motive power must be touched up and washed. Please be on your best behavior. To continue and expand the operations of My Railroad Inc. we need the influx of investments.

John Q. Operator, President & CEO

## Clinics for the March Meet

### By John V. Gallagher, Director of Clinics

Our program will follow the traditional meet format. We have two clinic presenters who excel in model railroading, Ron Baile, MMR and our Assistant Superintendent Mike Prokop.

Ron operates a great model railroad in his home. However, he doesn't limit railroad operations to HO scale. For a number of years up to now, Ron has operated the prototype as an engineer on the Cape May Seashore Lines [CMSL] railroad. Duties include mainly freight service and occasional excursion passenger service during special events such as the Santa Express.

Ron and I have discussed operating the prototype as a basis for model operations. How well do model railroad operators run their model trains in a prototypical manner? How could they improve their operations with prototype practices while balancing the time commitments with the time available [fast clock] in a modeling setting? It is more than taking the throttle, checking the headlight, maybe operating the horn and bell, and departing the yard with a pocket full of car cards. I don't want to go further. Attend Ron's clinic and pick up a lot of prototype operations information, including some humorous stories that confirm that Murphy's Law exists on the prototype, on steroids!

Here is the description of Mike Prokop's clinic:

#### **THE HIGHS AND LOWS OF THE HILL VALLEY RAILROAD**

The Hill Valley Railroad is a garden railroad started in the early 2000's by Mike and his son, also named Mike, in their backyard in Hamilton Township. The railroad's theme places it in the eastern logging country early in the 20th century, running on three foot narrow gauge trackage with typical period geared and rod-driven steam locomotives and suitable vintage railroad equipment. Through many photographs, Mike will show the building of the garden railroad from track design to landscaping, scratch-built structures, and wireless control systems incorporating "dead-rail" operation. Also, how the railroad got its funky name, along with all the other essential components and challenges encountered building an outdoor layout. As the name of the clinic suggests, operating and maintaining a layout in the "wild" with the many variables such as real-time weathering, harsh elements and an uncontrolled Mother Nature; the good, the bad and the ugly will be covered in the clinic. You can imagine a garden railroad after almost 20 years, being subjected to all kinds of environmental challenges. The garden railroad has had its fair share of ups and downs, highs

and lows, and dare I say, hills and valleys. Images of "then and now," will illustrate the transformation of the physical plant. Although battered and beaten (as many of the prototype railroads of the time were), you'll see the rebirth of the HV and how it survives now in modern times as a viable model railroad company continuing to provide fun and enjoyment to its owners.



**Mike Prokop Photos**

## Book Review

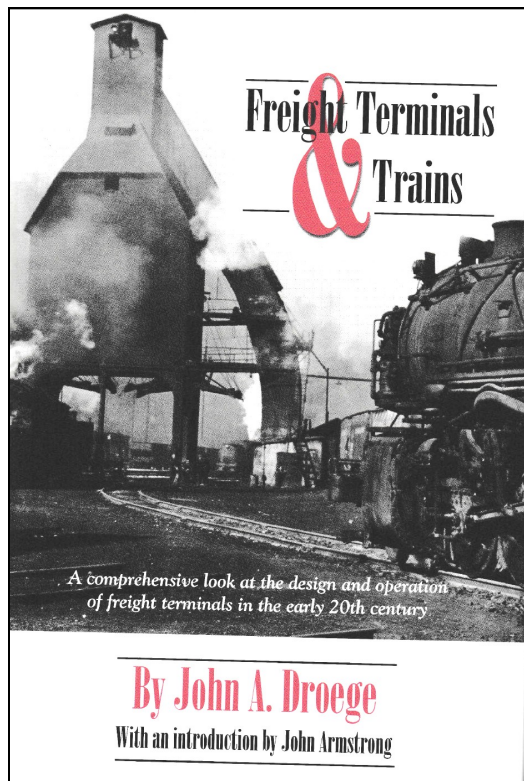
### John V. Gallagher Superintendent and Director of Clinics

I remember writing book reports in school. After reading the book, you wrote a synopsis of the book and some reactions. First, many of the books didn't relate to my views about what was important. Second, how do you handwrite a report of several pages about a 100+ page story? Third, many of the books related to female interests, and, the girls in the class loved them plus the teacher was a nun.

Well, that was decades ago and I now enjoy reading books and articles. It is a part of my constant quest in lifelong learning, a must for a vibrant life in retirement. We never stop learning and will never know it all. I constantly said to my students, the more you know... the more you know that you don't know. Don't be discouraged. Consider it a motivator as a search into the unknown.

I read many model railroad magazines [I subscribe to four plus a number of newsletters online] and prototype books. I seek information and techniques to enhance my modeling and operations. My brother does model railroading [he is a life NMRA member] and participates in the local Vermont chapter of the NMRA. I needed to send him a present. I saw an ad in the *NMRA Magazine* that filled my need. I also purchased one for myself. ***Freight Terminals & Trains*** by John A. Droege describes in detail the principles and best practices of freight railroading facilities and operations during the era of the 1920's. NMRA reprinted this 1925 book of 550+ pages on

coated paper. It's a beautiful book; a great buy at the member price of \$40, postage included.



OK, Gallagher! 1925? I model the transition era, or the late 20<sup>th</sup> century, or modern day intermodal and manifest freight with the occasional annoyance of Amtrak and commuter trains. What's the good of this old stuff?

Droege gives us the basics of track layout, freight operations, how to make decisions on the various options based on the business of

rail transportation [Hello! Model railroading simulates the transportation **business** of the era you selected, not running trains around the Christmas tree.]. His first two chapters introduce the reader to the general problems and challenges of freight operations, an informative read on definitions and options of various aspects of freight operations. They are critical to understanding the following chapters. I am still reading the second chapter and I also selectively read chapters on team tracks, live-stock handling, and freight houses. They make better sense after reading chapter 2. The principles are the same and timeless. Remember, the use of real estate challenges us to design track systems that use the least amount of space while meeting the operational challenges of moving freight cars efficiently. Errors lead to switching puzzles, inefficiency, wear and tear and wasted time of switch engines making extra moves that track layout could reduce or eliminate. I'll leave it there.

It is entertaining and very informative reading, peppered with numbers of examples. Droege began his railroad career as a telegrapher on the B&O and retired 51 years later as vice president of the New Haven Railroad at age 70. He lived to 100.

What have you read recently or go back to for a reread or to check frequently? Consider writing a **Book Review** and help us learn more. Contact our editor.



# New Jersey Division 50th Anniversary Gondola

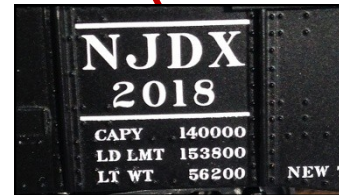
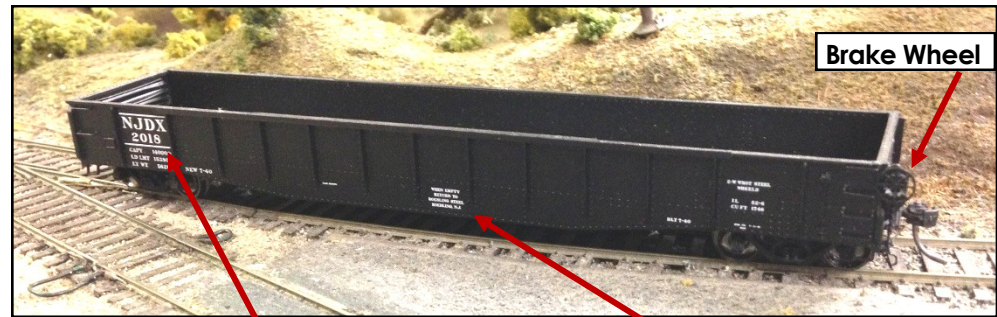
## 75th Anniversary Gondola

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

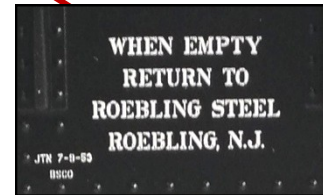
We acquired equal amounts of the two car numbers. Cash or check will consummate the deal and you'll be hauling stuff around your layout in no time!

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

To order Contact Rick Stoneking at stonekingr@comcast.net or by mail use the Order Sheet. USPS Priority Mail postage is: \$9 for one car and \$10.75 for two cars.



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



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

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

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

**A check made payable to the NJ Division must be included with your order.**

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
 Telephone \_\_\_\_\_

See Tangent website for more information support

@tangentscalemodels.com

Return this form to NJ Division NMRA;  
 PO Box 276, Crosswicks, NJ 08515-0276


## Second Section

### Layouts open for viewing for the March Meet

For the March meet we have four layouts to visit.

Maps listing them along with directions and the time they will be open are available at the meet.

Please contact a Board member if you would like to host an open house for your railroad when we are close to your area.

But if we are missing your area completely, please let us know so we can visit your layout. 



The Delaware & Allegheny RR is a Class One carrier between the New York area and Pittsburgh, PA., with westward connections there as well as serving the area steel mills.





**The New England & Western Railroad is a freelanced New England railroad set roughly in the late 60's to early 70's. Motive power is leased from other regional railroads, mainly B&M and MEC, operating with NCE DCC. . An operating session typically requires six operators and about two hours.**



**Delaware & Raritan RR. Is an HO Scale layout.  
It is a mid size industrial line featuring  
The Pennsylvania RR, Reading and Jersey Central Lines.  
It has many scratch built structures.**



**Contemporary regional railroad that serves an intermodal  
terminal, local businesses and also provides commuter  
service for a regional transit authority.**

## The Golden Spike

### By Joe Zebrowski

There is an NMRA Achievement Program award available to every member and which is relatively easy to earn - the Golden Spike Award. However many modelers choose not to pursue it, even when they probably already qualify. It's free, the paperwork is just one page and it looks mighty nice hanging on the wall of the train room. Let's go through the checklist and you decide if you already qualify, or are nearly there.

There are three categories, the first being Rolling Stock. Do you have six pieces – locos or cars (freight, passenger, caboose, etc.) – that you scratch built, assembled from craftsman kits or are from commercial kits that you added details to? An undecorated diesel comes essentially in kit form. Do you have one or more to which you added, say, an antenna, MU receptacles, grab irons, a new horn or bell, other accessories or your own paint and decals? It qualifies. Have more than one? Each qualifies. How about a 50 foot box car that you enhanced with a cushion underframe parts? How about a caboose you added items to? Any type of rolling stock can be used. All you need is six pieces total, not six of each.

OK, then there's category two, Structures and Scenery. Eight square feet of scenery are required. Eight? That's only 2 by 4 feet of buildings, roads, hills and so forth. Most folks have well beyond that. And your railroad can still be under construction. The

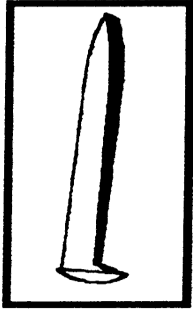
mainline doesn't even have to be completed. Now, you will also need five structures, either scratch built, from craftsman kits or detailed commercial kits. These can be any type of structure – a building, a bridge or viaduct, a road overpass or underpass, a tower or storage tank, or whatever, they would all qualify. If you built it from scratch it qualifies. If you built it from a laser kit it qualifies. If it was a plastic kit that you added details to, such as roof details, gutters, downspouts, a foundation, window air conditioners, signs, outdoor lighting fixtures (they don't have to actually light), a custom paint job, etc. it qualifies. How about something that you kitbashed to alter the size or shape? That definitely qualifies.

Now for the third category, Engineering. Do you have turnouts, crossovers, maybe a crossing diamond (it doesn't have to be on the mainline), a three way switch, maybe a dual gauge turnout? These all qualify. You don't need a lot of these; just one each of three types will get you there. It doesn't have to be hand laid; commercial components are fine. One aspect that may cause a little work, but not much, is that the trackage has to be properly ballasted and installed on a proper roadbed. Most of us do that anyway. All trackage has to be wired so that two trains can operate simultaneously. That doesn't mean double track is needed. Single track with a passing

siding will work. The installation does have to be wired with DC block control, DCC, or another command control system. If you've been running more than one train at a time, controlled by block toggles and on/off switches in DC, or with any DCC or other command control system, you're good to go here. Are some of your turnouts powered? Do you have turnout position indicators or a lighted building? You don't need all three of these; any one will do.

So give it some thought. It's not hard to qualify. Many folks already meet the requirements or are close to it. Why deprive yourself of an award you might already qualify for? Ron Baile, MMR, a former AP coordinator, adds these comments: The form is sent out with each mailing of the *Train Orders*. Many of these things may be useful for points toward other AP awards as well. Check the NMRA website for a full list of rules for all the AP certificates. And finally, help is readily available for the asking. We are not mind readers – you have to ask. There are many skilled modelers in the NJ Division who would be happy to give advice or assistance, and at least five are Master Model Railroaders.





# 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 scratchbuilding and superdetailing. 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 scratchbuilt, 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 scratchbuilt, craftsman kits or superdetailed 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 trackage required (e.g. turnout, crossing, crossover, etc.). All must be properly ballasted and installed on proper roadbed. Commercial trackage may be used.
- All installed trackage 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: \_\_\_\_\_ Name: \_\_\_\_\_ NMRA #: \_\_\_\_\_

Regional AP Chair: \_\_\_\_\_ Region: \_\_\_\_\_