

Train Orders

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



March 2024

Volume 34 Number 4

Its Works in Progress at Switlik Park in Yardville

John V. Gallagher, Superintendent

We return to Switlik Park for our annual Works in Progress [WIP] format of multiple simultaneous clinics. We recruited clinicians to present 30-minute clinics up close and personal to up to 10 members at each table. Each clinic will be repeated so members have four opportunities to attend a clinic topic should there be more than 10 attendees at a clinic table. Bring a notebook and pen to copy notes so you have a record of the topic for use at home. You can photograph items of interest with your phone.

Our meet will include the regular events of a short business meeting for updating members about division events and activities, two 30 minute WIP sessions, a break period for coffee and donuts, socialization, voting for the contest, shopping at the division bookstore, scanning the door prize goods, the raffle table, taking some items from the last chance table, and shopping at any vendor tables. We return to the third and fourth WIP sessions. We then celebrate the accomplishments of members in the AP program and today's clinicians, the contest winner, meet new members and visitors, and get briefed on the layouts open for the afternoon.

Masks are optional. We suggest that you have one in your car should there be a spike in cases at the meet time or wearing at layout homes should the owner request masking to protect vulnerable family members. Thanks for your cooperation.

Reminder:

We need CLINIC PRESENTERS for future meets. Please sign up on the clinics clipboard for a clinic to present at a future meet. Clinics earn AP credit for the Author certificate. We need your help and your knowledge and modeling skills to improve our own modeling and hobby involvement. Thanks.



Rick Spano Photo

Winner of the Model Display Photo Exhibit is Rick Spano showing his N scale Bucket Wheel Excavator. This is a huge piece of mining equipment.

Next Division Meet

Saturday March 16, 2024

9 a.m. to 12:00 noon

Switlik Park Recreation Building
5 Fisher Place, Hamilton, NJ 08620

Model Display News

Weathered Locomotive or
Rolling Stock

Clinics:

There will be eight 30 minute
Clinics presented four times.
(See Page 6 for Details)

In This Issue

March Meet	1
NJD Information Page	2
View From The Cab	3
Convention Updates	4
Work in Progress Clinics	4
Model Display News	5
Garden Railroading	6
Anniversary Gondola Sale	8
Delaware & Alleghany ops	9
Let's Talk Adhesives	11
Open Layouts	12
Golden Spike Appl. Form	15

Train Orders

Official Newsletter of the New Jersey 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 newsletters are always available at the NJ Division website.

Mailed hardcopy newsletter is \$20.00 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.

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

Cutoff Date for submittal to the next issue: April 10, 2024
Items received after this date may appear in the next issue.

Superintendent and Director of Clinics
John Gallagher
njdiv.super@gmail.com
856 228-2239

Clerk/Secretary
Joe Zebrowski
609 268-9451
trackjack@comcast.net

Director- Membership
Geert Marien
732 757-1061
geert@mindspring.com

Director-Editor
Fritz Plenefisch
609 585-7660
fplen3@verizon.net

Paymaster/Treasurer
Tom Neukirchen
609 584-5184
t.neukirchen@aol.com

Assistant Superintendent, Bookstore and Door Prizes
Mike Prokop
njwrr@aol.com
609 610-2687

Director-Contest Chair
Jack Menaker
732 908-6571
jackmenaker@yahoo.com

Director
Thom Radice
732-713-5649
thomradice@gmail.com

Division AP Chair
Glyn Thomas, MMR
856 467-0421
glynthomas42@gmail.com

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

NJD Information Page

March Division Meet
Saturday March 16, 2024, 9 a.m.- noon
Switlik Park Recreation Building
5 Fisher Place, Hamilton, NJ 08620

Next Board Meeting
Host – Tom Neukirchen
Saturday April 20, 2024 , noon
Please let us know if you plan to attend
njdiv.super@gmail.com

May, Joint Meet with the Garden State Division
Saturday May 4, 2024, 9 a.m.- noon
Camp Evans/InfoAge Museum
2201 Marconi Rd, Wall, NJ 07719
Contest: Kitbashed Industrial Buildings

Railroaders Prototype Modelers
Valley Forge, PA
Friday March 22, 2024 thru Sunday 24, 2024
Desmond Hotel, 1 Liberty Blvd, Malvern, PA
Information: rpmvalleyforge.com

Special NJ Division Summer Meet August 4th, 2024 at Switlik Park in Yardville

NJ Division Area Hobby Shops

* **AAA Hobbies & Crafts**
706 N. Whitehorse Pike,
Magnolia, NJ 08049
(856) 435-7645
www.AAAHobbiesandCrafts.com

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

* **The Train Room Online Store**
www.thetrainroomNJ.com
e-mail 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

View From the Cab

John V. Gallagher, Superintendent

Currently the traditional coffee and donuts menu has been suspended.

We begin a new program: BYOB. No... the second “B” does not stand for alcoholic beverages! It stands for “Breakfast”. If you want coffee and/or donuts, I suggest that you stop at Dunkin Donuts, WAWA or another establishment to either “eat in” or purchase your choices for take-out. For a number of years Mike Underwood, frequently assisted by Chris Underwood provided Refreshments or a Canteen of coffee and donuts. Mike submitted his resignation due to personal reasons. He and Chris did a great job. I have put out some requests for a volunteer or a team of volunteers to operate the canteen/refreshments.

You can join the NJ Division team as an active participant and earn points toward the Volunteer AP. Do you usually attend division meets? Needed is a vehicle that has room for four plastic bins plus a hand cart. Those are some of the basic requirements for chairing the canteen/refreshments committee. Mike set up a system for this task, including the electric 40 cup urns, other equipment, paper cups, plates, napkins, paper towels, clean-up stuff, etc. plus excellent instructions. You need to keep up the supplies of coffee, donuts purchased the morning of the meet [best], sugar, sweetener, milk, creamer, instant decaf coffee, and other items. Can you recruit some volunteers to join your team and also earn

volunteer points? The division covers all costs you incur in these duties.

Here are the two choices.

1. BYOB.
2. Volunteer and to run the canteen.

For March 16, 2024, it is BYOB!

2025 MER Convention.

With regret, the NJ Division withdrew its offer to host the 2025 Mid-Eastern Region [MER] Convention. I sent a letter to the MER leadership stating that we were unable to provide a hotel venue with appropriate convention facilities that met the MER specifications. First, our division’s hotels that met the MER requirements were limited to around five. Second, their pricing was extremely high, well above the budgeted funds of the MER. Some hotels did not respond to their replies. Our team of Mike Prokop, Joe Zebrowski and Thom Radice deserve a vote of thanks for their persistence in searching for an affordable venue that met MER requirements.

Gordy’s Column

I wonder how many division members that subscribe to the **nmra magazine** read the NMRA President’s column. He provides information of interest regarding the NMRA from a national perspective and, many times it relates directly to you. If you wonder “how that happened”, it’s usually because you didn’t read his column each month. He wants feedback on issues or initiatives. What is being considered regarding our dues? Are we getting another

increase? No. Do you like paying dues once a year on an anniversary day, depending on the month you joined? If that is a stressor, would you like to pay a proportional amount each month? Those and other options are discussed in the February 2024 issue, pages 6&7. Gordy reads his e-mails and responds when it’s appropriate. Drop him a line. Include your NMRA membership number and be sure to tell him you are from the **NJ Division, MER.**

In Memoriam


Member Michael Sabia of Brick, NJ passed on January 23, 2024 at age 65 after a long illness.

Please keep him and his family in your thoughts and prayers.


Membership

The NMRA national election is underway, you should have received a ballot by e-mail or US mail. Be sure to vote. .

Layout Visits

Please follow the information regarding layout open houses and when they are open. At the January meet attendees were informed a layout would not be open. Several people did not follow those directions. The layout sheet listed times for visits. One member left the meet early and arrived at that layout about 11:30AM. The layout owner was not expecting visitors, especially in the morning. I learned later that three others arrived in the afternoon! Visit only the layouts opened from the list. Listen for announcements on any possible changes. Follow them. Thanks. 

2025 MER Regional Convention Updates By The Convention Committee

The New Jersey Division’s directors spent the last 18 months searching for a venue for our 2025 Regional Convention. We have been unable to find a hotel with the needed facilities at a price affordable by either our Division or the Mid-Eastern Region. Therefore, regrettably, a letter has been sent to the Region advising that the New Jersey Division is not able to host the 2025 convention. Our division is located in the most expensive area of the region; the convention hotels are simply quoting prices far above what we or the Region can afford. There might be a 2025 regional convention, but it will have to be hosted by another division. We regret that this action is necessary. Unless something significant changes in the future, the New Jersey Division cannot afford the expenses of hosting a regional convention going forward. Therefore this will be the final Convention Updates entry. The Convention Committee thanks all who had volunteered to assist in this effort. 


Clinics for March Will Be Works in Progress

John V. Gallagher, Director of Clinics

Usually, we select two clinic topics presented by members or guest presenters. We try to select clinics that most members find useful, entertaining, or of interest to their modeling or knowledge of railroading, not all will meet the preferences of all in attendance.

Years ago, I adapted the idea from the prototype modelers plus the practices of many professional organizations and conventions, to provide a selection of clinics simultaneously. Each clinician will present a clinic four times, 30 minutes duration, so attending members would be able to select and attend four topics of their choice. We run the meet clinics sessions

much like what you experienced in high school with a bell starting the first session, ending 30 minutes later with another bell. Attendees then have a few minutes to change clinics where the second session begins with a bell. We will then have a break time for visiting, shopping, rest room... After that break, a bell will announce it’s time for the members to go to the third selected clinic following the above process, ending with the fourth clinic. We suggest that no more than 10 gather at each table per session.

Listed below are the presenters and their topics as of newsletter deadline: 

Presenter	Topic
Mike Prokop	Let’s Talk Adhesives
Barry Rosier	Cardstock Modeling Detail Tricks
Dave Albertson	Follow-up on South Street Bridge
Glyn Thomas, MMR	Modeling Wilkes-Barre Station – Alternative Approaches
Mike Mosher	Arduino projects and Techniques
Jim Shepard	Diorama Garden Center [Garden RR’s]
Tony Liccese	Solder Free Lexan/3D Printed Throw bars
Pete Suhmann	Modifying Cheap Dollar Store Tools For useful MRR purposes

Bring a notebook and your phone camera to take notes and photos for your use.

Model Display News

By Jack Menaker, Model Display Chairman

We had a very different category on display at the last Meet. The topic was Show us a picture of something on your layout, that doesn't belong. The members produced a few different items in the pictures.

The winner was Rick Spano with a picture from his wonderful N Scale layout of something very rare on a layout, a Bucket Wheel Excavator. This is a huge piece of mining equipment. Good job Rick!



The next Meet is in March, and the topic on display will be a piece of weathered rolling stock or engine.

The rules are very simple.

It cannot be purchased already weathered.

That's the only rule!

Please come, look and vote for the

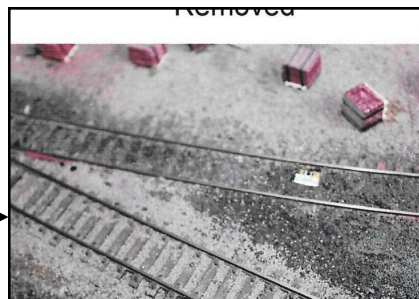
Best in Show.



Please talk to me about a bunch of Atlas code 100 tracks and an interesting way of displaying your rolling stock.



Model Derailed
← Applied
Removed →



Garden Railroading Challenges and Successes

Tom Neukirchen, G Scale Program Director, NMRA New Jersey Division

My introduction to Garden Railroading was based on a tip from a friend and a Locomotive to be operated on the layout as well as where would be a great place to have the layout. This being my first outdoor layout, I had to do everything by the seat of the pants and Google videos for assistance.

I chose a flat or minimum grade track plan that also had remote turnouts for ease of accessibility and maintenance of the grass and flower bed right of way. The Tree and Closed down Koi Pond area were the prime locations for the railroad. The level of the Koi Pond track set the standard for the rest of the layout.



All Photos Tom Neukirchen

The Shade Tree presents a good layout location, minimal rain and allows for shallow rooting miniature plants and extension into the former pond area.

Challenges:

The track had to be leveled, using cement blocks and 3/8" graveled roadbed above the patio blocks kept the grade close. Any additional heights was done with more stone. This created some electrical challenges to the turnouts and track power drops.

The electrical wiring had to be accessible and also water proof to be able to operate over multiple years. Water when it penetrates the plastic insulation will cause oxidation of the copper wire and loss of power or controls to turnouts. I learned this the hard way and rewired the turnouts and power pickups using better insulated wires. The access panels were also raised to allow for better wiring access for

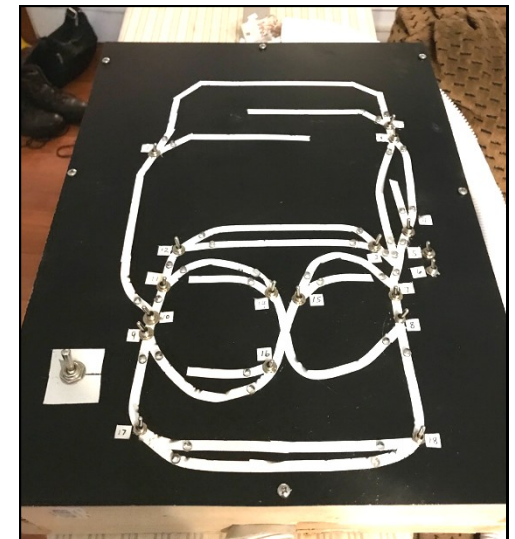


The Layout is designed for switching and continuous running, stable footing and underground wiring.

repairs or rewiring.

Mother nature throws curve balls at the modeler in that the trees and plants grow, thus the track plan has to be flexible to account for tree trunk and root systems getting thicker. The track plan had to be modified to allow for exceptional tree trunk growth and surface root enlargement (mitigated by raising the track bed).

Engine operational power systems and the boosting of the power required new thinking and wiring in the control box, the use of a dispatchers remote control box has connection issues, which are solvable with the better



Dispatchers controls for remote turnouts and lighted buildings for night time operations. Wiring allows for a seated dispatcher

transformers and connectors.

Engine selection:

The diameter of the curves dictates the size of the motive power and with 5 ft diameter curves, the use of larger engines and rolling stock was not permitted, thus the acquisition of the rolling stock and engines must meet this limitation. Be sure to research the actual turning radius, not what was stated by the manufacturer only. The number of curves will also set the speed usable for each engine (similar to HO track layouts). Metal wheel sets are best for outdoors as is with the indoor HO rolling stock.

Rolling stock couplers:

The use of Knuckle Couplers are less standard for all, and it is best to use a uniform style on all equipment.



Narrow gauge transport from Outlier Station, had fun constructing the buildings. (Country Store, stations, etc.)

Track selection and replacement:

The minimal number of track manufacturers used in the layout will result in fewest headaches when it comes to track jointers, track height discrepancies, etc. I have found that the newest Split Jaw track connectors are the strongest for exterior use when the tracks are sometimes stepped on and moved. Piko track connectors are also good for inside connections.

Scenery

Plants make up a final phase of the layout but, unlike the static models in the indoor dioramas, the plants on the outside are real and this is where the wife or significant other could be a great help, in selecting the miniature plants that are good for your building and track components of the layout. Maintenance and periodic pruning, etc are all part of the ultimate diorama.



Maintenance away is always necessary for Gardeners and engineers, always need for more gravel. Trees grow!

Planning

Just as when setting up your basement layout, planning leads to earlier success and operation fun, so go ahead with your outdoor railroad dreams and have fun with a glass of your favorite beverage watching and controlling the Garden Railroad.

Starting with the May Train Orders a new column will be another part of the TO.

“Garden Railroading News”

The intent of the column is for those interested in starting or maintaining an outdoor railroad, helpful hints thorough the seasons.

The subjects to be covered are maintenance of the Rolling Stock and Engines, Maintenance of the roadbed and tracks as well as the plants so that they are not encroaching on the layout right of ways

This could be a continual column in every issue with parallels to our indoor layouts as to what is done or should be done.

Any articles to be included in this column are greatly appreciated and should be sent to me.

Tom Neukirchen at t.neukirchen@aol.com



HOLIDY SALE EXTENDED

\$20 PER CAR! WHILE QUANTITIES LAST , ALL CARS ARE NOW PRICED AT \$20 PER CAR UNTIL SOLD OUT! MAIL ORDER OF CARS ARE AVAILABLE AT THE BELOW POSTED SHIPPING RATES .

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!

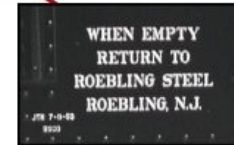
These are excellent looking and beautifully running cars, but, a car not decorated for a prototypical railroad, they do have the look of a gondola that you might see in any train consist from the 1930's to the 1980's.

To order cars Contact Mike Prokop at njwrr@aol.com or by mail use the Order Sheet. USPS

Priority Mail postage is: \$9 for one car and \$10.75 for two cars.



The Reporting Marks "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.

COME TO THE MARCH MEET TO PURCHASE THESE CARS WHILE QUANTITIES LAST. EVEN IF YOU ALREADY OWN A CAR OR TWO, THEY ARE EXCELLECT CARS TO ADD MORE TO YOUR MODEL RAILROAD. IT'S VERY EASY WITH A BLACK BODY TO PAINT OR BLANK OUT THE CAR NUMBER AND CHANGE IT SO IT WILL FIT IN WITH YOUR OPERATING FLEET OF GONDOLA CARS.

THIS SPECIAL SALE IS BEING OFFERED TO NMRA MEMBERS ONLY, NO DEALERS. WHILE QUANTITIES LAST! QUESTIONS- CONTACT MIKE PROKOP AT NJWRR@AOL.COM

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

The Delaware & Allegheny's First Operating Sessions

By Joe Zebrowski

Operating Session No. 1

After nine and a half years of construction and 16 months of good intentions, the Delaware & Allegheny DuBois Subdivision finally had its inaugural operating session in December of 2023. I gathered a group of seven willing subjects and organized the first of hopefully many more monthly sessions. Things went reasonably well, especially given that I had never hosted one before. There was some confusion, mostly due to the operators not being familiar with the railroad (understandable), where various locations are and the basic parameters that I set. We actually operated about 15 trains, consisting of road locals, yard switching and a few through trains. We even managed a mail and express passenger local. Yeah, there were some goofs, including a few misrouted trains. But hey, I was new to the concept and the guys were new to my railroad.

I had decided to use switch lists instead of car cards or waybills. For one thing, I don't move nearly as many cars as a lot of the large operating layouts do. For another, I'm not fond of the idea of people spreading an array of waybills out on the scenery or on a shelf attached to the fascia. I've operated that way elsewhere and it wasn't easy trying to switch industries and juggle a bunch of small waybills at the same time. Consequently they wound up being laid out on the railroad. Besides, I don't relish the idea of having to

create a few hundred waybills, one for each freight car I own.

Anyway, I made up the trains and filled in the car information on the switch lists. Then I made "train cards" to identify every train, i.e., a ticket to give to the assigned operator. The cards identify the train, the engine numbers, the DCC address of the lead engine, where the train would be found parked, instructions as to what work was to be done and where the train would terminate. The switch lists also identify the train and engine, identify every car in the train and where the cars are to be delivered. Each operator was given a clipboard to hold his switch list, and a pencil to check off completed tasks. The operator then has only two pieces of paper, both of which can be held on the clipboard.

At the end of that first session several suggestions were received from the participants, mostly in the realms of track identifications and better written instructions. Management went to work in response.

Operating Session No. 2

The second operating session was held in mid-January 2024. In preparation, all the trains were re-staged and cars were replaced with others. I attached the pencils to the clipboards with Velcro and attached hooks to the fascias at several locations, so the operators wouldn't have to be holding the clipboards while switching, or dropping their pencils. Then I added identifying labels to

each of the two 5-track staging loops (one at each end of the railroad). Finally I clarified the information and instructions on the train cards, in the hope of reducing or eliminating vagueness, ambiguities and operating errors (a big hope with this bunch, I know). I also made a line diagram of the railroad for the dispatcher's use, with a copy hung on a wall in the train room for reference.

There were only five of us at the second session, so the full schedule of trains couldn't be run. We were able to have a designated yardmaster but no dispatcher. I've found that one position that can't be dispensed with is the yardmaster. He's the linchpin for a major part of the operation. The guys coordinated with each other to avoid any conflicts between trains. Fortunately there weren't any incidents or derailments (at least none that I was told of) and we did manage to run more than half of the schedule.

The next ops session is planned for mid-February. So, the D&A DuBois Subdivision is finally a living railroad with freight and express cars actually being delivered from, and taken away to, the rest of the world, at least once a month. I look forward to many more ops sessions on a regular basis. It is fun and a fulfillment of why we build our railroads.



Delaware & Allegheny Railroad Co.									
TRAIN SEQUENCE and DISPATCHER'S RECORD of TRAIN MOVEMENTS									
Dispatcher:				Date: / /					
TRAIN	DIR.	DESCRIPTION	ENGINE NO.	LOCATION	DESTINATION	CREW	OUT (✓)	IN (✓)	NOTES
CS-300	East	Coal LDs from Clearfield	739 & 736	Clearfield	East Loop				Meet SC-301 En Route
SC-301	West	Coal MTYs to Clearfield	452 & 487	East Loop	Clearfield				Meet SC-300 En Route
PCX-600	East	Penn Central Coal LDs *	2408	Moose Crk. Ind. Trk.	East Loop No. 1				Get permission thru yard
FC-80	East	Falls Creek Transfer	324 & 326	West Loop No. 1	Clearfield				Break train on arrival
P21	West	Mail & Exp. Local	123	East Loop No. 5	West Loop No. 5				Work at Clearfield
DS-100	East	Manifest Freight *	391 & 388	West Loop	East Loop No.				Run thru
P23	West	Nittany Lion *	909 & 903	East Loop No. 5	West Loop No. 5				Stop at P'burg & Clearfield
WDT-10/11	East	West Decatur Turn	477	Clearfield	West Decatur & Return				Coordinate moves with DS
SP-151/150	West	Phillipsburg Turn	164	East Loop No. 1	Phillipsburg & Return				Coordinate moves with DS
P22	East	Mail & Exp. Local	123	West loop No. 5	East Loop No. 5				Work at Clearfield & P'burg
OD-309	West	Coal LDs from Osceola *	805 & 813	East Loop	West Loop				Run thru
DS-110	East	Manifest Freight	611 & 602	West Loop	East Loop				Must meet WB Frt. en route
DS-114	East	DuBois-Sunbury Coal LDs	805 & 813	West Loop	East Loop				Run thru
SD-109	West	Manifest Freight	611 & 602	East Loop	West Loop				Must meet EB Frt. en route
DO-310	East	Coal MTYs to Osceola *	266 & 268	West Loop	East Loop				Run thru
SD-99	West	Manifest Freight *	388 & 391	East Loop	West Loop				Run thru
SD-115	West	Sunbury-DuBois Coal MTYs	266 & 268	East Loop	West Loop				Run thru
P24	East	Nittany Lion *	909 & 903	West Loop No. 5	East Loop No. 5				Stop at Clearfield & P'burg
PCX-601	West	Penn Central Coal MTYs *	2408	East Loop No. 1	Moose Crk. Ind. Trk.				Get permission thru yard
CF-81	West	Falls Creek Transfer	326 & 324	Clearfield Yard	West Loop No. 1				Assemble train/help from YM

NOTE 1: Terminating loop track will depend on which one is available at the time. Dispatcher's choice in assigning terminating track.
 NOTE 2: Trains marked * are optional and can be skipped. NOTE 3: East Loop = Upper Loop; West Loop = Lower Loop

The **Sequence of Trains and Dispatcher's Record of Train Movements** is the core form. It lists all the trains intended to be operated and their sequence. The dispatcher uses this form to assign crews to trains and keep track of their progress via radio. As the dispatcher assigns crews to trains, he gives the crew the appropriate train card and switch list plus a radio. The dispatcher can't see the railroad, the radios and his Since the dispatcher can't see the railroad, the radios and track schematic are indispensable in knowing where the trains are.

The **Switch List** (not shown here) is an important operating document, it lists each car and its position in the train, and where it is to be delivered. This form is used instead of car cards and waybills, for simplicity. A standing instruction for all trains that do switching is the pick up all cars in the sidings, even if a car isn't being delivered that day.

<p>TRAIN: DS-100 DuBois-Sunbury Manifest East LOCO: 391/389/388 DCC ADDRESS: 391 Depart: West Loop Arrive: East Loop track directed by the DS</p> <p>INSTRUCTIONS:</p> <ol style="list-style-type: none"> Run thru doing no work Meet other trains as directed by the DS Enter East Loop counter clockwise; terminate on track directed by the DS; cut track power. 	<p>TRAIN: WDT-11/WDT-10 West Decatur Local LOCO: 477 DCC ADDRESS: 477 Depart: Clearfield, Bigler Ave. Yard Arrive: West Decatur and return</p> <p>INSTRUCTIONS:</p> <ol style="list-style-type: none"> Get loco and go to yard. Work with YM. When ready to go, get permission from DS to occupy main track and tell him your plan. Cars are arranged for ease of delivery. Work as directed by Switch List. Switch Woodland Team Track; pick up all cars. Advance to TUNNEL; get permission to proceed east to the passing siding at SUMMIT. You will use of the passing siding and utility siding while at Wallaceton. Switch spurs at Wallaceton and West Decatur. Pick up all cars. The run to W. Decatur will be caboose first. Rearrange train so Woodland cars are at front. Advance to the WB signal at SUMMIT; get permission to proceed to TUNNEL, where you must enter the passing siding. Let DS know when you are clear of the main track at TUNNEL. Switch the spurs at Woodland; pick up all cars. When done stay clear of the WOOD limits in the passing siding; get permission to proceed to Clearfield to enter the yard. Let the YM know you are coming. Let the DS know when you are clear of the main track. Follow YM's instructions for yarding the train. Take loco to engine terminal storage. Cut track power. 	<p>TRAIN: PCX-600 Penn Central Coal Loads East LOCO: PRR 2408 DCC ADDRESS: 2408 Depart: Moose Creek Mine Arrive: East Loop Track 1</p> <p>INSTRUCTIONS:</p> <ol style="list-style-type: none"> Assemble train and get permission from the Clearfield YM to run thru the yard to SLOPE. Speed limit is 15 MPH on the Industrial Track. Get permission from DS to occupy the main track and proceed east. Meet other trains as directed by DS. If given clearance past EAST PHIL, enter the EAST Loop counter clockwise and terminate on Track 1, behind the train already parked there. Be sure the rear end is clear of the clearance point (yellow ties). Cut power to the track.
<p>TRAIN: SC-301 Sunbury-Clearfield hoppers West LOCO: 739/736 DCC ADDRESS: 739 Depart: East Loop Arrive: Clearfield, Bigler Ave. Yard</p> <p>INSTRUCTIONS:</p> <ol style="list-style-type: none"> Run west to Clearfield; meet Train CS-300 and other trains as directed by the DS. Clearfield YM will assign arrival track; notify DS when clear of main track. Take loco to engine terminal for storage and cut power to the storage track. 	<p>TRAIN: FC-80 Transfer East from Falls Creek LOCO: 324/326 DCC ADDRESS: 324 Depart: West Loop Track 1 Arrive: Clearfield, Bigler Ave. Yard</p> <p>INSTRUCTIONS:</p> <ol style="list-style-type: none"> Run to Clearfield, Bigler Ave. Yard. Crossover into the yard at FIELD. Notify the DS when clear of the main tracks. Be sure the crossovers at FIELD are reset to "Normal". Yard train as directed by the Yard Master. Take loco to engine terminal for storage. Cut power to storage track. 	

The **Train Card** shows the train's I.D., the lead engine number, whether it's eastbound or westbound, the DCC address (not always the engine number due to a quirk of MRC decoders), where it can be found and where to terminate it. Below that info are specific instructions regarding what work is to be done and where, plus any special handling or switching instructions.

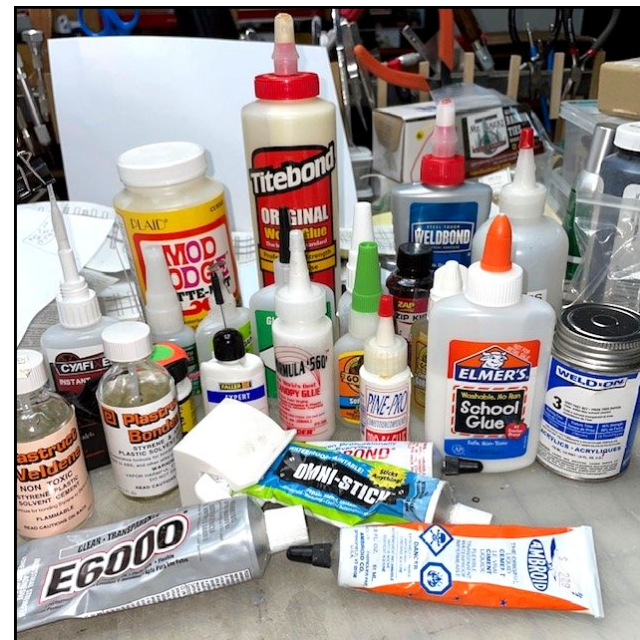
Let's Talk Adhesives

By Mike Prokop

The March meet is only days away and, as usual, the New Jersey Division will be gathering once again in the hallowed halls of Switlik Park in Hamilton, NJ, for another exciting round of Works in Progress clinics. I'll be doing my part in the program by presenting a clinic on the sticky stuff we use in our everyday modeling activities for our model railroads. Adhesives are a very important component of our hobby, whether we're building bench work, laying track, creating scenery, constructing buildings and structures, repairing rolling stock, adding details, etc. I'm sure you can think of many more applications for adhesives we use regularly in our train rooms. I'll be covering the basics such as using polyvinyl acetate (PVA, PVAc, poly(ethinyl ethanoate), Cyanoacrylates, Aliphatic resins, and many more. The above translated, White glue, School glue, Super (Krazy) glue (CA), and Carpenter's glue. I'm not an expert or have a degree in chemistry, so I'll be talking in layman's terms concerning these substances we use to hold two objects together. So, you're more likely during the clinic to hear terms such as that "white stuff," or "yellow

crap," or that "@#\$%" that sticks your fingers together! I'll be bringing my arsenal of adhesives from my workbench that I regularly use along with a few examples of where I've been successful in actually securing stuff together using these various forms of magic materials.

But wait! There's more. With a bunch of us sitting around the table, we should be able to have a great conversation and discussion of adhesives and where and how we use them. Keeping in mind we only have thirty minutes run time for the clinic, we'll have to keep some of the personal experiences and war stories brief. I think during the clinic we'll be able to share much more information and knowledge about adhesives than I can espouse upon. I'm looking forward to sharing your experiences, understanding and mastery of that sticky, messy and gooey stuff us modelers can't live without. So, hopefully, we'll meet up at Switlik Park on March 16th to discuss and exchange ideas about the many types and uses of the adhesives we use while practicing our model railroading endeavors. Nearby is a photo of some of the adhesives in my arsenal. 🚂



Mike Prokop Photo

Just some of the adhesives we'll be discussing during my clinic

Second Section

Layouts open for viewing at the March Meet

For March we have **five** layouts to visit at the time this TO is issued.
 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.



Mike Prokop Photo



Val Pistilli Photo

**Free-mo module of the
 Reading Railroad's Linden Street Freight Station in Camden, NJ**

The Hill Valley RR is a Narrow Gauge operation that is currently under construction. This view shows trains in the future Winston Yards.



The layout design is a double track folded dogbone with a center island. It's era is the late 1950's central Pennsylvania and is shared by the Pennsy, Reading, and Lehigh Valley.



Bill Howard All Photos

Allentown and Eâ€™port Central RR is an operating layout of 700 sq ft. Combining scheduled Passenger service with local switching operations.



The "Scenicked and Undecided Railway" is a large N Scale layout based on the Pacific Northwest in the US and British Columbia, running CP Rail, CN, BC Rail, BN and UP.



Rich Newmiller Photo

The PRR Dresher Division is a free lanced 14' X 20' HO layout with many scratch built prototypical structures. The 490' of track services 30 customers with a maximum mainline grade of 2.25%, the DCC system is NCE - all locomotives have sound, and the scenery is complete.

Railroad Prototype Modelers- Valley Forge

March 22-24, 2024



Sponsored by a 100% NMRA Club

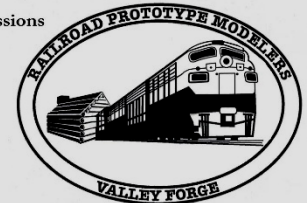
Thursday & Friday Operating Sessions

Many Clinics

Model Displays

Vendor Rooms

Sunday Home Layout Tours



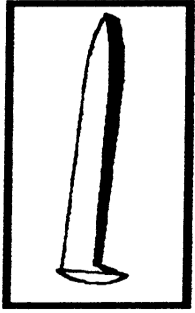
For information and updates
rpmvalleyforge.com

Registrar
Steve Salotti
rpmvregistrar@gmail.com

Clinic Information
Rob Hinkle
robhink@gmail.com

Vendor Information
Drew Marshall
vendorsvfrpm@aol.com

Ops Sessions
Mark Wallace
mwallace665@verizon.net



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: _____