

Train Orders

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



May 2018 Volume 29 Number 3

May Meet At Info Age Museum

Bill Grosse

We're heading to Wall, NJ, in the northeast area of our division, we will be hosting the Garden State Division in our 6th Annual NJD-GSD Joint Meet.

We have two clinics scheduled. First is our own Thom Radice presenting Model Layout Design Using Historical Events to Guide Modeling Decisions. Second will Chuck Diljak from the GSD with his clinic, Anthracite Mines: There is more than just a breaker. See Asst. Super. John Gallagher's article in this issue for more information.

We will have the usual refreshments faithfully tended to by Mike and Chris Underwood. A big thank you to them for their dedicated service.

There will also be the Model Contest, Show & Tell, Bookstore, and Door Prizes.

Don't forget to pick up your tickets for the 50th Anniversary Grand Door Prize. The tickets will be available at the beginning of the meet. The drawing will take place before the end of the meet.

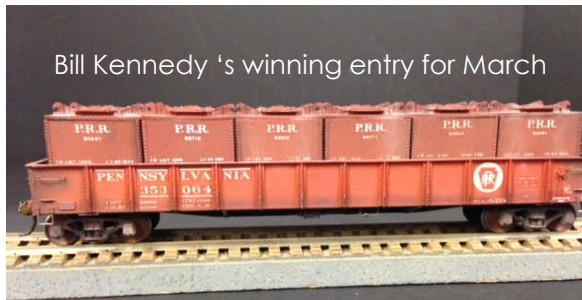
There will be open layouts to tour including the Garden State Central Model Railroad Club located at the museum. The museum is also home to the Radio Technology Museum, Electronic Warfare Exhibit, Military Technology, New Jersey Ship Wreck Museum and more that you can tour.

It's time for nominations again! Since we are in an even year we will elect three directors to serve on the board for the next two years.

If you would like to be included as a candidate for election to a position on the NJ Division Board of Directors, please fill out the petition found on page 7 and return it to the election committee chairman, Mike Prokop. Mike's address is included on page 7 along with the petition and instructions for completing the form. All petitions must be received no later than August first.

Ballots will be included with the September edition of your Train Orders which will be sent to all regular NMRA members residing in the NJ Division. Electronic voting may be considered by the Board of Directors.

Rail Pass members are not eligible to hold office or vote. You should receive that issue by September first. Ballots must be received by the Election Committee by September 5th to be counted. Results of the election will be announced at the meet on September 22nd.



Bill Kennedy 's winning entry for March

Next Division Meet
Saturday May 12, 2018
9 a.m. to 12:00 noon
Camp Evens/Info Museum
2201 Marconi Road
Wall, NJ 07719

Contest: Kitbashed Industrial Buildings

Clinics:

- Thom Radice
Model Layout design based
on historic events
- Chuck Diljak
Anthracite Mines

Layout Tours:

Saturday 1 p.m. to 5 p.m.

Swap Tables:

Bill Grosse 609 532-3431
W.grosse.jr@optimum.net

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Official Newsletter of the New Jersey Division
Mid-Eastern Region, NMRA
P.O. Box 8694
Trenton, NJ 08650
www.NJDivNMRA.org

Train Orders is published 5 times per year for the NMRA members and friends of the New Jersey Division. Online newsletter always available at NJ Division website. Mailed hardcopy newsletter is \$7.00 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 emailed to the editor, Fritz Plenefisch, at fplen3@verizon.net. Please include return postage if you would like materials returned.

Deadline for the next issue: August 7, 2018

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Visit us at <http://www.njdivnmra.org/index.html> and join us on
Yahoo Groups at <http://groups.com/neo/groups/NJDivNMRA/info>

Schedules

Next board meeting

Sunday August 19, 2018
Host-Mike Prokop
Please let us know if you plan to attend.

NJ Division May Meet 6th Annual Joint Meet Hosting GSD

Saturday May 12, 2018
Camp Evans/InfoAge Museum
2201 Marconi Rd, Wall, NJ 07719

NER convention Hosted by GSD

Mahwah, NJ, Sept 13-16,2018
Erie Limited.org

2018 MER-NMRA Convention Crossroads of the MER

October 4-7, 2018, Rockville, MD
[http://potomac-nmra.org/
regional-timetable](http://potomac-nmra.org/regional-timetable)

Philadelphia Division Meets

June 9 and Sept 8, 2018
[Www.phillynmra.org/MER2018](http://www.phillynmra.org/MER2018)

Susquehanna Div. Spring Event

Sat. May 5, 2018, 9 a.m.-4 p.m.
300 West Small St., Mt. Union, PA
<http://www//.susquehannanmra.org>

Severna Park Model Railroaders

Open House May 5 & 6, 2018, 12 noon to 5 p.m.
<http://severnapark.railfan.net/>

ACHIEVEMENT PROGRAM GOLDEN SPIKE
AWARDAPPLICATION FORM
is the last page of The Second Section

NJ Division Area

Sattler's Hobby Shop*

14 Haddon Ave.
Westmont, NJ 08108
(856) 854-7136

The Train Room*

715 Arnold Ave.
Pt. Pleasant Beach, NJ 08742
(732) 892-5145
www.thetrainroomNJ.com

Yankee Dabber - Track 33

101 W. Kings Hwy.
Bellmawr, NJ 08031
yankeedabber@aol.com

Trainpops Attic *

400 Mill Street, Bristol, PA 19007
(215) 788-2014
<https://trainpopsattic.com>

* Offers 10% 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 1328Soddy Daisy TN 37384-1328
www.nmra.org

View From The Cab

Bill Grosse, Superintendent

Time is really flying, once the May meet is completed I will have finished my first fiscal year of 5 meets as Superintendent of the New Jersey Division. There is still plenty of work ahead in my first year before September gets here though, and I look forward to making sure it gets done.

50th Anniversary Luncheon and History

I am glad I was able to see everyone that attended our 50th Anniversary Luncheon on April, 28, 2018. It was a nice day of friends, conversations, memories, and food. Even though there were no clinics, model contest or layout tours, a good time was had by all.

We were fortunate to have 3 Charter Members in attendance, Bill Birchall, John M. Johnston, and Sam Natal.

We have to make sure we continue on with the NJ Division for our remaining Charter Members and those that have passed on. Be sure to keep an eye out for luncheon photos and 50th Anniversary reports in future newsletters and at njdivnmra.org.

There is a 'History' page on the NJ Division website that has copies of early Division paperwork including the 1968 Charter, 1997 Charter re-issue, Minutes of the Organizational Meeting, Minutes of the First New Jersey Division Meeting, and Charter Member List. Retrospective articles from Charter Member's Bill Birchall, and Sam Natal, along with Past Superintendent

Mert Gardner, will be available on the site soon.

Anyone who has anything to do with the history of the NJ Division, or would like to write about the division, please contact me with the details. We can arrange to add items to the website, or publish your article in the newsletter.

Election Time

If you have read page 1 and have seen the Petition for Nomination on page 7, you know it is time for elections again.

The three incumbents, Bill Grosse, Chuck Higdon, and Tom Lavin, are running for re-election, but you can consider putting your name in too. New ideas and perspectives keep an organization current.

If you would like to have your name on the ballot in August, print and fill in the petition on page 7 with the required information, and send it in.

The Board of Directors may consider using an electronic voting service for the upcoming or future elections. There will still be an option to use a paper ballot for any member that requests it, if we do go electronic.

Per the updated New Jersey Division By-Laws, as recommended and approved by the Mid-Eastern Region, NMRA, ballots will be sent for all elections including uncontested. This is to allow members to have the option

of a write in vote if they so desire.

On a very positive note, hopefully on a trend that will continue, we have added 24 new members this year from January thru April. A lot of them have come in on the RailPass Program to try us out. Let's make sure they feel welcome and are getting everything they are looking for out of the NMRA.

If you are a new member, or a long time member, to the NMRA and the New Jersey Division, be sure to ask questions, attend meets, special events and open layout tours, let us know what we can do to keep you interested. I do want to receive notes and comments, good or bad, that you think can help the division.

If you have family or friends that might be interested in model railroading, please bring them out to a meet to try to expand their interest. We also need to try to bring in younger generations, so bring your kids, grandchildren, nieces and nephews.

Thank you for your support in my first year as Superintendent, I look forward to continuing in the next term if elected again.

UPDATE

Jackson Hobby Shop

2275 West county Line Rd
 Jackson, NJ 08527,
 (732) 364-3334

Will be staying open until the end of the year. 40% discount on most items.

Model Contest News

Jack Menaker, Model Contest Chairman

The contest from March was for “detailed gondolas with loads”. We had 4 entries and received 30 votes from the 50 members who were at the Meet.

The winner was entry #2, Bill Kennedy with his PRR G22 gondola. I would like to thank the other members who submitted entries.

- #3 was from Frank Neufeld,
- #4 was from Tom King
- #1 was from Jack Menaker.

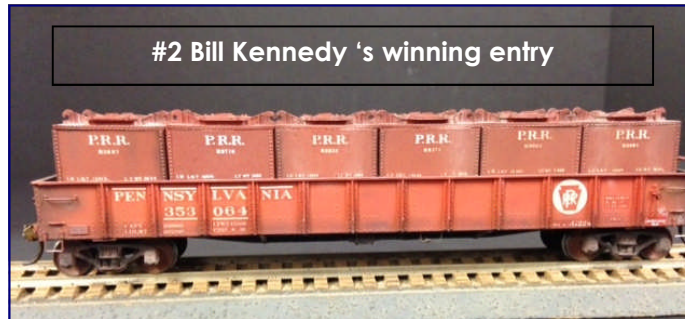
We had also on display a Switch Tower from Monster Model works. The interior was detailed with an interlocking machine, desk and even a complete Toilet. This tower was being shown by Jack Menaker.

The contest for May 2018 is something new. We are looking for a KITBASHED INDUSTRIAL BUILDING. I am hoping for some interesting entries.

- Again, I ask all members to
- a) Enter the contest or
 - b) Show us something that you are proud of.

Thanks to all members for your contest submissions and for voting.

Jack Menaker
Contest Chairman



#2 Bill Kennedy 's winning entry



#3 Frank Newfield



#4 Tom King



#1 Jack Menaker

A Monster Model Works Switch Tower with interior detail was displayed by Jack Menaker



Jack Menaker photos

Clinics for the May 2018 Meet

John V. Gallagher, Director of Clinics

How does a model railroader decide what their layout will communicate to a visitor or observer? Do we all follow a specific set of rules or guidelines in designing and building our layout? I don't think so; based upon the wide variety of layouts I visited in the past. One could follow John Armstrong's excellent book on layout design, but I would guess that most of you didn't follow all of Armstrong's steps. So what? One can follow a number of approaches and end up with a great layout. I offer a number of criteria one could use in making layout design decisions:

- Model a specific railroad or railroads
- Model a specific time period
- Model a railroad in a specific location
- Model specific kinds of railroad equipment such as steam; diesel; electric, trolley and/or interurban; narrow gauge; short line; commuter; mass transit [subways or els]; ...

Model a railroad based upon a specific economic model, sometimes affected by geography: mining operations; large industrial facilities rail served; port operations; transfer operations; urban industrial districts with rail service; regional industries rail served [grain and agriculture in the Midwest or milk/creamery in the north east; petroleum industries in the south and southwest; ... What could you add?

May's program features two clinics that address different approaches to layout design and decision making. NJ Division member Thom Radice will discuss and illustrate.

Model Layout Design Using Historical Events to Guide Modeling Decisions.

Thom's beautiful layout presents a Civil War theme of the 1860's with accurate scenes of important locations of railroad importance to the war effort. Thom will address how certain era events provided guidance in layout design decisions. Thom plans on hosting meet members at his home layout during the afternoon layouts tour.

Since this is a joint meet with our neighbors in the Garden State Division, clinician and excellent model builder Chuck Diljak of the GSD will present a clinic titled:

Anthracite Mines:

There is more than just a breaker

Chuck originally wanted an anthracite mine on his layout, since he models northeastern Pennsylvania. After building the breaker, he discovered there is a lot more to model for an anthracite mine than he realized. His clinic will give prototype examples of various mining structures and discuss how he modeled them for his layout.

All who attend will leave with more information to consider in layout design and building.

Speaking of clinics and clinicians...

Have you considered presenting a clinic for one of our division meets? What do you do best in your modeling? Don't compare your skills to others. What do YOU do best? Could you demonstrate it to us? What is your passion in the area of railroading and/or

model railroading? Have you researched something about a specific railroad, a location, an industry served, certain motive power and rolling stock, the challenges posed by geography to laying out a railroad route, etc.? If you have some ideas or want some advice regarding presenting a clinic, please talk to me or send me email at:

Johnvgallagher39@gmail.com or telephone me. If you telephone, please leave a message so I can return your call.

Hey guys! Presenting a clinic doesn't mean only solo performances. Two or three can present a clinic, each offering their expertise on some aspect of the topic.

I will put together programs for the fall 2018 and spring 2019 meets soon. Please sign up on the clipboard.

Thanks for your support!



Superintendent Bill Grosse presenting Certificates of Appreciation to Chuck Higdon and Barry Rosier for presenting their Clinics at the March 2018 meeting.

Tom Lavin photos

Get Your Legacy on the Right Track!

Ron Baile

So, have you given any thought to where your trains will go after you are gone? We are all rapidly approaching “that time”. I still have to laugh when somebody in their 80s or 90s starts out a sentence with the phrase, “If anything happens to me...” What could possibly happen?

My brother-in-law walked into the house at 50 years old, sat on the couch and died. Throughout his life, he was always making plans to build that dream railroad, and had accumulated many kits, structures, cars and locomotives, but also had many things I had no idea what they were.

I inherited the chore of disposing of his items. His kids didn't want any of it, and neither did I because, to me it was mostly junk. But to my brother-in-law, it wasn't just stuff: it all had sentimental or nostalgic value. He had Elvis's pink Cadillac, a Burger King, and a 7-11 store. For some reason these things meant something to him.

He had a large collection of Union Pacific locomotives -- mostly Bachmann or AHM -- and, frankly, they were not worth a dime. There was every kind of cheap freight car that caught his eye. If I saw that stuff at a store or even a yard sale I would have walked right by it.

It took me about two years to get rid of this stuff. I went to train shows and division meets and talked to dealers. It was a waste of my model railroading time. I felt that my sister-in-law should get as much

money as possible from this deal, but it was really difficult to turn a decent buck from all this junk.

Here's the point. Take inventory of what you have. Then, in all honesty, ask yourself if you will live long enough to build or have the ability to build all those kits you have squirreled away. Now, set the “good stuff” aside and dispose of the rest. Sell it, give it away, or maybe show a kid how to build a kit. Narrow that supply down to what you will really use.

We all have things of a railroad nature that are of value to us either sentimentally or historically. The question is when we go, will someone distribute your treasures as you would prefer, will the vultures make a mad scramble for it or will it all go out to the trash?

When having my will prepared I asked my attorney about the proper disposition of my model railroad equipment, my timetable and book collections, and my photograph collection. His recommendation was, if you have a very valuable piece, your will can deal with it. Otherwise, for all your other things, write your wishes on a separate piece of paper, sign it and date it, and attach it to your will. Make sure someone else has a copy too. If your stuff is unique or very valuable, take photos and put them on a flash drive along with values and your thoughts about who should get what items or how it should be disposed of.

What, no will? Shame on you! After all, it's really not so much for you but for the people who have to deal with the piles of stuff you leave behind. Talk to your attorney. For people with simple households, the county in which you live often provides will service for free, usually with for a small filing fee. Camden County has county stores around and they can usually do it. There are services available for seniors that are free or very cheap.

I urge you to consult an attorney or utilize one of these services to help protect and ensure your model railroad legacy travels down the right track.



Camden & Amboy Fact

What was the origin of the cowcatcher?

This strictly American feature was the invention of Isaac Dripps, a young mechanical engineer employed by the Camden and Amboy Railroad in the early 1830's. You know, the guy that built the “John Bull” locomotive from a kit some say came from England in a blue box. So many cows trespassed upon the railroad that Dripps decided to install on the front end of the locomotive a small truck supporting two iron spears. The device was effective but fatal to cows! After many lawsuits and plenty of strip steaks, he installed a crosswise bar to act as a bumper which evolved into the V-shaped cowcatcher we're all familiar with.



Petition for Nomination as a Director of the New Jersey Division For the term September 2018 through September 2020

Candidate's Name (Print legibly): _____

Candidate's NMRA member number: _____ Expiration Date: _____

Petitioners' Signatures _____ NMRA member number: _____ Expiration Date: _____

1. _____

2. _____

3. _____

4. _____

5. _____

As a candidate for the position of Director of the New Jersey Division, NMRA I hereby certify that I am a member in good standing of the New Jersey Division, NMRA and that to the best of my knowledge, all signers of this petition are members in good standing of the New Jersey Division, NMRA.

Candidate's Signature _____ Date _____

----- Cut along this line -----

The New Jersey Division, Mid-Eastern Region, National Model Railroad Association, will be holding an election of Directors for the term September 2018 through September 2020. All regular and associate NMRA members living within the boundaries of the New Jersey Division are eligible to be candidates for the annual election.

In order to have your name appear on the ballot, as specified in the bylaws of the NJ Division, you must submit a signed petition indicating your desire to be a candidate and have it signed by 5 other regular or associate NMRA members who also reside within the boundaries of the NJ Division. Their NMRA membership numbers and expiration dates must be included. **Note:** Rail Pass members are **not eligible** to be a candidate, nor to be a signer of this petition.

When complete, mail your petition to the Chairman of the Nominating Committee:

Mr. Michael Prokop
Attn: NJ Division Election Committee
5 Ray Dwier Dr.
Hamilton Square, NJ 08690

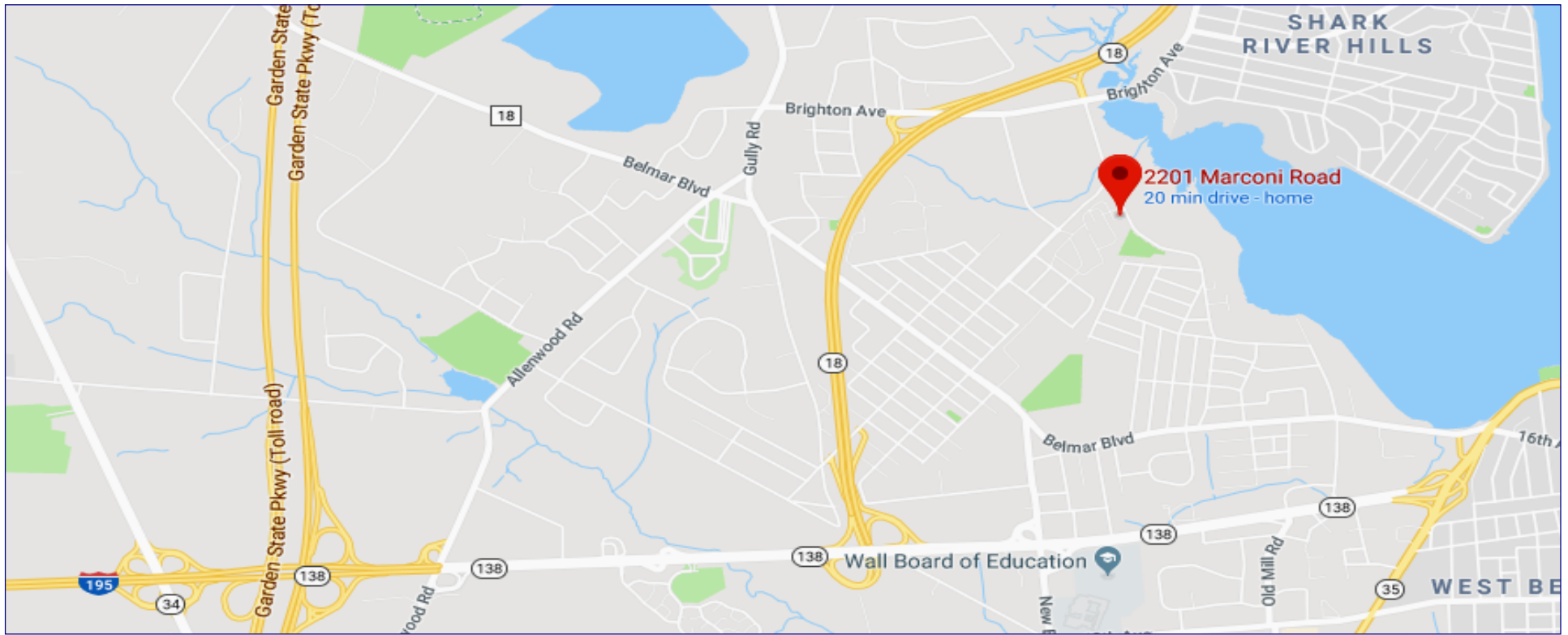
All petitions must be received by August 1, 2018 in order to be included on the ballot. All petitions will be verified by the Nominating Committee.

The petition form is enclosed. If you are reading this online, please print this page and fill out the form. If you are reading this in hardcopy, simply copy and complete this page or use this original. When completed, please mail it to the address shown.

Along with your nominating petition, please include a photo and a short letter of introduction to let the members know why you should be elected to the Board of Directors. This information will be sent with the ballot for members to use when considering for whom to cast their votes.

In accordance with the By-Laws of the New Jersey Division, MER-NMRA. Ballots will be mailed with the September Train Orders in the third week of August and ballots must be received by September 5, 2018. Results will be announced during the NJ Division meet on September 22, 2018. Any further questions can be directed to the Chairman of the Nominating Committee, Mike Prokop at 609-610-2687 or email - njwrr@aol.com.

Directions to the May Meet



Meet location: 2201 Marconi Rd, Wall Township, NJ 07719

From the North, Garden State Parkway South.

Take exit 100A to merge onto NJ-33 E toward Ocean Grove/Bradley Beach
 0.9 mi, Turn right onto Old Corlies Ave.
 0.2 mi, Turn right onto Gully Rd
 1.2 mi, Turn left onto Brighton Ave
 0.8 mi, Turn right onto Marconi Rd
 0.3 mi, destination will be on the right. A fenced in area, 2201 Marconi Rd, Wall Township, NJ 07719

From the West on I-195, at end continue on NJ-138 E and follow below.

From the South, Garden State Parkway North.

Take exit 98 toward NJ-138 E
 0.3 mi, Keep right at the fork, follow signs for NJ-138 E and merge onto NJ-138 E
 1.1 mi. Slight right onto the NJ-18 N ramp to Eatontown
 0.3 mi, Keep left to continue on NJ-18 N
 1.7 mi, Take exit 7 for Marconi Rd toward Shark River Hills
 0.1 mi, Continue straight onto Marconi Rd, destination will be on the right. A fenced in area, 2201 Marconi Rd, Wall Township, NJ 0771

Second Section


SOUNDHOLIC?

Mike Prokop

Upgrading all or most of your motive power on your model railroad with the latest and greatest sound decoders? Spending those extra bucks for factory installed sound with your ongoing purchases? Obsessed with fine tuning control variables (CVs) to synchronize the chuff or diesel RPMs to the proper rhythm and cadence of the prime mover or pounding steam cylinders, drive rods and wheels? Forget having one unit in an ABBA with sound, are you putting sound decoders in all four? Have you installed two speakers in a steam tender? Well just admit it, you also have the volume cranked up in all the units! How about it, you've installed sound decoders in your freight cars to hear that prototypical wheel clickety-clack clack and squealing sounds. Don't worry, your not alone! Many model railroaders are living with this condition called, "SOUNDHOLISM". They can't wait to enter the railroad room and power up the layout to hear that symphony of idling prime movers or hissing steam boilers, with various air compressors kicking on and poppet valves spitting out bursts of air! Just be aware, experts studying this phenomenon say this is normal behavior, maybe a bit weird though. Let's face it, lots of weird, but yes, potentially healthy for model train enthusiasts. Like another disease, the only periodic meetings that

might help at this time is your local train club. But be warned, if your a Soundaholic, this may be the equivalent of jumping from the frying pan into the fire!

Well if your incurable at this time, and still can't get enough audible stimulation, here's a suggestion to facilitate your decibel cravings. Build the device you see in the accompanying photograph. It's not called a

sound blaster for nothing! It doesn't take much to make. All you need is an old obsolete working sound decoder, a 1.25 inch round speaker, some wire and a 4 to 8 inch section of 1 inch PVC pipe. Glue the speaker to one end of the pipe and hook up the decoder's right and left rail inputs to your DCC track bus, give it an address and blast away! 



Mike Prokop photo

Model SB-1 SoundBlaster-with a one and a quarter inch speaker mounted on a 10 inch long PVC pipe, this model will get your guests attention! BLAST AWAY

NJD Ops on the Key West & Northern

Chuck Higdon

One of the fun parts of model railroading is running our trains. But it seems we find over the years we do not run them as much if there seems to be no purpose as to where they go. Operations help solve this issue by creating a random process for the trains to run, cars to be switched and a nice time to be had by those involved with the session. In talking with other layout owners who host sessions, it is nice to see a layout come alive. To see your plan come to fruition. Well, maybe not the first session, but after a few and those startup bugs have been worked out.

The Key West & Northern is an HO point to point layout. It has three levels, with a one-way helix to move between levels. It can be set up to loop around the levels for continuous running. Both the bottom and top levels have reversing loops to turn a train. There are a few ways for train turning too.

Many of the sections on the first two levels depict scenes along the Florida East Coast Railway. There are some sections that follow no prototype. I like all eras, so I am trying to have the scenes be inclusive of a large time period. While I do have concrete ties on some of the mainline that can set a time frame. I do run steam engines here as well. My third level starts with Denville, NJ and moves through north Jersey. It then includes an Alpine section with Swiss Federal Railway equipment. However strange it sounds, one does get used to it.

So how does one run an operating session. First there is the list of trains to run. The list includes when the train should start and from where they should start. Our train schedules. There are many ways to setup your schedules and processes. I am using time table/train order, but with a dispatcher if one is available. My Dispatcher can not control any turnouts, today's Dispatchers do control the switches on most of the whole railroad. Each train has a train order that explains how to get over the line and if the time schedule is met, there will not be any other trains in the way.

If we have someone who wants to take on the Dispatcher role, then the Engineers will check in with the Dispatcher to ensure the tracks ahead are clear. The Dispatcher tells the engineer how far down the line he may go. The engineer then runs his train to that location, stops and calls in to report he is there to the Dispatcher. The Dispatcher will acknowledge and either issue new instructions or have the engineer hold up. The dispatcher has a map of the whole railroad. He has magnetic signs with the train numbers on them to position on the map, so he knows who is out on the line and where or what block they are working.

There are a few types of trains run on the layout. They include long distance passenger trains that run the whole length of the layout. Some will only run once from end to end. But some will run again as the other

direction of the train. Some will drop or pull a car, but most will not.

There are commuter trains that run between two towns almost on the half hour. They will run from one town to the next, stopping in the town at other end of the run. Half hour later, they will run back. They do not switch.

Main line freights run from staging to Hialeah. They may set out or pick a block of cars at some intermediate interchange areas. They might pull a car. At Hialeah, they are taken apart and all the cars are spotted to their consignees. The gathering of cars at the consignees to the yard will make a new train. A main line train, or a local turn. The main line would then run to staging, picking up one block of cars along the way.



The local turn leaves Hialeah, does some pulling and spotting of cars and then returns to Hialeah with the cars pulled. There is another turn that leaves from East

Berg and does some switching before returning to East Berg.

There are some industrial areas with their own switchers. They receive set out blocks of cars, work their area and leave cars to be picked up later in the schedule.

While the layout is trying to duplicate some real locations in Florida and New Jersey. The schedule is made up to work the layout and not replicate a prototype location or schedule. There is no fast clock. There are a few steam engines, but mostly we run 1st generation diesels. The MRC DCC system is used. Cell phones may also be used. Each train has an instruction sheet to help get you over the line. A run can be as long as 400 feet and take 15 minutes. It can be shorter but takes longer if there is more switching.

We use the 4-sided waybills with car cards. Each of the 4 sides include where the car is, "From:" town and track. It tells where the car is going "To:". Lists the "Rte.:" and "Via" paths the car will follow. The "Rte.:" and "Via.:" paths can be one, two, three or four steps by the same number of different engineers to move the car "From" "To". When a car is delivered to its destination the engineer who delivered it to its final location, will advance the waybill to its next move. This allows for some cars to be handled multiple times in the session. Not all engineers will turn waybills, because they may not deliver a car to its final destination. Road engineers running a South bound train usually do not turn waybills, but at the end of the North bound run, they do. The instruction

sheets explain and covers what to do when. On the KW&N turning waybills during the operating session allows for the cars to be used later in the session. Allowing for more trains with less cars.



A session runs for 3 to 4 hours. Depending on the number of crew members, we can run 36 trains in that time. We are not duplicating a day on the XYZ railway. We are moving trains over this model railway while trying to mimic a Time Table Train Order process. Without much of the paperwork that a real railroad would have to do. But one does have to read the instructions for the train they are running. These instructions only fit on one half sheet of paper for ease to carry around and follow. The sheets on the KW&N even have a space to check off that you completed the step. So, you do not get lost on the sheet.

Asking questions is very important. First time operators will run with an experience operator to show them the ropes. All railroads have unique situations and way to handle them. The experienced operator will

be able to tell you why on this railroad we do it this way.



For our operating session all jobs will be available for you to choose from. First to sign up gets his/her pick. There is only one of some jobs. It is a little work, but a lot of fun. Reading and thinking are required, but worth the effort for the satisfaction of what gets accomplished by the end of the session.

Photos 1 & 2 by Chuck Higdon, photo 3 by Doug Nash.



**THE MAY MEETING
IS YOUR LAST CHANCE
TO GET YOUR TICKETS
FOR THE 50TH
ANNIVERSARY SPECIAL
DRAWING**

Tickets are \$2 each or 3 for \$5

Photos of Layouts Open for the May Meet

We have eight layouts for this meet.

The Garden State Central Club, which is on site, will be open at 1:00 PM until 5:00 PM.

Please see their website for the latest photos.

https://www.facebook.com/Garden-State-Central-Model-Railroad-Club-Inc-55904426612/?ref=page_internal

We are always looking for new layouts for the tours, so let any board member know you would like to be on the tour.

Here are two photos that Bob Hans provided of his layout.





Thom Radice provided the 2 photos above of his Civil War Era layout.
George Speidel's layout is on the tour as well. Photos by Chuck Higdon





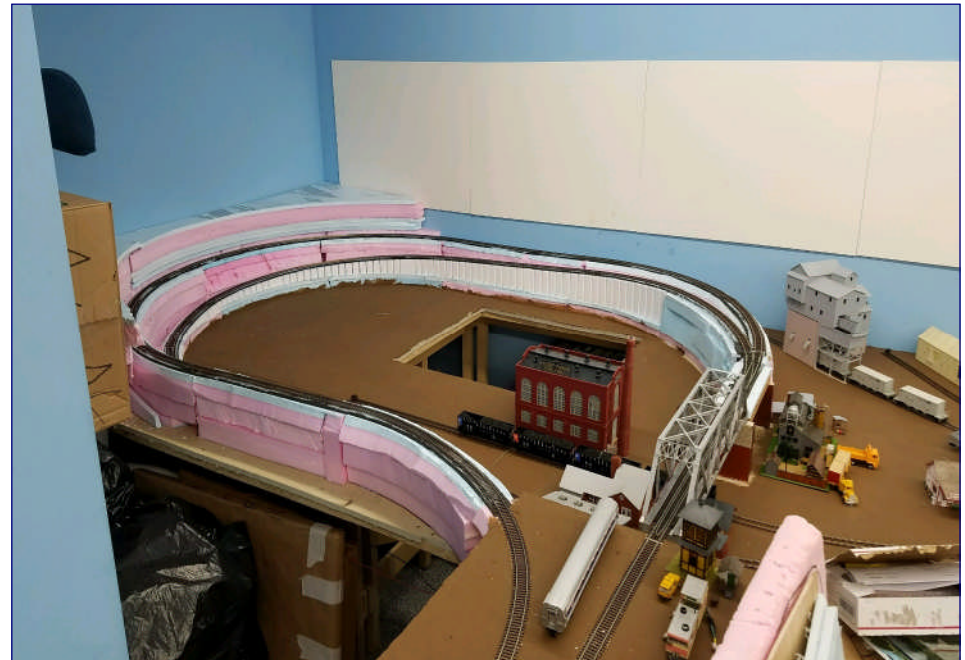
Above are two from Dick Genthner's layout. Photos by Chuck Higdon.
Below are two from Jack Menaker's layout. Jack provided the photos of his layout.





On top are two from the Lakewood Club's new layout. Photos by Chuck Higdon.

Below are two from Frank Feehan's layout. Frank provided the photos of his layout.



ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM

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

Member's Name: _____ NMRA#: _____ EXP: _____

Address: _____ City: _____

State/Prov: _____ Country: _____ Postal Code: _____

Date Submitted: _____ Region: _____

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

QUALIFICATIONS CHECKLIST:

1. Rolling Stock (Motive Power & Cars):

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

2. Model Railroad Setting (Structures & Scenery)

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

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