

CLINKERS

OFFICIAL NEWSLETTER OF THE NEW JERSEY DIVISION,
MID-EASTERN REGION, NATIONAL MODEL RAILROAD ASSOCIATION

NOVEMBER 16, 2013

VOLUME 24 NUMBER 5

Next Stop: Delanco

The next meet of the New Jersey Division will be held at the M. Joan Pearson Elementary School cafeteria November 16.

We will have two clinics scheduled for the November meet. The first clinic is titled "Train Tools: The Collected Tool Wisdom of Pete Suhmann." Pete is the consummate tool collector and developer with many years experience in tool development, adaptation, and application.

One can acquire many of his tools at the hardware store, big box home building stores, Micro-Mark or discount tool stores like Harbor Freight. You can make modifications to many tools and machines to perform special modeling tasks. In some cases, commercial tooling cannot do the tasks needed. If so, tool fabrication provides the only route toward modeling success.

Pete will provide a multi-media presentation with examples of all of the above through projected photos plus selected examples available for observation or to be passed around. Bring your notebook to take notes and sketch diagrams for your future use.

For the second clinic, Superintendent Bob Clegg will change hats to give a clinic on nontraditional sources of materials to use in model building and other aspects of model railroading.

The afternoon tour includes five very nice railroads

including John Rahenkamp, Mike McNamara, Jim Musser, Bob Koury, and the Burlington County Model Railroad Club. These are, of course, subject to change if necessary, and others may be added. The maps and directions will be available at the meet.

Don't forget to bring along your excess inventory to sell. You may no longer need exactly what someone else has been searching for.

Need we mention the refreshments and the chance to see old friends and to make a few new ones?

We hope to see you at the meet on November 16. 



Photos of two of the railroads that will be open for the afternoon tour at the November 16 meet in Delanco.

Above: John Rahenkamp
Left: Mike McNamara

NEXT DIVISION MEET

Saturday, November 16, 2013
9:00 AM to 12:00 Noon

M. Joan Pearson Elementary School
1301 Burlington Ave.
Delanco, NJ 08075

Contest:
Detailed Flat Cars with Load

Clinics:
Pete Suhmann:
Collected Tool Wisdom
Bob Clegg:
Nontraditional material sources

Afternoon Tour:
1:00PM to 5:00PM

Swap tables:
Contact Bob Clegg
856 696 0463
BobcatCS@comcast.net

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CLINKERS

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

Clinkers is published 5 times per year for the NMRA members and friends of the New Jersey Division. The opinions expressed do not necessarily reflect those of the Division. Mention of products or publications in Clinkers does not constitute an endorsement by the Division.

Contributing to Clinkers

Clinkers welcomes contributions from NMRA members. Letters, articles, photos and other items may be emailed to BobcatCS@comcast.net or mailed to the editor at the above address. Include return postage if you would like materials returned. Deadline for next issue is December 10, 2013.

Board of Directors 2013 - 2014

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PJ Mattson, MMR
856 467 0421

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 two of our meets, after which they will be asked to join the NMRA.

NJ Division annual activity fee: \$10.00 (includes 5 meets) or individual meets \$5 at the door. First time guests, no charge! Online newsletter always available at NJ Division website. Mailed hardcopy newsletter \$7.00

National Model Railroad Association
4121 Cromwell Road
Chattanooga, TN 37421-2119
www.nmra.org

SCHEDULES

NJ Division January Meet Joint meet with Philadelphia Division

Saturday, January 18, 2014
9:00 AM to 12:00
Haddon Twp. High School
406 Memorial Ave.
Westmont, NJ 08108

Clinics: Not yet scheduled
Contest: Favorite passenger cars or train

Layout Tour:
Friday night 7-10 and Saturday 1-5

NJ Division March Meet

Saturday March 15, 2014
Switlik Park
5 Fisher Place
Hamilton Twp. NJ 08620
Clinics: Mitch Dakelman
Slide/film presentation
Schedule and program tentative

Railroad Prototype Modelers Meet Sponsored by the Philadelphia Division

March 23-25, 2014
Desmond Great Valley Hotel
1 Liberty Blvd.
Malvern, PA 19355

Let us know if there's a
clinic you would like to see...
or see again!

NJ DIVISION AREA HOBBY SHOPS

Sattler's Hobby Shop*

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

Jackson Hobby Shop*

2275 West County Line Rd.
Jackson, NJ 08527
(732) 364-3334
www.jacksonhobby.com

The Train Room*

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

Bob's Hobbies and Crafts

67 S. Broadway
Pitman, NJ 08071
(856) 589 1777
Bobshobbiesandcrafts@yahoo.com

Yankee Dabber - Track 33

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

*Offers 10% discount to NMRA members

NEXT BOARD MEETING

December 17, 2013
Host: Bob Liberman
rdliberman@comcast.net
609 298 7337
All members are invited.
Please let us know if you
plan to attend.

VIEW FROM THE CAB

Bob Clegg

Division Car Sales

I'm very happy to report that sales of the New Jersey Division's PRR H-30 covered hopper have been astounding. We had 70 reservations and sold another 40 or so at the September meet.

I took 32 with me to the MER Fall Convention in Rockville and sold them all. In addition I received an order for 4 more. As of this writing, we have only 27 left. If you haven't bought yours, they will be available at the November meet. I would suggest that if you want to be sure that you're not left out that you email me at BobcatCS@comcast.net to make a reservation.

Speaking of the Convention

The division was well represented. We had 28 members and 7 family members in attendance. If you're interested, check the list to the right.

One of the convention highlights for me is the superintendents' breakfast held early Saturday morning. I'm particularly proud of the fact that the New Jersey Division instituted the breakfast at our Princeton Junction convention in 2010. This was the first time that all of the active divisions in the regions were represented.

One of the main points of the discussions was participation in the divisions. You guys have made this the premier division in the region! Your involvement in our meets, whether doing clinics, having an open house, or supporting the division by attending our meets has made it an example for all.

We may even be getting some national

exposure. NMRA president Charlie Getz was at the breakfast and asked if I could put a few notes together describing what we do here. Cool!

If you'd like to start planning for next year, I can tell you the convention will be in Hagerstown hosted by the South Mountain Division. The exact location, dates, and cost have not yet been determined.

The 2015 convention is looking for a home. What do you say we volunteer? We'll have way more time to prepare than we did for the 2010 convention and that one was pretty good.

Help Wanted

Just like the Marines, your New Jersey Division is looking for a few good men. Between now and the end of our year in May, we will probably have two vacancies on your board of directors.

I won't try to tell you that it's a piece of cake or that it doesn't take any time, but if you can spare an average of about 5 hours a month, you can do the job.

We will announce the formation of the election committee in the March issue of your newsletter and you can let them know that you'd like to be on the ballot.

We're also looking for someone to take over as newsletter editor. If you have some basic computer skills, the software that we use can be supplied and training is available. Let me know if you can help your division by volunteering for this position.



MER Fall Convention Attendees

Gwen and Ron Baile, MMR, Westmont
Bruce Barrett, Clementon
Mary Bock, Trenton
Paul Buzby, Vineland
Joe Calderone, Monmouth Junction
Bob Clegg, Vineland
Phil Duba, Cinnaminson
Ann Frost, Haddonfield
Carolyn and Herb Gishlick, MMR, Cranbury
Jeff Hart, North Brunswick
Bill Howard, Hamilton
Mel Israel, Little Silver
Harry Ivory, Bordentown
Rich Laube, Trenton
Geert, Kevin, and Anita Marien, Morganville
P. J. Mattson, MMR, Swedesboro
Pete Mosiondz, Jr. Laurel Springs
Frank Neufeld, Brick
Charles and Kathy O'Malley, Cinnaminson
Bob Price, Collingswood
Joseph Rugarber, Freehold
Rick and Linda Spano, Trenton
Daniel V. Tavani, Shamong
John Vogler, Pt Pleasant
Bill and Susan Wallace, Cape May C H
Joseph P. Weisbrod, Forked River
George C. Wiesner, Jr., Audubon
Fred Willis Haddonfield

Congratulations to Joe Weisbrod for winning the PRR H-30 covered hopper that we donated to the door prizes at the convention!

MODULAR MODELING IN THE NEW JERSEY DIVISION

MIKE MCNAMARA

Greetings from New Hampshire! I am writing this column while attending the Northeastern Region NMRA convention in Laconia, NH. It has been a busy couple of days, with clinics, open layouts, tours and general socializing. A big part of this convention is a room dedicated to operating modular layouts. A huge space was set aside for three groups, the Green Mtn. Division's Bellows Falls, Vermont layout, the Amherst Belt Lines modular layout, and a Free-mo layout consisting of modules from Massachusetts, Connecticut, Maine and my modules up from New Jersey.

Set up of the Free-mo layout was done on Thursday afternoon and amazingly we had trains running in just a couple of hours after arrival, which was pretty impressive considering we had 16 module segments, in 37 actual sections, with a mainline run of 160 feet. Much of this has to do with the

organization and efficiency of the New England Free-mo group. They quickly adjusted height and clamped modules, then set up DCC power districts and connected the modules one by one to find any issues right away and correct them (which did happen with 2 modules). Advance planning was the key, and this group has it down well.

The convention wanted not just a display of trains but an operating layout. An operating plan was also planned ahead of the convention and consisted of 2 road freights, 2 local jobs and one yard job. A sign up sheet allowed convention attendees to sign up for sessions that started every 2 hours. The plan was simple - a computer switch list generated a demand for cars based on all industries. The yard job would make up the trains and write in the freight car reporting marks. The instructions for each crew would be to spot whatever cars were on the switch list and pull any car that already occupied the spot. Simple but very effective for operators of all abilities. No car cards to worry about, and if something did not get switched, there was no impact to the next crew.

Operations started Friday morning and run through Saturday afternoon. Dozens of people worked trains alone or in 2 man crews, and Free-mo members filled in and assisted as needed. The other 2 layouts in the room also held operating sessions via a sign up sheet. This was a

terrific addition to an already good slate of activities. I hope other convention committees look into the possibility of adding this as a feature to upcoming conventions.

With lots of model railroading amongst the beautiful fall colors along the many lakes in this region of New Hampshire, it has been a very good convention. Photos are posted online at <http://bit.ly/17YpLBk>.

Now, time for me to put the modules away and get the layout ready for the November open houses and Division Meet!

Just a reminder that we are planning to set up Free-mo modules at the January Division Meet in Haddon Twp. Everyone who has a module in any state of construction is encouraged to bring out what you have to share with the Division.



ACHIEVEMENT PROGRAM NEWS

PJ MATTSON, MMR & DICK GENTHNER, MMR

On the Award front this month, member Jack Menaker of Jackson, NJ has completed the requirements for a Golden Spike Award and should receive his certificate at our next meet. Congratulations Jack.

Each month, on the last page of *Clinkers* is a copy of the Golden Spike Award requirements. Why not take a look at them and see if you don't already qualify? Maybe you only need one more item to complete the list. When you are ready, give PJ Mattson or me a call and we will arrange for the necessary inspection visit. It's a great way to get started in the NMRA Achievement Program.



AP Chairman PJ Mattson presents a Golden Spike award to Michael Scott at the division meet in Swedesboro on September 14.

In last month's CLINKERS we talked about the Golden Spike Award, and for the next few issues I'd like to address the other parts of the Achievement Program, namely the 11 certificates that can be earned on your way to becoming a Master Model Railroader. Before you die of fright of having to complete eleven certificates, be reminded that to become an MMR you have to earn only seven of the eleven certificates for an MMR. (There are some members that earn all 11 certificates). You do have to have to earn at least one certificate in each of these four categories:

Railroad Equipment (Cars and Locomotives)

Railroad Setting (Structures, Scenery, and Prototype Models)

Railroad Construction and Operation (Civil, Electrical, and Chief Dispatcher)

Service to the Hobby (Official, Volunteer, and Author)

So there you go, earn at least 1 certificate in each grouping and enough more to make a total of 7, only 7 not 11, and you can become our next Master Model Railroader. For each certificate you earn you get a nice printed certificate to hang on the wall of your model railroad room. When you reach MMR status you get another larger certificate and beautiful MMR plaque as well.

With that said, let's talk about Service to the Hobby. I believe this is the easiest of the categories to complete by earning either the Official, Volunteer or Author certificate. First thing to remember is that none of these

certificates is a category that has to be judged. What they do require is for you to put in some of your time and effort in a way that benefits the NMRA or the hobby of model railroading.



AP Chairman PJ Mattson presents a Merit Award to Dave Albertson at the division meet in Swedesboro on September 14.

You can guess from the titles how it works. A volunteer is required to earn what are called TIME UNITS (TUs). You can earn a TU by serving within the Division as an Officer or Board member of the Division, or act as the Chairman of a Division Committee, or act as a Judge at AP contests, etc. You get the idea. You have to do some kind of service. The

See Achievement on page 7

MODEL CONTEST NEWS

BILL GROSSE, JR.

We had another very good meet in September with a large turnout of members and guests. It was nice to see another large crowd, even though I had to find a new chair to use at the contest table after I stood up 3 different times.

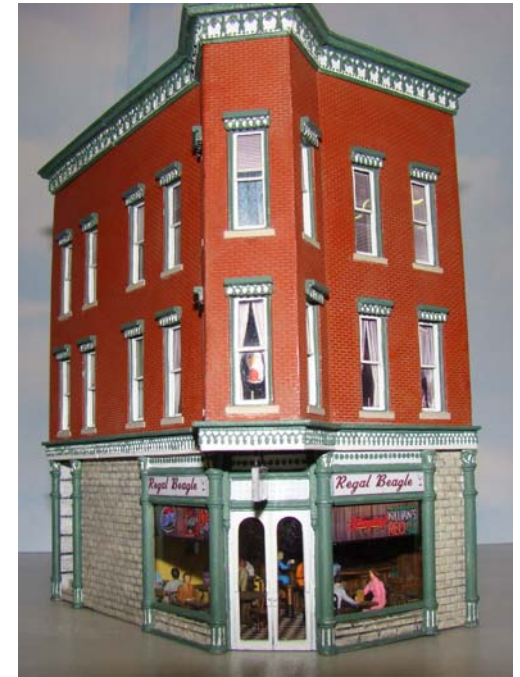
In Contest News, I presented a Certificate and Voucher to Frank Neufeld for his winning contest entry "Detailed Hopper Car w/Load" from the March Meet in Hamilton. I also had a Certificate and Voucher for Howard Lash for his winning contest entry "Detailed and Weathered MOW Car." They will be presented at a future meet that he is attending.

At Swedesboro the Contest was "Detailed Main Street Structures." We had four nicely done entries presented for voting:

1. Small Town Post Office, by Ron Baile (below left)
2. Hot Dog Wagon, by Bob Judge (below center)
3. Meat Market, by Frank Neufeld (below right)
4. Corner Bar with Apartments, by Herb Gishlick (right)

Only 1 point separated 1st and 2nd with Frank Neufeld leading and Herb Gishlick right on his heels. A Certificate and Voucher will be presented at the November meet in Delanco.

The Contest for November will be "Detailed Flat Cars w/Loads", and for the January meet in Haddon Township, "Favorite Passenger Car(s) / Train".



Achievement continued from page 5

exact number of TUs that you get for various activities are spelled out on the VOLUNTEER SOQ. (An SOQ is the Statement of Qualifications form that shows all the requirements for a specific certificate and is available on the NMRA website, www.nmra.com.) Your objective is to put in the proscribed time, and KEEP A RECORD of your service that can be signed off. It is not a




Thom Griffiths receives another Merit Award from AP Chair PJ Mattson.

judged item, but you must keep your own records and get the items signed off. Likewise an OFFICAL is required to be elected and serve so many years as an officer or director at the Regional (MER) level or National NMRA level. The number of years required depends on the position and varies from one to three years of service. In order to qualify for the

AUTHOR certificate you must prepare and submit for publication original material on any aspect of model railroading and you must accumulate 42 points. You get the most points for articles or materials published in national magazines. You get points for articles in the CLINKERS. The number of points depends on the numbers of pages and the extent of the distribution. You can also get points for presenting a live clinic of at least 30 minutes and that has a prepared handout. It is spelled out in detail on the SOQ for Author.

So why not consider getting involved in the Division activities and start earning AP points, or write some articles or run for an office or serve on a committee. You will feel good by giving of yourself to the hobby and hopefully

enjoy your time doing so. Don't forget if you have questions call us, but do get started and serve. You'll find it is fun and you'll feel better for doing so. Next month we'll talk some more about the Achievement Program. 

PJ Mattson, MMR

pjmattson@comcast.net
856 467 0421

Dick Genthner, MMR

agent1@optonline.net
732 462 0216

ACHIEVEMENT PROGRAM
GOLDEN SPIKE AWARD
APPLICATION FORM
is on page 14 in *Online Color Extras*.

EXCLUSIVE NEW JERSEY DIVISION CAR

Don't be left out!

Your New Jersey Division has teamed with Bowser Manufacturing to bring you this

PRR H-30 covered hopper

These freight cars are similar to the standard Bowser offering, but have subtle "return to..." lettering that makes them uniquely South Jersey even though they were found throughout the Pennsylvania Railroad system and its connections. The build date is 5-35 so they are appropriate for all eras from steam through the early 70s.

Only 27 cars left!

The price is \$25 each

a set of four different numbers is \$90.

Pick yours up at the November meet or, email

BobcatCS@comcast.net with "H30" in the

subject line or call 856 696 0463



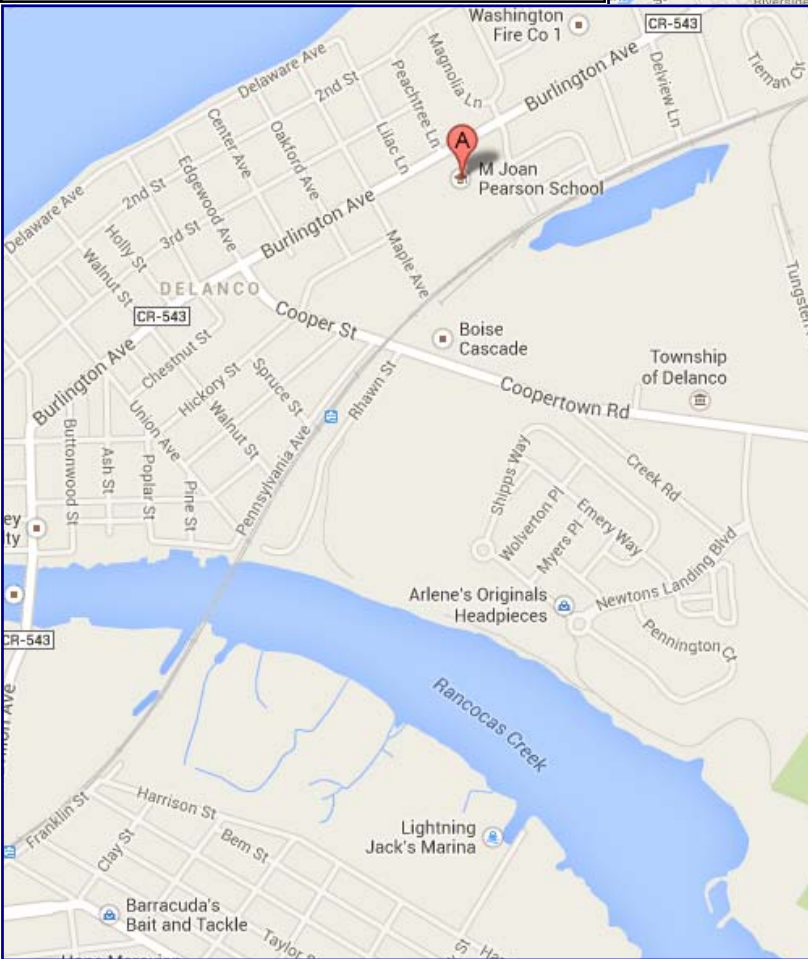
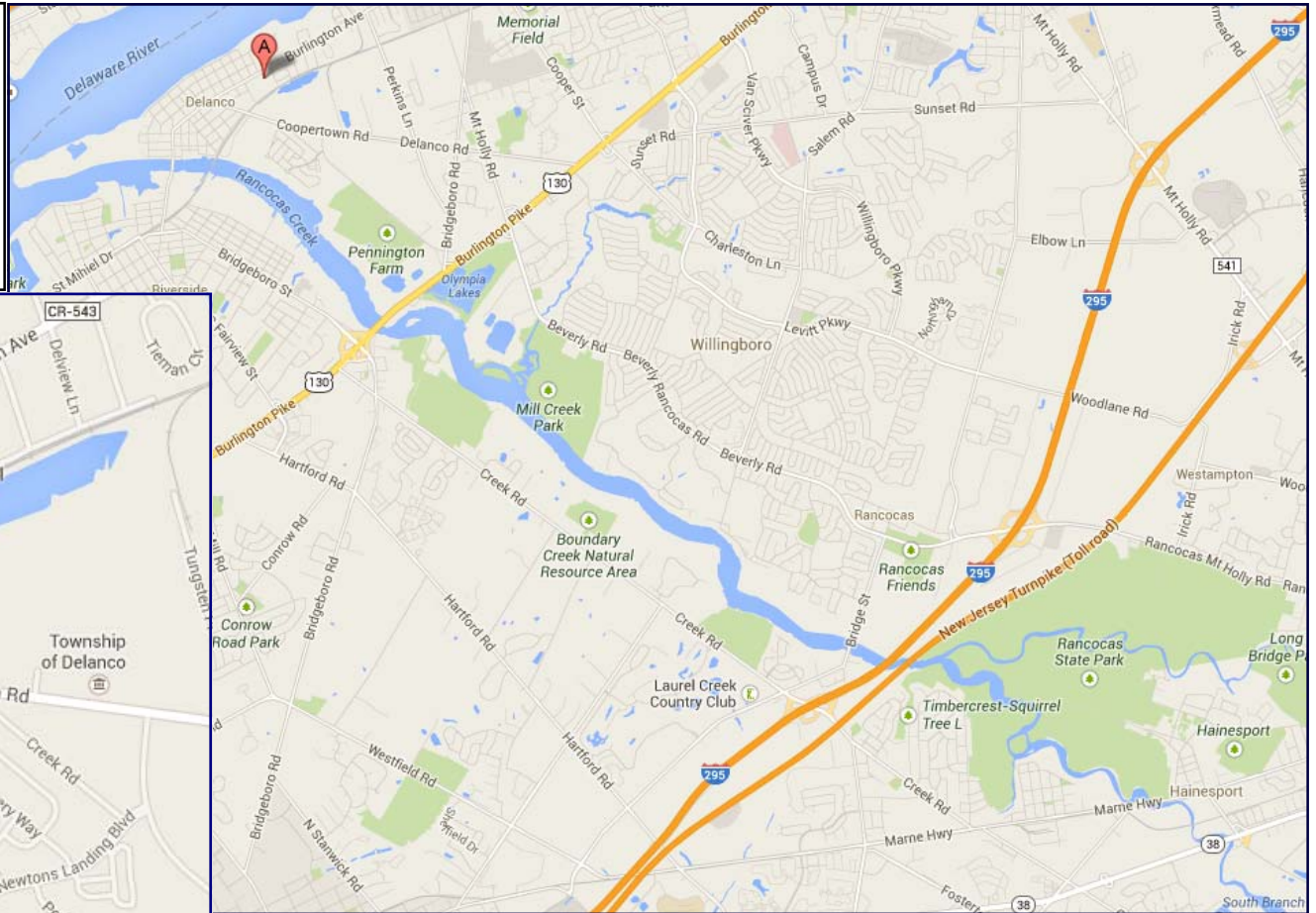
MAPS AND DIRECTIONS FOR THE MAY MEET

From US130 North

1. Slight right toward Bridgeboro St 0.2 mi
2. Turn left onto Bridgeboro St 1.5 mi
3. Continue with Direction 4 below

From US130 South

1. Exit onto Bridgeboro St 1.5 mi
2. Continue with Direction 4 below



From I-295 South Exit 43A from I-295 N Exit 43

1. Turn right onto Creek Road
2. Head northwest on Creek Rd 3.6 mi
3. Turn right onto S Bridgeboro St 1.8 mi
4. Continue onto E Scott St 0.1 mi
5. Turn right onto S Pavilion Ave 0.5 mi
6. Continue onto County Rt 543/Burlington Ave 0.2 mi
7. Turn right to stay on County Rt 543/Burlington Ave 0.7 mi
8. Destination is on the right

Wanted: Model Builders: Railroads, Naval Ships, and Aircraft. Volunteers and Paid

A local museum volunteer is looking for other volunteers and paid model builders willing to help build a large diorama model of the Philadelphia Navy Yard at its historic peak in 1942.

The model will be model railroad N scale, 1:160. This scale will enable the diorama to have operating parts and interactivity, with moving trains, planes, ships, and vehicles under visitor control. This scale will save some model building as model trains, buildings and other structures can be purchased rather than built, and is close to the scale of models used in war gaming.

The interactivity will include the ability to point at parts of the diorama and call up visual displays and text explaining the functions performed at the various shops and departments of the Navy Yard.

At N scale, the 1200 acres of The Philadelphia Navy Yard will require a diorama of 1,800 square feet, or about 30 by 60 feet. The diorama will be built in 50 to 60 modules of approximately 4 by 8 feet each.

The site is yet to be determined.

Why do we need a diorama of the Philadelphia Navy Yard? Because the Navy Yard is one of the most historic places in Philadelphia and there is nothing there today which recalls what a military and economic powerhouse it was, especially at its peak during WWII. The PIDC, the Philadelphia Industrial Development Corporation, has done a yeoman's job of preserving and reusing the architecture there under a charter for the City to develop a mixed-use campus. However, there is not a museum

there, not even a single panel or kiosk identifying, illustrating or interpreting its history.

Here is some of the history of the Philadelphia Navy Yard:

- ✪ Major warships were built there, including two of the Iowa class battleships, the New Jersey and the Wisconsin, several aircraft carriers and many other ships.
- ✪ It was the first U.S. shipyard. The U.S. Navy was founded there.
- ✪ The first U.S. Marine Corps base was established there.
- ✪ The Naval Aircraft Factory was established on the League Island site in 1917.
- ✪ The League Island Crane, weighing 3,500 tons, could lift 350 tons, it was the world's largest crane at the time it was built (1919) and was for many years the Navy's largest crane.
- ✪ Its greatest period came in World War II, when the yard employed 40,000 to 55,000 people who built 53 ships and repaired 574.
- ✪ In the Naval Laboratory Philip Abelson developed the liquid thermal diffusion technique for separating U235 for the Manhattan Project, building the first atomic bomb.
- ✪ The first nuclear accident occurred there in 1944.
- ✪ Famous polar explorer U.S. Navy Rear Admiral Robert E. Peary was the architect for parts of the Philadelphia Navy Yard.

✪ As an illustration of the Navy Yard's economic impact, Scott Knowles, a historian at Drexel University says, "One out of six dollars spent by the federal government in WWII was spent in Philadelphia." And much of that was spent at the Navy Yard.

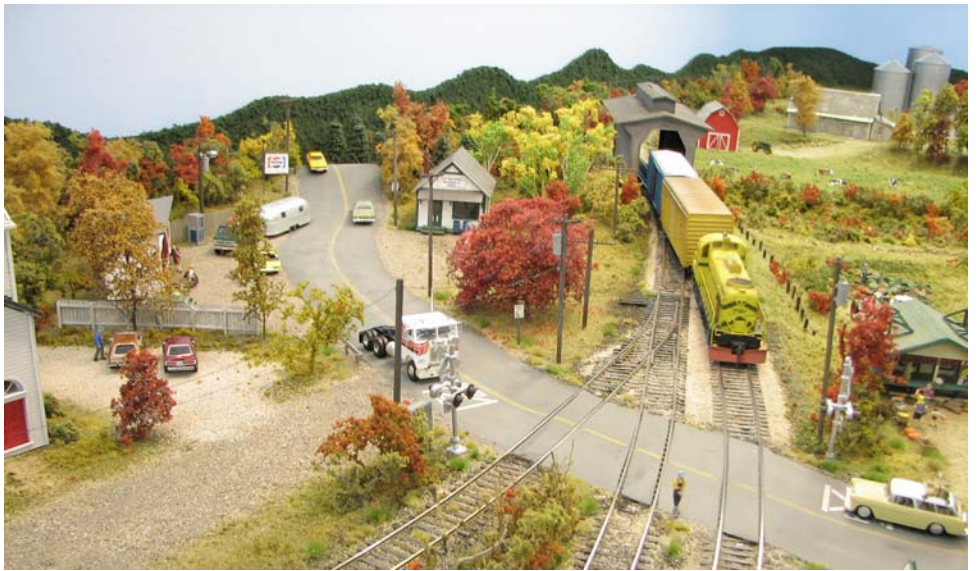
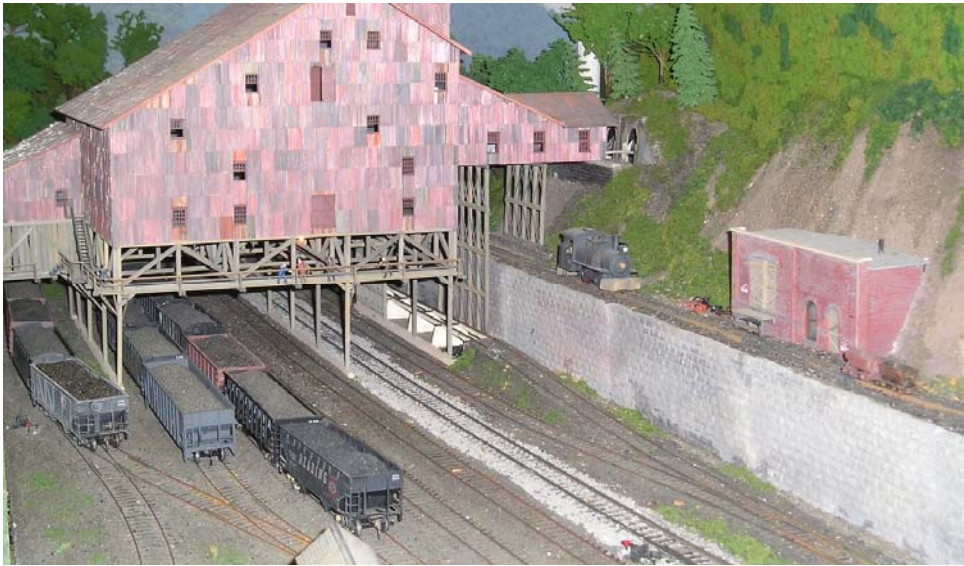
✪ The federal government has recognized the Yard's historic value by declaring the 167-acre historic core of the naval yard as a National Register Historic District. However, we Philadelphians have yet to recognize and interpret its history.

If you want to sign up for this project, contact Ron Gottardi at rongo620@yahoo.com or call 856 608 7984. We could use other volunteer help as well, such as researchers, writers, carpenters, electricians, radio control and computer specialists, and office help. And, of course, cash donations would be helpful also.



Reserve Fleet in Philadelphia in 1955

NOVEMBER MEET TOUR PHOTO PREVIEW



Upper left: John Rahenkamp's Clairmont, Lewiston & Western
Above: Mike McNamara's New England themed Northeast Kingdom
Left: Philadelphia Station at the Burlington County Model RR Club

OPERATIONS ON OUR RAILROAD

By Peter Mosiondz, Jr.

In my opinion there is no more fun in model railroading than operations. I wish I had discovered the fun years ago. Before we talk a bit on that subject, let's take a look at a few things that are most likely second hat to you but they were new for me.

"Blocking" is simply the logical arrangement of a freight car, or cuts of freight cars, in a given train so that they will be placed in convenient order when switching or drop-offs are required. This is accomplished by the yard master in a classification or hump yard with each track serving as a place to build a specific train. And, don't forget that we need a cabooses track, if you are modeling an earlier era, and a yard lead so as to avoid fouling the main. The yard jobs are very demanding on a model railroad but they are also a great deal of fun.

A "turn" is a job that goes to and from one terminal with the same crew and power within the 16-hour on-duty time limitation law. It is 12 hours today but I model the mid-1950s when it was still 16 hours. Most operating sessions feature at least one "turn".

Any "foreign" freight cars should be gotten off-line, via interchange, as quickly as possible so as to avoid paying per-diem charges. This is a fee that all railroads must pay to the owning road for keeping their car on their property. Everyone needs to be on their toes here.

The Operating Session

The call board lists train departure times for all

scheduled trains. On many larger model railroads each operator carries an employee's timetable.

The crew usually reports to the yard master about a half-hour before the train's departure time. This is assuming the use of a 6:1 fast-time clock. It would be five minutes in real time. We are talking here about the larger pikes. The operator is given an envelope or packet containing the car cards for his train. Inserted into clear pockets on the cards are the waybills. Beforehand the pike's owner or his yard master made the decision as to which industries, car destinations or interchange locations were to ship or receive cars. There are instances where a computer, fed with all the required data and then some, accomplishes this task.

The car card contains specific information including the type of car, its reporting marks, car (or road) number, AAR car classification and type of lading. One home-made car card that I have seen is a 3" x 5" index card with about 40% of its space at the left side devoted to this information. The remaining space housed a transparent waybill pocket that was taped to the card. The pocket accommodated the 3" x 2 1/2" waybill that the yard master placed there.

Micro-Mark sells a buff-colored car card sized 2 1/8" wide x 4" high (folded) that easily accommodates their 2" wide x 3" high waybill. The card folds up from the bottom and tape is placed along the left and right sides to make a

convenient pocket for the waybill. This is the version that I prefer. They also sell three-compartment bill boxes to house the car cards. Their "Car Routing Starter System" is worthy of a look as well.

The waybill contains information that tells the operator where to route the car. This could be a specific on-line industry or perhaps an interchange track to name two examples. The waybill can be color-coded across the top to make life a little easier. A green stripe or dot could represent an interchange track. Red might signify that the car is to be taken to a sub-division. Other colors may represent specific industries according to the color chosen. In addition to the routing instructions, the waybill includes car content information and the AAR classification.

Switch lists of incoming cars to the yard, with shorthand destination information, saves time. You can be certain that the list will show the exact order in which the cars stand on the track and will be an aid in using shortcuts to making new blocks. Best of all is the added realism that you're using a prototypical form. Switch lists are really the equivalent of a yard foreman operating with written train orders.

The yard master has written the engine number(s), train number, number of cars and throttle assignment on the outer envelope. The crew, or operator, then contacts the dispatcher

See Operating on page 12

Operating Continued from page 11

and relays this information so that the train's "run" can be properly planned. The dispatcher then instructs the crew to depart on schedule or informs them of any delay in doing so. If it is a CTC railroad he reminds them to watch the CTC signals for operational instructions. On a CTC system, the signals perform the same function that train orders (Form 19s) did previously. The signals must be strictly obeyed.

Timetables are critical to the operation of any railroad that does not employ a CTC system, as they convey rights to various trains. On a CTC system, the timetable establishes priorities of the trains as the trains are directed by the CTC signals. Train orders are similarly employed.

It requires considerable thought to select logical loads for the cars and their destinations. And, it really is a lot of fun. Once completed for the operating session, the "data" can be stored for another op session. A year later no one will remember that this was the "game plan" used once before.

Dispatching

A small railroad can usually function without a dispatcher but it's a vitally needed position on the larger model railroad. The dispatcher adjusts schedules when the situation warrants, adds "extras" when needed and, in general, is the model railroad's traffic cop. He uses his expanded timetable and sees at a glance what is supposed to be running and where to. He has radio or telephone connections with crews who report in when departing a station. The information that the crew provides is logged "on train sheets", or "OS". He then relays other information to the crew if required. He ensures proper routing of "his" trains by aligning the desired turnouts, moving signal levers on his CTC panel to the proper direction and pushes the appropriate buttons. The dispatcher is a jack of all trades and the railroad's catalyst.

I'm having a great deal of fun operating and hope you are as well.



Railroad Prototype Modelers Valley Forge

Sponsored by Philadelphia Division, MER, NMRA

March 28-30, 2014

at the

**Desmond Great Valley Hotel & Conference Center
Malvern, PA**

Friday Operating Sessions

Clinics

Model Displays

Vendor Rooms

Sunday Home Layout Tour



Information & Updates
www.phillynmra.org

or

Paul Backenstose

103 West Uwchlan Ave.

Downingtown PA 19335

(Please include an SASE for a reply)

prrpaul@aol.com or (610) 269-2763

Interested in Presenting a Clinic?

Jim Dalberg

(610) 648-0089 or jedalberg@aol.com

Vendor Information

Steve Salotti

(610) 489-1940 or Salotti.steve@gmail.com



Patcong Valley Model Railroad Club

29th Annual Open House

2013-2014 Holiday Schedule

For National Model Railroad Month Sat. and Sun. Nov. 16, 17

& for the holidays, November 30, December 1, 7, 8, 14, 15 –2013, & January 4, 5, 11, 12, 18, 19, 2014

We will be open each day from 10 AM to 4 PM
And from 1 PM to 7 PM on Nov. 16

No Admission Charge

Grand prize a Lionel O gauge remote control
Polar Express train set

Door prize daily for kids and grand prize drawing on the last day.

The HO scale Patcong Valley Model RR Club is in Richland, NJ, on Route 40 about 10 miles west of Mays Landing, NJ, near mile post 38.5. We are on the south side of the highway, directly across the road from Richland Carpet. For a web search, look for Route 40 (1308 Harding Hwy) and Fir Avenue.

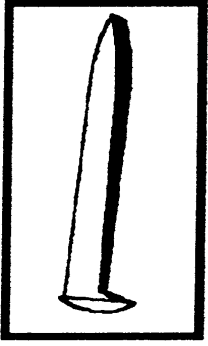
Come to see highly detailed HO Scale models of many different trains operated on a large realistic model railroad thru beautiful scale scenery of Western PA and Eastern NY State. This is a coal country bridge route. We operate 6 to 8 trains at a time using DCC technology with sound.

Bring the kids

Website: www.patcongvalley.com

Email: patcongr@comcast.net

We are also on YouTube and Face Book



ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM

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

Member's Name: _____ NMRA#: _____ EXP: _____
Address: _____ City: _____
State/Prov: _____ Country: _____ Postal Code: _____
Date Submitted: _____ Region: _____

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

QUALIFICATIONS CHECKLIST:

1. Rolling Stock (Motive Power & Cars):

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

2. Model Railroad Setting (Structures & Scenery)

Construct a minimum of eight square feet of layout including scenery.
Construct five structures either scratch built, craftsman kits or super detailed commercial kits. If a module has less than five structures, additional structures separate from the scene may be presented.

3. Engineering (Civil & Electrical)

Three types of track required (e.g. turnout, crossing, crossover, etc.). All must be properly ballasted and installed on proper roadbed. Commercial track may be used.
All installed track must be properly wired so that two trains can be operated simultaneously (e.g. double track main, single track main with sidings, and block or command control).
Provide one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.

Witness: _____ Print Name: _____ NMRA #: _____
Regional AP Chair: _____ Region: _____