

*The
Journal
Box*



“The Best Region Under The Sun”

Spring Issue 2023

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The Journal Box

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SSR on the Web

Looking for the latest Region activities? Check us out on website at www.sunshineregion.org. You can also get there via links from the NMRA website at www.nmra.org. Thanks to John Crellin, our Webmaster, for keeping the site up to date. You can also try sunshineregion.groups.io Group and join the egroup for latest information. Richard Webster is owner and moderator of this site.

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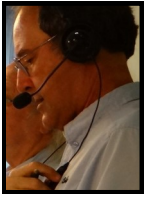
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To have news from your club appear in the Journal Box
Send an article and photos to
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Journal Box Submission Deadlines

Spring Issue	February 15
Summer Issue	May 15
Fall Issue	August 15
Winter Issue	November 15

The Journal Box will be in the mail 2-3 weeks after these dates. Please do not include events with dates close to mailing dates as information will not reach readers in time.



**Journal Box
Editor**
Robert Raymond

Well, the planets unaligned, the stars fell out of the sky, and finally, finally, finally, the Deland Train Show and Protorails were held on different weekends. Of course, the way I found it out was when Al Sohl called (as he does every year) and asked if I could give a clinic.

“Like to help you Al, but I have a train show to do.”

A pause, long enough for a smile. “Actually, they are on different weekends this year. So what will your clinic be about?”

So I came up with a clinic with a noble-sounding name, but in joking with the organizer I mentioned “TT&TO for Dummies” which stuck. But that was okay—I practiced it over and over until I was smooth. Even the birds at the backyard birdfeeder know how to advance a train using information from Train Orders. So I was ready.

All in all, Protorails was a blast. I went to some great clinics and came away with all sorts of scenery and operations ideas. And since I was rooming with former regional president Ski Guzowski, it was like “Animal House” on the fourth floor of the Hilton.

And my own clinics? They came off really well. I was a little nervous going into the first one but, hey, nobody threw tomatoes and my dream of giving it without pants didn’t happen, the questions were sharp and nobody snored aloud. I found myself really enjoying it (and that’s

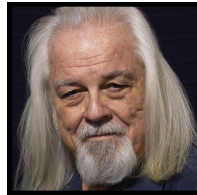
Cover Shot: A set of very-lost Daylight E8s hum down the long grade into Pittsburgh, passing through the twilight shadow of the Westinghouse Bridge. This shot was taken on the Orlando N-Trak club layout, on the N-scale side of the line, during a Saturday Night TT&TO session. Photo Credit: Jeff Chisholm

good, since I had to give it twice afterwards at two clubs (*Orlando N-Trak* and the *Western Bay*)).

The downside, of course, was that someone gave me a mild dose of covid there. Others who attended reported similar plagues.

But all in all, I had a really fun time. If things work out and Protorails does not eclipse Deland, I’ll be back next year.

In closing, I’ll just mention that this is the whole point of the NMRA, of engaging in its activities and supporting its events. It makes our hobby stronger, brings in more members, and opens up the world of model railroading (and not just the four blue-painted walls of your basement). So attend, engage, enjoy! That’s the entire purpose of our organization.



Treasurer
Ken Farnham

The final report for 2022 showed the Region with a balance of \$30545.40 reflecting an annual net loss of \$0.60 from the previous year of 2021. Paid subscriptions were down to 70% of the 2019 subscriptions. Membership has been declin-

ing on an annual basis, and in the period of 2019 to 2022 is down 12%.

Unseen expenses that are required to keep our region providing education and information to each of us, include state corporation filing, bonding, program insurance, web site, equipment replacement and repairs, convention, AP program, Journal Box (funded through subscriptions) elections every two years and many unexpected expenses approved by the board.

The 2023 Region Convention is in the formal planning stage and is looking for clinic speakers, train show and general help volunteers, which can be accredited towards your AP certificate. If interested in helping, contact Glenn Kopriva or your Region officers or division superintendent. I strongly urge every Member, Officer, and Director of the NMRA Sunshine Region to positively support our Region. Contact local clubs, hobby shops, and individuals who would like to contribute to supporting our region, donations are tax deductible, both cash and real items. Advertising in the ‘Journal Box’ (the Region’s quarterly publication) for clubs and businesses provides direct contact to our members. Subscribe to the ‘Journal Box’ for great articles and information. Remember, volunteers are always needed in supporting local events and the Region’s annual convention. With positive promotions and encouragements our Region will continue to be the best under the sun.

It is with great sadness, I report the passing of Mike Brock on January 2, 2023. Mike has been a member of the NMRA since October of 1997. He served on the Sunshine Region Board of Directors for many years. Mike started Proto Type Rails in Cocoa Beach in 1999. This event has grown to be one of the premier proto type meets in the country. Mike will be missed by all in the Region! No services are scheduled at this time. Please keep his family in your prayers.

The *Journal Box* wants to share your Thoughts! Photos! How-tos! How-nots!

If you have anything that can help me burn white space, please don’t hesitate to contact me, Robert Raymond, at...

RobertRaymond@bellsouth.net

We pay a generous royalty of NOTHING except the prestige of seeing your words and images here in print. Don’t delay! Our next deadline is May 15th!



Contributor
Michael Collins
MMR 157

A Patriotic Diesel ... *that does not look like one.* Another story of the greatest generation

A lot of railroads do things to show their patriotism, but the Jersey Central Lines, the *Big Little Railroad*, in their day, did something special as a result of World War Two. They named eight locomotives for employees that gave their lives for our country. And not just any diesel, but five EMD F-3's and three double-cab, dual engine, passenger locomotives ... the Baldwin DRX-6-4-2000's. The cab style was nicknamed 'Babyface'. The Central of New Jersey installed a very nice bronze plaque, inscribed with some details about that person near one of the doorways.

The purpose of this double-cab is that at the end of a trip there is no need to turn it around, just uncouple and do a run-around. The Baldwin Locomotive Works only made 39 units of this model. It was not a successful seller since most railroads used AA + B units.

At the end of service, the CNJ gave the plaque to the family of that person. This shows the caliber of this railroad and their people when special occasions accrue. *God Bless America.*

The Model

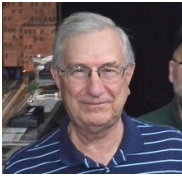
This unique diesel locomotive was made in HO scale by Ajin for Overland Models in brass; and it included the plaque. I found one advertised in *Model Railroader* by an individual, so I shelled-out the big bucks and got it. Then I had Jimbo, who worked at Ready-to-Roll at the time, paint and decal it. I selected number 2000, which is dedicated for Frank J. Perkins. After



that, had Tom Bouman install a DCC system with sound and lights. I painted the plaque red, then blotted a brass color on the raised letters. When magnified, it just has fuzzy letters.

At the 2010 NMRA National Convention in Milwaukee, the 75th Anniversary of the NMRA, I entered the locomotive in the Celebration of Models, in the Photo-Match category. And it won Second Place, along with eight other awards I won at that convention (see the NMRA magazine, September 2010 issue). The locomotive was also in Walthers 2022 HO Reference Book on page 494.





Contributor
Royal Bruce

SSR Western Division spends a day idling on Ted Van Pelt's wonderful Sn3 D&RGW

Editor's note: Royal sent a link to Greg Komar's site loaded with photographs of the railfan visit (all photos are Greg's). Of course, this means this issue is becoming The Narrow Gauge Broadsheet (See Rolling Hot, further back). Hey, we run what shows up in the mailbag.







Saw this in a 2017 issue of "Railpace".

NS Duped: Norfolk Southern has admitted that it will have to replace 4.7 million defective wooden railroad ties after being scammed by Alabama-based Boatright Railroad Products. Boatright ordered its employees to make new railroad ties "appear to be creosoted" by whatever means necessary - using used motor oil, anti-freeze, black paint, or other substances that would not effectively preserve the wood. Boatright provided misleading samples to a consultant for NS, according to a lawsuit filed by the railroad. The Alabama firm instructed its employees to take the NS consultant out "huntin" at the time he was supposed to be inspecting railroad ties being treated at the plant.





Off The Wire

The SSR Western Division will be hosting a *Spring Workshop*, April 22, 2023, 9am until 3pm. Hosted by Ridge Model Railroad Club, Inc, and taking place at:

Edgehill Recreation Assoc. Clubhouse
50 Westridge Road
Davenport FL 33837

Admission of \$20.00 includes:

- Meet & Greet with coffee
- Four Clinics
- Lunch
- Open House at Tom Wilson's P&WV
- Raffle

Contact Tom Wilson @ 863-280-4406 / wilsonoma1954@gmail.com



The SSR Eastern Division is having a *Workshop* on March 4th, 2023, 9:30 am to 4pm. It will be taking place at:

Tony Rosa Community Center
1502 Port Malabar Blvd, NE
Palm Bay, FL

Admission of \$20.00 includes:

- Four clinics (Storage Tanks 101, Understanding how stuff is made, Just in time deliveries, Modeling industries and operations) (All clinics to be hosted by Rich Mahaney from Gobles, MI)
- Lunch
- Raffle
- Open house at the Farnhams' FEC Railroad Brevard Division Chamberlin Branch

Contact Beverly Farnham @ 321-373-2293 / bevchase@aol.com



Late Breaking Editorial Note regarding Michael Collins' article (in other words, I simply couldn't cram any more words into that page). Of note:

The Jersey Central locomotive also received a Special Award from Testors Floquil High Iron for the Flashiest Paint Scheme. Michael graciously gave it to Jimbo since he did the paint job.



**AP Chair—
Southern
Division**
Michael Collins
MMR 157

the prototype. Over time the sequence took eighty hours to do the frame, around ninety hours for the boiler and many hours constructing and machining the 63-inch drivers and wheels. And here is the result ...

When scratch building, here is what MMR Marty Megregian, based on his experience, suggests ... Planning is critical, search for pictures and drawings, build each sub-assembly with making ‘points’ toward your score in mind for each of the five items on the Evaluation Form, be careful when milling and drilling to ‘hit’ the proper location (that’s why center punches were invented, just kidding, *ed. m.c.*); and smooth sanding lines. All this will improve your score.

Master Builder – Motive Power

Some modelers have ventured into this Achievement Program certificate. A good test of skill and workmanship. If you are interested in qualifying for this award, here is good advice to scratch build one locomotive and super-detail two motive power units. All three must be scored in the Merit range.

Directions

First, checkout the NMRA.org website, select Education, Achievement Program and AP Categories ... Motive Power. This gives you all the requirements and definitions. Print the requirements and Forms (Statement of Qualification and Evaluation). There is a good article listed from the NMRA Bulletin, December 1992 issue by Clare Gilbert, that I edited. And in “The Masters” Articles ... ‘Motive Power Certificate’, a six-page story by MMR’s Paul Allard and Larry Cannon. If you are doing diesels, check the NMRA Video Library on page six to view ‘Weather a Diesel Locomotive’. Next, go to the YouTube section (upper right arrow box), in the magnifying box, type in ... Perry Lamb – Detailing Diesel locomotives.

A lot of helpful information is on YouTube.com (search) *How to build a model locomotive*. Select the appropriate videos that are shown to improve your skills and ability to do your project. Next search ... *How to super-detail a model locomotive*. Then pick-out the videos that you can use to improve your technique.

Examples & Advice from SSR members

Here are what a few of your fellow modelers say ...

Ron Dettmer, for his scratch-built steam locomotive, made a detailed ‘to do’ list of 147 sequences: sections to construct, drawings available or need to draw, and piece parts to buy or make. The key items he focused on (1) does it look straight, (2) do the moving parts operate smoothly without binding and squeaking, (3) does it look like a reasonable miniature copy of



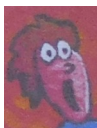
MMR Al Sohl recommends seven things to consider when scratch building for this time-consuming endeavor that has proven to be successful for him ... (1) Research your subject, (2) Plan your model to conform to the prototype, (3) Gather all your needs, including special tools, (4) List all the parts used, (5) Take construction pictures, (6) Build from the bottom up, get the locomotive running first, before making the body and adding details, and (7) Do each section as a project. Here are Al’s three models, mostly scratch built.

(see next page for the picture—yeah, those ugly things on the turntable—Ed)



Article continues, next page...

And Dave Barron, MMR 200, believes ... First, becoming familiar with every rule on what can be commercially used and what has to be scratch-built. Know the rules like the back of your hand. Second, if you need four parts of anything, make six to eight and select the best four. Always build like that is the last thing you will be doing on a model. Keep detailed notes and assembly/disassembly instructions in case you need to tweak the operation. It takes time and patience to keep all in harmony ... stay organized.



Yo Dave! How about an article?

Summary

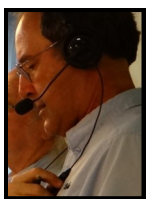
Notice everyone has a plan with some common guidelines, personalized to their method.

Before contacting the Division AP person, have a modeler (someone with the certificate is best) go over your locomotive for their comments. Correct as needed. If you are entering a contest for merit judging, and it does not exceed 87 points, use the remarks to improve your work. The same when being judged for the certificate, if below 87.5, think positive, fix it for the next evaluation. All of this makes you a better modeler. And

that's what the Achievement Program is about. And checkout the NMRA 2023 Calendar to see good examples of locomotives, be sure to see SSR member examples in February, August, and my 'playmate'.



(Above: Al Sohl's work, as noted on the prior page. Usually we're waiting around Placerville Jct for these gaspers to show up)



Contributor
Robert Raymond

The Duties of the Guest

Everyone always talks about how to set up an op session, and what you need to do as a host. But what about the duties of each and every operator? I wouldn't have even considered these points if I hadn't been at sessions where they occurred.

- Be on time: It is critical to be on time for a session. Jobs are being assigned and the host needs to know where he can put valuable operators. Worse, coming in late means that you are now a major disruption to the flow of the pike. If you are honestly running late

because of traffic (otherwise, dammit, start out earlier) then call the host and let him know. Perhaps you will be forgiven.

- Be attentive to the instructions: Whether it is your first time on a layout or you've helped design operations there, give the host the courtesy of listening to the pre-run instructions. Maybe something has changed. Maybe you don't know jack. But it is pretty rude that, while the host is detailing things he feels you need to know, you are in the layout room, wandering around and taking pictures.
- Allow newbies to get the easy jobs: There are always days we don't feel like taking on the hard tasks. Suddenly running a passenger train across the division looks appealing. After all, it's been a hard week, right? But if there are first-timers there, give them the simple jobs. You'll be helping the newbie *and* the host by yielding the simple runs and you might find yourself having a great deal of fun besides.

- Food: What can I say – unless the host permits it, do not stand in the layout room eating food. If you do eat food, wash your hands before handling equipment – your host does not want you to improve on his beautiful weathering efforts with your Cheetos fingerprints. And for goodness sake, if you think that setting a full can of soda on the layout is acceptable, go home now and save the host the effort of uninviting you in the future.
- Talking: Keep your stories and yarns in your lungs, not in the air and in our ears. We are there to exist in the world of the host's layout, imagining that time and place, and not have to hear your day-to-day mundanities.

Continued on next page

- Help others: If someone can't reach something and you can, reach for it, partner. If someone derails a couple of cars, help them get it back on the rails. If someone is confused, help them figure it out. You might think "it's not my job" but really, it is. Your job is to help the host have a successful session, and that includes it running smooth with a minimum of delays and confusion.
- Dealing with problems: Do it quietly. Make a mental note and bring it up to the host in the debrief. Don't cuss and fume and ruin the session for those around you. I recently saw an operator make a complete and utter fool of himself, endlessly bitching about something small and silly. I mean, seriously?
- It's not over until it's over: Plan on staying to the end of the session. Lighting out early from a session is very, very rude. For one thing, many layouts can only accept a certain number of people. Your leaving results in the host being short of crews. Having had to run two jobs simultaneously (and hurriedly) because some old guy sets down his throttle and says, "Welp, I think I'll go see my grandkids" is very annoying. In this case, the host has locked him out of all future session. I agree.
- Quick and concise debriefs: Afterwards (and yes, you WILL stay for the debrief) let the host know what you experienced, good and bad. Suggestions, yes, but keep them short. And you aren't in a court of law – don't argue about how something should be done. Bring it up once and if the host declines to make the change, hey, it's his railroad, not yours. Don't be an ass about it.
- If you feel sick in any way, stay home: I hadn't put this on the list originally but someone told me that they recently had an ops session and everyone came down with covid. Yes, covid can spread even if you don't feel sick, but if you do feel under the weather, for the good of everyone, annul!
- Have fun!



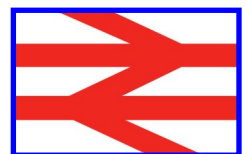
Here's an idea!

We've been running my small Tuscarora line for three years now. But one member (who collects English equipment) asked if we could run a full session using over-the-pond stuff. Seriously, it was a lot of fun and it ran really, really well. We called it "Tusk Hill" and instead of running East and West trains, we ran them Up and Down.

Our funniest moment was when our club's newest member (who is still getting into operations but taking to it like a fish to water) sat back while running one of the local switching (sorry, shunting) jobs. "This isn't as tough as you guys said it would be," he noted. The equipment's owner replied, "You know, you are working switching puzzles with, what, twenty-foot cars, not the forties we usually use. Like, no wonder."



Photos, wagons and tea-kettles by Kyle Sarnik.





Rolling Hot
Al Sohl's
Western Bay
Railroad

WESTERN UNION

SSR (TINY) COVERED HOPPER TO MAKE STOPS TO COLLECT MINE TAILINGS ON THE WESTERN BAY SYSTEM. THIS TO BE A TOP-SECRET US GOVERNMENT ORDER. DATE: JUNE 12TH, 1939

Orders came down directly from the Superintendent of the On30 Western Bay Railroad headquarters.

Collect mine tailings(?) "That was one of the most ridiculous orders to be issued," was one of many comments from the Extra 344 crew, "but orders are orders."

Extra 344 was sent to pick up the Mty 'special car' in Denver (Below Left) then, upon clearance, head West out of Denver, first stop, the Alpine ore dump which 'No Sec-em Mine' was instructed to send down some of that selected mine tailings. This to be loaded in a couple of ore buckets. This "Special ore" had already been picked out by some Govt. inspector sent ahead of this 'odd looking' car. (Below Right)



Once the ore was dumped into a compartment in this weird looking car, the crew requested clearance to leave Alpine and in no time the station agent said the 'clear for extra 344' was granted.

Next stop was the tailings pond, located next to the Dulce ASOR stamp mill. Here more of the 'special' stuff was shoveled into a couple of pails and then dumped into the opened hatched compartment of the yellow car. (Below Left)



Got a destination layout for SSR #1980? Contact the editor at RobertRaymond@bellsouth.net and we'll get the car to you. Photograph it, write up a trip report, and we'll try to get you into print!



Once they collected enough of what they needed to fill another compartment, extra 344 assembled the train, given the high ball and headed West to Alamosa. There to water up the engine, pick up some coal and then to turn the engine as well as the consist. They were to head East up to the 2nd Div. Destination, ten miles East of Dolores, to the Montezuma Mine. Upon arriving at Placerville Jct., at the top of the 2nd Div. grade, orders were issued to hold outside of Dolores for one hour.

So Hogger Raymond got creative and decided to stop on the trestle spanning the Salmon River. This, so fire boy Sohl could pull out his 'rig' and try his luck of catching some fresh Salmon for the crew for dinner later. (Left)

On the advertised, an hour later, extra 344 with a bit of slip of its drivers then headed to Dolores. Yes, Sohl caught three nice sized fish!

No stops to be made in Dolores, just pass on through the town. As per orders: X344 headed directly over to and work Montezuma Mine.

Once at their destination, Hogger Raymond had the brakee tie down the crummy and uncouple so he could back the 'special' car into Montezuma Mine siding to get some more of them red tailings. (Below)

Once the last compartment was loaded with some of those tailings, they coupled up to the hack and headed East into Durango. After the engine was watered, X344 received orders to return to the 1st Div. to get that 'special' car back over to Denver yard. It was to be picked up later and sent, we hear, East to somewhere in Tennessee.

They were talking about this collection of tailings be turned into a "Yellow Cake"? One guy called it 'You Rain E UM'??? And for what kind of cake(?) we don't know, as this stuff is real heavy and surely not edible. But heh, the WB crew made some easy over time and had some fresh salmon served up with beans that night, thanks to the good luck of the 'fire boy' earlier in the day.





Contributor
Chip Pecere

Time Table and Train Orders — A Clinic given by Robert Raymond

I recently attended a program/clinic on time tables and train orders called TT&TO given by Robert Raymond. Being new to Op sessions, it was an eye opener to learn why we do what we do. I've been working on the *Western Bay Railroad* owned by Al Sohl in Port Saint Lucie, FL. Running trains and following switch lists (or trying) became a standard, but I never realized that this was an industry standard. Robert gave an excellent understanding of how time tables work and how they can be modified. Because I'm still learning how to efficiently set out and pick up cars I never seem to run on time. My favorite part of the program was learning that there is actually a form for a train running late or NOT on schedule. This makes my job as a conductor or engineer so much easier. According to Robert, form "E" is train #___ running one hour late. The station agent would contact the dispatcher and the

dispatcher would add a "train order form." This is almost as good as unplugging the fast clock. Way to go!!

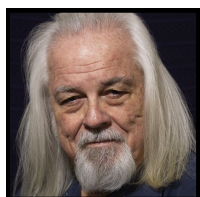
We acquired an understanding of classification of trains and why or what an extra is. Robert explained train order forms, how they are handled, received, and acknowledged or signed for as they pass throughout the railroad. We learned that the station agent can message the dispatcher, who would then make a decision for the train's manifest, forwarding the new orders to all the following agents on the route.

Robert explained the early days of order forms, how they were passed to the crew, and also how they evolved with time. We also received a great explanation of how railroads laid-out and read the dispatcher's record of the trains movement. All of this is followed by how we, as modelers, can use all of this information in our op-sessions. Robert showed examples of how to create a simple op-session on a small layout as well as one on a club size railroad. I highly recommend this clinic to all modelers at all levels. Those who are new to the hobby will get a view as to what you can do while building your railroad. Those that are running in an op-session will get a better understanding of how the real railroads operate and how we utilize their system.

To have Robert give this clinic for your group, you can contact him at: Bluevoss@Bellsouth.net.



Editor's Note: Many thanks to Al Sohl and the Western Bay guys for having me out. If anything, the crews asked a lot of questions and showed great attentiveness (including one guy who bought a TT&TO book about his road online DURING the clinic). However, Al Sohl busted me for an example I gave where the Station Operator DOES deal with shippers (something I'd argued against for years). Sigh—my WB job just got tougher!



Contributor
Ken Farnham

A Rock-Hard Puzzle!

This is a switching operation on my layout the Florida East Coast Railway Brevard Division Chamberlin Branch. This operation arrives with a single engine and

a caboose arriving from the South, and four (4) cars to be delivered.

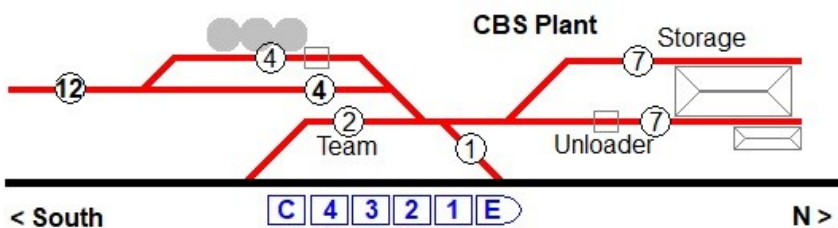
At the location is four cars at the unloader and four cars on the storage track. The train arrives on the main track and must clear as soon as possible, Not to enter the main track again once clear.

Upon departure the train leaves in the direction which it arrived moving South back to its origin. This train leaves from the team track location, not the mainline.

Arriving with four new loads of materials, must be placed on the storage

track. The storage track has four cars from a previous delivery which must be moved to the unloader. Currently the unloader also has four empty cars which must be returned South when the train departs.

Upon departure the caboose must be the last trailing car on the train. The challenge is to complete with as few moves as possible. Each change of direction counts as a move. The circle number indicates the maximum cars allowed on the track. Welcome to train 940 a daily industrial job.



Stumped? Check out the answer on the FEC website @ www.fecbrevard.com

Editor's (and Dispatcher's) note: Yes, get off the main and STAY OFF the main when you work this!



At the Florida Citrus Model Train Display at the Plantation Historical Museum, MMR Mike Collins, SSR Achievement Program Southern Division Manager presents Jeff DiVido his Master Builder Scenery Certificate. This is Jeff's first AP certificate. He is a member of the South Florida Railway Museum, Deerfield Beach, FL

Further AP information can be found on the SSR website, at...

<https://www.sunshineregion.org/nmra-ap-program>

<https://www.sunshineregion.org/nmra-ap-program-1>

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