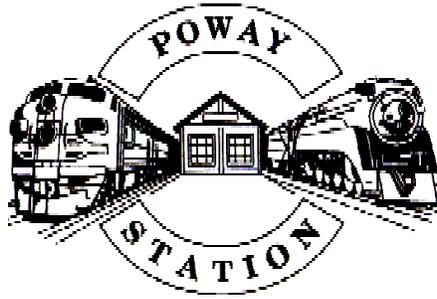


September 2003



Volume 4 Issue 6

# Poway Station Newsletter

All Scale Modular Railroad

Run Dates

Club News

## **TRAIN SONG FEST SATURDAY, OCTOBER 4TH**

The HO scale will set up and run the "L" shape layout for Train Song Fest the weekend of October 4th, in Templars Hall. Setup will start at noon on Friday, October 3rd and break down will be Sunday afternoon, October 5th. We will run two blocks in this layout with 4 throttles, two for each main line. The "L" shape layout (see page 2) will allow us to setup an N scale layout in one corner of the room and allow us to display two scales of Poway Station Model Railroad side by side.

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**Take the Railroad quiz**  
page 2  
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**San Diego Division  
Pacific Southwest Region  
NMRA  
MINI MEET  
and other coming events  
see page 3**

## **NMRA and Poway Station**

At some of the recent club meetings there have been questions raised about why we must be a 100% NMRA membership club and what are the benefits of this. Gary Robinson has researched this and been in contact with the NMRA. Here is what he found out about how the NMRA works and what it means to Poway Station.

### **NMRA Membership and Club Liability Insurance**

“Poway Station has received information from the National Model Railroad Association in response to several questions we submitted. Several of you have asked about the different membership alternatives, with the objective to maximize the benefit to yourselves and the club while minimizing the financial outlay. The two most important issues were, “Can the club take out a Sustaining Membership and qualify for event liability insurance, thereby eliminating the need for all members to join NMRA?” and “Can a single family member join NMRA and satisfy the 100% requirement?” In short, the answers to both these questions is no. Every member carried on the club roster must be a member of the NMRA in the same capacity to qualify.

The importance of 100% NMRA membership to Poway Station cannot be overstated. With 100% NMRA membership the club is eligible for event liability insurance through the NMRA at a cost of \$50 per year, or roughly \$2 per member per year. Without the NMRA insurance, we would be unable to show at Templar’s Hall or North County Fair, as both venues require evidence of liability insurance, with the venue named as additional insured.

continued on page 2

# NMRA Insurance

continued from page 1

This protects them and us if someone gets hurt while setting up, attending, or taking down a show.

We could obtain this insurance outside the NMRA, but it is cost-prohibitive. The last time we had this insurance, two years ago, the annual cost was about \$1400. At the time of renewal for that policy, we were told by our agent to expect a premium increase of 25-40%. So conservatively, that would mean the policy would have cost us \$1750 per year, or \$70 per member per year, two years ago. It would be more today.

NMRA membership, at one third or two thirds the cost of commercial liability insurance, is a bargain. You get access to the NMRA products and services at discounted prices, you're eligible to participate in NMRA-sponsored Special Interest Groups (SIGs), you're eligible for attendance at NMRA events and participation in contests and the Achievement Program. For the additional one third you also get a subscription to Scale Rails (formerly the NMRA Bulletin) each month. So please support the hobby and the club by joining the NMRA and keeping your membership current."

If you have more questions, please see Gary Robinson.

Thanks Gary, for your time and research on this very important issue! If you have not been to the NMRA web pages (www.nmra.com) I urge you to check them out and see all the information that is available.

Ron Walker

# RailRoad Quiz

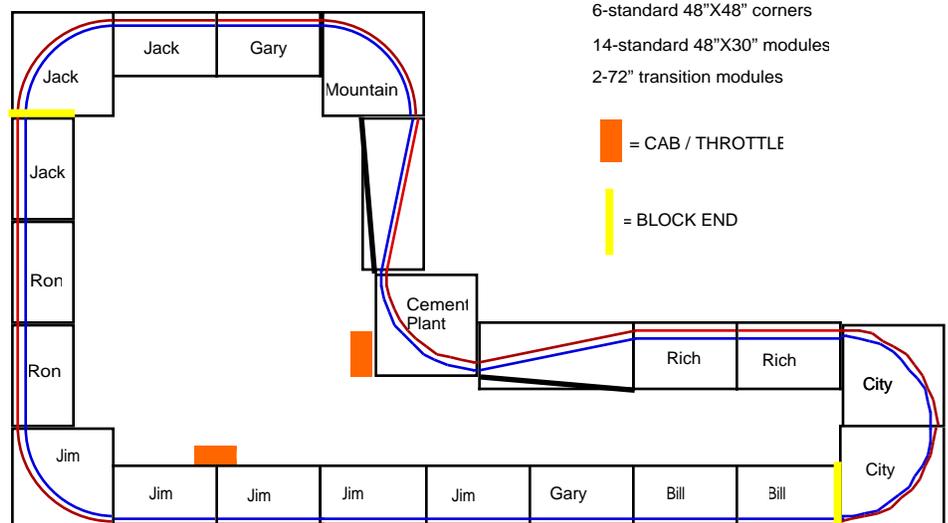
So, you think you know about Railroads hua? Then take this little quiz and find out just how much you do know.

From; Association of American Railroads-RailFanClub, [www.railfanclub.org/trivia.html](http://www.railfanclub.org/trivia.html)

1. What was the first railroad in the United States?
2. How did railroad engines get the name "locomotives"?
3. Who was the first President of the United States to ride on a railroad train?
4. What did the railroads do to bring about Standard Time?
5. When was the first U.S. transcontinental railroad line completed?
6. Is there a standard track width?
7. What is a Class I railroad? Are there other classifications?
8. How much coal is shipped annually by rail?
9. How many freight railroads are there in the United States?
10. How many truckloads can a freight train carry?
11. Do trains run through every state?
12. How many freight cars are there in service in the United States?
13. What is the total miles operated for all freight railroads in the North America?
14. What is the longest railroad bridge in the United States?
15. Why aren't cabooses in use anymore?
16. How many locomotives are in service?

Answers on page 4

## Templars Hall "L" for TRAIN FEST



\*\*\*\*\* **Coming Events** \*\*\*\*\*

**Train Song Fest**

October 4th. HO and N scales to run. See front page for more info.

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**PSR, San Diego Division  
MINI-MEET**

**Saturday, September 20  
12:00 noon till 3:00 pm**

**Jay Styrons house  
1647 Colina Vista,  
Fallbrook, CA**

Jay is building a prototype model of the Fryant branch of the Southern Pacific near the Fresno area. He has added a special room to his home for his railroad. The track work is in and DCC is used to control his prototype locomotives and stock on the layout. The work on the layout is still in progress but it is worth seeing what Jay has done and hearing his plans for the future.

Directions: From I-15 take exit S76/ Pala Road, West to Old Hy 395. Go North on 395 to Reche Rd. Go West on Reche Rd to Colina Vista street. South on Colina Vista to 1647 Colina Vista. This is a hillside home; the layout is downhill, around back.

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**Orange County Model  
Engineers, Inc.**

**Fall Meet**

September 19<sup>th</sup> 20<sup>th</sup> and 21<sup>st</sup>.

The Costa Mesa club offers free train rides the third weekend each month, Saturday and Sunday from 10:00AM to 3:30PM. The trains are inch and a

half scale (1/8). The club is located approximately 50 miles south of Los Angeles and 5 miles west of Orange County airport. The track is located in Fairview Park on Placentia Ave. between Adams on the north and Wilson on the south.

For more information  
Clubhouse phone: (949)54-TRAIN  
(949)548-7246 or <http://www.livesteamclubs.com/Ocme/Ocme.html>

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**Cajon Division, PSR  
Model Railroad Month  
Celebration**

**November 14-16, 2003  
Barstow Ramada Inn  
1511 E. Main Street,  
Barstow CA**

Starting Friday night at 7:00 pm. through Sunday. Slide Shows, Clinics, Auctions, (their famous chinese auction) Train Show, Door prizes and more.

For more information contact Jan Wescott, Cajon Divison Director, ph (702) 566-0856. - email: [wescvegas@lvcm.org](mailto:wescvegas@lvcm.org)  
Visit the website: [www.cajondiv.org](http://www.cajondiv.org)

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**Poway Station Club Meeting Schedule**

All Meetings Tuesdays, 7:00 P.M.  
Templar's Hall, in Old Poway Park

**Sept 23rd**

Templar's Hall, Old Poway Park, work night.

**Poway Station  
Model Railroad Club**

**President**

**Bill Brooks**  
[president@powaystation.com](mailto:president@powaystation.com)

**Vice President**

**Dick Haight**  
[vicepresident@powaystation.com](mailto:vicepresident@powaystation.com)

**Treasurer**

**Gary Robinson**  
[treasurer@powaystation.com](mailto:treasurer@powaystation.com)

**Secretary**

**Ron Walker**  
[secretary@powaystation.com](mailto:secretary@powaystation.com)

**Member at Large**

**Jack Eiermann**  
[member-at-large@powaystation.com](mailto:member-at-large@powaystation.com)

**Scale Chairman**

- N** Milt Perkins
- HO** Bill Brooks  
Rich Figone
- O** James Smullen
- G** Dick Kilburn

**Standards Committee**

Gary Robinson

Poway Station News Letter:  
To contact the Poway Station Model Railroad Club or submit articles call Bill Brooks 858-748-5586 or Ron Walker 858-484-0292 or email [secretary@powaystation.com](mailto:secretary@powaystation.com)

**Sept 30th.**

Templar's Hall, Old Poway Park, Business meeting.

**Board Meeting;** Sept 25th, Bill Brooks' home; 7:00 PM; RSVP

## Railroad Quiz, Answers

1. The first road of rails in this country is said to have been a short inclined track used as early as 1795 in Boston. The first railway company to build and operate a railroad in the United States was the Granite Railway Company, Inc. in Massachusetts in 1826. The cars were drawn by horses. The first railroad for passengers and freight was the Baltimore & Ohio which was opened for traffic in 1830. The B&O also utilized horses to pull passengers and freight along the rails.

The first regularly scheduled steam-powered rail passenger service in the U.S. began operation in South Carolina with the South Carolina Canal and Rail Road Company of Charleston, using the U.S.-built locomotive "The Best Friend of Charleston".

2. When the steam engine was put on wheels and made to run on rails (1804 - 1825) it was called a "locomotive engine" --that is, a traveling engine--because it could move from place to place under its own power (locomotion). Later it became simply a "locomotive" or an "engine" and both terms have been in common use for many years.

3. Andrew Jackson was the first United States President to ride on a railroad train. He journeyed from Ellicott's Mills, MD to Baltimore, MD over the Baltimore & Ohio on June 6, 1833.

4. At noon on November 18, 1883, the railroads of the United States working together changed from a confusing system of many different "local" times to the present Standard Time.

On that date, known as the Day of Two Noons, railway clocks and watches all over the country were set to the four standards of time (Eastern, Central, Mountain, and Pacific), each one hour apart. Soon this orderly method of reckoning time was being used by the government and the states, cities, and towns throughout the nation.

It was put into effect by the railroads without government laws of any sort, and it was not until 35 years later that Congress passed the Standard Time Act.

5. The Union Pacific Railroad and Central Pacific Railroad lines were joined on May 10, 1869 at Promontory, Utah, in the historic ceremony of driving the Golden Spike. The blows of the hammer driving the final spikes of gold and silver were "broadcast" to the entire country by telegraph.

6. Yes. On American railroads the standard width or "gauge" of track is 4 feet 8.5 inches between the rails.

Originally, there were many different widths of track, both in England and later in the United States, varying all the way from 2 feet to 7 feet. George Stephenson built his first successful steam locomotives to run on a track with 4 foot 8 inch gauge. Subsequently, this gauge was "eased" by adding .5 inch. As railroads spread over the United States, many different widths were used, ranging from 2 feet to 6 feet. Cars from one railroad could not run on the tracks of another so that time and money had to be spent in transferring goods and people from one line to another. Gradually, the railroads working together in the interest of efficiency, agreed on a standard gauge and, since 1886, virtually all tracks in the United States have been of the present width.

7. The Surface Transportation Board (STB), (formerly, the Interstate Commerce Commission (ICC)), classifies railroad companies by their level of operating revenue, adjusted annually for inflation. For 2001, the Class I railroads had operating revenue of \$266.7 million or more. Class II had revenues of \$21.3 million to \$266.6 million. Class III railroads had revenues of less than \$21.3 million. Historically all three types of railroads had to report financial and operating information to the ICC, but reporting requirements were eliminated for non-Class I railroads after 1979. Thus, most of the statistics reported by the STB and the AAR are for Class I railroads only.

8. 7.08 billion carloads and 785 billion tons were shipped by rail in 2002. Multiply that by 2,000 and that equals 1.57 trillion pounds of coal shipped by rail! According to the U.S. Department of Energy's Energy Information Administration, 66% of all coal shipments were delivered to their final domestic destinations by rail in 2001.

9. In 2002 there were 8 Class I freight railroads, 34 regional, and 529 local. All together that makes 571 freight railroads in the United States.

10. Depending upon the type of freight, it would take 280 to 500 trucks to transport the amount of freight carried on one train. In 2002, the average weight of a single train load was 3,030 tons, the highest average weight for train loads ever recorded.

11. Yes. There are no freight trains operating in Hawaii but there are excursion passenger trains.

12. In 2001 there were 1,314,136 freight cars in service in the USA.

13. 143,361 miles operated.

14. The Huey Long Bridge over the Mississippi River just above New Orleans is the longest railway-highway bridge of steel and concrete in this country. It is 4.4 miles in length, including approaches, and is used by a consortium of carriers.

15. Caboose have been replaced by electronic end-of-train monitors. These are shoebox-size devices that constantly measure and relay to the locomotive engineer the train's airbrake pressure and the motion of the rear car.

16. There are 20,026 Diesel Electric Locomotive units in service.

*So, how did you do?*