

The Waybill



Issued by the Texas Gulf Division of the Lone Star Region, National Model Railroad Association, Inc.

The Prez sez...

I hope all of you are having a good spring and early summer. Our first meeting of the year was well-attended. Thanks to M&M Hobbies for the meeting room.

We have some great events planned for this year. One of the first is the Chili Cook-Off and Train Watching event in Alvin at the historic Santa Fe station on May 30. A number of chili teams are signed up, so come out and be a judge. Chili will be served at about 11:15 a.m., along with other goodies.

On July 25 at 10 a.m. the Houston Railroad Museum will host the next Division 8 membership meeting. Come out and see the newly-painted SP and MKT cabooses, HB&T Alco S-2 and SP&S baggage car.

On October 10 starting at 10 a.m. HALS has graciously agreed to host the Annual Business Meeting and Picnic with deep fried turkeys (if Ike or his like doesn't return). In recognition of HALS' support to the Division, we made a donation to the live steamers' bridge project.

Please make sure that your e-mail address is updated with the national office so we can keep you updated on these and other Division 8 events.

We have been contacted by a school in Katy asking for help with a model train in their front lobby area, and we hope construction will start soon.

We have a member who has achieved NMRA Master Builder-Structures status. That person is Kelly Russell, so now if you need some buildings made, he is the man for the job.

Regional election results have been received, and while our own Jim Long did not receive enough votes to become president, Division 8 member Loren Neufeld will be the new LSR vice president. Thank you both for running and stepping up to help the LSR grow bigger and stronger.

*Ray Byer
Division 8 President*



Waybill - the primary written documentation of every freight shipment that forms the basis for railroad freight revenue accounts.

(Comprehensive Railroad Dictionary, Second Edition)

On the waybill: Hydrochloric acid

Seen above at Saginaw, Texas, on May 22, 2009, is RCRX 1748, a rubber-lined hydrochloric acid tank car built in January 2005 by Trinity Industries.

Hydrochloric acid is used in many industrial applications, including steel pickling, oil well acidizing, food processing (in particular sugar and beer), biofuels production, calcium chloride production, ion exchange bed regeneration and mineral processing.

RCRX 1748 is owned by Reagent Chemical & Research, Inc., a diversified Ringoes, N.J.-based company that lays claim to being the largest marketer of hydrochloric acid in the U.S. Reagent Chemical owns and operates over 1,500 rubber-lined railcars, 165 tractors and 205 trailers, and has its own full service rail and truck repair shops in various states, including Texas. The company operates 32 hydrochloric acid terminals.

Earlier this year, both BNSF Railway and CSX Transportation recognized Reagent Chemical for the safe transportation of hazardous materials by rail during 2008.

Athearn has offered its N-scale 50' modern tank car in the paint scheme sported by RCRX 1748. Two road numbers were offered, but they are not currently available from the manufacturer. In HO, Athearn will produce its 20,900 gallon acid tank car in RCRX paint and lettering later this year.

Photo by Tom Marsh

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Issued quarterly by Texas Gulf Division (Division 8) of the Lone Star Region, National Model Railroad Association.

Editor: Tom Marsh

How to receive *The Waybill*

NMRA LSR Division 8 members in good standing receive *The Waybill* free by email or through the US Postal Service for \$6/year. **To receive the newsletter by email, your current email address must be on file with the NMRA National Administration Dept. Email nmrahq@aol.com to update or change your email and mailing addresses.** The Division does not maintain separate membership data. To receive the newsletter by mail, send your name and mailing address along with \$6 to *The Waybill*, 8502 Sharpcrest St., Houston, TX 77036. Make checks payable to the Division.

The Waybill can also be downloaded from our Web site: www.kingswayrc.com/division8

Submissions to *The Waybill*

The Waybill is your newsletter. Division 8 Members, Division Foremen, Club Presidents and others are encouraged to submit articles, club news, photos and other items of interest for publication. Email submissions to info@houstonrrmuseum.org. If you do not have access to email, you can mail your submissions to *The Waybill*, 8502 Sharpcrest St., Houston, TX 77036.

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Around the Division

Division 8 Foremen and members: Please email club updates and articles to info@houstonrrmuseum.org.

Welcome aboard new members!

The Waybill welcomes the following new Division 8 members: Larry R. Stevenson, Blake Bogs, Crawford B. Bunkley III and Joseph Kanusky.

Another Division 8 “achiever” to be congratulated

Kelly Russell of Houston has received his NMRA Achievement Program Certificate for Master Builder-Structures. Congratulations, Kelly!

Minutes posted

Minutes of the March 28 Division 8 membership meeting are posted on the division Web site. Go to <http://www.kingswayrc.com/division8> for these and all other recent division meeting minutes.

Mall of the Mainland train show

Mall of the Mainland in Texas City will host a train show on July 11 from 11 a.m. to 6 p.m. The event will include modular layouts and a swap and sale meet. Contact Kelly Parker at 713-984-4803 for info.

Region elects new officers

Gary McMills, chairman of the Lone Star Region NMRA nominating committee, announced that the following officers were elected for a two year term in the recent region elections:

President: Bill McPherson
Vice President: Loren Neufeld
Secretary/Treasurer: Robert Jackson
Division 3: Jerry Hoverson

Other Division Directors up for election remained the same. Installation of new officers will take place at the region’s annual meeting in June during the LSR convention.

Join the Division and LSR Yahoo! Groups

Division 8 has a Yahoo! Group for exchanging news and information. The group can be found at:

http://groups.yahoo.com/group/TGD8_LSR_NMRA

To join, point your browser to the URL and click on “Join this Group”
Division 8 is also on the Web at www.kingswayrc.com/division8.

LSR has its own Yahoo! Group; it can be found at:

http://groups.yahoo.com/group/LSR_NMRA

Also, please remember to keep your mailing and email addresses up-to-date with NMRA headquarters (email nmrahq@aol.com), as this is the data we use to distribute *The Waybill* and other Division 8 information.

Division 8 supports HALS bridge project with donation

Division 8 has made a \$1,000 donation to Houston Area Live Steamers (HALS) to support construction of a new bridge at the HALS facility.

The donation recognizes HALS' support for Division 8 activities, in particular hosting the division's annual meeting at Zube Park.

Division 8 Treasurer Peter Bryan presented the check to HALS President Jim Cash during a HALS general membership meeting at the Hockley Community Center. Peter read a letter from Division 8 President Ray Byer prior to the presentation.

HALS Secretary Rick White later commented, "The HALS membership thanks you for your donation and it will be used wisely installing a bridge on our Phase IV expansion project. Gil Freitag can hardly wait to start - we need a few more details on the bridge to get the footings just perfect, and we start with the concrete footings."



Division 8 Treasurer Peter Bryan presents a check for \$1,000 to HALS President Jim Cash to support the live steam group's bridge construction project.

HALS this year will once again host the Division 8 annual meeting, which is scheduled for Saturday, Oct. 10, 2009. This is every Division 8 member's chance to enjoy the superb live steam operation at Zube Park as the great HALS team opens for the day only for division members and friends.

Chili Cook-Off to feature good food, trains and layout tours

Layout tours have been added to the Division 8 Chili Cook-Off and Train Watching Event that will take place Saturday, May 30, at the historic Santa Fe depot in Alvin.

Layouts to be open include the Galveston County Model Railroad Club in Texas City, with multiple scales, including a new multi-level Z-scale layout under construction; Jim Lemmond's HO scale Cedartap Railroad in Dickinson; and the Galveston Model Railroad Club & Museum in Galveston.

Directions to the layout tour locations will be provided at the Chili Cook-Off. The Galveston County Model Railroad Club is housed in the Texas City Museum. Museum admission will be waived for all NMRA members with a current NMRA membership card.

The Chili Cook-Off begins at 11 a.m. The layout tours begin later in the day. See you there!

Division 8 membership meeting scheduled for July 25 at Houston Railroad Museum

Gulf Coast Chapter NRHS/Houston Railroad Museum will host the next Division 8 membership meeting on Saturday, July 25, beginning at 10 a.m.

The usual museum admission fee will be waived for Division 8 members.

After the meeting, everyone is invited to take a guided or self-guided tour of the museum. The museum's MKT and SP cabooses, SP&S baggage car and HB&T Alco S-2 have been cosmetically restored within the last year with the assistance of a grant from Houston Endowment, and they are a sight to see! Plan now to join us July 25.



Above, MKT No. 6 gleams in fresh paint at the Houston Railroad Museum. Photos by Tom Marsh.

Below, NRHS and Division 8 member Chris Tolley inspects freshly-painted HB&T Alco S-2 No. 14.



The “Third Track” Expedient

by Steven Kay

Editors note: I came across this item on the Web while researching staging, as that has been a topic for discussion among Houston N’ Crowd members recently.

Steven Kay’s Lackawanna Terminal Railroad Web site has a host of interesting commentary

http://www.ltths.org/LT_Front_Page.html.

Thanks to Steven for permission to reprint this article.

Usually, when model railroaders think of staging they think of storing an entire train with engine(s) and caboose in a multi-track yard buried deep beneath a mountain; hidden under the bench-work out of sight of the railroad’s operators. Years ago, Frank Ellison encouraged modelers to bring the staging yard out from it’s dark repository under the bench-work into the bright light of the incandescent bulb.

Today, we have developed fiddle yards, multi-level holding yards, helixes, and other ingenious methods of multiplying the number of trains that we can run through our miniature worlds in a reasonable amount of time. I am sure that many more methods of hiding miniature rolling stock will appear in the future, but let’s look at a staging technique that not only gives the model railroader a place to store trains but is a continuing part of the operation and at the same time adds a very desirable scenic effect.

How about a place where you store just the train and run the engines lite back to the roundhouse or yard?

For instance, suppose you have a major industry on your railroad that receives a large number of a particular type of freight car such as an auto assembly plant or auto parts distribution center. When these cars are unloaded, where should the local switcher take them? They could be returned to the yard from which they came but that would usually choke the yard with cars that cost the railroad per diem without generating revenue.

Perhaps a better solution is what I call “The Third Track.”

I am specifically thinking of a storage siding based on the “third track” between Suffern and Sloatsburg, New York, a couple of miles west of the Ford auto assembly plant in Mahwah, New Jersey (both the Ford plant and the third track are now gone). There was an inbound yard at Suffern (just across the state line from Mahwah) where through freights would drop cars for the Ford plant to be delivered in turn by yard jobs that worked around the clock. The empties that were pulled from the plant were taken to the third track to wait for a through freight to pick them up.

A similar track on a model railroad would be a great place to store all those auto racks and hi-cubes of which we buy too many.

A “third track” can also be used to store any combination of cars and the track does not have to be in the immediate vicinity of the industry which requires them. This allows the modeler a chance to store his favorite cars without even building the industry for which they’re designed.

A mine, logging company or paper mill, grain elevator, intermodal facility or refrigerated warehouse are also customers that would receive large numbers of single use cars. A cut of empty coal cars, for instance, can be brought from a track in a staging yard which is designated as a “major coal consumer” and taken directly to the “third track.” Later another train can pick the empty cars up and take them back to the staging yard to be delivered to a “major coal mine” off line (you can modify the scenario by modeling one or the other of the two related industries but neither industry needs to be modeled. This same train of empties can be used over and over again).

The fact that the cut of empties might eventually return in the direction from which it came is irrelevant because the “third track” is being used for short term storage by the railroad.

If your railroad has a single track main, you could add a double ended siding for storage of empties that would normally take up much needed space in your railroad’s yard. If you have a double track main or already have a double ended siding, add a third track for storing a string of empties waiting pickup (I think a third track looks best when placed between two main tracks). A contemporary railroad might downgrade a main track that was deemed excess to create a “third track” for the temporary storage of empty cars.

This “third track” would not only be interesting operationally, giving a through freight crew some work on the road (an extra crew could be called to move the cars when things get boring), but those cars act as a scenic enhancement while stored, either as a backdrop to trains passing in front or as a partial view block for trains running behind. This might be especially effective for railroads where the entire train can be seen at one time. The best part is that the “third track” takes up very little additional space laterally and can be as long as you want to make it. A “third track” can wrap around hills, descend through cuts, and extend across bridges along side the main track. Such a track can help clear a congested classification or staging yard. Let’s face it, unless you are modeling the Reading or another coal hauler, five or six tracks of empty coal hoppers can be boring to look at and can choke an otherwise fluid operation.

Another example of a “third track” is the HX industrial track which is regularly used to store unused intermodal cars that will be eventually loaded at Croxton yard in Secaucus, New Jersey. Sometimes the well cars will have empty containers still in them when they are shoved there. An existing passing track somewhere near an industry or intermodal yard, whether real or imagined, can be used for temporary storage if it doesn’t interfere with the operation of the railroad.

The “third track” isn’t just for empties anymore. In some cases loaded cars are billed from the shipper to a storage track enroute to the customer. The railroad will agree to store these cars on a siding away from the consignee’s property and deliver them on demand to the consignee at some time in the future (anywhere from a couple of days to several weeks). This creates a buffer to delays in transit so the customer always has product near at hand when he needs it.

As an aside, an auto plant can also be built as a loads in/empties out scenario. The Ford plant in Mahwah had two double ended sidings that ran through the plant and were connected to the inbound yard by a loop track. Such a plant could be built on a peninsula with the building constructed on an angle to the view block. A switcher could be shoving “loaded” cars in on track 1 at the east end of the building while another switcher pulled “empties” from track 2 on the west end. The loop track would run around the end of the peninsula either as the “main” or next to the main and connect the two ends of the building with both the inbound yard and the “third track.”

Let’s see how the “Third Track Expedient” might work on the Lackawanna Terminal. If you check the upper level map you will find the intermodal yard at Mount Morris, New York, at MP 332.7. At times, intermodal trains will arrive at such close intervals that the crews at Mt. Morris will not have time to unload and reload an inbound train before the next train arrives. In cases such as this the crew working the intermodal facility will take the empties to the siding at Groveland and leave them there. This frees up space for the next inbound and gets the unneeded empties out of the way.

Suppose for example, the double stack from the west coast that is dedicated to the Japanese television manufacturers Sonny, Hitachico, and Matsucheesa Electric arrives at 7:00 a.m. This train, with the symbol TV-200, is unloaded and the empty well cars trundled off to Groveland in time for the 12:30 p.m. arrival of the crack piggyback OINK-2 which came off the BN earlier in the day.

“But,” you say, “According to the map, Groveland is seven miles from Mt. Morris. Isn’t that a long distance to take empties?”

“Nah,” I reply, “The Lackawanna used to take empty freight cars from the Hoboken yards on the Hudson River out to Harrison, almost seven miles west because the Hoboken yards simply didn’t have the room to store them.”

Add in the fact that, visually, Groveland is close to Mt. Morris and the move starts to make a lot of sense. The cars could also be taken to the siding at Leicester in the other direction depending on what meets the Dispatcher has set up.

Staging tracks have been out in the open for decades. They don’t have to be mechanically or operationally complex. A staging track can be as simple as a one track siding and can fit on a 4 x 8 as a 15-in. radius curve around the edge of the table or extend for 30 feet around curves whose radii are strictly cosmetic. Now, as before, there is no reason NOT to add staging to your railroad. The justification and placement are limited only by your imagination.

Division 8 Time Table

Events of Interest

May 30: Division 8 Chili Cook-Off and Train Watching, Santa Fe Depot, Alvin. The fun starts at 11 a.m., but get there earlier for more trains if you like!

Jun 3-7: Trinity River Interchange, NMRA Lone Star Region Convention, Sheraton Grand DFW Hotel, Irving. It’s not too late to join the fun!

Jun 13: TCA Gulf Coast Chapter Train Show & Swap Meet, St. Paul’s Episcopal Church, Houston

Jul 5-11: NMRA National Convention, Hartford, Conn.

Jul 11: Mall of the Mainland Train Show, Texas City

Jul 25: Division 8 Meeting, 10 a.m. at the Houston Railroad Museum, 7390 Mesa Dr.

Aug 15: Waybill deadline

Sep 19: TCA Gulf Coast Chapter Train Show & Swap Meet, St. Paul’s Episcopal Church, Houston

Sep 19-20: 27th Annual Temple Model Train Show, Temple

Oct 10: NMRA LSR Division 8 Annual Meeting, hosted by HALS at Zube Park

Nov 7: Waybill deadline

Nov 14-15: Texas City Train Festival, Texas City Museum

Dec 3-6: 14th Annual Southern Plains N-Scale Convention, Oklahoma City

Dec 5-6: 33rd Annual Oklahoma City Train Show

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Jan 9: TCA Lone Star Division Train Show & Swap Meet, Katy