

Train Orders

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



May 2025

Volume 36 Number 4

Joint Meet with the Garden State Division in Kingston, NJ

John V. Gallagher, Superintendent

Our annual joint meet with the Garden State Division will be held at the Kingston Volunteer Fire Department in the Kingston section of South Brunswick Township on Saturday, May 10. The doors will open at 8:00 with the program starting at 9:00. This is a new location.

The Kingston Volunteer Fire Company address is 8 Heathcote Road, Kingston, NJ 08528. Parking is solely across the street from the fire station. Do not park in the spaces reserved for fire department responders. See the map on page 13 of this TO.

Cars cannot be parked in the lot after the meet ends. Listen for announcements at the end of the meet.

The program includes two clinics. The Garden State clinician, Richard Newmiller, MMR, titled "A Successful 2nd Layout," describes his experiences with the construction of this layout. He will give a Power Point presentation supplemented with videos. As a bonus, this layout will be open in the afternoon from 1 p.m. through 4 p.m. for visits by meet attendees.

The second clinic titled, "Applying Prototype Operations to an American Civil War Model Railroad" by Thom Radice of our division. He will describe the ways to use operations procedures to prototypically operate civil war trains in a period appropriate way. Remember that railroads during the civil war did not have modern communications, signals, radios, and common operating rules

across different railroads. There were telegraph communications between stations but the lines could be tapped to learn about train movements (hence intelligence about the movement of forces indicating future operations or to sabotage military trains). War is hell!

In addition to the clinics, meet activities include sales, bring' n brag, a contest on critters, door prizes, coffee and donuts, and all members of each division can participate in events usually sponsored by the other division. For Bring' Brag, members can bring any in progress or completed project and provide a short description of their work to attendees. For the critters contest details, see page 4.

For the afternoon, there are three layouts open (at press time). Rich Newmiller; Joe Calderone; and Ed Sproles. Maps will be distributed at the end of the meet.

Remember to wear Your NJD Name Badge.



**Bill Howard's Maintenance of Way Car
is the March Favorite Display**

Next Division Meet

The May Meet
is a Joint Meet with the
Garden State Division
Saturday May 10, 2025
9 a.m. to 12:00 noon
Kingston Fire House
8 Heathcote Drive
Kingston, NJ 08528

Model Display News

Favorite small Diesels & Critters

Clinics:

A Successful 2nd Layout

**Applying Prototype Operations
to a Civil War Model Railroad**

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Official Newsletter of the New Jersey Division. NMRA
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The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in Train Orders in no way constitute an endorsement by the Division.

Train Orders welcomes contributions from the New Jersey Division membership and. Letters, articles, photos and other items may be submitted to the editor, Fritz Plenefisch, at fplen3@verizon.net or to 327 Sharps Lane, Hamilton, NJ 08610-1334. Please include return postage if you would like materials returned.

Cutoff Date for submittal to the September issue is TBD.
Items received after this date may appear in the next issue

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Visit us at <https://njdivnmra.org> and join us on
Groups at <https://groups.io/g/NJDivNMRA>

NJD Information Page

**May Division Meet
Joint Meet with the
Garden State Division**

Saturday May 10, 2025
9 a.m. to 12:00 noon
Kingston Fire House
8 Heathcote Dr, Kingston, NJ 08528

Next Board Meeting
Host - John Gallager
Saturday TBD, 2025, 10 a.m.
816 Flint Road, Turnersville, NJ 08012-1341
Please let us know if you plan to attend
njdiv.super@gmail.com

September Division Meet
Date and Location TBD

**90th NMRA Convention,
Station No VI- Hosted by the
NORTH CENTRAL REGION NMRA**
July 14-19, 2025 Novi, Michigan
Convention HQ is the Sheraton Hotel
21111 Haggerty Road
Novi, Michigan

The Philadelphia Division
Is hosting the Mid Eastern Region
Convention October 16-19, 2025

**NJ Division Area
Hobby Shops**

* **AAA Hobbies & Crafts**
706 N. Whitehorse Pike,
Magnolia, NJ 08049
(856) 435-7645
www.AAAHobbiesandCrafts.com

* **Sattler's Hobby Shop**
14 Haddon Ave.
Westmont, NJ 08108
(856) 854-7136

* **The Train Room Online Store**
www.thetrainroomNJ.com
e-mail thetrainroomnj@msn.com

* **Yankee Dabbler - Track 33**
101 W. Kings Hwy, Bellmawr, NJ
08031

* **Offers discount to NMRA members.**
Must show Current Membership Card

Membership Information

Any person who is a member of the NMRA and lives within the boundaries of the NJ Division as defined by the NMRA is also a member of the division. Non member guests are welcome to attend three of our meets, after which they will be asked to join the NMRA.

NJ Division Annual Activity Fee: \$10.00 (optional and includes 5 meets) or individual meets \$5 at the door.

First time guests, no charge!

National Model Railroad Association P.O. Box 1328
Soddy Daisy TN 37384-1328

View From the Cab

John V. Gallagher, Superintendent

Elections

This is an important year for elections. The board will change with my stepping down from the Superintendent office and not running for a general board position of Director. As I may have stated elsewhere, I will complete about 16 years of service as a board director, including officer positions of Assistant Superintendent and four years as Superintendent. It has been an honor to serve, and I appreciate your support and participation in the New Jersey Division. Rank has its privileges, and it also has its responsibilities and challenges. Not all of it is glory. One pays for it by earning through participation, taking on responsibilities, depending on others to complete tasks, monitoring and backing others who take assignments, giving recognition for the work of others, and taking responsibility for those times when something doesn't work out or fails. One gives credit for success and learns and mentors for failures. With the failures, the buck stops at my desk. We then work on solutions, mentor those who may need support and training, seek others with the expertise or experience to complete tasks. Worry accompanies my service. I firmly believe in Murphy's Law. Things will go "wrong" and it wasn't your fault. Have you planned for such situations? Others will judge. Too often, those others are not available when there is a call for support or to take on a task.

There are others who step forward and say, "Can I help, John?" Their willingness to give a hand makes a task easier. Their ideas and suggestions make being a leader and board member worthwhile. They not only assist during a time of need. They make the division work for their own needs and for the needs of all.

A "Director" is elected by the membership for a two year term. At present, nine members serve as directors. The jobs or tasks assigned to each director comes from the Superintendent and officers. The four officers, Superintendent, Assistant Superintendent, Paymaster [Treasurer], and Clerk [Secretary] are elected by the directors of the division.

Please consider stepping forward and running for the office of director. Within this issue, there is a blank petition form you need to submit to the election committee. Complete the information at the top and ask fellow members [including board members] for their support by completing a line of information. You need five signatures, and I highly recommend you get seven. Be sure your signatures are of current members AND they live in the listed counties of our division – listed on the form.

Thanks!



Model Display News

By Jack Menaker, Model Display Chairman

The November Joint Meet with the Philadelphia Division did not have a Model Display.
 The March meet display is "Maintenance of Way Equipment".

Scheduled Meet	Display Table Topic	Special Notes
January 2025	NJD Gondola with a load	
March 2025	MOW Equipment	Anything goes
May 2025	Favorite Diesel	Critters
September 2025	12" x 12" Diorama	
November 2025	Special Open Flat Car Load	
January 2026	Picture of something special on your layout	
March 2026	Kit Bash/Scratch Built	



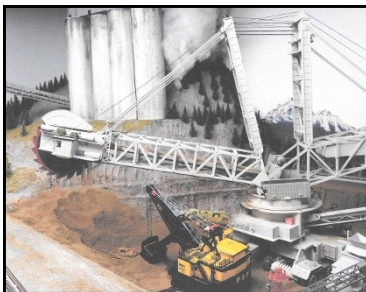
Bill Howard's Maintenance of Way Car is the March Favorite Display

The model that gets the most votes for the topic will get, a Framed Certificate and a Voucher to cover our yearly fee. When you come to the meet remember to vote for Best in Show.

We have given permission to the Garden State Div for the May joint Meet to participate in our contest. In turn GSD has invited us to join them in their Bring & Brag. Bring a completed model or a project you are working on, and briefly explain what it is you have done. This can even include things like your new layout design, or a very old model that you acquired.



Best of 2024 Model Displays



Rick Spano's N scale Bucket Wheel Excavator.



Jack Menaker's Piece of Weathered Rolling Stock



The January Favorite Model was Herb Gishlick's Observation Car.

Clinics

John V. Gallagher, Director of Clinics

Two presentations
 will be made in the morning.

From the GSD, Richard Newmiller, MMR,

A new presentation entitled
 “A Successful 2nd Layout”. He will discuss
 how constructing a second layout provides
 many opportunities to make trackwork/layout
 improvements based on lessons-learned, and
 to hone your modeling skills. If you include
 the possibility of future operations, the life of
 the layout can be extended by creating
 multiple, varied switching assignments. This
 will be a PowerPoint slide presentation with
 two performance videos that document the 7-
 year journey from design to completion of a
 14 X 20 foot DCC layout where derailments
 are the exception. The scenery and
 structures are 100% complete.



**Overview of Richard Newmiller's
 new layout, which is featured
 in his May 10th presentation.**

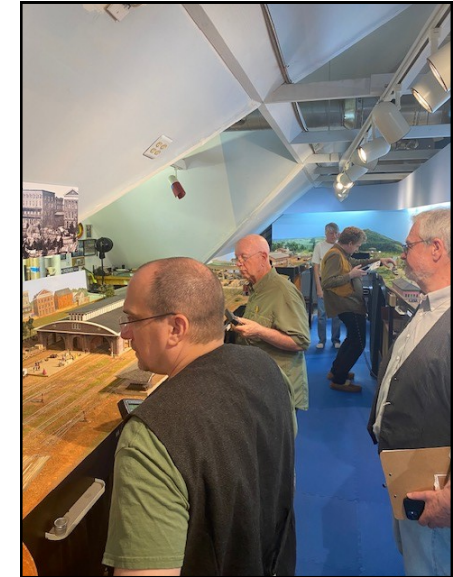
Applying Prototype Operations to an
 American Civil War Model Railroad
 Thom Radice, Director, NJD

Let's set our 21st century mindset back two
 centuries, the nineteenth century. It is the
 sixth decade, and we are a nation at war, a civil
 war of a divided nation. Even warfare that long
 ago had similar challenges to today's. An army
 needs assets to conduct warfare, to include
 personnel, machines and the equipment of war
 [such as artillery, boats, wagons, etc.], supplies,
 horses and other animals, tents, equipment,
 and the list goes on. A common term among
 military planning and conducting war is
 “Logistics, logistics, logistics...” You can't
 conduct effective warfare operations without
 the means of war, and it must be nearby.
 Replacements must continue as the means of
 war includes consumption of those means.

Mobility is another consideration. In those
 days, roads were primitive paths, not the
 ordered roads of today. Travel was slow, limited
 by the walking pace of animals and humans.
 However, a thirty-year-old technology provided
 a quicker means to move military assets and
 personnel, the railroad.

Thom Radice built an HO 1860's model
 railroad to operate a transportation system of
 that time. It simulates what we call today a
 “supply chain” to support military operations of
 the Civil War. He will describe how he runs
 operations sessions to meet those objectives.

See Photos on pages 56-57 of his railroad in
 the May 2025 Model Railroader. 



Negotiating Right of Way



Crews, David with Bill & Charlie with Dan

Mauch Chunk Rises'

By Rob Davis

The Garden State Central Model Railroad Club of Wall, NJ has embarked on major extension of our HO scale layout featuring scenes around Mauch Chunk, PA circa 1953 – just before the town changed its name to Jim Thorpe. The track plan was drawn in 2017, but we had to wait for a storage area adjacent to the main layout room to be cleared before work began. We got the go-ahead in August 2024.

A major improvement project was launched immediately, with removal of a wall and demolition of old paneling, damaged woodwork, and broken flooring. The entire space was rehabilitated, sheet rocked and painted sky blue in a matter of weeks. Benchwork started soon after, constructed in our heavy-duty style of cabinet-grade plywood.

The club's prior layouts were freelanced but used the names of real towns along the Jersey Central (CNJ) and Lehigh Valley (LV) railroads. In the mid-1980's the membership adopted a philosophy based on the Rensselaer Model Railroad Society's magnificent New England, Berkshire & Western. They used prototypical scenes from Rutland and Delaware & Hudson locations, but arranged to fit the needs of the fictitious NEB&W. We began doing the same, using CNJ and LV scenes. While awaiting the storage space to be cleared, the club constructed the east and west ends of the Garden State Central based on CNJ scenes in Jersey City, NJ; LV through Easton and Bethlehem, PA; CNJ in Ashley; and both railroads through Wilkes-Barre. The new

section fills the Bethlehem to Ashley gap.

The club debated modeling Allentown, the cement regions around Coplay, Mauch Chunk, or the Upper Lehigh Gorge. Mauch Chunk was chosen for the scenic and operational possibilities. Despite the large space available, compression was needed. The CNJ had multiple yards and engine terminal that stretched for miles. We only had room for the lower yard in downtown 'Chunk.

The club's relationship with Jim Thorpe goes back to the 1960's when founding members regularly visited what was then a fading transportation hub. Our fascination never waned even as the town hit rock bottom in the 1980's. The fact that a group of men from New Jersey would regularly visit Jim Thorpe was so



The Mauch Chunk (Jim Thorpe) room has been completed and the benchwork is up. This room was rehabbed from top to bottom for the layout.



Carpenter Mike Curry is measuring the cutout for the Lehigh River.



The benchwork is all cabinet grade lumber and is built to last, which is an important consideration for a layout intended for public display.

unique that the local newspaper ran a story on us! Today, thousands of people visit each weekend, but 45 years ago a van full of railfans was a front-page story!

Those familiar with Jim Thorpe may recall that the CNJ and LV rights of way parallel each other on opposite banks of the Lehigh River. On our layout the CNJ side represents the Garden State Central mainline crossing the Lehigh River at Weissport, proceeding through The Narrows, passing along the river side of Mauch Chunk, and into the depths of the Lehigh Gorge at Glen Onoko.

Across the river, the LV triple-track main will be faithfully modeled but used as “visible staging” for trains going east to the Bethlehem Steel mill or west to Wilkes-Barre. The magnificent LV station will be a feature of this scene. Using some modeler’s license, the staging tracks will enter the gorge via the

CNJ’s Turnhole Tunnel and connect to the mainline at Hetchel’s where in later days the CNJ and LV shared mainline began.

Today, Jim Thorpe is a major tourist draw and the town’s historic architecture is well known. Unfortunately for modelers, most of those beautiful buildings are quite away from the tracks. However, turning back the clock to 1953 allows us to model some equally stunning buildings along the river that have vanished due to fire, flood or demolition.

A westbound train will pass the Mauch Chunk Heat, Power & Electric Company’s coal gas plant before turning to parallel Susquehanna Street into downtown. While now mostly parking lots and modern buildings, we will model this area as it was: a center of retail and residential buildings. Two auto garages, two gas stations, hardware store, liquor store and apartments will fill the scene. Trains will

enter the Packer Square area of town and pass two landmarks still standing today: the Hooven Mercantile Co. and the famous CNJ passenger station. On the way out of town, the long-gone CNJ freight house and the much-modified - but still standing - machine shop of the Mauch Chunk Iron Works will round out the scene.

In less than 9 months, we have gone from a dilapidated storage room to track laying and wiring. Scenery work will begin soon, and our attention to prototype detail being carefully planned. Members recently held a ballast mixing event, using a variety of stone to come up with formulas that match the dark gray of the ballast used on the CNJ mainline and the reddish stone mix unique to the LV. After many different mixes, we have settled on the ballast that will literally carry our trains into the future. Trains will roll by summer 2025.



LEFT
George Speidel is wiring track feeders in the Mauch Chunk yard. The CNJ bridge to Weissport is on the far left.



RIGHT
The CNJ Weissport bridge marks the start of the new portion of the layout. Plywood to the left leads to the Lehigh Valley mainline.

Historical Kingston, NJ, our next Division meet Location

by Mike Prokop

Our next Division meet, a joint gathering with the GSD, will be up in their territory which is located just a little north of Princeton in the historic town of Kingston, NJ. The town has a very historic past related to the beginning of railroading in New Jersey, as well as a key player along the route of the Delaware & Raritan Canal. As you're driving to the meet on Saturday morning, I'd like you to keep in mind and consider the following facts and trivia about Kingston but keep your eyes on the road!

The following passage is from a good book on the history of New Jersey's railroads entitled, "Railroads of New Jersey, Fragments of the PAST in the Garden State Landscape," by Lorette Treese.

In 1830, ground was broken for the Delaware and Raritan Canal in Kingston, which is about halfway between Bordentown and the Raritan River. In their history of New Jersey published in 1845, John W. Barber and Henry Howe identify Kingston as the place where the Delaware and Raritan Canal intersected the turnpike between New York and Philadelphia, calling it "the great thoroughfare between New York and the South," and claiming that up to four hundred travelers could be found in town at any one time.


Just off Route 27 between Kingston and Princeton, tourists can park near a preserved lock tender's house overlooking the old Kingston Lock. Inside, an exhibit of photos explains Kingston's history and mentions that there once was a railroad station just across the lock. Park literature states that the associated railroad was the Kingston Branch of the Pennsylvania Railroad Company, but a railroad map of New Jersey printed in 1894-95 identifies it as the Rocky Hill Railroad and Transportation Company, then connecting neighboring Rocky Hill with the Freehold & Jamesburg Agricultural Railroad.



Kingston Station, circa 1910, with pleasure boat passing northward on the Delaware & Raritan Canal about to enter Lock 8. Further south, the railroad turned to the east.

Rails are still visible crossing old Route 27, which leads to the mill dam on the nearby Millstone River.

The rails across Route 27 may have been visible back when the book was written, but I'm almost pretty sure they've been removed or paved over. Attached is a historical photo of the old Kingston train station with the D&R canal behind it. The source of this photo is from the Camden and Amboy's Historical Society's newsletter, "The John Bull-etin" Vol VI, Number III, Spring 2012.

Hopefully this excerpt from this book by Lorette Treese has gotten you interested in the town we'll be meeting in on May 10th. After the meet you may want to take a look around at some of the historic sites that Kingston has to offer. For more information you can visit the Kingston Historical Society on their website, <https://www.khsnj.org/> and learn more about the town and its history. There is a book published by Arcadia on the D&R Canal with many photos and information about the canal. Also, if you can find the book, "The Trail of the Blue Comet," written by Baer, Corey and Schopp, published by the West Jersey Chapter of the NRHS, you can read a detailed and excellent history of the Camden and Amboy 

Decals and Vinegar

By Mike Prokop

Open up a bottle of Micro-Set, Micro-Sol or Walther's Solvaset and what is that dominant odor you sense? We'll, it took me a while to realize it's vinegar! Definitely more with the Walther's product then with the Micros. Vinegar is the key element in the softening process of the decal that makes it conform over uneven surfaces and molded on details of your model. The desired result is that the applied decal has that painted on appearance, especially after sprayed or brushed on Dull-cote or a similar product.

I've had many years of applying water slide decals. Like most of you it started building plastic airplane model kits as a kid and progressed into custom made decals for my private road name HO model railroad, the New Jersey and Western. Currently, I'm decaling almost all of my engines and rolling stock for my On30 railroad, the Hill Valley. This effort represents hundreds of model railroad equipment that I've toiled over!

So, you could say I've been around the block when it comes to applying these little buggers and have found great success and also have succumbed to the agony of defeat. After my epiphany of discovering the magic ingredient of vinegar in my decaling solutions, my mind started racing and I came up with the following technique in applying decals. Now, I'm sure you

all have your favorite methods, ingredients and magic potions that work fine for you and produce great results. No need to change, but consider the following.

I've simply started using vinegar for all my decaling jobs. I've sworn off all the expensive commercial products mentioned above. But, not your grocery store grade of vinegar. The stuff you buy at the supermarket is only a 5% concentrate of vinegar. I'm using a 45-50% concentration. I'm not sure how much is in the commercial decal setting solutions you buy at the hobby shop but, working with a high concentration of vinegar has worked great for me. Use and apply the vinegar just as you would the other products. Be aware though, it works faster and you have to take care to position the decal quickly. I've found that if I have an issue getting the decal in the proper spot, just brush on a little water to loosen it up and realign. After this leave it be for a few minutes and apply more vinegar to begin the softening process. Sometimes depending on the decal and how much vinegar is initially applied, I may let the decal sit for a longer time (5-15 minutes) to adhere to the proper place before more vinegar. Just use caution as you normally would not damage the decal film. I'll come back hours later or even the next day and apply more vinegar until the decal settles down as

desired. This is where the vinegar works much faster in softening and settling the decal. If you try this method just take care and go slow at first. Especially with very thin films. Like anything else, you'll develop a good sense of technique and over a short time you too will achieve great results.

Bonus! You may ask, Mike, what the heck are you doing having 45-50% concentrated vinegar in the first place? Well, I didn't buy it initially for setting decals on my trains. I bought it to kill weeds out on my patio. It's a much more environmentally friendly product then those other nasty chemical applications. Put it in a spray bottle, aim it at the weed and pull the trigger. Within fifteen minutes, sometimes a few minutes less depending on the weed, it turns brown and goes away in a day or so. But, be careful, vinegar sprayed on any good plants or grass will kill them just as quick. I've had good results diluting this 50-50 with water with good outcomes and it'll last twice as long.

Double bonus! Spray on bugs and watch them die instantly. Used against ants both inside and outside the house is especially effective. Of course be careful using inside. Concentrated vinegar is very potent when sprayed, so manage your nose's proximity appropriately. Good luck if try vinegar on your modeling projects and good hunting outdoors!



Achievement Program Update

Glyn Thomas, AP Chair

A number of division members are making good progress on their NMRA Achievement Program journey. At the March meeting, I was pleased to present Joseph Zebrowski with his certificates for Scenery, Electrical, and Dispatcher. At this rate, Joe could be the division's next Master Model Railroader.

I have two more certificates to award at the May joint division meet with Garden State division. You'll need to attend to see who received them.

At the March meet, we experimented with performing AP judging at the end of the meeting. This can be advantageous, since

several judges and applicants are likely to be present for the meeting anyway. We did discover that judging took a long time – about an hour after the meeting to assess four cars. We will repeat this process at the May meet and those slots are already booked.

If you have portable items (e.g. cars, locomotives, or structures) that you'd like assessed at a division meet, please reach out to me for scheduling. We are currently taking requests for the September meet. We're planning to judge a maximum of two items per meet to reduce the time required, and you must inform me in advance if you want

something judged so we can get the team together. Also remember to share the appropriate Statement of Qualification forms in advance, so we know what we're judging.

Remember also that we're happy to assess layouts for their Golden Spike award. This can be an easy start on your AP journey – the chances are that if you read this far, you're likely to qualify for a Golden Spike. Please reach out to me if you'd like your layout assessed, and I can help with any questions. Hopefully see you at the May meet and happy modeling in the meantime. 🚂



Fresh from the car shop are these Hill Valley boxcars. Of course shop personnel used vinegar to apply the decals.

Gallon bottles of higher concentrations of vinegar are available, I use 45 or 50 percent mixes and source them from Amazon



Vinegar Continued from page 9

NEW JERSEY DIVISION BOARD OF DIRECTORS ELECTIONS

It's not too soon to start thinking about becoming a Director on the Board of the New Jersey Division. It's your opportunity to help guide the organization and provide your input and ideas on many important aspects that keeps the division moving forward.

The next election is coming late August for a director term of two years starting September 2025 until September 2026. If you want to run in this election, you must fill out a "Petition for nomination as a Director of the New Jersey Division". Follow the directions on the form. The petition is available below.

**Petition for Nomination as a Director of the New Jersey Division
For the term September 2025 through September 2026**

Candidate's Name (Print legibly): _____

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

Petitioners' Signatures	NMRA member number:	Expiration Date:
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____
4. _____	_____	_____
5. _____	_____	_____

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

Candidate's Signature Date

----- Cut along this line -----
The New Jersey Division, Mid-Eastern Region, National Model Railroad Association, will be holding an election of Directors for the term September 2025 through September 2026. All regular and associate NMRA members living within the boundaries of the New Jersey Division are eligible to be candidates for the annual election.

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

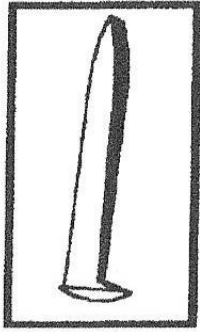
When complete, mail your petition to the Chairman of the Nominating Committee:
Mr. Geert Marien
Attn: NJ Division Election Committee
11 Brandywine Dr
Morganville NJ 07751

All petitions must be received by August 1, 2025 in order to be included on the ballot. All petitions will be verified by the Nominating Committee.

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

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

In accordance with the By-Laws of the New Jersey Division, MER-NMRA, Election Buddy will be used for the election of Directors. Results will be tabulated and results will be presented at the September 2025 Diversion meet. Any questions can be directed to Geert at geert@mindspring.com.



ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM APRIL 2019

PLEASE COMPLETE THIS APPLICATION FORM AND SEND TO YOUR DIVISION OR REGION AP MANAGER

Member Name: _____ NMRA#: _____ Expiration: _____

Address: _____ City: _____

State/Province: _____ Country: _____ Zip/Post Code: _____

Date Submitted: _____ Region: _____ Division: _____

- The Golden Spike Award (GSA) will be awarded to any NMRA member who completes the Qualifications Checklist, obtains the necessary signatures (Division AP Manager or some local NMRA member approved by the Division AP Manager), and if the applicant does not already hold MMR status.
- The GSA will be administered by the Division and Region AP Managers.
- AP requirements and definitions apply for scratch building and super-detailing.
- The Division AP Manager will submit the signed form to the Region AP Manager who will issue the Golden Spike Award certificate.
- The Region AP Manager will then forward the completed form to the National AP Manager so that an announcement can be made in the NMRA Magazine.

GOLDEN SPIKE AWARD QUALIFICATIONS CHECKLIST:

1. Rolling Stock (Motive Power & Cars):

- Display six units of rolling stock either scratchbuilt, craftsman kits or superdetailed commercial kits.

2. Model Railroad Setting (Structures & Scenery)

- Construct a minimum of eight square feet of model railroad or module(s) including scenery in any scale.
- Construct five structures either scratchbuilt, craftsman kits or superdetailed 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 are 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 or other form of control).
- Provide any one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.

Witness: _____ Name: _____ NMRA #: _____

Region AP Manager: _____ Region: _____

MAP FOR THE WINTER EVENT

Directions:

- From North: I-287 to Route 206 South
- From Southwest: I-295 to Route 1 North
- From Southeast: Route 18 to Route 1
- **PARK ACROSS THE STREET**

Kingston Volunteer Fire Department
8 Heathcote Road
Kingston, NJ 08528

SATURDAY, MAY 10
DOORS OPEN AT 8:00

