



Train Orders

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



August 2026

Volume 37 Number 5

Happy Semiquincentennial!

Glyn Thomas, Superintendent

Anyone looking at July's NMRA magazine may recognize the cover photo. Our Secretary Joe Zebrowski's layout is featured along with his excellent article on developing a realistic backstory for a proto-freelanced layout. I'm a frequent operator on his layout and can attest to it being one of the most reliable layouts I've ever seen, which makes operations a dream. Congratulations Joe!

For local railfans, the year may be best remembered as the time when Union Pacific's operational Big Boy's summer season was extended to the eastern USA. The 4-8-8-4 locomotive, no. 4014, performed a couple of coordinated meets with trains on the Reading and Northern, operated by their T1 4-8-4 no. 2102. It had a prolonged stay at the Steamtown National Park in Scranton, PA, where it was stabled alongside their static display Big Boy, no. 4012. It then continued to the Navy Yard in Philadelphia to participate in the America 250 celebrations on July 4th. On its return journey, it was routed via Altoona to crush its ascent of the iconic Horseshoe Curve. Of course, a lot of this was intended as a 'hearts and minds' exercise to gain public favor for the proposed merger of Union Pacific and Norfolk Southern.

On August 15th, we will return to Switlik Park in Hamilton, NJ for our 'summer extra' meet. The clinics will be dedicated to model railroad electrical safety with Ray Russell running two sessions on high-voltage and low-voltage. I strongly recommend you attend these sessions because we don't want our hobby to result in injury or loss of property. Thom Radice

will provide feedback on the member survey, and there will be an opportunity to display any pocket modules that members have produced. There will be the usual sales tables, door prizes and 50:50 raffle, free table etc., and layout tour in the afternoon. The contest for the meet will be a head-end car e.g., baggage, mail, express for any era. Please consider bringing something to compete. Also, everyone – **PLEASE REMEMBER TO VOTE IN THE CONTEST.**

On September 19th we will return to the Lacey United Methodist Church in Forked River to kick-off the Division's next modeling year. The September meet will include our Annual General Meeting.

From October 15th-18th, the Mid-Eastern Region's convention will be in Virginia Beach, VA. It would be great to see a strong presence from the Division even though this is further afield than normal. It's a chance to meet people and see layouts outside our normal circle. Plan early and make sure to book before the end of August to secure preferential rates on the convention and accommodation.

I look forward to seeing you all in Hamilton on August 15th.



Next Division Meet

August 15th

Switlik Park

Fisher Place, Yardville,

NJ 08620

Clinics

Ray Russell - Electrical Safety -
Low Voltage

Ray Russell - Electrical Safety -
High Voltage

Model Contest

Head-end car e.g., baggage,
mail, express for any era

Extras

Member Survey Feedback and
Pocket Modules

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Live steam CNJ 0-6-0 at George Speidel's home



Big Boys, 4012 and 4014 at Steamtown Scranton, photo shot on June 28th



Erie Lackawanna celebratory liveried locomotive on George Speidel's HO scale layout

Train Orders

Official Newsletter of the New Jersey Division. NMRA
 c/o Mr. T. Neukirchen
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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. Letters, articles, photos and other items may be submitted to the editor. Please include return postage if you would like materials returned.

Division Officials

Superintendent: Glyn Thomas	Membership Director: Rick Stoneking
Interim Assistant Superintendent/	Director: Geert Marien
Clinics/ Contest: Thom Radice	Editor: Steve Woodward
Clerk/ Secretary: Gary Stroh (Joseph Zebrowski retiring)	Retiring Editor: Fritz Plenefisch
Paymaster/ Treasurer: Thomas Neukirchen	
AP Chair: Chris Conaway	

To contact one of the Directors of the New Jersey Division, fill out the [Contact Us](#) form found on the NJD website.

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

IMPORTANT NOTE: Scam emails have been reported requesting money for a division or charitable purposes. No one from the New Jersey Division will ever request money for gift cards or any other type of funds. These emails are completely fraudulent and should be ignored. If you're not sure, DO NOT REPLY to the email in question. Contact the official Director using "Contact Us" link as listed on the New Jersey Division website

NJD Information Page

Summer Special Meet

August 15th
 Switlik Park
 Fisher Place, Yardville,
 NJ 08620

NJ Division Meet

September 19th
 Lacey United Methodist Church
 Forked River, NJ

MER Regional Convention

October 15-18, 2026
 "Tracks to Tidewater"
 Virginia Beach, VA
 Registration opens Spring 2026

Joint Meet with Philadelphia Division

Early November
 Brandywine Town Center
 4050 Brandywine Pkwy
 Wilmington, DE 19701

Joint meet with Philadelphia Division

Mid-January 2027
 Deptford, NJ

NJ Division Meet

March 2027
 Switlik Park
 Fisher Place, Yardville,
 NJ 08620

Membership Information

Any NMRA member who lives within the boundaries of the Division as defined by the NMRA is considered to be a Division member.

NJ Division Annual Activity Fee:
 \$15.00 (optional and includes 5 meets) or individual meets \$5 at the door.

First time guests, no charge!

View from the Cab

Glyn Thomas, Superintendent

I was delighted to see John Gallagher, at the May meet. He obviously has his condition sufficiently under control to make the journey and long may this continue. It was great to catch-up with him. I have a new respect for the effort he put in as our Superintendent.

In June we issued our annual member survey. (JG, I agree it should be called a 'census', but 'survey' is what National calls it!). We had 67 responses, which is slightly more than the 2025 response. In most respects, the latest survey echoes the 2025 results, although with additional questions, we now have more feedback on the broader activities of the Division. A couple of common themes that jump out are a desire for more access to Board members, and better (more frequent) electronic communications. Both should be easy to fix. A longer-term project will be to engage more fully with social media.

One immediate take away for me is that 'you can't please all the people all of the time'. There were many cases of respondents being at opposite ends of the spectrum on a question. I hope that members can be tolerant of others and understand that this is a broad hobby with many individual paths through it – a clinic or activity that you consider to be a waste of time may be exactly what your neighbor is looking for. From a Board

perspective, we need to be diligent in crafting meets that appeal broadly by providing variety to suit multiple tastes.

While this wasn't explicitly highlighted as a topic from the survey results, I feel that the Division needs to embrace the modular layout movement in the hobby with some of our content. Modular layouts, mainly in N scale, are becoming increasingly popular, especially among younger modelers who lack the space and time commitment to build large permanent layouts. Smaller modules can be constructed in a few days and lend themselves to being stored when not in use. Meets allow these modules to be displayed as part of an impressive larger layout and satisfy social aspects as they require planning, setup and operation. At the May meet I distributed some kits for the minimalist Pocket Module standard – anyone who took one, please consider completing it and bringing it to the August meet where we will setup a combined layout.

At the July Board meeting, we elected Gary Stroh to replace Joe Zebrowski as the New Jersey Division's Secretary. I look forward to working with Gary to progress the Division's agenda.

Between August 1st and September 4th, we will be holding elections for Division Board

members. There are three positions up for election: Joe Zebrowski is retiring and needs to be replaced, candidates TBC (PLEASE CONSIDER RUNNING); Geert Marien, our Elections Director; and Gary Stroh, newly appointed Secretary.

FOR ELECTION TO THE BOARD, WE MUST RECEIVE YOUR PETITION, SIGNED BY FIVE REGULAR MEMBERS, BEFORE AUGUST 1ST IN ORDER TO BE PUT ON THIS YEAR'S BALLOT. 

njdiv.super@gmail.com

Camp Evans Joint Meet – a great time had by all!**By Rick Stoneking**

The joint meet with the Garden State Division at Camp Evans on May 16th was a tremendous success, with 35 members of the New Jersey Division in attendance and about the same number of GSD members. Bill Howard brought a large number of items donated by former NJ Division Board member Jack Menaker to the Division in order to sell as a fund raising event. The items were offered on a “pay what you feel is fair” basis and pretty much everything was sold, netting the Division \$375. The Division is grateful to all those who purchased items. Several GSD members also had lots of goodies on offer to the attendees at their sale tables so there was something for everyone. There were two interesting clinics presented at the meet; the first was by Scott Gothe of the GSD on the subject of creating scenes in your model railroad; the second was by Gerry Michael of the NJD on how he used Sandborn maps to help him build his model of the Hazard Wire Rope Factory. As you will read elsewhere in this issue, Bill Howard once again managed to finagle an undeserved win in the model contest – building a railroad related scene on a 2” mayonnaise jar lid. I am pretty sure he won by having some kind of subliminal message flashing on the LEDs he included in his entry. There were multiple excellent layouts open after the meet. One being the Garden State Central Model Railroad Club

which is right there at the Camp Evans meet location. Another excellent layout that I visited for the first time was Thom Radice’s outstanding civil war era layout. It was a great day of friendship, train talk, and layout visits! We hope to see you at the next Division meet! 



Gerry Michael’s work-in-progress model of the Hazard Wire Rope factory, on the Garden State Central layout.



Huber breaker on the Garden State Central layout.



Gerry Michael’s model of Wilkes Barre station on the Garden State Central layout

New NJD Division Member**George Giacono**

April brought a bit of a YouTube celebrity to the NJ Division membership rolls. George Giacono of Shamong, whose YouTube channel “The Model Railroad Show” has about 5300 followers as of the writing of this article (check it out and subscribe if what you see interests you).

He has been into model railroading off and on for the last 20 years or so and had never joined the NMRA or any local club but finally decided that as a YouTube Model RR content creator it would be a good idea to join the NMRA and support the organization dedicated to the hobby. George is married to Stacey, his wife of 17 years, they have do not have any children but they do have a dog named Hank. George works in the managerial side of clinical research in the Medical Technology industry.

George was originally introduced to the hobby by his great uncle who owned a hobby shop in Jersey City back in the day – and LGB and Tyco were part of his initial exposure. When he got back into the hobby about 20 years ago he was in a small house where he dabbled in Z scale! George currently models the Belvidere - Delaware Railroad (Bel-Del) in a 12' x 15' N scale layout. It is designed to be point to point but has a continuously run loop. The layout is controlled via Digitrax DCC. He models the 1950s and features both steam and diesel power. He says one of his favorite activities in the hobby is weathering freight cars, and if you watch any of his YouTube videos featuring his layout you will see the products of his efforts. He is interested in model railroad operations and has set up his railroad to use car cards and waybills for operations. George has offered to open his layout during a future Division meet

so keep a watch out for that in the future. Welcome to the Division Geoge! 

AP UPDATE

Chris Conaway MMR

Happy Hot and Steamy New Jersey summers! I hope that everyone is still finding time to do some modeling during the hot weather. I tend to spend more time in my basement as the weather gets hotter. It is the coolest place in the house!

Since our last Train Orders, Thom Radice completed his Electrical and Civil Engineering certificates. That gives him seven so he now our division's latest Master Model Railroader. Anyone that has seen Thom's work would agree that the amount of research and work to bring an 1860's railroad to life takes a lot of talent. Congratulations Thom!

Now let's take a few moments to look at one of our AP certificates and how to get started. So, now you have your Golden Spike. What next? The program is broken down into four categories, Model Railroad Equipment, Settings, Engineering and Operations and Service to the Hobby. To earn your MMR you must have at least one certificate in each of the four categories.

Many modelers start off with Scenery. According to the NMRA web site, you must construct a completed section of a model railroad that is at least 60 Sq ft for O, 45 Sq ft S, 32 Sq ft HO or 18 Sq ft in N scale. For HO that works out to a 4X8 area. Most of us start off with a 4X8 sheet of plywood anyhow. The area must contain the

necessary scenic elements of Terrain, Structures, Background, Lighting and Realism/Conformity. The intent of this category is to make a scene that looks like a real scene. Terrain counts for 35 points, Structures 20 points Background 25 points, lighting 20 points and Realism 25 points. For a more detailed break down of what we are looking for, check out the NMRA web site which lists the elements to be included.

Next you have to prepare a set of photographs and a written description the intended scene. Then you have to prepare a list of what materials you used to make the scene. You will have to score at least 87.5 points out of the 125 available. Fill out a little paper work and request that my evaluators come over and evaluate. It is that simple!

Keep in mind that some of the certificates like Chief Dispatcher and any in the Service to the Hobby require you to accumulate points over a time. You can work on these while you are doing scenery, building structures or rolling stock. You don't have to wait to complete one before starting another. If you need any help getting started, just reach out to me and I will be happy to assist. My email address is chrisbconaway@aol.com.

Have a great summer!

Chris 

NJ Division Area Hobby Shops

*** 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 Discounts to NMRA
Members. Must show current
membership card.**

Model Contests and Displays

Each meet we run a model contest with the winner selected by popular vote. When we have a joint meet hosted by another division, this category becomes 'display only', with no voting. See the topics for the next few meets in the table below. The model that gets the most votes will get a Framed Certificate and a voucher to cover our yearly activity fee. When you come to the meet please remember to vote for Best in Show.

Scheduled Meet	Contests	Special Notes
September 2026	A railroad related structure	
November 2026	No contest	
January 2027	Detailed diesel	
March 2027	Diorama depicting a railroad mishap	
May 2027	No contest	



Bill Howard's winning entry in the May 2026 Mayo Jar Lid contest.



Thom Radice's entry in the May 2026 Mayo Jar Lid contest.



Glyn Thomas's entry in the May 2026 Mayo Jar Lid contest.

Board Profile**Glyn Thomas**

I'm guessing that many Division members may already know something about me through meets, clinics, and Division elections. However, I doubt anyone locally knows the full backstory.

No surprise that I was born and brought up in England. When I started to get serious about modeling, the British model railroad scene wasn't very mature, so I gravitated towards better detailed models of French prototypes. Initially, I didn't know much so I just bought what I liked (or could afford!), but over time I learned more about French railroad history and geography, and the modeling became more focused.

When I progressed to Dr. Challoners grammar school it had a very active Model Railway Society, mentored by a teacher, Geoff Gamble, who was a serious modeler. The society was building a large layout based on the London, Midland and Scottish (LMS) railway that was almost entirely scratch built. I started work on my own small LMS layout, which lasted until I went up to college. I became Secretary of the society and arranged their speakers and annual model railroad show.

At Southampton University in southern England, I was the Secretary of the Transport Society, mainly arranging outings and driving vanloads of students around railroad locations.

Around this time, I spent a lot of time chasing steam

trains in various places around the world where they were still operational. Most notably, I went with an organized tour to India in 1982 to see the steam railroads. When I returned, I considered modeling these railroads, but there were no commercial products, or even plans available. I subsequently researched, wrote, and published three books of Indian Railway plans, and eventually got to build my own layout.

Through most of my adult career I remained an active modeler, using it to decompress from a hectic work life. I moved to the Princeton area of New Jersey in 2000 with a management consultancy firm. Around this time, I was able to meet Geert Marien in person (we'd met online due to mutual interests in British and Indian railroads), and he started to introduce me to the New Jersey modeling scene. This was instrumental in turning me towards being a US model railroader. I started a 'lone wolf' layout based on the Central Railroad of New Jersey at Mauch Chunk (Jim Thorpe).

Unfortunately, things changed again, and I took an assignment in Saudi Arabia spanning more than a year. I lost touch with Geert and the other New Jersey modelers I'd met.

My awareness of the NMRA really started in 2010 when the New Jersey Division ran the MER Convention less than a mile from my house. I attended as a guest to do the layout tour but stayed

to see clinics at the convention. I still remember Herb Gishlick, Jim Homoki, and Joe Calderone's layouts as being influential from that tour.

Work continued to dominate the agenda, and I temporarily relocated to St Paul, Minnesota to do a long-term project. We rented out our Princeton house, and my nearly complete layout was mothballed for several years. Remembering the MER Convention, I started to attend NMRA Twin Cities Division meetings, and through them met Michael Benner, who is a serious advocate of model railroad operations.

On return to the east coast, our house was still rented out, so we relocated to Philadelphia, and I started to attend Philadelphia Division meetings and build a small contemporary Minnesota Commercial layout. I was also able to reconnect with Geert and frequently made it across the Delaware to attend New Jersey Division meets. Around this time, I started to get interested in the Achievement Program but wasn't convinced my models were good enough. I was encouraged by the Philly AP Chair, the late David Messer, and we took the opportunity between tenants at the Princeton house to have my layout assessed (along with my Philly layout), giving me several of the certificates towards eventually gaining my Master Model Railroader. During this time, I also often met with my friends Gerry Futej and the late Dick Foley to operate on Jim Dalberg's layout.

By 2020, I was considering running for membership of the Philly Division Board, but COVID put all that in abeyance. Center City Philly wasn't a good place to be during the pandemic, so we eventually moved back to Princeton to see it out. It was at this time that I discovered our house was actually in Garden State Division, by about 100 yards! As the pandemic abated, my wife couldn't settle in Princeton, so we eventually sold up and bought land in Titusville for a new house – now firmly within New Jersey Division territory.

In 2023, I started a new job in New York City that, despite the commute, is still more predictable than consulting. Around the same time, the Division Board approached me to take over the AP Chair role following PJ Mattson's untimely death, and this was made into a Board position for stability purposes. I subsequently became Superintendent when John Gallagher retired last year.

In recent times, I still operate on Joe Zebrowski's layout, for which he kindly sets up Saturday sessions, and on Thom Radice's beautiful layout on his occasional Saturday operating sessions. I have a finished basement space that is occupied with a couple of smaller layouts (India and Minnesota) and will start a new large Central Railroad of New Jersey layout soon.

2027 promises to be a big year at home with Annie's and my 40th wedding anniversary. We have two grown-up sons and four grandkids. No next-generation model railroaders yet, but my younger son, Duncan, is an exceptional modeler in the sci-fi/fantasy genre.

After 50+ years, I still find the model railroad hobby

very rewarding with its multiple facets and strong community. 



British Layout - 1984



Railfanning real life American steam in Cuba, 2000



CNJ Layout - 2012



MNNR Layout - 2019



French Bridge - 2017



Streets of Philadelphia Layout - 2020



Jhumri Telaiya Layout 2024

The photos below are from the May meet of members receiving AP or Clinician Certificates



Chris Conaway presents Bob Hans with his AP certificate for Associate Volunteer.



Rick Stoneking receiving his AP certificate for Author.



Glyn Thomas presenting a Certificate of Appreciation to Gerry Michael for his clinic on “Adapting the Hazard Wire Rope Factory Using Pictures and Sanborn Maps.”



Scott Gothe receives his Certificate of Appreciation for his clinic, “Scenery: Seens, Scenes, Screens, Screams — and Serendipity.”

SECOND SECTION

Layouts open for viewing for the August Meet

We have 4 layouts open to visit at the time this TO is issued.
Maps listing them along with directions and the time they will be open are available
at the meet.

Please contact a board member if you would like host an open house for your rail-
road when we are close to your area.

Layout #1

The Allentown and Elizabethport Central RR is an operating layout of 700 sq ft. combining scheduled Passenger service with local switching operations.



Layout #2

The “Scenicked and Undecided Railway” is a large N Scale layout based on the Pacific Northwest in the US and British Columbia, running CP Rail, CN, BC Rail, BN and UP.



Layout #3

The New England & Western Railroad is a freelanced New England railroad set roughly in the late 60's to early 70's. Motive power is leased from other regional railroads, mainly B&M and MEC, operating with NCE DCC. An operating session typically requires six operators and about two hours.

**Layout #4**

The layout design is a double track folded dogbone with a center island. It's era is the late 1950's central Pennsylvania and is shared by the Pennsy, Reading, and Lehigh Valley.



Getting the Ballast Right: Matching the Lehigh Valley's Iron-Red Right-of-Way
Research, experimentation, and a custom blend bring prototype realism to the Garden State Central

By: Rob Davis

Trustee and 40-year Member

Garden State Central Model Railroad Club, Inc.
Wall, NJ

The Layout and Its Prototype

The HO scale Garden State Central Railroad is a proto-freelance layout built around scenes from the Lehigh Valley (LV) and Central Railroad of New Jersey (CNJ) between Jersey City, NJ and Wilkes-Barre, PA, as they appeared in the early 1950s. On the east end, the centerpiece scenes are Jersey City on the CNJ and Bethlehem on the LV. West of Bethlehem, things get considerably more diverse.

From Mauch Chunk to Wilkes-Barre, the CNJ and LV ran roughly parallel to one another, and the layout models several locations along this stretch. The arrangement presents a rare modeling opportunity: the LV maintained a manicured, iron-rich ballast that stood in sharp visual contrast to the CNJ's less formal-looking mix of grey stone and cinder. Representing each track in keeping with its prototype's practices became one of our defining goals when designing the layout.

The Challenge of the Lehigh Valley

The idea of matching ballast colors was well received by club members from the start. The reality of executing it, however,

demanded serious research and considerable experimentation. Of the two railroads, the Lehigh Valley right-of-way posed the greater challenge. Period photographs reveal a wide range of ballast colors along the route, a consequence of the different quarries supplying stone for specific locations over multiple points in time. Across central New York and northeastern Pennsylvania in particular, iron-stained shale appears to be the dominant influence on the overall hue, giving the roadbed a distinctive reddish cast that no off-the-shelf product matches.

A Philosophy Before the First Spike

The team responsible for the western leg of the layout had settled on a scenery philosophy before benchwork was even begun. The goal was to avoid Woodland Scenics products as much as possible and to use materials that are size-appropriate regardless of the scale they are sold for. This was not a knock on Woodland Scenics. WS is the industry standard for good reason, and their quality is not in question. But precisely because the products are so widely used, layouts that use them tend to share a certain look that screams Woodland Scenics rather than "prototype". The team wanted the Garden State Central to look like the real thing, not a manufacturer's catalog. For ballast specifically, there was an equally

practical consideration: Woodland Scenics simply does not offer the variety of stone colors the project required.

Testing, Blending, and Getting It Right

The team turned to several specialty suppliers, with Arizona Rock and Mineral (AR&M) and Superior Scenics emerging as the most promising sources. After initial comparisons, AR&M products were selected for both the CNJ and LV blends. We purchased a range of HO and N scale ballasts in varying shades of grey, black, and red, then spent two weeks testing mixes on sample sections of track in an effort to zero in on the characteristic looks.

The winning formula for the Lehigh Valley main line combined three AR&M products: 20% N scale black cinder (#1031), 40% HO red cinder (#1012), and 40% HO basalt (#1152). The N scale material was chosen deliberately; its finer grain size adds texture and visual depth that an all-HO-scale blend cannot replicate.

A parallel exercise produced the CNJ blend: 20% N scale black cinder (#1031), 40% HO Pennsylvania grey (#1052), and 40% HO basalt (#1152). All industrial and yard tracks on both railroads would use N scale black cinder (#1031), suggesting decades of accumulated grime and cinder fallout. The AR&M cinder is especially nice as it blends a number of tones, not just black.

The Proof Is in the Roadbed

Comparing finished sections of ballasted track against prototype photographs is one of the more satisfying moments in layout construction. On the Garden State Central, the contrast between the LV's warm, rust-tinged main line and the CNJ's grey, workaday roadbed does exactly what the team hoped: it tells you, at a glance, whose property you are looking at. The ballast also conveys the essence of each railroad's personality. That kind of visual storytelling is the reward for doing the research.

For modelers pursuing similar goals, the lesson from this project is straightforward. Stock products are a starting point, not a destination. With a little patience, some hunting for specialty brands, and a willingness to test and blend, it is entirely possible to put the right ballast under the right railroad. The prototype went to that trouble. We believe it is worth going to a little of it ourselves.



Scenes from a recent operating session on Thom Radice's layout.



NJD member Bill Myers discusses his next move with his conductor Dave.



Why the engineer needs to be WITH the locomotive, vs gazing from a distance!!

Interchange Track

This section is intended to sell model railroad related items, any scale or era. Advertising is free of charge to any current NJ Division member, but is not open to vendors. Please send a brief description of the articles for sale, ideally with photos, with details of how to contact you and how articles will be exchanged (ideally, in-person at a Division meet). Information can be sent to the Division's Editor or Superintendent.

Wall mounted 6 shelf locking and lighted HO display cabinet with wheel flange grooves. Wood base and shelves, aluminum frame.
48" W X 36" H. \$125.00
Joe Weisbrod
732-239-5640





**ACHIEVEMENT PROGRAM
GOLDEN SPIKE AWARD
APPLICATION FORM
JANUARY 2025**

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

Member Name: _____ NMRA #: _____ Exp: _____

Street: _____ City: _____ State/Prov.: _____

ZIP/PC: _____ Country: _____ NMRA Region: _____ Division: _____

Date Submitted: _____ E-Mail: _____ Phone: _____

- 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: _____