

# Train Orders

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



January 2024

Volume 34 Number 3

## Joint Meet with Philadelphia Div. John V. Gallagher, Superintendent

On January 13, 2024, the meet will be at the St. Charles Borromeo Church in the Matveenko Room located in the School building in the back of the parking lot. We will be hosting a joint meet with the Philadelphia Division in Sicklerville, NJ.

*(The correct GPS Address is shown on this page.)*

Each division will provide a clinic program. Attendees will receive a door prize ticket and can purchase raffle tickets. Coffee and donuts will be available for your early morning cravings. There will be shopping opportunities at our bookstore and other sales tables plus time to look over the raffle and door prize selections plus the Free Table. Remember to study the entries for the meet contest and VOTE!

All of the above happens with the efforts of members of the board and division volunteers. "See my View from the Cab" article. Can I count on you to serve the division this new year? Please step forward and contact one of the division board members listed on page 2 of **Train Orders**.

The Paymaster will collect the annual meet fee which covers all meets for the year. Please check to be sure your national membership dues are paid and up to date.

### Next Division Meet

Saturday Jan 13 2024

9 a.m. to 12:00 noon

St Charles Borromeo Church

176 Stagecoach Road

Sicklerville, NJ 08081

### Model Display News

Odd or Unusual Pictures

### Clinics:

Gerald Michael

Building a model of the Wilkes-

Barre Station Joe Walters

Scratch building a PRR Hopper.

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## Train Orders

**Official Newsletter of the New Jersey Division. NMRA**  
P.O. Box 276

Crosswicks, NJ 08515-0276  
<https://njdivnmra.org>

**Train Orders is published 5 times per year for the NMRA members and friends of the New Jersey Division. Online newsletter is always available at NJ Division website.**

**Mailed hardcopy newsletter is \$15.00 per year.**

**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, Fritz Plenefisch, at [fplen3@verizon.net](mailto: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 next issue: February 8, 2024**

*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

### January Division Meet

Saturday, January 13, 2024  
St. Charles Borromeo Church  
176 Stagecoach Road  
Sicklerville, NJ 0808

### Next Board Meeting

Host – Mike Prokop  
February 17, 2024, 12 Noon  
Please let us know if you plan to attend  
[njdiv.super@gmail.com](mailto:njdiv.super@gmail.com)

### March Division Meet

Saturday March 16, 2024  
Switlik Park Recreation Building  
5 Fisher Place, Hamilton, NJ 08620

### Next Board Meeting

Host – Thom Radice  
April, 2024, **TBD**  
Please let us know if you plan to attend  
[njdiv.super@gmail.com](mailto:njdiv.super@gmail.com)

### May, Joint Meet with the Garden State Division

Saturday May 4, 2024  
Camp Evans/InfoAge Museum  
2201 Marconi Rd, Wall, NJ 07719  
Contest: Kitbashed Industrial Buildings

### Railroaders Prototype Modelers-

Valley Forge, PA  
Friday March 22, 2024 thru Sunday 24, 2024  
Desmond Hotel, 1 Liberty Blvd, Malvern PA  
Information: [rpmvalleyforge.com](http://rpmvalleyforge.com)

## NJ Division Area Hobby Shops

\* **AAA Hobbies & Crafts**  
706 N. Whitehorse Pike,  
Magnolia, NJ 08049  
(856) 435-7645  
[www.AAAHobbiesandCrafts.com](http://www.AAAHobbiesandCrafts.com)

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

\* **The Train Room Online Store**  
[www.thetrainroomNJ.com](http://www.thetrainroomNJ.com)  
e-mail [thetrainroomnj@msn.com](mailto: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

#### Holiday Greetings

On behalf of the Board, I extend all greetings of the season, Like many model railroaders, my introduction was Lionel trains running under the Christmas tree. I believe Santa (Dad) bought the semi-scale freight set in 1939 or 1940. He added a boxcar to the collection, and an 0-6-0 switcher with slope back tender before Pearl Harbor and WW II. During the war, he obtained six freight trucks and scratch built three flat cars to carry logs, scratch built wood crates, and vehicles. My brother Tom arrived after the war, and we asked for additional rolling stock and engines each Christmas. Dad eventually built a layout in the basement. We ran those trains “forever.” I still have those pre-war Lionel trains and run them on a layout under the Christmas tree. Tom has the layout and the post war collection. I think many of you have similar memories.

#### Reflections about the Altoona MER 2023 Convention

A highlight was meeting Gordy Robinson, MMR, the President of NMRA. He included visits to two regional conventions. Gordy came to the MER Superintendent’s Breakfast and listened to our discussions about division operations and problems with NMRA national. He stated that some problems have been pushed “under the rug” for years and his goal is to address them and seek solutions. I asked him to join our division attendees for a group photo after the banquet which he did. However the photos taken were not useable. By

then, Gordy was on his way to meet others. Murphy’s Law!

One could find clinics of interest for most model railroaders. I attended several on scratch building, layout design, and model railroading as art, plus I gave a clinic titled: Designing Operations which Reflect Economic Purposes of Railroading. I hope to present it to the division in the future. Lance Mindheim a professional model railroad builder gave a clinic on layout design that expanded on his four part series “Bishop Street Branch” in **Model Railroader** January through April 2023. He emphasized that you should have staging to connect your layout to the “world.” Rail served businesses should have direct track connections. Team tracks are a must in any location (town). Also, he doesn’t believe in fast clocks. Switching moves take the same time on the model layout as they take on the prototype. So relax, operate like the prototype, and don’t be in a hurry. Operate slowly, safely and have fun.

Many brought modular or portable layouts for display. Another part of the convention was the conversations in the hallways and lounge where I met old friends and learned new things, ideas and techniques.

Think about attending a MER convention. There is much more such as ops sessions, layout visits and the prototype. I went to Horseshoe Curve just watching long heavy freight trains work the grade. It can’t get better than that.

#### Membership

The NJD membership hovers around 200.

Several members have passed on in the three years that I have served as superintendent. We need to bring in new members, all adults 18 or over are eligible to join. Membership Director Geert Marien runs the member recruitment and retention program. Modelers in all scales, high rail or tinplate are invited. However finding new members involves all! Invite a non-member to join NMRA. How many people in your club or ops group are NMRA members? Invite them to a meet so they can see what we do and explain why you belong. Introduce them to other members and invite them to another meet so they experience the meets in person. For you, engage a new member or visitor in conversation about the benefits of membership. Ask them to join your group for lunch and to visits to the layout open houses.



#### **Here is a fact for you!**

LITTLE BOYS LOVE TRAINS

#### **Here is another fact!**

Little Boys grow up to be Big Boys  
Do you know any Little or  
BIG boys that might be interested  
in joining our Division.

#### **Another fact!**

Little Boys sometime have Little Sisters.  
Little Sisters also grow up!  
Maybe they would also be  
interested in joining.

## **Model Display News**

**By Jack Menaker, Model Display Chairman**

The last Meet was a joint one with the Philadelphia Division in Wilmington Delaware.

We did not offer a Model Display at this Meet.

Our next Meet will be in January 13, 2024 in , NJ

The Display Entrants are encouraged to display the following.

*(Please follow the written rules).*

We are looking for pictures!

The picture must be of something that is installed permanently  
on your layout or module.

The picture must contain something Odd or Unusual.

### THE RULES ARE

The picture must be 8 ½” x 11” in size (we are getting older, and our eyes are weak)

No framed pictures please!

The picture should be in color you may enter up to two pictures.

*We look forward to seeing some interesting pictures.*

**GOOD LUCK**

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Our next Meet will be March 16, 2024 at Yardville, NJ.

The Display item(s) will be the Modelers Choice.



## Clinics Join Meet

### John V. Gallagher, Director of Clinics

We start the new year with two excellent clinics

. NJ Division member Gerald Michael will present a clinic about building the Wilkes-Barre Central of New Jersey railroad station from photos. He is building the model for a club layout so it is a work in progress at this point, However, he states that he will describe his approach to the modeling and how he converted the photos to the three-dimensional model. Gerry has been building the station for a number of months. I am contemplating a similar build of small Pennsylvania branch line stations also from photos and look forward to Gerry's methods. Member Barry Rosier also presented a clinic on a similar topic a few years ago so there is a body of knowledge about the process.



Since this is a joint meet with our friends of the Philadelphia Division, their superintendent Joe Walters, MMR, will present a clinic on scratch building a 55-ton PRR hopper car. Joe is a prolific scratch builder. He usually has innovative solutions to modeling challenges that lead to results with excellence. I attended his clinic at the recent Altoona MER convention where he described and displayed his build of a Jordan spreader. Members who attended the November joint meet in Delaware were treated to Joe's clinic on building a locomotive sanding tower.



For Eastern railroads, coal was king, mines were plentiful and everyone wanted make a buck on the black diamonds.

To move coal to market, the carriers needed vast quantities of open top hoppers. In the late 19th century they started to make hoppers out of steel, as wood was not going carry large amounts of coal without major problems. The 2 bay hoppers were rated at 55 tons, using 5 1/2 x 10 friction bearings. As the equipment became larger, the loads became heavier, requiring heavier trucks.

**BUT WAIT! HOLIDAY SALE ANNOUNCEMENT!  
LIMITED QUANTITIES ...**

**\$20 PER CAR! SALE STARTS AT THE JANUARY DIVISION MEET,  
YOU MUST BE AT THE MEET TO PURCHASE CARS.**

**MAIL ORDER OF CARS WILL NOT BE AVAILABLE UNTIL AFTER THE MEET AND THE  
BELOW POSTED SHIPPING RATES APPLY.**

**\$20 PER CAR! SALE STARTS AT THE JANUARY DIVISION MEET , MUST BE AT THE  
MEET TO PURCHASE CARS. MAIL ORDER OF CARS WILL NOT BE AVAILABLE UNTIL  
AFTER THE MEET AND THE BELOW POSTED SHIPPING RATES APPLY.**

**New Jersey Division 50th Anniversary Gondola**

**75th Anniversary Gondola**

A review of the cars. They are \$35 each, or a set of two for \$65. Car numbers are 1968 and 2018, which was the year that the New Jersey Division was founded and the year we celebrated our 50th anniversary. The model is from Tangent Models and is a superb model of a 52'6" Riveted Drop End Gondola with 70 ton truck. The placement of the brake wheel on the side is a identifying feature of a drop end Gondola. They're ready to run and come with Kadee couplers.

We acquire equal amounts of the two car numbers. Cash or check will consummate the deal and you'll be hauling stuff around your layout (no time!)

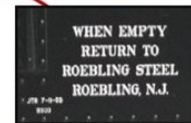
These are excellent looking and beautifully running cars, but, a car not decorated for a prototypical railroad, they do have the look of a gondola that you might see in any train consist from the 1930's to the 1980's.

To order cars Contact Mike Prokop at njwrr@aol.com or by mail use the Order Sheet. USPS

Priority Mail postage is: \$9 for one car and \$10.75 for two cars.



The Reporting Marks "NJD X" for this car identify the owner as the New Jersey Division and the "X" designates a Private or Non-railroad owner.



This Stencil indicates the Gondola is in Assigned Service to Roebling Steel. It must be returned to Roebling after its load has been delivered.

THE SALE STARTS ON JANUARY 13TH AT THE NEW JERSEY DIVISION MEET. COME TO THE MEET TO PURCHASE THESE CARS WHILE QUANTITIES LAST. EVEN IF YOU ALREADY OWN A CAR OR TWO, THEY ARE EXCELLECT CARS TO ADD MORE TO YOUR MODEL RAILROAD. IT'S VERY EASY WITH A BLACK BODY TO PAINT OR BLANK OUT THE CAR NUMBER AND CHANGE IT SO IT WILL FIT IN WITH YOUR OPERATING FLEET OF GONDOLA CARS.

The car body is black with white lettering and data conforming to the 1950s  
The cost is \$35.00 for one car or a set of both numbers for \$65.00  
A check made payable to the NJ Division must be included with your order.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
Telephone \_\_\_\_\_

See Tangent website for more information  
support@tangentscalemodels.com  
Return this form to NJ Division NMRA;  
PO Box 276, Crosswicks, NJ 08515-0276

THIS SPECIAL SALE IS BEING OFFERED TO NMRA MEMBERS ONLY, NO DEALERS.  
WHILE QUANTITIES LAST!  
QUESTIONS- CONTACT MIKE  
PROKOP AT NJWRR@AOL.COM

## Hill Valley Railroad Update - A Year In

### By Mike Prokop

Wow! It's hard to believe a little over a year ago in December of 2022, I started to remove my basement HO model railroad, the New Jersey and Western, and transform it into the On30 Hill Valley narrow gauge railway. Maybe transform is not exactly what I've accomplished, more like totally remove the NJ&W and replace it with the HV! Along the way, I was able to completely renovate my basement/railroad room to maintain a comfortable environment to build and operate a new model railroad as well as provide a pleasant and enjoyable space to hang out.

Please note, by no means is the Hill Valley complete at this time, but much progress has been made in getting the railroad started and moving along. Layout lighting, benchwork, building a classification yard, installing spline sub-roadbed for the main line including hand laying all the track for the yard and main. I've connected my Easy DDC system up to the HV which includes two 7-amp boosters and several circuit breakers per booster to electrically isolate sections of the railroad. The electronics for my radio throttles is installed and operative, and hopefully soon the Wi-Fi will be

working as well so operators can use their phones to run trains. But don't get me wrong, there is so much more to do before formal operating sessions can start. If you come to visit the Hill Valley after the March 2024 meet in Hamilton, you'll at least see a train or two running around and hopefully much more progress on the building of the railroad than described here. I've included a couple of accompanying photos of the old NJ&W layout versus the new Hill Valley from roughly the same perspective for comparison. Happy New Year and hope you'll visit in March.



In this old photo of the NJ&W we can see the on the lower deck the east end of Raritan Yard starting to spread out to the left. On the upper deck to the extreme right is Bordentown with the mainline track heading east to Yardville.

Mike Prokop Photos



This busy view taken from about the same perspective as the left one, shows a lot of the Hill Valley RR. On the lower left is Winston Yards that now occupies the isle in front of Raritan Yard of the NJ&W. The right foreground is the HV main with the branch over it heading to the area above Winston Yards. It looks like a roller coaster at this point void of scenery. Lots to work going forward but so far, a fun and interesting project.

## These Three Universal Industries Serve Many Car Types

### By Ron Baile

If you are into operations then you are probably always on the lookout for industries that can handle many different freight car types. Here are three that can handle just about every type of car that you have.

First is the R.I.P track, short for repair in place. This track is usually near a large yard or engine facility. If your operators discover (or cause) a car with a low coupler or truck defects, missing steps, brake wheel or other missing or damaged safety appliances then it should go to the RIP track to be repaired. Also, if your crew members put defective cars in one place, along with their cards or whatever you use to keep track of them, then you won't have to search all over your railroad for them after an op session.

If your cars and crews are perfect, congratulations, you probably won't have any defective cars. But to utilize the RIP track for additional car movements just put a defect card at random in your stacks of car cards prior to an op session. It can be as simple as the back of a business card with a defect described on it and inserted in the pocket of the car's card. It could be a pre-printed card that you make on your computer or, if you use a switch list program, it could be a line of code to generate a random car to be sent to the RIP track. In any event, it's a job for somebody.

Another type of track that I use is the clean-out track. I model the 1950s and in those days much of the grain that was shipped came in box cars. Corn, beans, wheat and other

similar commodities were all shipped loose, mostly in forty foot box cars. A cardboard or wooden grain door was nailed across the inside of the boxcar doors. This was usually about four feet in height and would prevent the grain from spilling out. Usually a car was spotted over a dumping area at a mill and the doors opened. The grain doors were pulled off with a crowbar or claw hammer and the load was persuaded out using large shovels not unlike coal scoops.

They usually didn't get it all though. That's when the car would be spotted on a clean-out track and laborers would go in with brooms and shovels and finish the job. There may have been just a few kernels or grains or there may have been several bushels. I used to raise ducks and an old engineer used to stop by with a spike can or two every so often with corn in it for the ducks. It was whatever the cleanout crew got from sweeping out the box cars. Box cars, gondolas, covered hoppers and tank cars all occasionally need a cleanout. Flat cars needed cleaning as there were cables and straps that may have been left on from a previous load. Also, some flats had metal plates and blocks welded to their decks to hold big loads like transformers. These often had to come off. Stock cars too often needed special attention but probably not near a residential area or station platform.

The third type of track I suggest is the car storage track. Many railroads today have excess track. Conversely, many railroads and

private companies have felt a downturn in certain commodities due to the economy. Just designate a track in a yard or along the main line someplace as your storage track. Any type of car can go there. If you use a car-card or switch list system just use that track as you would any other industry.



### Railroad Prototype Modelers- Valley Forge

March 22-24, 2024

Sponsored by a 100% NMRA Club



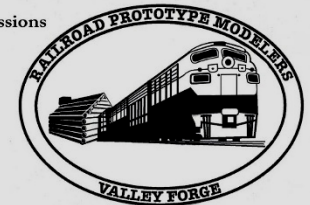
Thursday & Friday Operating Sessions

Many Clinics

Model Displays

Vendor Rooms

Sunday Home Layout Tours



**For information and updates**  
[rpmvalleyforge.com](http://rpmvalleyforge.com)

**Registrar**  
 Steve Salotti  
[rpmvregistrat@gmail.com](mailto:rpmvregistrat@gmail.com)

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 Rob Hinkle  
[robhink@gmail.com](mailto:robhink@gmail.com)

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[vendorsvfrpm@aol.com](mailto:vendorsvfrpm@aol.com)

**Ops Sessions**  
 Mark Wallace  
[mwallace665@verizon.net](mailto:mwallace665@verizon.net)



## **Second Section**

### **Layouts open for viewing at the January Meet**

For January we have six layouts 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 to host an open house for your railroad when we are close to your area.



**The Delaware & Allegheny RR operates between the New York area and Pittsburgh, PA.**  
**The left photo shows an empty coal train pulled by an ALCO FA-FB-FA combination.**  
**Above are two of the D&A's new 40 foot hi appliance box cars.**

Joe Zebrowski Photos



The railroad is a 40 x 24 HO scale representation of the Lehigh Valley in the summer of 1975 centering on the Lehigh Gorge. The railroad is controlled by a CTC machine from upstairs and signaled, using CMRI.



Pennsylvania Railroad's Northern Division is an HO scale operations based on the railroads setting in 1967. The 24' x 32' double deck layout is approximately 40% scenicked and fully operational."



**Modeling the Baltimore & Ohio and Penn Central in eastern and central Ohio in the early 1970's.**  
The photo above shows the Benwood Junction engine terminal and the lower one illustrates some local industrial sites.



Oak Valley HO Railroad is set in Eastern PA at the time of steam to diesel transition. The layout is 100 percent scenic and detailed. PRR interchanges with Reading and Lehigh Valley on this layout



**ALSO OPEN**  
The Rancocas Valley lines club is made up of NMRA members located in the basement of the Foot lighters' playhouse.

# 2025 MER Regional Convention Updates

## By The Convention Committee

### Hotel Update

To date, we've contacted six hotels that appear to have the facilities needed for our convention. We provided each of them with a formal Request for Proposal, specifying exactly what will be required in the way of clinic rooms, contest room, space for the regional executive meeting, space for module setups, and a banquet space. Four hotels have responded, one of which was far above the region's budget to be considered. The other three are located in Cherry Hill, Mt. Laurel and Princeton. Princeton is just outside the limits of the New Jersey Division but is an allowable location. Dialogues are in progress with the three, in an attempt to arrive at a winner. We are still trying to get a proposal from the hotel in Mt. Laurel, the one where our 2015 convention was successfully held. No decision on a hotel has been made at this time.

### Field Trips

We are requesting ideas for potential field trips, that are within reach for a reasonable day round trip. Field trips are a integral part of a NMRA regional or national convention. We need help to organize and operate at least two. So, please contact any board member, by any means, with your ideas. We need people to help arrange field trips and the attendant transportation. It is NOT too early to start planning these events. The entities we visit also need adequate advance notice to prepare for our group.

### Clinics

Needed are volunteers to present clinics at the convention. We will need to present at least 15-20 clinics and need volunteers to serve as clinicians. Yes, the convention is still two years away, but there is a lot of planning and scheduling to be done, so we are asking for members to step forward now. Contact any board member.

### Volunteers

To pull off a successful convention, we will need a number of members to step up and volunteer as monitors and helpers during the convention, for various duties including the registration desk, answering inquiries, helping to set up the contest room and act as monitors there, helping to set up and monitor the module displays, and other miscellaneous tasks. Assignments will be on a "shift" basis of four hours per day for the three days. You can contact any board member. Please participate!

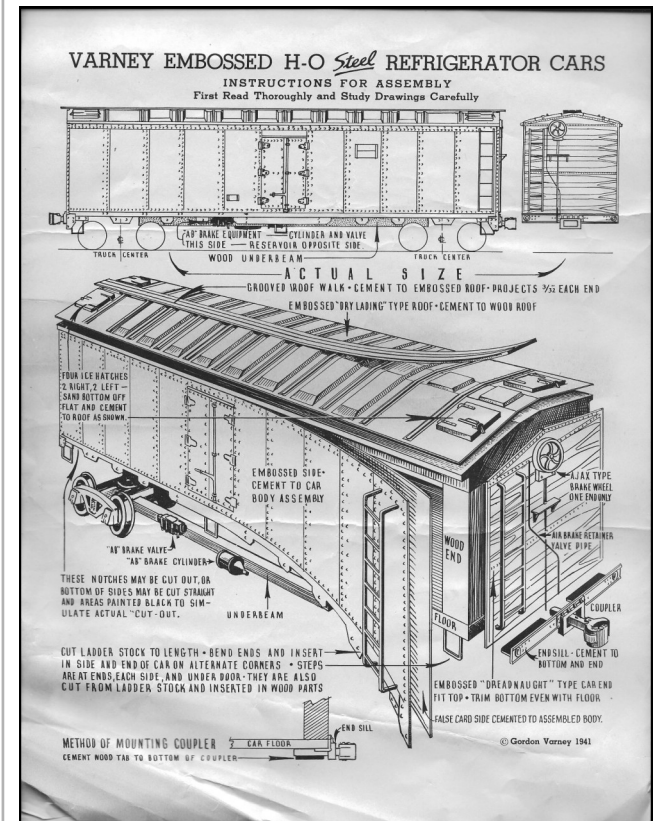
As a reminder, volunteering in any capacity, all hours spent in any capacity are eligible for use toward your AP Volunteer Certificate

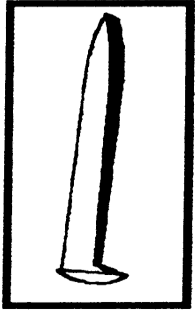
**THE NJD BOARD NEEDS YOUR HELP  
 IN ORDER TO PROVIDE THE  
 MID-EASTERN REGION WITH A  
 SUCCESSFUL CONVENTION IN 2025.**



# Do You Remember

## By Fritz Plenefisch





# ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM

PLEASE COMPLETE THIS APPLICATION FORM AND SEND TO YOUR REGIONAL OR DIVISIONAL AP CHAIR

Member's Name \_\_\_\_\_ NMRA#: \_\_\_\_\_ EXP: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

State/Prov: \_\_\_\_\_ Country: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Date Submitted: \_\_\_\_\_ Region: \_\_\_\_\_

The Golden Spike Award will be awarded to any NMRA member who has completed the Qualifications Checklist, obtained the necessary signatures and who does not hold MMR status. It will be administered by the regional and divisional AP Chairs. AP regulations and definitions apply for scratchbuilding and superdetailing. To qualify for the award the member must complete the following checklist, obtain the signature of the divisional AP Chair or another NMRA member designated by the divisional Chair. The divisional Chair will submit the signed form to the regional AP Chair who will issue the Golden Spike Award certificate.

## QUALIFICATIONS CHECKLIST:

### 1. Rolling Stock (Motive Power & Cars):

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

### 2. Model Railroad Setting (Structures & Scenery)

- Construct a minimum of eight square feet of layout including scenery.
- 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 trackage required (e.g. turnout, crossing, crossover, etc.). All must be properly ballasted and installed on proper roadbed. Commercial trackage may be used.
- All installed trackage 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 control).
- Provide one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.

Witness: \_\_\_\_\_ Name: \_\_\_\_\_ NMRA #: \_\_\_\_\_

Regional AP Chair: \_\_\_\_\_ Region: \_\_\_\_\_

The estate of PJ Mattson will be for sale on January 20th 2024 starting at 12pm till 3pm.

Side door,

129 East Ave

Swedesboro NJ 08085

Locomotives, Freight and passenger cars, Steel Mill complex, and other buildings along with much other stuff.

Cash sale and please bring boxes to haul your goodies away