

# CLINKERS

OFFICIAL NEWSLETTER OF THE NEW JERSEY DIVISION,  
MID-EASTERN REGION, NATIONAL MODEL RAILROAD ASSOCIATION

MARCH 9, 2013

VOLUME 24 NUMBER 2

## Some Things Change, Some Remain the Same!

Several of the members of the NJ Division have told us that they don't have enough time to get to all of the open houses on Saturday afternoon at our March meets. In response to these requests, we will have four railroads open on Friday night.

As was the case with the January meet, the maps and directions can be found starting on page 9 of the hard copy and email versions of your newsletter. Those reading this online can request the maps and directions by sending an email to [BobcatCS@comcast.net](mailto:BobcatCS@comcast.net). Please put "Friday tour" in the subject line of your email.

Some things are in the category of "tried and true." We will be returning to the field house at Switlik Park in Hamilton Township for this meet. See the side bar for details.

Mr. Dakelman will return with another of his terrific movie and slide show presentation. He will have two general topics for this meet: The Penn Central and the Santa Fe. We're not sure exactly what Mitch has in mind, but I'm sure you'll agree he has never disappointed us with his wealth of material and knowledge.

We will also be having a special raffle at this meet. Jake Evaul has donated thirty of the cars that ran on his railroad for years before it passed into history. We will draw thirty tickets, one for each car, at the meet. Every winning ticket gets the holder on of the cars. Have five winners...take home five cars!



## In Memory of Jim Cope

9/21/1940 - 12/24/2012

By Eric Dervinis

Jim was a Navy veteran with 22 years of service all around the world. During the Cuban missile crisis, his ship was in harm's way if war had broken out. He was assigned to a vessel which would have taken part in the Bay of Pigs invasion had the United States taken part.

When he retired, Jim divided his time between a number of interests - prototype rails, orchids, classical music, opera and model railroading. He was a member of the National Railway Historical Society, the Norfolk Southern Historical Society and the NMRA. He became very active with the New Jersey Division, serving as Superintendent from 1984 to 1988.

In 1987 Jim earned his first AP certificate for Volunteer. With the NRHS he was a member of both the West Jersey and Philadelphia Chapters and often provided information and acted as tour guide for fellow NRHS members visiting the Philly area. Jim served briefly on the West Jersey Chapter board.

Herb Gishlick remembers: I was elected to the NJ Division Board in 1986 and at our first

See **Jim Cope** on page 4

## NEXT DIVISION MEET

Saturday, March 9, 2013  
9:00 AM to 12:00  
Switlik Park  
5 Fisher Place  
Hamilton Twp. NJ 08620

### Contest:

Detailed & Weathered Hopper  
Cars w/Load

### Clinics:

Mitch Dakelman and his  
traveling movie and slide show

### Layout Tour:

Friday 7:00 pm to 10:00 pm  
Saturday: 1:00 pm to 5:00 pm

### Swap tables:

Contact Bob Clegg  
856 696 0463  
[BobcatCS@comcast.net](mailto:BobcatCS@comcast.net)

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# CLINKERS

Official Newsletter of the New Jersey Division  
Mid-Eastern Region, NMRA  
P.O. Box 8694  
Trenton, NJ 08650  
www.NJDivNMRA.org

Clinkers is published 5 times per year for the NMRA members and friends of the New Jersey Division. The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in Clinkers in no way constitute an endorsement by the Division.

## Contributing to Clinkers

Clinkers welcomes contributions from the New Jersey Division membership. Letters, articles, photos and other items may be mailed or emailed to the editor at the above address. Please include return postage if you would like materials returned.

Deadline for next issue: April 5, 2013

Board of Directors 2012 - 2013

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BobcatCS@comcast.net

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### Director, Layouts

Michael Mosher  
856 293 9874

### Division AP Chair

PJ Mattson, MMR  
856 467 0421

## 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 two of our meets, after which they will be asked to join the NMRA.

NJ Division annual activity fee: \$10.00 (includes 5 meets) or individual meets \$5 at the door. First time guests, no charge! Online newsletter always available at NJ Division website. Mailed hardcopy newsletter \$7.00

National Model Railroad Association  
4121 Cromwell Road  
Chattanooga, TN 37421-2119  
www.nmra.org

# SCHEDULES

## RPM - East

Railroad Prototype Modelers meet  
March 22 - 23, 2013  
Ramada Inn  
US 30  
Greensburg, PA

Go to the website for details and to register  
[http://hansmanns.org/rpm\\_east/index.htm](http://hansmanns.org/rpm_east/index.htm)

## NEXT BOARD MEETING

April 16, 2013  
Host: Tom Lavin  
[westvall@aol.com](mailto:westvall@aol.com)  
609 230 4734

All members are invited.  
Please let us know if you plan to attend.

## NJ Division May Meet

Saturday, May 4, 2013  
Goetz Middle School  
835 Patterson Road  
Jackson NJ 08527

### Contest:

Detailed Maintenance-Of-Way Cars

### Clinics:

Work in Progress clinics

Let us know if there's a  
clinic you would like to see...  
or see again!

# NJ DIVISION AREA HOBBY SHOPS

## Sattler's Hobby Shop\*

14 Haddon Ave.  
Westmont, NJ 08108  
(856) 854-7136

## Jackson Hobby Shop\*

2275 West County Line Rd.  
Jackson, NJ 08527  
(732) 364-3334  
[www.jacksonhobby.com](http://www.jacksonhobby.com)

## The Train Room\*

715 Arnold Ave.  
Pt. Pleasant Beach, NJ 08742  
(732) 892-5145  
[www.thetrainroomNJ.com](http://www.thetrainroomNJ.com)

## Bob's Hobbies and Crafts

67 S. Broadway  
Pitman, NJ 08071  
(856) 589 1777  
[Bobshobbiesandcrafts@yahoo.com](mailto:Bobshobbiesandcrafts@yahoo.com)

## All Aboard Trains

118 N. Main St.  
Forked River, NJ 08731  
609-693-2552  
[www.allaboardtrains1.com](http://www.allaboardtrains1.com)  
Specializing in Lionel  
and Lionel repairs

## Yankee Dabblers - Track 33

101 W. Kings Hwy.  
Bellmawr, NJ 08031  
[yankeedabblers@aol.com](mailto:yankeedabblers@aol.com)

\*Offers 10% discount to NMRA members

# VIEW FROM THE CAB

Bob Clegg

## Division Initiative Proposal

Your board of directors has voted to have a commemorative freight car created. It is a PRR H-30 Covered Hopper. Bowser has committed to running 200 of these cars, 50 each of four numbers, similar to their regular production version, but with special, very subtle lettering exclusive to our cars.

Ours would have the stenciling "When empty return to US Silica, Mauricetown, NJ" on each side. This would make these cars unique and identify them with the South Jersey area.

The other stenciling indicates the last maintenance on the car in 1948, so it would be appropriate for anyone modeling the time periods from transition to the early 1970s or even later. The ORER indicates that as of 1968 938 of these were still in service on the PRR.

You can see the basic car on Bowser's web site. Click on the H30 Covered Hopper under "New Items." These are sand service hoppers, so they're the car with the "S" in the yellow background.



Final details are not available as of this writing, but we do know they will be Ready to Run HO scale cars with a target price of about \$25 each or less for members with a break on purchases of sets of four numbers. They should be available in the fall of this year. If you would like to reserve a set of these or a single car, please email me or call me at 856 696 0463.

## "Work in Progress" at the May Meet

Looking forward a bit, our May meet will be in Jackson, NJ not far from Great Adventure. We have invited our neighbors from the north, the Garden State Division to join us for this meet.

The format will be "Work in Progress" with multiple simultaneous clinics going on throughout the morning. We still have a few openings at this time, so if you have a topic that you can present as part of this, please contact John Gallagher at 856 228 2239 or [gallagherjv39@verizon.net](mailto:gallagherjv39@verizon.net).

## Heritage unit locator

Joe Zebrowski sent me this link to a website that tracks all of the heritage units from Norfolk

Right: Bruce Barrett's winning entry in the January contest, "Railroad Structures"



Southern and Union Pacific. Really cool if you're interested in these. The website is: <http://www.heritageunits.com>

## Perks!

One of the perks of being the superintendent of our great division is that I get to hand out plaques for various achievements. In the pictures below, I had the honor of presenting small tokens of the Division's appreciation to Arnold Kimmons and Dave Albertson for presenting clinics at the November meet. Looks like they read the memo about green shirts! Thanks again, guys, for a job well done.

## Members Helping Members

Elsewhere in this issue, you'll find an editorial by Pete Mosiondz. Pete is a long time model railroader who wants to get to building a new railroad. Pete has some disabilities from injuries incurred defending his country and can't do some of the basics. If you can lend a hand with benchwork and/or electrical, or in any way let me know and we'll get together to get Pete started.



**Jim Cope** continued from page 1

organizational get together Jim looked at me, a new member, and proclaimed "Herb, you are going to be the clerk" meaning I was to be responsible for taking all the minutes of our meetings and other such stuff. That was Jim, his military training was clearly evident in his organizational skills and his chain of command approach to things.

He was a hard worker and during the two years I served as clerk we essentially not only planned the traditional divisional activities but we also laid the groundwork for the NJ Division to be the sponsoring division for the 1993 Valley Forge NMRA Convention. Jim played a big role in that process although Bob Charles was officially the convention chairman.

Jim was detail-oriented and openly admitted that he did not have the appropriate "people skills" that you needed if you were to be "in the spotlight". I remember well the meeting when we agreed to be the sponsoring division for the convention in the Philadelphia area since it was supposed to be a New Jersey Convention according to the National's rotation policy. This was a major undertaking for our division and Jim played a big role in the organization and success of that convention well after he was no longer a member of the Division Board.

Jim was a long time fan of the original Norfolk Southern RR. Over the years, he purchased many models and modified them to match his favorite prototype. His knowledge of the railroad was extensive and he presented clinics on the NS.

He was a student of the prototype, with many

rail fan trips made around the Northeast. He transferred his know how to model railroad operations. Jim enjoyed op sessions especially yard jobs. He wrote the employee timetable for Jake Evual's Camden and South Jersey RR, and earned the Chief Dispatcher certificate. Recently he designed Bill Wallace's new Lehigh Northern Railroad and was assisting Bill in setting up Shenware to route cars. While designing Bill's new model railroad Jim became interested in timetable and train order operation.



Jim enjoyed model railroad conventions traveling all over the country to attend. Understanding that a good convention is the end result of hard work by many volunteers, Jim returned the favor through his involvement in planning and managing a number of events. In 1984 Jim worked under Chairman Ron Baile as the Layout Tour Manager for the MER / NJ Division Boardwalk Flyer convention. He returned in 1989 as chairman of the MER NJ Division Markers 89 convention. This was a

tune up for his push to get the national NMRA convention. With no suitable facilities in South Jersey, he settled on Valley Forge. He recruited Bob Hubbard, Ron Gaines, Bill Gruber and PJ Mattson from the NJ Division plus Bob Charles and Brian Kampschroer from the Susquehanna Division. The end result was one of the biggest most successful nationals of all times.

Always willing to help out, Jim served as Hotel Liaison for the 1996 Jersey Limited convention in Mt. Laurel and the co-chaired the 1998 Lehigh Valley Limited for the MER. He started planning the 2002 Cherry Hill Depot convention. When a move to Florida became possible, he turned the convention over to PJ Mattson. Jim returned to NJ division two years later and continued to attend conventions up to the MER 2012 Milepost 40 in Suffolk.

In between all of his divisional activities, Jim also worked for the Mid Eastern Region and the national NMRA in various capacities.

The New Jersey Division has been very lucky to have Jim as an active volunteer for the last 30 years. His organizational skills, work ethic and ability to get others to volunteer and excel have benefited all of us. The division hit records -- 500 members in the 1980's. In large part due to Jim, the division managed four great regional conventions and one amazing national. Many members stretched their modeling and management skills preparing for and presenting all of these event.

Jim passed away on Christmas Eve and by his request the services were private. Please join me in remembering Jim. He made friends where ever he went and was always willing to help out. He will be missed by many.



# ACHIEVEMENT PROGRAM NEWS

## PJ MATTSON, MMR & DICK GENTHNER, MMR

Here's some good news for the Division! Herb Gishlick has been notified that he will become Master Model Railroader #505. While it takes a while for his MMR certificate and plaque to arrive, we will present them to him at one of the next Division meets after its arrival.

Herb started on the path to MRR back in 1988 when he was awarded the AP certificate for Civil Engineer. Since then he has completed the certificates for Association Volunteer, Motive Power, Author, Scenery, Association Official, and most recently Chief Dispatcher. Our congratulations go out to Herb for a job well done!

Two additional members have submitted the paperwork that has been approved for AP certificates. Fred Willis has been awarded an AP certificate for Author. This is Fred's first certificate. Chris Conaway has been awarded an AP certificate for Chief Dispatcher. This is Chris's second AP certificate.

Congratulation Fred and Chris!

There are three members who have submitted their paperwork for scenery certificates that should be announced in the near future. Of course this raises the issue of who will be our next Master Model Railroader? We have four members who have four of the required seven certificates and a lot more with three or two certificates, all of whom are started on the path to a MMR award.

PJ and I are always available to help you if you

have questions or problems.

In regard to AP paperwork, Arnold Kimmons gave me a great AP tip recently. There is a website <http://home.earthlink.net/~gerryleone/trains.htm> that has a series of discussions by Gerry Leone (MMR#346) on how he prepared the necessary paperwork to earn his Master Model Railroader award. I think you would find these articles very helpful in preparing the write up for various certificates.

If you have motive power, car, or structure models that are ready to be judged please send me an email or talk to me at the next meet and we'll arrange for the necessary judges. Hopefully we can do a lot of judging at one time if we hear from more than one of you. Copies of previous submittals are available to assist you in preparing the paperwork if you need help.

On a personal note, construction has started on the next version of my Arpee and Western Railroad. This version is the seventh A&W and will be an urban switching layout set in the year 1950 with early diesel power. No steam power this time around. It should be ready for a visit in a year or so.

That's all the AP news for this month. Call if you have questions or problems.



PJ Mattson, MMR  
pj mattson@comcast.net  
856 467 0421

Dick Genthner, MMR  
agent1@optonline.net  
732 462 0216

# C & P Junction MER Convention

## Rockville Crowne Plaza

Columbus Day Weekend  
October 10-13, 2013

Tony Koester. Marty McGuirk. Monroe Stewart. Howard Zane. Tally 'em up and put 'em down for the Rockville Convention on Columbus Day weekend, 2013. Tony Koester, chronicler of *Trains of Thought*, his extraordinary sagas of modeling, will present a clinic and serve as Banquet speaker. Marty McGuirk, developing his new Central Vermont-Winooski Division, will conduct a clinic and illustrate his progress in fine scale modeling. Monroe Stewart, builder of Hootch Junction, will open his layout for N and HO enthusiasts. And Howard Zane, legendary builder of the Piermont Division, will host a layout open house in nearby Columbia. With those talents alone, modelers are signing for Rockville now. Watch our webpage for further developments! C & P Junction, Rockville Crowne Plaza Hotel ([www.cprockville.com](http://www.cprockville.com)) with a free shuttle to the Metro. Visit our website: google C & P Junction or go to <http://home.comcast.net/~CandP2013/>.

For questions, email [CandP2013@comcast.net](mailto:CandP2013@comcast.net).

ACHIEVEMENT PROGRAM  
GOLDEN SPIKE AWARD  
APPLICATION FORM

is on page 15 in *Online Color Extras*.

# IS IT GOING ANYWHERE?

Member Editorial by Peter Mosiondz, Jr.

Many of us can trace our beginnings in this greatest of all hobbies to that well-remembered Lionel or American Flyer train set going around the Christmas tree. Going around and around and around. You get the idea. It wasn't really going anywhere.

We grew up. Some stayed with O, O-27 or S. Others ventured into HO and later to N scale. Of course girls and cars got in the way for awhile but we eventually came back. But, for the most part, the trains kept going around and around.

During the late 1950s and early 1960s HO grew in popularity by leaps and bounds. So did the hobby. This was due in large measure to a new and wide variety of equipment and accessories made available to us at affordable prices.

Kits were simpler and quicker to build. More detail could be found in those better performing locomotives and rolling stock. Forget for a moment those dreadful horn and hook couplers. I believe the NMRA called them X-2F

and they did conform to their standards. And I still have an Athearn F7 with rubber-band drive. I fondly call this period of growth the "Golden Era" of model railroading.

Thanks to all of these improvements we had some extra time on our hands with which to think about being more creative in our track planning and design efforts. Gone was the oval of yesteryear. We began to add sidings and

passing tracks to our newly built "L" or "S" shaped layouts. The trains were now running differently but they still weren't going anywhere.

All of the following ideas and concepts are done after we have determined the overall size of our pike and the physical characteristics. We also need to select the era and locale. All of this comes before the actual track planning.

To "go somewhere" we need to think about the function and purpose of our transportation system. In other words we must decide on a line of travel in a realistic direction. This could be east to west, north to south or perhaps something a little different such as an eastern starting point then traveling westward for some time and eventually branching out to the north. Your own imagination, if you are freelancing, will provide the right answer. Now we have the beginnings of a definite purpose in mind. Where has this train come from? Where is it going? How many towns will be located on our empire? What industries will be located in those towns?

Now we're traveling in some meaningful direction – without looping back (another no-no). We are going to serve industries and maybe even transport people. We now have a sense of purpose.

But to make our railroads more prototypical, we have to do some interchanging with other railroads. On many occasions, products manu-

factured by a shipper on your pike will need to be shipped to other distant cities. These carloads will have to be shipped off-line to one or more other railroads. This is easily handled through end-to-end connections between railroads, mostly in medium to large cities, or at interchange points where one railroad crosses or otherwise connects with another. You will not just be handing off to other railroads. They will be interchanging with your road as well.

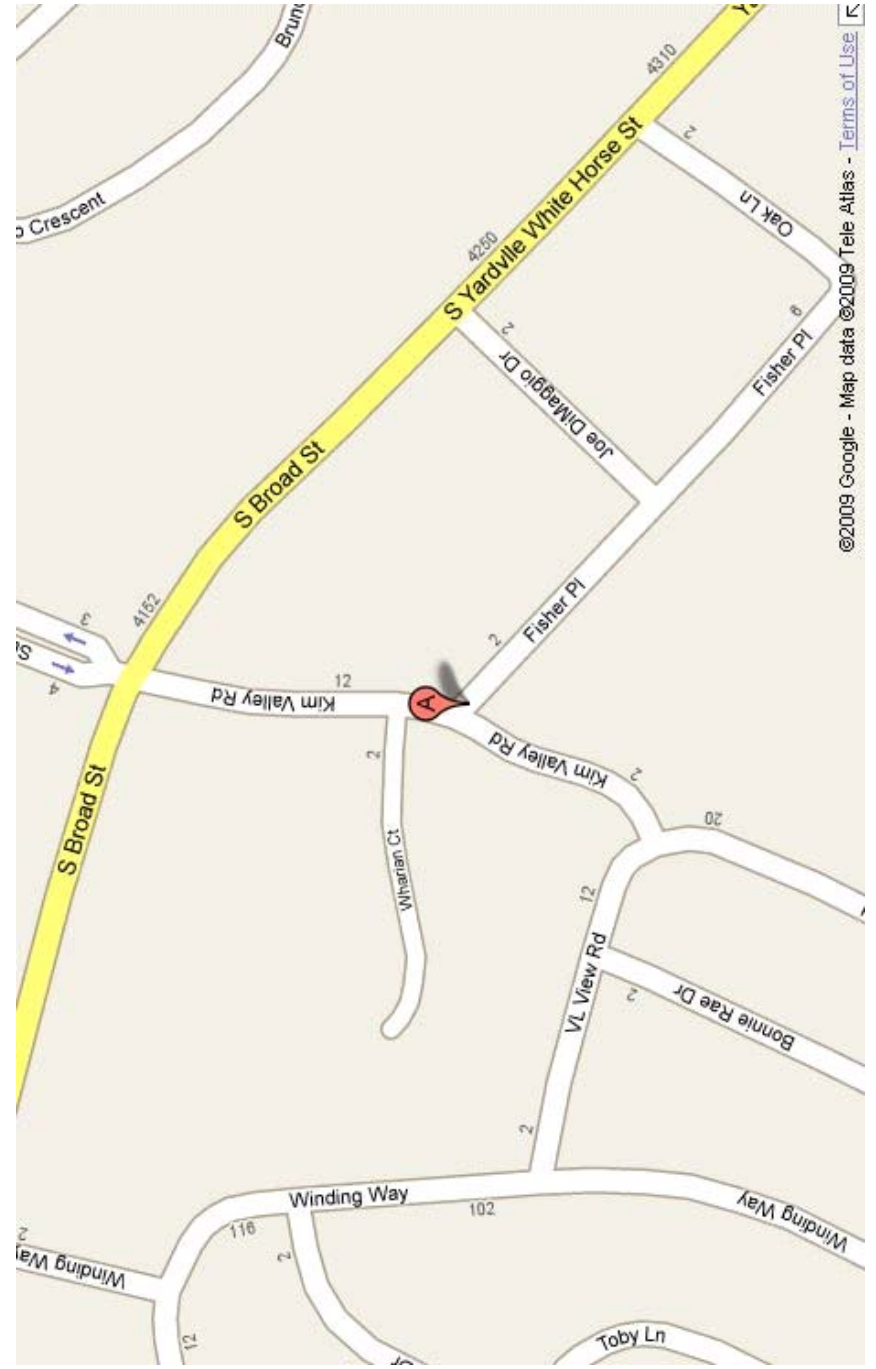
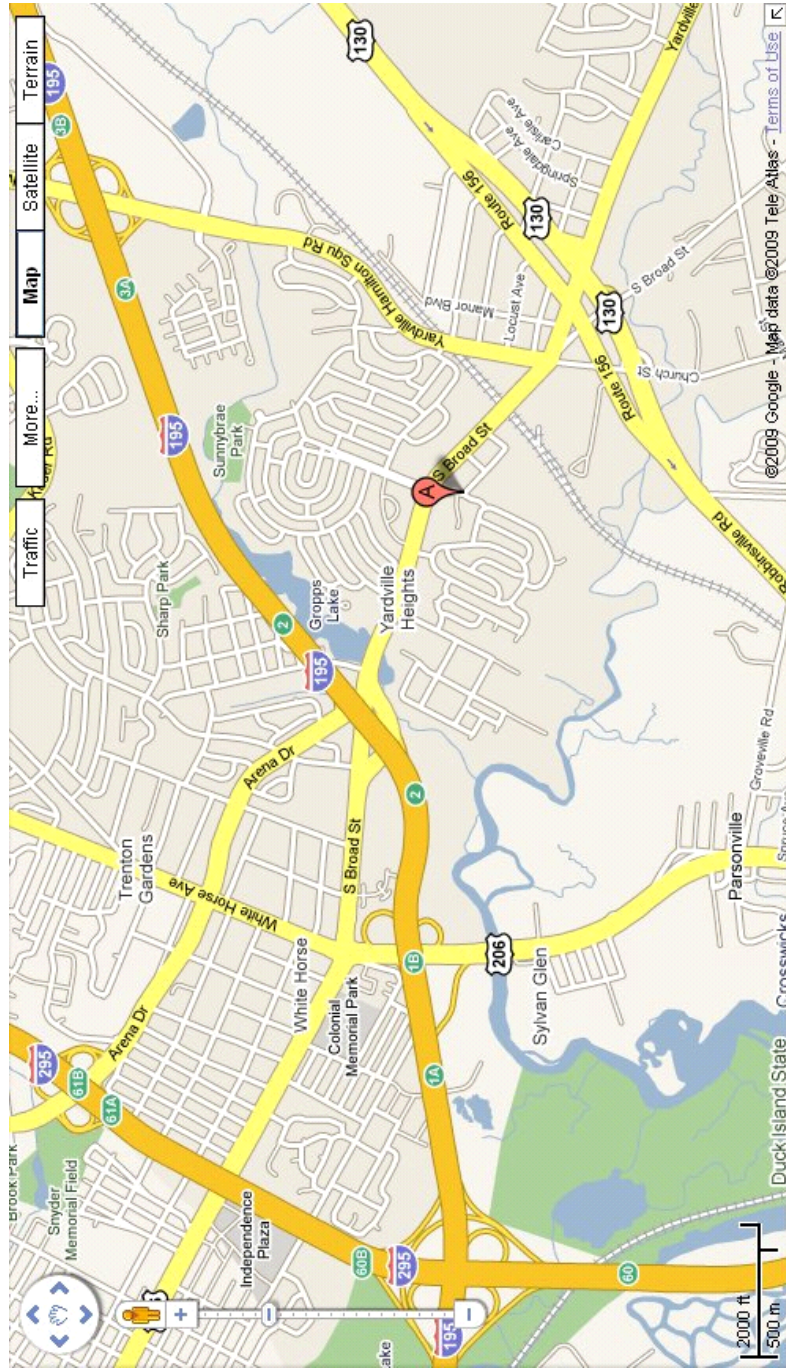
These interchange locations are typically funneled by stub tracks. These do not need to be seen but rather they can be hidden behind a bridge, building or scenery to create the illusion that they are really there.

At last we come to our track planning which will now be quite a bit easier since the foundations are in already in place. Next we build the layout and start running trains. Most importantly we now have a true transportation system with trains that are performing actual service and are really "going somewhere".



Pete would like to begin his pike this Fall in an empty nest bedroom for which he successfully negotiated for a right of way. Unfortunately, Pete's disabilities from an old war injury preclude him from much of the work, such as bench work, track laying and wiring for example. He will be using Digitrax DCC. If any Division member would like to give Pete a hand, please call him at 856-627-6865. [Ed.]

# MAPS TO THE MARCH MEET



## DIRECTIONS TO THE MARCH MEET

### From Ocean County and points East

Follow **I 195 West** to **Exit 2** and follow local directions below.

From Delaware Memorial Bridge or Commodore Barry Bridge Via **I 295**

Cross the Bridge and take **I 295 North** to **I 195 East**. Continue on **I 195** to **Exit 2** and follow Local Directions below.

### From Cape May and Atlantic Counties

Take the Atlantic City Expressway or Black Horse Pike (**US 322**) to **NJ 42 North** and continue onto **I 295 North**. Exit onto **I 195 East**. Take **Exit 2** and follow Local Directions below.

### From US 130

From **US 130 South**, bear **right** onto **NJ 156**. Turn **right** onto **Yardville Allentown Road**. Continuing through the intersection, the road becomes **South Broad Street**.

From **US 130 North**, take the **Church Street Exit**. Turn **right** at the bottom of the ramp. Follow **Church Street** and turn left onto **South Broad Street**.

In either case, turn **left** onto **Kim Valley Road**.

### Local Directions

From **I 195 East**, exit 2 is almost straight off the right lane. Follow the exit to merge onto **South Broad St**. Turn **Right** at the third intersection onto **Kim Valley Road**. Turn **left** onto **Fisher Place**. The Switlik Park Recreation Center will be on the right.

There is no direct exit from **I 195 West** to get to Switlik Park. Take Exit 2 onto **South Broad Street**, and make a **left** at the traffic light. This will take you on a "U" turn back onto South Broad Street headed in the correct direction. Follow the directions above.



Division AP Coordinator, PJ Mattson (right) presented a Golden Spike Award to Steve Lang at the January meet.

## Cool Tools



This time our cool tool isn't really a tool, but rather a product that makes putting down roadbed and track very easy. It's Phenoseal Translucent Vinyl Adhesive Caulk. It goes down quickly with a caulk gun and a putty knife, dries almost clear, and can be undone with careful use of that same putty knife.



This is a Cool Tool!

If you have a "Cool Tool" send it to the editor at [BobcatCS@comcast.net](mailto:BobcatCS@comcast.net)



It is the policy of the New Jersey Division not to publish the names and addresses of our tour hosts on the internet as a matter of privacy and safety. If you would like to participate in the Friday night tour, please email [BobcatCS@comcast.net](mailto:BobcatCS@comcast.net) with the subject "Friday Night Tour". Within the text, include your name, address, and phone number as well as your NMRA member number if you have one. These will be used for verification purposes only and will not be shared with anyone.

If you do not have email you can call 856 696 0463 for the information.

## NOTICE!

Here's your chance to own a piece of NJ Division history!

Dave Skinner

will be holding an

## OPEN HOUSE

For the sale of items from his KADE railroad.

Saturday, March 2nd from 1pm to 4pm

73 N. Childs St., Woodbury, NJ 08096-1534



## FRIDAY NIGHT / SATURDAY AFTERNOON TOUR PHOTO PREVIEW



Photos from the Friday night and Saturday afternoon tours.

On previous page , left Mike Prokop, right, Herb Gishlick

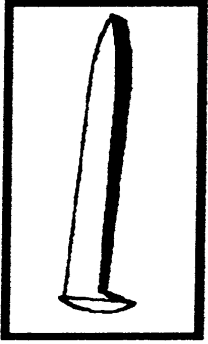
On this page, Clockwise from the upper left: Herb Gishlick, Bob Liberman, Mike Prokop, Rick Spano.

Next page: left upper and lower, Bill Howard, right upper and lower, Joe Calderone



# FRIDAY NIGHT / SATURDAY AFTERNOON TOUR PHOTO PREVIEW





# 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 scratch building and super detailing. 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 scratch built, 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 scratch built, craftsman kits or super detailed 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 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 control).  
Provide one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.

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

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