

# Train Orders

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



March 2018

Volume 29 Number 2

## Our March Meet Will Be In Hamilton

**Bill Grosse**

We were able to keep our meeting location at Switlik Park in Hamilton Twp. So we will be there on March 10, 2018. Doors open at 8:30 a.m. There are two Clinic Presenters for this meet;

- First will be Chuck Higdon showing his Design and Construction of a Deck Connecting Helix.
- Second will be Barry Rosier to discuss design and installation of DCC on a layout.

See Assistant Super John Gallagher's column for clinic information.

At this time we have seven layouts scheduled to be open on Saturday Afternoon.

There will be the usual Door Prizes, Model Contest, and Swap Tables for items you need or want to sell. The NJ Div. Bookstore will be open for book and video sales along with tickets for the 50<sup>th</sup> Anniversary Door Prize Event.

Some of our members have asked about the Swap Tables. The tables are available on a first come first served basis, as space and number of tables permit. Tables can be reserved ahead of the meets by contacting Superintendent Bill Grosse, using the information contained within this newsletter. We request a donation of an item per table, which is of good quality and interest to our members, and a value of at least \$10, which will be added to our selection of door prizes. You can usually start setting up your table at 8 a.m.

While attending the meet please be sure to visit the contest table and check out your fellow member's entries. Once you look over the entries, place a vote for your favorite. Pencils and slips of paper are right next to the contest entries for voting. Show appreciation to those who have entered models by voting for them.

This issue's Second Section has an article written by Fred Willis, on Railroads and the National Parks.

We are interested in receiving articles from our members to be used in the Second Section of future issues. If you like doing research or have a favorite subject and are interested in writing about it, send it to us and we will work with you to get it in the newsletter.



**Next Division Meet**  
**Saturday March 10, 2018**  
**9 a.m. to 12:00 noon**  
**Switlik Park, 5 Fisher Place**  
**Hamilton, NJ 08620**

**Contest: Weathered gondolas**  
**with loads**

**Clinics:**

**Chuck Higdon**  
**Helix design and construction**  
**Barry Rosier**  
**DCC Design and Installation**

**Layout Tours:**

**Saturday 1 p.m. to 5 p.m.**

**Swap Tables:**

**Bill Grosse 609 532-3431**  
**W.grosse.jr@optimum.net**

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**Train Orders**

Official Newsletter of the New Jersey Division  
 Mid-Eastern Region, NMRA  
 P.O. Box 8694  
 Trenton, NJ 08650  
[www.NJDivNMRA.org](http://www.NJDivNMRA.org)

*Train Orders* is published 5 times per year for the NMRA members and friends of the New Jersey Division. Online newsletter always available at NJ Division website. Mailed hardcopy newsletter is \$7.00 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.

**Contributing to Train Orders**

*Train Orders* welcomes contributions from the New Jersey Division membership. Letters, articles, photos and other items may be emailed to the editor, Fritz Plenefisch, at [fplen3@verizon.net](mailto:fplen3@verizon.net). Please include return postage if you would like materials returned.

Deadline for the next issue: April 14, 2018

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Visit us at <http://www.njdivnmra.org/index.html> and join us on  
 Yahoo Groups at <http://groups.com/neo/groups/NJDivNMRA/info>

**Schedules**

**Next board meeting**

Tuesday April 24, 2018  
 Host-Mike Prokop  
 Please let us know if you plan to attend.

**NJ Division March Meet**

Saturday March 10, 2018  
 Switlik Park Recreation Building  
 5 Fisher Place  
 Hamilton, NJ 08620  
 Contest: Weathered gondolas  
 with loads

**NJ Division May Meet  
 Joint Meet - Hosting GSD**

Saturday May 12, 2018  
 Camp Evans/InfoAge Museum  
 2201 Marconi Rd, Wall, NJ 07719

**Philadelphia Div. Meet**

Saturday April 7, 2018  
 Southampton Community Center  
 Southampton, PA

**2018 MER-NMRA Convention  
 Crossroads of the MER**

October 4-7, 2018  
 Rockville, MD

**ACHIEVEMENT PROGRAM  
 GOLDEN SPIKE AWARD  
 APPLICATION FORM  
 is the last page of The Second Section.**

**NJ Division Area**

**Sattler's Hobby Shop\***

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

**Jackson Hobby Shop  
 NOW CLOSED**

**The Train Room\***

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

**Yankee Dabblers - Track 33**

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

\* Offers 10% discount to NMRA members

**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

### Bill Grosse, Superintendent

There is a lot of activity going on in the New Jersey Division for our 50<sup>th</sup> Anniversary. Keep an eye out for more information in this newsletter, posted at meets and on division website [njdivnmra.org](http://njdivnmra.org) and e-mails .

If you are interested in the early history of the NJ Division, check the NJ Div. website and click on the History Tab. We have added the 1968 Charter, the 1997 Re-issue Charter, List of Charter Members, Minutes of the Organizational Meeting, and Minutes of the First Annual Meeting. A thank you goes out to John M. Johnson for saving and supplying the minutes and list.

We are planning a 50<sup>th</sup> Anniversary Afternoon Luncheon at Mastoris' Restaurant in Bordentown, NJ on Saturday, April 28, 2018. We are trying to keep the price under \$25 per person. Information will be posted at the March meet and you can also contact me for more information.


The special car project is moving along with us finding out our best option for quality and price will be Tangent Scale Models. The car will be an HO scale 51 foot Bethlehem 70 Ton Riveted Drop End Gondola, lettered NJDX and car data, in two numbers - 1968 and 2018, plus a very small 'When Empty Return To Roebling Steel, Roebling, NJ' routing instruction. We will be setting up a preorder list so you can reserve car(s). Projected arrival will be last quarter of 2018 if ordered by the NJ Div. soon. More information will be coming.

We have received member suggestions for additions to the newsletter that have been discussed at board meetings, and will begin adding with this issue.

First is having our members submit articles for use in the Second Section which is pages 9 through [?] of the newsletter, electronic edition. We are not restricted by a page limit here as we are in the first eight pages of the hard copy USPS mailed edition, so we can open this up to let members write about their interests in the hobby.

Next is the beginning of two new columns we are going to implement;

- **Operations in the New Jersey Division.** Once or twice a year a member will write about the model railroad including photos, scale, type, era, size of layout, control system used, operations (car order) system, operating positions, and etc. Along with the column we will be working with the member to set up an operations session for a limited number of New Operators supervised by regular operators on a non NJ Div. meet day.
- **Featured Layouts in the New Jersey Division.** Members that do not have operating sessions will be able to write about their railroad with any information they would like to supply and include pictures showing what they have written about. This will allow a greater number of members to "see and learn" about model railroads in the division, especially for those who cannot make it to the meets and open layout tours

The Mid-Eastern Region has a request for members to consider running for MER President, Vice President, Treasurer, and Secretary for the upcoming election. The cutoff date for self-nomination is May 30, 2018. If interested submit your intent with a small bio and picture (headshot), to the Nominating Committee. New Jersey Division's Bruce Barrett is on the committee and can assist you in submitting your candidacy. Please consider running for one of these positions. Contact us for more information. 



**ner convention**



**Mahwah, New Jersey**  
**September 13-16, 2018**  
**ErieLimited.org**

## Model Contest News

### Jack Menaker, Model Contest Chairman

The entries submitted for the January 2018 contest varied in complexity. From Tyco and Model Power detailed kits to a Tichy Crane to a very detailed Kibri kit and two craftsman kits.

**Entry #1** was From Frank Neufeld. He submitted two craftsman kits originally supplied as narrow gauge and converted them to standard gauge. My thanks to Frank for participating frequently to our contest.

**Entry #2** from Herb Gishlick. His was a very well detailed trencher (or ditcher) that was assembled from a Kibri kit.

**Entry #3** was from a visitor, Dennis Blank Jr., from the Susquehanna Division. He submitted a Birdsboro & Reading Crane from Tichy along with a Tichy Boom Car.

**Entry #4** was from Tom King. who submitted a brace (2) of Heavy Duty Cranes that were nicely painted and decaled. One crane was from Tyco and the other was from Model Power.

*(Can you identify which is which?)*

After the 28 votes were tallied, the winner was Herb Gishlick with the trencher/ditcher built from a Kibri kit.

Herb will be awarded a certificate and a voucher for a year's Meet entrance fees

Even though there were eight items on the table, there were only four entries. I know there are quite a few members who are afraid to be judged on their modeling

skills, but comments from the contest help us all improve our skills.

The next contest will be on Saturday March 10<sup>th</sup>. at Switlik Park in Hamilton NJ. The contest will be for weathered gondolas with loads. After that Meet, the following one will be at Camp Evens in Wall NJ and the contest will be for **Kitbashed Industrial Buildings**.

This one is a little different. Also, as I mentioned at the last meet, for January 2019, the contest will be for a **Railroad Themed 12" x 12" Diorama**.

A comment was made, that I observed at the last meet, it is difficult to see the details on the contest entries when they are on a table. I am working on a portable riser to bring the height up another 12 inches.

During the last meet we also had a Show & Tell Display available. I presented my

version of the American Can Company plant in Jersey City. There were quite a few nice comments.



The Model Contest will be an ongoing event that we feature at all meets we host. To display your model / entry we only request; try to keep it small to medium in size

On a piece of paper:

- Please print Your Name (Large)
- The scale your entry is modeled in
- Exactly what you are modeling
- Any specific things that you are proud of (i.e. 3D printed parts, etc.)
- Kit, Kit bashed or Scratch
- Is the model accurate or a reasonable facsimile or total blue sky from your imagination



# Clinics for the March 2018 Meet

## John V. Gallagher, Director of Clinics

Our January 2018 clinics meet addressed two modeling topics important to many model railroaders. Pete Suhmann's clinic on Off Layout Car Float Staging showed a creative solution to staging in a small space that also provided a solution to the storage of rolling stock. Bob Koury's clinic on Tree Construction for Western Railroads taught us the different species of trees found in that area of our country. He showed how to model them using commercial products and other sources from flower decorating found in the craft store to actual plant stems found in nature. It was Bob's first clinic presented to a live NMRA audience, a good one! Thanks to Pete and Bob.

This March, our two clinics feature layout construction and topics about DCC. Space challenges all model railroaders. Space to build a dream layout confines us to a finite number of square feet while our desires for the layout right of way always exceed the space available. From the beginning of our 4x8 plywood layout to our following layouts with

open framework generally lie on a single plane. Wouldn't it be nice to increase and even double the size of our layout within the same space? Ah, you say. Double deck the layout. However, there is a problem. How do we connect the decks? A reasonable grade of even 2% will take a significant length of track to reach between the decks. Again space constrains the solution. One approach some members of the NJ Division use involves the design and construction of a helix where trains climb or descend a circular stack of connected track to move between the decks.

Chuck Higdon, one of our NJ Div. Directors, successfully designed and installed a helix on his model railroad. He will introduce you to helix design, construction and show how he built this beautiful helix on his model railroad and will illustrate his clinic with photographs of his helix's construction.

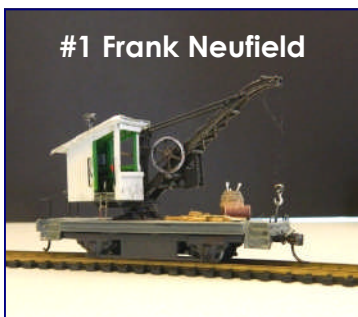
Barry Rosier will address a number of topics related to the design and installation of DCC on your layout. While transitioning from

"traditional" DC to DCC, we can still learn new techniques to improve our layout control system and take advantage of the capabilities of DCC. One can also combine DCC with other electronic systems including the Arduino and other electronic devices. So, whether you control your layout with DC, want to explore the possibilities of transitioning to DCC, or made the leap to DCC, years ago or recently, Barry will provide techniques and information you can use on your layout.

Finally, thank you to the members who signed the clinic presenter volunteer form on the clipboard. We will pass it again in March for you to volunteer to present a topic you know more about than most of us. Please think about it. Contact me if you need advice or assistance in developing your clinic. If you call me and I don't answer, please leave a message and your number so I can return your call. Thanks to all who support our clinic program.



Contest continued from page 4



# Sanborn Maps...Free

## By Mike Prokop

Are Sanborn maps for you? Are they useful in building a model railroad? Or, researching a prototype railroad location? Do they provide a new level of knowledge and entertainment for ourselves? The answer may be yes to all the preceding.

Sanborn maps could be considered an early form of Google Earth or Apple Maps. Kinda aerial views of geographic locations with loads of detailed information noted on them. Technically they were used to determine property values of physical buildings and dwellings in case of loss due to fire or other disasters. For most purposes, we look to Sanborn maps to provide information on railroad track locations relative to a specific location we are modeling. Also buildings and other structures in or along the right of way of the tracks. They could provide useful information if your modeling a specific prototype.

But what if your not? So your building a free lance railroad with no prototype railroad or location in mind. Your a serious modeler and want to produce a railroad that not only looks great but is realistic too. You can view Sanborn maps to see what the real railroads did with their track arrangements to provide efficient and economical operations. This information is worth referencing to apply and demonstrate that your railroad functions prototypical like, and will be believable and realistic.

Another aspect of viewing and researching Sanborn maps are their appeal and entertainment value. Find the map of your old neighborhood. Check out where you grew up and see it from a different perspective. Discover or be reintroduced to interesting facts or observations about your subject. I like to occasionally pick up a map old or new and generally peruse it for enjoyment, similar to reading a good short story. For us the appeal could be seeing exactly where all the railroad tracks ran through our town or any specific locality of interest.

Okay, so where do I find these maps for free? Here's a couple of choices, some of you Sanborn map veterans may have others but the easiest way is online with your computer, another is at a library that has them in their collection. I use these two sources.

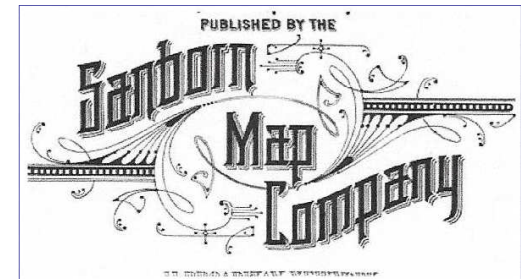
Princeton University library  
(<http://library.princeton.edu>)  
for New Jersey Sanborn maps  
and  
Penn State's library  
(<https://collection1.libraries.psu.edu>)  
for Sanborn maps in Pennsylvania

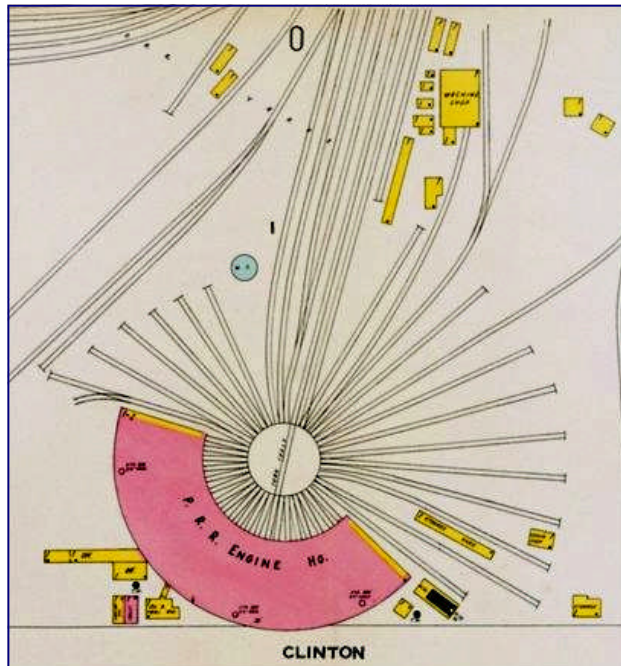
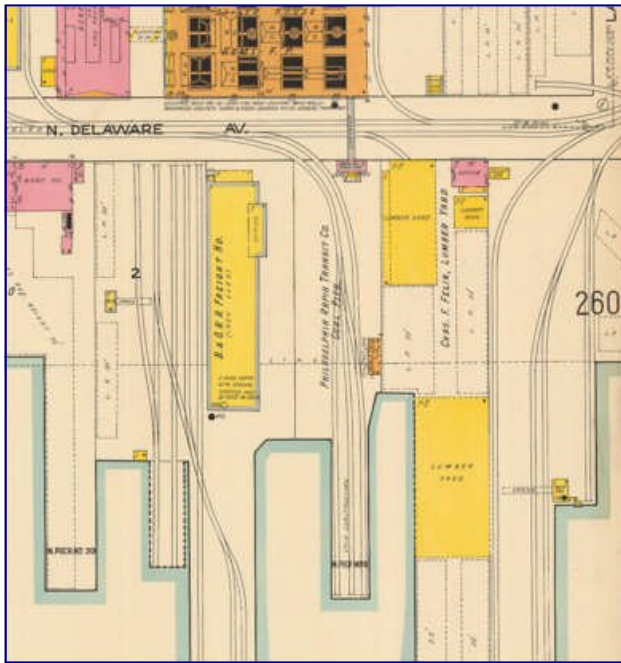
The specific links are much longer, but this will get you started. Be patient the maps are there and available to the public for free. Once you find them save the link and you can

access them easily anytime. Be patient and persistent, you'll find them.

Another way, you can call up the library and make an appointment to come in and view maps. I have spoken to the librarian at Princeton, and this is open to the public, you don't have to be a student to access the maps in person on campus. I have not checked out Penn State but they may allow physical access also.

One more thing. Sanborn maps sourced online are ones out of the copyright time-frame. You can download them to your device and save. I usually save them as a screen capture and that puts them in my photo files. Going to the library gives you access to more current maps but you can only view them. I'm not sure if they can be purchased from these libraries. However, I understand there are other sources for Sanborn maps. It probably involves handing over assets from your model railroading cash reserves. Good luck and have fun. A couple of examples are presented on page 7 along with this article.





# NEW JERSEY DIVISION 50TH ANNIVERSARY SPECIAL



- FIRST PRIZE**      **MTH ERIE TRIPLEX STEAM ENGINE DCC AND SOUND**
- SECOND PRIZE**    **MTH MILWAUKEE ROAD BI-POLA ELECTRIC MOTOR DCC AND SOUND**
- THIRD PRIZE**     **ATHEARN SANTA FE FP-40 PASSENGER SCHEME D ISEL DCC AND SOUND**
- FOURTH PRIZE**    **OAK WOODEN TRAIN DISPLAY WALL CASE**
- MORE PRIZES**     **POSSIBLY ADDING ANOTHER QUALITY PRIZE OR TWO ... STAY TUNED**

TICKETS ARE \$2 A PIECE OR 3 TICKETS FOR \$5.  
 ONLY 400 TICKETS TO BE SOLD SO YOUR CHANCES OF WINNING IS GREAT! BUY YOUR TICKETS AT THE NJ DIVISION BOOK STORE AND VIEW THE PRIZES THAT ARE DISPLAYED THERE. THE DRAWING WILL BE HELD AT THE MAY 2018 NEW JERSEY DIVISION MEET AND YOU NEED NOT BE PRESENT TO WIN.

## Directions to the March Meet



### Meet location: 5 Fisher Place, Hamilton, NJ

#### Local Directions

**From I 195 East**, exit 2 merge on to 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.

#### 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 above.

#### 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 above.

**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. On South Broad Street, turn left onto Kim Valley Road. Turn left onto Fisher Place. The Switlik Park Recreation Center will be on the right.

#### From Ocean County and points East

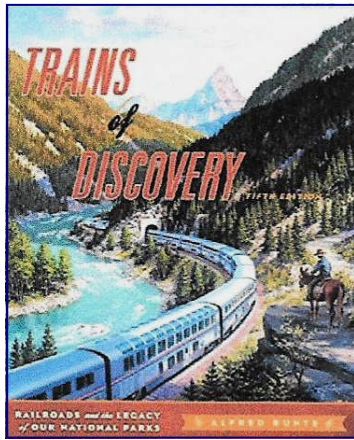
Follow I 195 West to Exit 2, keep left onto South Broad Street, and make a left at the traffic light. This will take you on a "U" turn back onto South Broad Street headed in the correct direction. Continue with the Local Directions above, skipping the first sentence.



## Second Section

# Railroads and the National Parks

By Fred Willis



*The information for this article came from 'Trains of Discovery – Railroads and the Legacy of Our National Parks' by Alfred Runte. For more information on the influence and impact of railroads on the national parks and scenery refer to this book.*

The influence and impact the railroads had on establishing and preserving the National Parks and in the preservation of scenery in the east and Midwest is a little-known aspect of railroad history. In 1820 artists of the Hudson River School began to depict scenery with minimal influence from people and civilization. Paintings showed trains blending into the scenery rather than dominating it. By 1858 the Baltimore & Ohio Railroad was promoting special trains for

artists and photographers and the Delaware, Lackawanna and Western Railroad which was promoting the scenery of the Delaware Water Gap.

In 1870 The Northern Pacific Railroad recognized that people wanted to travel to see the scenic Yellowstone area. How would they travel there? By rail of course! Therefore, the Northern Pacific Railroad began supporting surveys to establish Yellowstone Park in 1872. In 1883 the Northern Pacific was completed with a rail line from Livingston to Cinnabar, Montana. Pledging to preserve the park, the Northern Pacific extended its rail line to Gardiner, Montana, the entrance to the park, and built hotels throughout the park, which tourists accessed by stagecoach.

After Yellowstone's creation as a national park, the preservationists urged the establishment of Yosemite as the second national park. They urged the Southern Pacific to help by using the railroad's congressional lobbying influence. Yosemite, Sequoia and General Grant, later renamed Kings Canyon, also became national parks in 1890. Crater Lake became a national park in the 1890s with the behind the scenes lobbying by the Southern Pacific and in 1902 Mount Rainier became a park with Northern Pacific help. This was followed by the Grand Canyon in

1919 with Santa Fe help and with the assistance of the Great Northern, Glacier became a national park in 1911. With Union Pacific help Bryce and Zion became National parks in 1919 and 1924 respectively.

Without rail transportation the national parks were basically inaccessible to people. Distances, especially from the east coast, were long and time consuming and trips required several weeks to visit the parks. While railroads served the parks by providing rail transportation and building hotels in the parks, geography and expense often prevented them from building railheads to the park's entrances. The Northern Pacific gradually extended its line from Livingston to Gardiner Montana the north entrance of Yellowstone. Four other railroads eventually built rail lines to or near different entrances of the park. The Union Pacific and Santa Fe built tracks to the north rim and south rim respectively of the Grand Canyon. However, the Southern Pacific railhead to Crater Lake was seventy-five miles from the park. The Yosemite Valley railroad connected the Southern Pacific with Yosemite but the railroad line still fell twelve miles short of the park entrance. Travel from the railheads and inside the parks was initially by stage coach and later touring cars or buses.

To encourage people to visit the parks, the railroads embarked on a massive promotional campaign to advertise the beauty of the national parks. Brochures, posters, magazines and guidebooks were sent east to encourage people to come west to see the parks. Eastern railroads were supportive of this advertising since they would transport the people to the interchanges with the western railroads. The brochures and posters showing the animals and scenic highlights of the parks were works of art. The Union Pacific published a guide book featuring articles on western scenery, history and wildlife. The Southern Pacific published a monthly magazine on California and the southwest.

In 1911 the interior department held a national parks conference in Yellowstone to encourage the railroads to attract more tourists to the parks. In 1913 this encouragement became more critical when the preservationists and the railroads received an unexpected and unwanted problem, the authorization of the Hetch Hetchy dam in Yosemite. The building of the dam and the subsequent flooding of the reservoir made both groups realize no park was safe from possible development. The parks needed tourists for preservation. If people did not see or visit the parks who would speak up to preserve them?

To maintain the assistance of the railroads, the Interior Department held additional conferences, in 1915 and 1917, to encourage more tourism. Mesa Verde National Park was created in 1906 and Rocky Mountain National Park in 1915.


These parks attracted more railroads, the Union Pacific and the Chicago, Burlington and Quincy, going to and between these parks attracted more people to the parks.

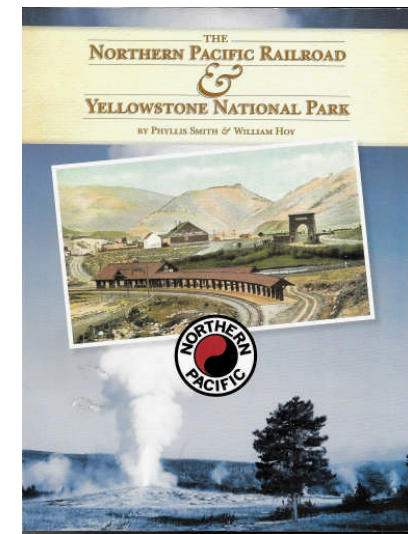
In 1915 the City of San Francisco held an international fair, the Panama -Pacific International Exposition, to celebrate the completion of the Panama Canal. This was a great opportunity for the railroads to advertise the national parks. The Union Pacific, Southern Pacific, Great Northern and Santa Fe covered acres of ground with large scale recreations of features in Yellowstone, Yosemite, Sequoia, Glacier and the Grand Canyon, to encourage visitors to the parks.

The railroad national park advertising was highly successful in promoting the glories of the parks. Unfortunately, it was not highly profitable for the railroads as the middle class began traveling to the parks by automobile. So as park attendance climbed, railroad passengers decreased even though the western railroads continued advertising from the 1920's to the 1950's.

While the western parks and railroads were well known, eastern and midwestern railroads quietly helped preserve scenery in their regions of the country. Billboards on Pennsylvania Railroad and New York Central Railroad property were forbidden to help preserve the scenic views along their respective routes. The Lackawanna promoted the beauty of the Pocono Mountains and the Delaware Water Gap and the B&O promoted the beauty of Maryland, Virginia and West Virginia. In Northern Indiana, the Chicago, South Shore & South Bend Railroad, running from Chicago to South Bend, supported

establishment of the Indiana Dunes National Seashore area which provided open space near Chicago.

Today, not many people travel to national parks by rail. Most come by automobile which has a significant effect on wildlife and scenery in the parks boundaries. However, the significant role the railroads played in the establishment of the national parks and the preservation of scenery in the Midwest and east coast should not be forgotten. 



*Editors Note:*

*This book details the establishment of Yellowstone Park and building of Northern Pacific's line to it and eventual abandonment.*

## Photos of Layouts Open for the March Meet

We have 7 layouts for this meet. One new one, some it has been a while and some from last year, but with changes since then. We are always looking for new layouts for the tours, so let any board member know if you would like to be on the tour.

Here are two from Jim Shepard's HO layout with a Pennsylvania RR theme. Excellent structures and highly detailed scenery. The layout is on the second floor of his house in a loft .





From Bob Duffield's layout on the top. Looks like a photo on the backdrop on the right side.

From Mike Prokop's HO layout below; on the left is his newer section under his helix.





On top are two from Bill Howard's new HO layout.

Then below are two from Rick Spano's N scale layout.





Above two from Herb Gishlick's layout, he mentioned to me he finished his last area of scenery.

Below two from the Pacific Southern club, a very large HO layout fully scened.



# 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.