

CLINKERS

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

SEPTEMBER 15, 2012

VOLUME 23 NUMBER 4

New Location for September Meet

This month we'll be back in Deptford for our division meet, however we will be in a new location. The municipal building is no longer available for meetings.

We will, therefore, assemble just down the street at the Almonesson United Methodist Church at 1680 Almonesson Rd. at the corner of Cooper Street. It's only a little over a mile down Cooper Street from the old location but is actually easier to get to being only a mile or so from NJ 55 Exit 58. Check the directions and map on page 8 for details. If you're still not sure, check with your local Shopasaurus. It's the exit for the Deptford Mall!

This meet will feature all that you've come to expect: Informative clinics, fun and friendship, the model contest, milk cars this time, door prizes, refreshments, and the sales tables, and the afternoon layout tour.

Our first clinic will be "Building Resin Car Kits" presented by Ron Baile. I'm sure you'll agree that resin kits can present a challenge to those of us who are not familiar with them, Ron will take the mystery out of the process.

In the days of Time Table / Train Order operations, the crews lived and died, sometimes literally, by their pocket watches. Our second clinic will be a Power Point presentation "Railroad Pocket Watches," by

See September Meet on page 2

Please Return Your Annual NJ Division Information Form

You have recently received, or will soon receive, your annual New Jersey Division member information form. If you are reading this in hardcopy, you should have found it included in the envelope. If you receive this online or via email, it has been mailed to you.

We would like to have these back at your earliest convenience. All that's required is to look over the information, make any corrections, and return the form to us in the included envelope.

Okay, you'll need to spring for the forty-five cents for the stamp! If you'd rather save the stamp, bring the form with you to the meet on September 15!

We use the information on these forms to keep your address, phone number, email address, etc. current, as well as to know if you want to continue receiving the newsletter and / or participating in Division activities.

Please note that no payment is required unless you receive the newsletter by US Mail. For that we ask \$7 to cover printing and postage. As an NMRA member, you also have the option of including \$10 for the five meets starting in September rather than paying the \$5 at the door for each.

Your Board of Directors thanks you!

NEXT DIVISION MEET

Saturday, September 15, 2012

9:00 AM to 12:00

Almonesson
United Methodist Church
1680 Almonesson Rd.
Deptford, NJ 08096



Contest:

Detailed & Weathered Milk Cars

Clinics:

Ron Baile: Building Resin Car Kits

Walter Delengowski:
Railroad Pocket Watches

Layout Tour: 1:00 pm to 5:00 pm

Swap tables:

Contact Bob Clegg
856 696 0463
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: October 22, 2012

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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 hard-copy newsletter \$7.00

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

September Meet *Continued from page 1*

Walter Delengowski, detailing the rich history and variety of these timepieces.

Please come and join us for another great New Jersey Division meet!



SCHEDULES

MER Fall Convention

October 18- October 21

Hilton Garden Inn
Suffolk, VA 23434

www.nmra-mer-tidewater.org/
Convention/convention.html

Hightstown 150th Anniversary Of Railroad Arrival

Saturday, October 27
Hightstown High School
Hightstown, NJ

See Advertisement on page 4

NEXT BOARD MEETING

October 30, 2012
Host: Bill Howard
TriangleR@aol.com
609 658 1486

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

NJ Division November Meet Saturday, November 17, 2012

Millville Community Church
Broad Street and Wade Blvd.
Millville, NJ 08332

Contest: Traction / Trolley Cars

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

Trains 'n Things

936 Weymouth Road
Vineland, NJ 08360
(856) 697-8844
www.trainsnthings.com

The Train Room*

715 Arnold Ave.
Pt. Pleasant Beach, NJ 08742
(732) 892-5145
www.thetrainroomNJ.com

Bob's Hobbies and Crafts

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

All Aboard Trains

118 N. Main St.
Forked River, NJ 08731
609-693-2552
www.allaboardtrains1.com
Specializing in Lionel and Lionel re-pairs

VIEW FROM THE CAB

Bob Clegg

Remember back when you were in elementary school. What was your first assignment when you returned in September? Of course, "What I Did on my Summer Vacation."

Well, on my summer vacation I did quite a bit of railroading, both model and prototype. It's so blasted hot out that I have the excuse, er, I mean opportunity, to spend a lot of time working on my own railroad. It's coming along nicely and I look forward to hosting all of you on the layout tour for the November 17 meet in Millville. More about that in the next *Clinkers*.

I've also been able to visit some other railroads, both locally and in the Silicon Valley area of California.

Some of you may be aware that my older son, Paul, and his family, live in Silicon Valley which is just south of San Francisco, and we go to visit at least once a year.

Some of the railroads I've seen previously while there include the South Bay Historical Railroad Society in the old Southern Pacific freight station in Santa Clara, the Golden State Model Railroad Club in Port Richmond, the California Railroad Museum in Sacramento and the "Skunk Train" that runs through the redwoods up in Fort Bragg. If you ask, I'll tell you the story of why it's called the "Skunk Train."

Of course one cannot go to San Francisco and not ride the Cable Cars. We also rode BART, the Bay Area Rapid Transit, and Caltrain which runs the length of Silicon Valley from San Francisco to San Jose. Caltrain, by the way, is

powered mostly by ex-Amtrak F40PH-2 motive power in a push-pull configuration.

We also had occasion to ride on the San Francisco Muni's "F" line. That's a collection of PCC and other trolleys from around the country, in fact around the world, that have been restored and run regularly on the line from Market Street around the Embarcadero to Fisherman's Wharf. How cool is that!

Through discussions and chats on the Yahoo! Group, Regions and Divisions, I've corresponded with Pat LaTorres, president of the Pacific Coast Region. He has extended an open invitation for me to visit whenever I'm in the area.

Pat and I made arrangements for me to meet him at the Santa Clara Caltrain station on a Friday afternoon. That was very convenient for me, Cable car from where we were staying atop Russian Hill to the BART station at Powell and Market, Bart to Millbrae, then across the platform to get Caltrain to Santa Clara. Pat works just down the street from the station.

We visited two home layouts, one of which was bigger than most club layouts and with computerized CTC control. The owner said he couldn't even start an operating session with less than ten people!

The second was a more modest, but none the less interesting, layout under construction in what used to be a two car garage.

You see, basements are quite rare in Califor-

nia. In fact, the first railroad we saw was in a basement that had been excavated specifically to provide the space for the model railroad long AFTER the house was built.

Closer to home I visited the home and railroad of Bud and Chris Howard. They're in the building stages of their railroad as am I and we discussed many aspects of the process.

While we were talking, Bud showed me a gadget that he was using. This was a real "AHA!" moment for me. It was the coolest thing since canned beer! Would you believe a digital level that reads in degrees, rise per run, and, wait for it...percent grade to within 0.1 percent!

When I returned home, I pulled up Home Depot's website to see if they had such a thing. Lo and behold, they had three different models. The unit Bud and Chris were using is the Husky 12 inch version. It is only forty bucks, and they had it in stock at my local store! SOLD! Now I can tell you for sure that after making many adjustment, the maximum grade in my helix is 1.3 percent!

These are just the latest examples of modelers within the division and beyond sharing useful information and good times. I think the best thing about the NMRA and the hobby in general is the camaraderie among the members!

Digital level: \$40

A week in San Francisco: \$2000

Friends in the hobby: Priceless!



NEW JERSEY DIVISION MODEL CONTEST NEWS

Chris Widmaier, Assistant Superintendent

On May 12th we had another great New Jersey Division meet in Forked River. We had great attendance and a beautiful day. The meet included our annual New Jersey Division business meeting. Bob Clegg called the meeting to order. Tom Lavin read the minutes from the last business meeting, Bob Liberman read the Treasurers report and Bob Clegg gave us the annual division report. Tom announced that since there were only enough candidates to fill the positions up for re-election, in accordance with the bylaws, he was casting a unanimous ballot for the current directors, so I will be writing my column for another two years.

The meet continued with three great clinics, two from Dick; Genthner "Building Bulletin Car Side Models" and "Judging Bulletin Car side Models". The other clinic was given by Ron Baile titled "Ron Baile's Trip to New Orleans in a Private Car".

Thank you Dick and Ron for your excellent clinics, I really enjoyed them.

Wow, I am impressed, I ask you guys to bring in your model for the contest, and you delivered. We had ten great looking caboose entries in our model contest at the May meet Thanks to the following for their beautifully detailed cabooses: Entry (1) Frank Neufeld, (2) Tom Lavin, (3) Bob Judge, (4) Steve Lang, (5) Joe Zebrowski, (6) Frank Williamson, (7) Dave Albertson, (8 and 9) Dale Leasure and (10) Jim Homoki.

AND THE WINNER WAS! . . . Number 5 Joe Zebrowski with his Delaware & Allegheny ca-

boose.

Back in the day some of the railroad men referred to a caboose as a crummy or a hack. Those words would never be used to describe Joe's beautifully detailed D&A caboose. Joe also included a write up about his model. He used an undecorated Atlas International Car Co. standard cupola caboose. Custom painted and lettered. Joe also added: radio antenna, end of train markers, train line hoses and paint-



May contest winner:
Joe Zebrowski's Delaware & Allegheny caboose.

ed wheels. Thank you Joe, you should be very proud you have done a fine job.

At the meet I had an award certificate and a \$10 gift certificate for next year's New Jersey Division activity fee to Richard LaRue for his entry of a detailed and weathered steam engine at the March meet. Richard entered his Berkshire that was converted from a Mantua Mikado. Unfortunately Richard was not present at the May meet. Richard I hope you are able to make it to the September meet in Deptford so I can present your award then.

Don't forget Richard you have a gift certificate for ten dollars toward your 2012-2013 New Jersey Division activity fees. You won't need to pay the registration at the door, unless, of course you want to pay for my admission.

As customary in the afternoon we had the privilege to visit several great home layouts. I want to thank all of the layout owners that were open on Saturday for opening their homes and allowing us to see their layouts. They all were very nice.

Here I am writing this little article on a hot muggy evening in August getting ready to kick-off another great model railroad season. I hope everyone had a great summer. Now with the cooler weather coming in a month or so we will spend more time indoors. SO ARE YOU READY FOR SOME T-R-A-I-N-S. . .

This year we have a couple of contests scheduled that, according to my records, we haven't done in the past 10 year or longer. On September 15, 2012 in Deptford the contest category will be "Detailed & Weathered Milk Cars". If you remember there was a clinic on Milk Cars a few years ago. So now is the time to show off one or two milk cars from your fleet and you just might win that \$10 gift certificate.

As always if you have any questions, comments, ideas for a model contest, or anything about the NJ Division, please feel free to contact me. Remember to enjoy this great hobby of ours and I hope to see all of you at the meet with your milk car to enter into the contest. 🚂

ACHIEVEMENT PROGRAM NEWS

PJ MATTSON, MMR & DICK GENTHNER, MMR

The summer heat waves are still upon as this is being written in August, but at least I am in my new home in the life care community called Applewood Estates. Our new cottage is in Freehold about 2 miles from our previous location and is about half the size of our previous home. My wife Pat is with me now after enduring 10 weeks in the hospital and a nursing/rehab unit for multiple problems. This all took place while I was disposing of the old Arpee and Western Railroad, packing our household goods for the move and then moving into Applewood while she was still recovering in the rehab unit. We hope to never move again!

In regards to the old A&W, with Mike Rossi and a great crew of volunteers from the Division, we were able to get the layout down in short order and then Mike and I spent a month or so disposing of all the stuff that was left. I am forever indebted to all of you who helped in this effort. Right now all the remaining model railroad supplies, tools and a few kits are stored in the single car garage attached to the cottage.

You can see from the photo on page 9 in the Online Color Extras section that it is not quite empty enough to start on A&W layout number seven. I'm still looking over plans for a small switching layout that will occupy the rear of the garage but still have space for the car in the winter time. If you have some ideas on this I'd appreciate your input.


Now let's talk about the Division's Achievement Program. In the past, one of the biggest com-

plaints about the Achievement Program was the preparation of the necessary paperwork. If you wanted to get a model judged, you had to prepare the paperwork first. If you were applying for the scenery certificate, you had to prepare the paperwork. No matter where you turned some type of paperwork had to be prepared. Unfortunately there is little information available on how to prepare this paperwork.

What I have proposed is to gather up examples of previously submitted paperwork that members have prepared in the past for the various achievement certificates. If you send copies to me (via email) I hope to gather together a reference file of these submittals for use by the members as examples of what finished paperwork looks like. If we get enough examples I can send them to members when requested via email as examples of finished paperwork. So look through your previous submittals and send a copy to me by email. I'll then be able to send copies to any members working on similar certificates and awards. I currently have only a few examples and hope by the end of the year to have a lot more. Also, if you are writing paperwork, call me and I'll send you what I currently have on hand.

Another matter that I need to mention is how to get models judged that members have completed here in the Division. These could be cars, locomotives or structures or whatever. A couple years ago we had several sessions where members brought their completed mod-

els and had them judged for merit awards or certificates by some of the qualified judges that are Division members. I know from talking with P J Mattson that there are at least three members working on models that will need judging in the near future. Are there more models underway that will also need judging? If you will let me know we can set up a future session with the builders and the judges to judge these models. This way you would not have to wait for the model judging and contest at the annual MER convention when we can do it right here in New Jersey. So think about this and get that model and the paper work done and we'll set up a judging at a future time and convenient place for all involved.

It is a pleasure to announce that one of our members, Tom Griffiths, attended the recent NMRA convention in Grand Rapids, Michigan, and entered two of his locomotive models in the national model contest to be judged for merit awards. As you might expect, Tom was awarded TWO merit awards for his entries and also received a first place and a second place prize in the model contest. Tom will be displaying these two award winners at our September meet so make sure you take a look at them. Our congratulations to you Tom for your continued outstanding modeling work. You are an inspiration to the whole Division. 

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856 467 0421

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

MODELING PROTOTYPE OPERATION: SOME THINGS I'VE LEARNED FROM OPERATING THE PROTOTYPE

John V. Gallagher, Director, Clinics Coordinator

I recently completed over ten years as a trolley motorman/conductor with the trolley museum operation at Steamtown, Scranton PA. We run on track of the Delaware-Lackawanna Railroad under the operating rules of NORAC (Northeast Operating Rules Advisory Committee) plus US Department of Transportation and Federal Railroad Administration rules and procedures.

What has this to do with model railroading? Clearly, my model railroad operation had a vague connection with prototype practices. A sample of modern rules that you can implement in operating your home or club pike follows. If your pike models railroading in another time, obtain operating rules for a railroad of that era to prevent any anachronisms.

1. Return the switch/turnout to the "normal" position which is aligned with the main track after your train crew completes work that changed the switch/turnout position. How many times have you run through the trailing position of turnout not aligned with your main track and derailed or ran your train into a siding for the same reason. It happens too often on the prototype.
2. Measure and mark the fouling points on sidings or places of close clearance. Fouling points identify locations where rolling stock or trains can be parked/stopped clear of movements on adjacent tracks without side-swiping or collisions. While rules provide specific procedures for measuring fouling

points, a model railroader can determine each one by moving the longest car or engine with the largest overhang past a turnout or other close clearance point and marking where adjacent equipment cannot be parked. Mark both rails with a yellow paint stripe, a sign "FP" or a fixed derail.

3. Derail. This device clamps to the rail and would derail equipment passing its position. Some are portable and others are spiked in a "permanent" location. Either can be opened or closed. Paint them yellow and use them to keep rolling stock from straying. Fixed derails, derails including switch stands that moved the rails out of alignment to derail straying cars or trains will require procedures for passing these derails. Fixed and permanent derails should be marked with "Derail" signs.
4. Mark your spring switches. That is a big one for me to implement with a model trolley operation. Railroads use them too so place signs next to the ROW with "SS" to warn crews. Train crews must NOT reverse direction while stopped across a spring switch in the trailing position. Guess how I know!
5. Whistling. Many now have sound in their locomotives. Great. Now, we don't have to go "Wooo... Wooo..." At minimum, sound the appropriate whistle signals at railroad crossings, tunnel entrances (**both** entering and exiting), approaching roadway workers and track crews, yards, stations, starting

and stopping, and changing direction. Whistling is a railroad method of communicating with the public and employees providing safety warnings involving moving or about to move equipment. Ring your bell too.

6. Coupling cars. It takes time! Allow fast clock time for coupling action, connection of air hoses, releasing the handbrake(s), setting retainers if necessary, opening/closing appropriate air hose valves, inspecting, brake application and release test, etc. The more cars, the longer it takes.
7. Brake test. When assembling a train or re-assembling the train after delivering and/or picking up cars, the crew must conduct a brake test to assure all cars apply and release brakes. Upon departure, a running brake test assures that the train responds to braking action, a nice thing to know before you descend that steep grade.
8. Train inspections. Inspect your train regularly. Is there smoke? Are loads properly loaded and secured and still in the proper position? Are there leaks of fluids from tank cars or leaks from hopper cars? What is out of the ordinary?
9. Roll-by inspections. Railroad workers are required to observe passing trains or while passing standing trains and report safety or load or equipment hazards. Are brakes locked with sliding wheels, derailed wheels,

See Prototype on page 7

Cool Tools



Sometimes a product comes along that just looks like it should have some good uses. Wire Glue by Anders Products is one of those. It's a glue with graphite in it to make it conductive. I bought a few jars a while back, but had not yet used any other than for a test of conductivity.

Recently, I was having problems with some old code 70 #6 turnouts from Micro Engineering. The cast frogs had lost electrical contact with the attached rails. I soldered one, but wasn't well satisfied with the appearance of the job. Then I remembered that I had the Wire Glue.

Following the directions, I scraped the areas shiny with the tip of a #11 Exacto knife blade since there was no room to use sand paper, mixed the glue well, applied it sparingly to the joints, and allowed it to dry for a couple of hours.

They now conduct perfectly! Time will tell if this is a permanent fix.

The most difficult part of this job was waiting the three hours for the glue to cure and dry completely!

It's a Cool Tool!

If you have a "Cool Tool" send it to the editor at BobcatCS@comcast.net



Prototype *Continued from page 6*

shifted loads, leaks, fires (Yes, I saw a car of lumber that caught fire and was burning while the train moved along.), etc. We can simulate this in model operations too – but don't set your lumber cars on fire!

10. Know your ROW. Brief and train your regular and visiting train crews about the characteristics of the ROW. What are the speed restrictions? Where is the track kinked or out of alignment requiring restricted speed or slow orders? Use simulated mile markers along your ROW so all can identify restrictions. It makes it easier for visiting crews and decreases derailments and accidents.

Directions to the meet

To get to the meet from just about everywhere, take **NJ 55 to exit 58** from either direction. It only goes one way! Go to the traffic light and turn **right** onto **CR 621, Almonesson Rd.** Follow Almonesson Rd. about a mile to the Almonesson United Methodist Church at 1680 on the right.

From the northern part of the division, use **I-195 West** and **I-295 South** as appropriate. From I-

See Directions on page 8

ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM

is on page 15 in *Online Color Extras*.

11. Publish a bulletin for each operating session to include track restrictions, crossing gates out-of-order requiring stopping train and providing flag protection, locations of work crews, other events or activities affecting normal operations. Brief crews and give a copy of the bulletin to each member.

Finally, it is YOUR railroad so do as much of the above as you want. Perhaps, implement practices in phases. Keep your railroad safe for crews and the public and have fun.

Hightstown 150th Anniversary Of Railroad Arrival

Saturday, October 27
Hightstown High School
25 Leshin Ln
Hightstown, NJ 08520

Presentations 9:00 to 12:00
Right of Way Walk 11:00 to 12:00
Train / Railroadiana Show 9:00 to 4:00
Children's Events 12:00 to 2:00

Presented by
The Camden and Amboy Railroad Historical
Society, a division of the PRRT&HS
And
The Hightstown East Windsor
Historical Society

For more information contact:

Bill Grosse
ff19wag@aol.com
609 585 4616

John Kilbride
JKTRR@msn.com

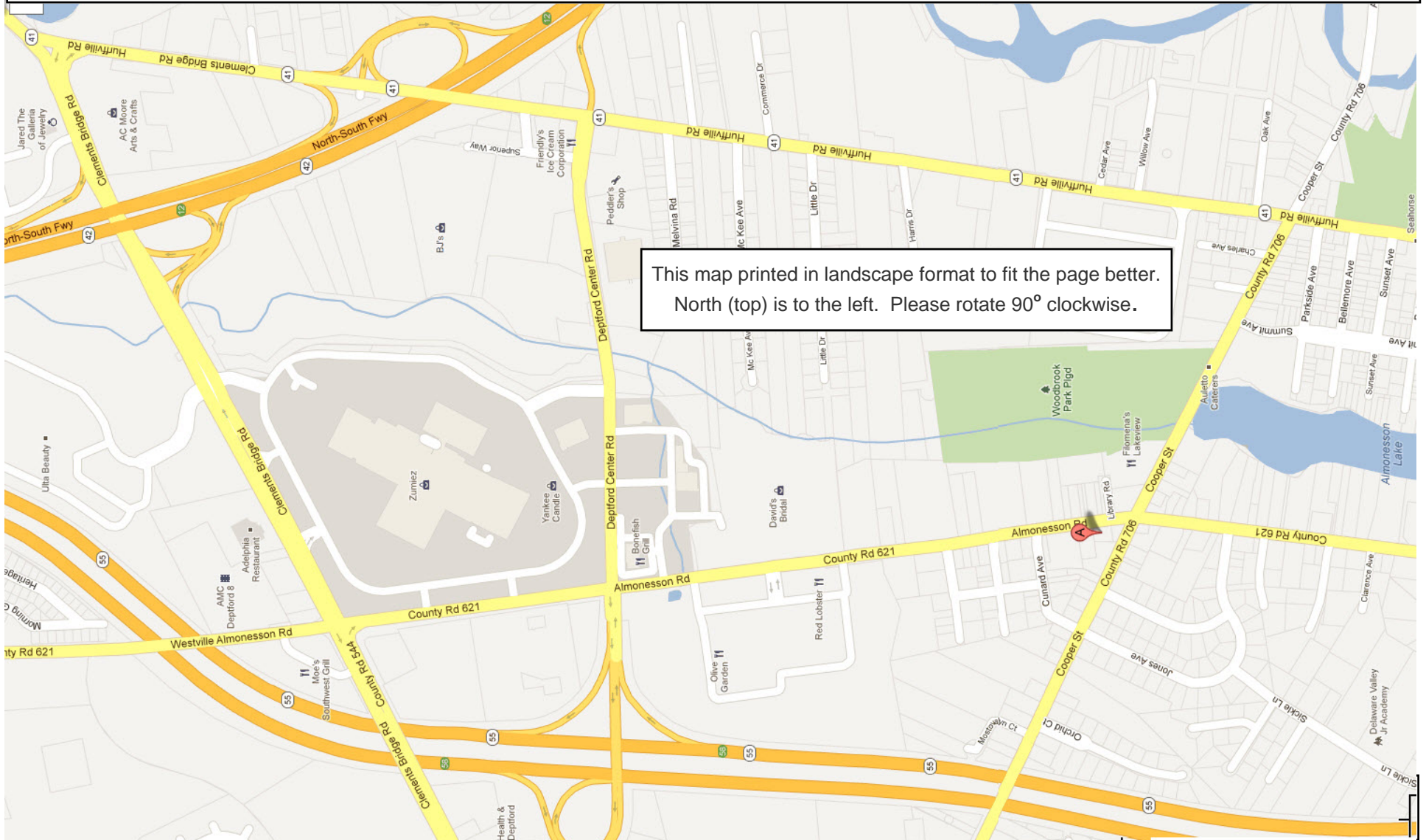
Directions Continued from page 7

295 South to Exit 26 and stay **right** to exit onto **NJ 42 South**. Stay on **NJ 42 South** for about **2 miles** (keep right after passing Creek Rd.) to **NJ 55 South**.

From southeastern NJ via the **NJ42 Freeway**, take **exit 12** and turn **left** onto **NJ 41**. Go about 1/2 mile to **Deptford Center Road** and turn **right**. Continue to **CR 621, Almonesson Rd** and turn **left**. The Almonesson Methodist Church is about a mile down the road at 1680 on the **right**.

From Delaware take **I 295 North** to **US 322 East**, or from PA via the Commodore Barry Bridge, follow **US 322 East** to **NJ 55 North**. See above.

Parking is limited, but additional parking is available across both streets, at the Fire Hall (don't block doors) and at the Boy Scout Building.



ONLINE COLOR EXTRAS



Examples from "Modeling Prototype Operation." See page 6
Above #1 - The conductor watches the brakeman return the switch to the main track - "normal position".

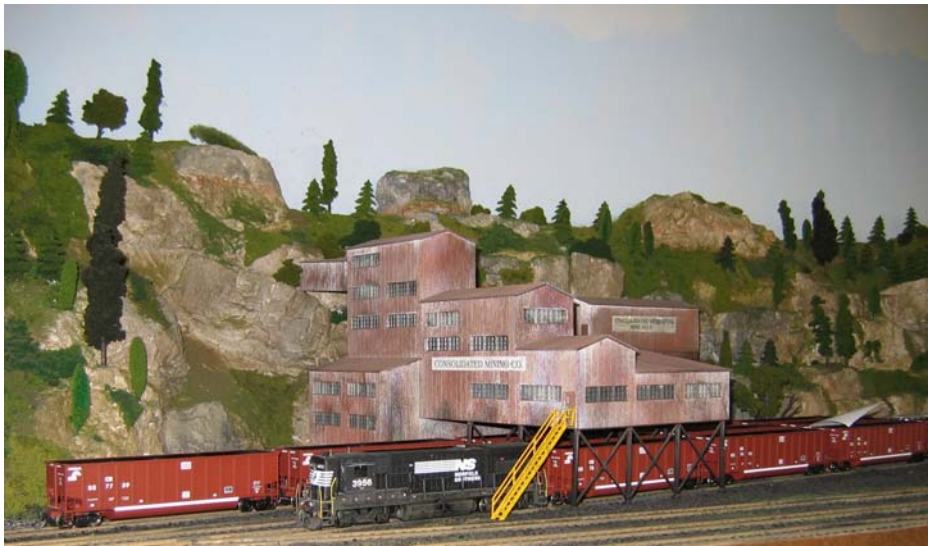
Below #2 - Mark your fouling points on the rails with yellow paint.
Above right #9 - A conductor does a roll-by inspection of a passing trolley freight.



Below: Future home of Dick Genthner's Arpee & Western Version 7.
Read Dick's comments included in his article on page 5.



ONLINE COLOR EXTRAS



Above and Below: Views of the Gateway Model Railroad Club's railroad



6

READING RAILROAD

RETIREMENT ENDS 259 YEAR SERVICE RECORD

The retirement of Horace B. Welk, after 49 years of service with the Reading, ended a family tradition of employment with the company which totalled 259 years.

Welk's father and five brothers also worked for the Reading — all in the Philadelphia area. Welk began his career on March 15, 1911 as a student telegrapher and messenger at Wayne Junction, Philadelphia, and ends his career as assistant to the auditor of disbursements in Reading Terminal, Philadelphia.

His father, Christian, who emigrated to America from Germany in 1860, began the family tradition on the Reading, serving for 30 years as a car inspector at Woodbourne, Pa., and at 3rd and Berks Sts., Philadelphia. The elder Welk died in 1932.

Two Living Brothers

Two of his brothers, George and

Herman C., both now retired, each had 50 years of service with the Reading — George as an engineer, and Herman as an agent at Wayne Junction and at Reading Terminal. George now lives in Elmer, N. J., and Herman in St. Petersburg, Fla.

The other three brothers who worked on the railroad are now deceased: John, a conductor, 40 years of service; Harry, a ticket clerk, and Christian, Jr., a brakeman and conductor, each 20 years.

Horace Welk took time out during his railroad career for two years of service in France during World War I with the AEF. He was one of the first eight telegraphers assigned to General John J. Pershing's headquarters at Chaumont, France. He served in eight major engagements, including the second battle of Verdun.

Welk and his wife, Ethel N., have one son, Horace B., Jr., of Churchville, an electronic scientist at the Naval Air Development Center at Johnsville, and one granddaughter, Christine, 11.

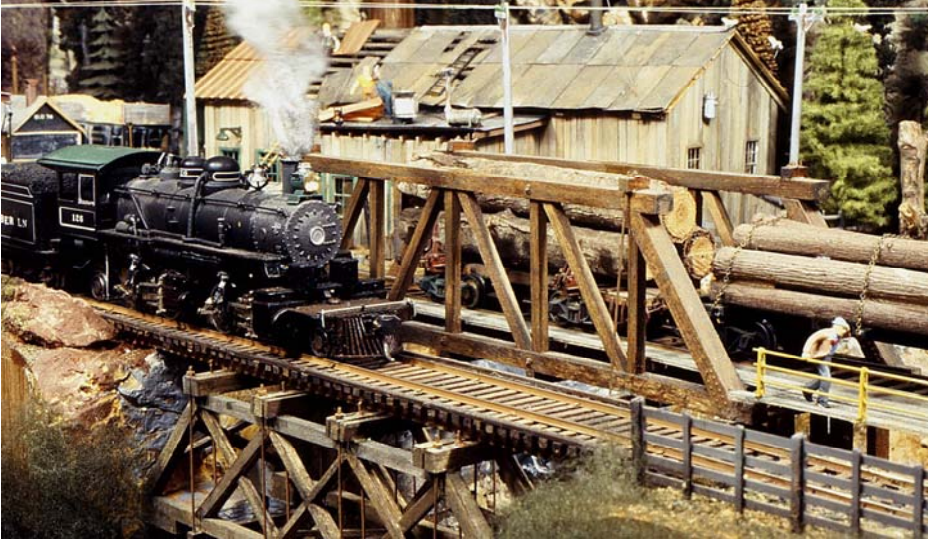


The month of June
Terminal. Vince's son
ning to attend Gwynne
but not least, Camille
follow in her sister's
Frank, Dorothy and (

Orphanage. He also ser
unteer leader at St. Jos
for the Homeless. As
and coach at both insti
Wittwer works contin
boys up and beyond th
tion period. Through
advanced schooling a
ment have been made
many boys,

The article above appeared in the June, 1960 issue of the Reading Railroad News. Horace B. Welk is the grandfather of the Editor's wife, Chris. We came across the newspaper article while sorting through an old trunk. I thought you might find it interesting ~Ed.

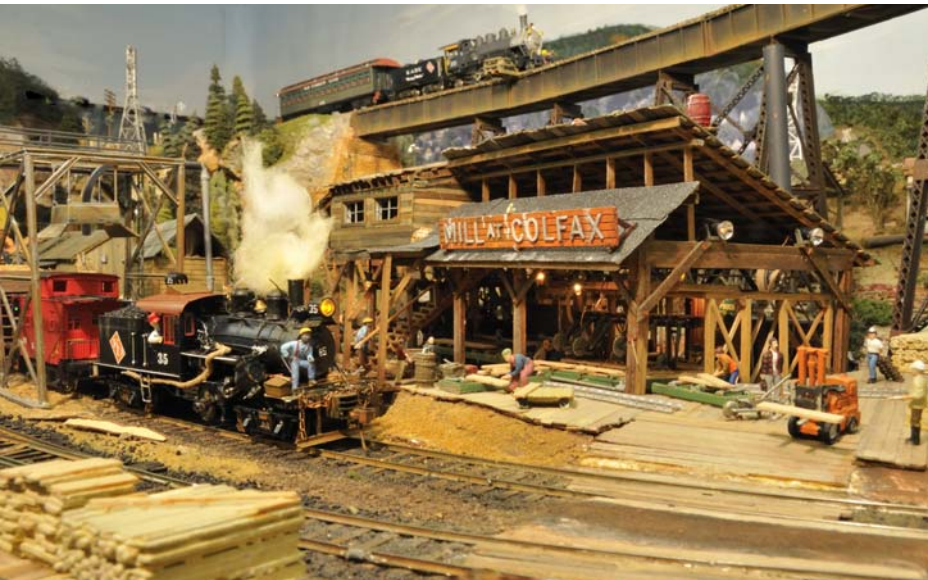
ONLINE COLOR EXTRAS



Above, below, and upper right: Photos of Dave Skinner's terrific layout. This may be the last chance we have to see it. Word is Dave's moving to Mass.



Below: Del Monte facility on PJ Mattson's Raccoon Valley RR.



ONLINE COLOR EXTRAS



Above: A PCC trolley makes an 8AM timetable stop at Mongaup Valley on John Gallagher's O scale traction layout.
Below: More traction action on John's railroad



Above and below: The engine facility and round house at Raccoon on PJ Mattson's Raccoon Valley RR.



ONLINE COLOR EXTRAS



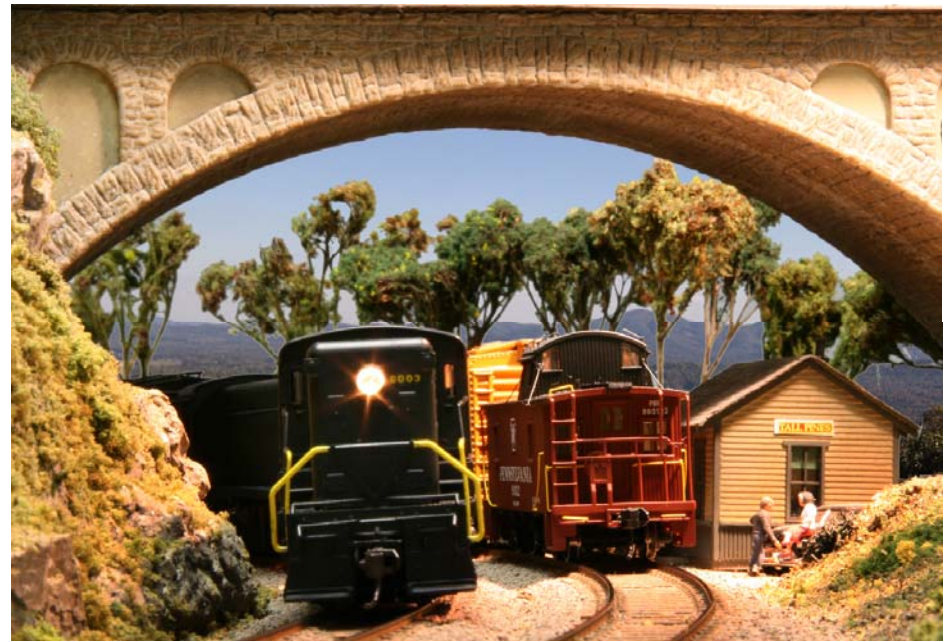
Three photos on this page are of the railroad of veteran modeler Jake Eval. This one is not to be missed!

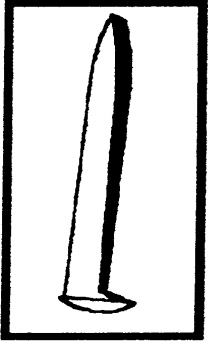


ONLINE COLOR EXTRAS



This page: Four views of Steve Moylan's railroad





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: _____