

Train Orders

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



September 2025

Volume 36 Number 5

We Return to Forked River for the annual Meet and Elections

John V. Gallagher, Superintendent

Welcome back after a long summer. We had a great joint meet with the Garden State Division, our hosts, in May. That meet included two fine clinics about layout design and layout operations. Our Thom Radice described layout operations on his superb civil war layout. . The Garden State clinician, Richard Newmiller, MMR, gave a clinic titled “A Successful 2nd Layout,” describing his experiences with the construction of this layout. He gave a Power Point presentation supplemented with videos. As a bonus, this layout was opened in the afternoon for visits by meet attendees. I attended and was amazed with the design of the layout, its quality in scenery and operations, and the operation of a freight train with over 100 cars!

This September 20, we will meet at the Lacey United Methodist Church at 9AM for our first meet of the year. The address is 203 West Lacey Road; Forked River NJ 08731. Enter the parking lot and drive to the rear of the building. Enter down the stairs or down the ramp to the basement meeting rooms.

The meet will include the traditional gathering of friends, a clinic, and the important annual meeting of the NJ Division. Results of the election of board members will be announced and the board members will elect the four officers of the division.

Superintendent, Assistant Superintendent, Paymaster [Treasurer], and Clerk [Secretary]. The meet will have the traditional door prizes, contest, and the “Last Chance Table” and other displays, etc.

We will break for lunch on your own. After 1 p.m., four excellent layouts will be open in the local area for meet members to visit. We thank Joe Weisbrod for recruiting these layout member hosts.

See you at 8:30AM when the doors open to sign in and get your door prize ticket.

**Remember to wear your
NJ Division Member Badge.**
[Don't have a badge? See Mike Prokop]



Next Division Meet
The September Meet
Saturday September 20, 2025
9 a.m. to 12:00 noon
Lacey United Methodist Church
203 Lacy Road
Forked River, NJ 08673
Model Display News
8 1/2" x 11" picture of a scene
on your layout
Clinics:
Layout Considerations for Model
Railroad Operations

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

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Train Orders is published 5 times per year for the NMRA members and friends of the New Jersey Division. Online newsletters are always available at the NJ Division website. Mailed hardcopy newsletter is \$20.00 per year.

The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in Train Orders in no way constitute an endorsement by the Division.

Train Orders welcomes contributions from the New Jersey Division membership and. Letters, articles, photos and other items may be submitted to the editor. Please include return postage if you would like materials returned.

Cutoff Date for submittal to the November issue is Oct 15, 2025
Items received after this date may appear in the next issue

Division Officials

Superintendent

And Director of Clinics

John Gallagher

**Assistant Superintendent,
Bookstore and Door Prizes**

Mike Prokop

Division AP Chair

Glyn Thomas, MMR

Clerk/Secretary

Joe Zebrowski

Director-Contest Chair

Jack Menaker

Director

Thom Radice **Director-
Membership**

Geert Marien

Director-Editor

Fritz Plenefisch

Paymaster/Treasurer

Tom Neukirchen

To contact one of the Directors of the New Jersey Division, fill out the 'Contact Us' link found on the NJD website.

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

NJD Information Page

September Division Meet

Saturday September 10, 2025

9 a.m. to 12:00 noon

203 Lacy Road

Forked River, NJ 06873

Next Board Meeting

Host - Joe Zebrowski

Saturday October 11, 2025.

5 Misty Glen Drive, Shamong, NJ 08088

Please let us know if you plan to attend

njdiv.super@gmail.com

November Joint Division Meet

Saturday November 8, 2025

Brandywine Town Center,

1050 Brandywine Parkway

Wilmington, DE 19803

The Philadelphia Division

Is hosting the Mid Eastern Region
Convention October 16-19, 2025

For information

Website <https://phillyexpress.org>

Crown Plaza Hotel

King of Prussia, PA

NJ Division Area Hobby Shops

* AAA Hobbies & Crafts

706 N. Whitehorse Pike,

Magnolia, NJ 08049

(856) 435-7645

www.AAAHobbiesandCrafts.com

* Sattler's Hobby Shop

14 Haddon Ave.

Westmont, NJ 08108

(856) 854-7136

* The Train Room Online Store

www.thetrainroomNJ.com

e-mail thetrainroomnj@msn.com

* Yankee Dabbler - Track 33

101 W. Kings Hwy, Bellmawr, NJ

08031

* Offers discount to NMRA members.
Must show Current Membership Card

Membership Information

Any person who is a member of the NMRA and lives within the boundaries of the NJ Division as defined by the NMRA is also a member of the division. Non member guests are welcome to attend three of our meets, after which they will be asked to join the NMRA.

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

First time guests, no charge!

National Model Railroad
Association P.O. Box 1328
Soddy Daisy TN 37384-1328

View From the Cab

John V. Gallagher, Superintendent

Well, this is my last View article as Superintendent of the New Jersey Division. I started in model railroading in 1939 when Santa left a Lionel semi-scale O gauge freight train under the Christmas Tree. Well, I think that is how it happened since I was born just 8 days before. At my second Christmas a year later, Santa added some freight cars. Now, these were the new plastic freight cars built to scale dimensions and also available with O scale wheels and couplers that ran behind the famous Lionel 700 NYC Hudson locomotive on steel O72 track. The third Christmas, an 0-6-0 switch engine with a slope back tender and tinplate wheels appeared and there may have been a pair of switches. That was the end of new trains from Santa because the Japanese bombed Pearl Harbor earlier that month. Lionel converted to war production of electronics or other war related products. However, Dad purchased some Lionel tinplate freight trucks and throughout the war, Santa supplied some scratch built flat cars carrying scratch built crates, logs from tree branches in our back yard, or vehicles. In 1946, my brother Tom joined the family and was indoctrinated into model railroading. He is now an NMRA Life Member, a collector, and an official of a Vermont chapter of the NRHS. We had a nice collection of Lionel trains until late in our teens. Dad built us a very nice layout 9 X 9 ft and Tom has it at his home.

Other hobbies contributed to my modeling growth with U control model airplanes and my first venture into scratch building an O scale trolley line car. I also learned to hang overhead wire and got it to run with a Pittman trolley pole. I still have it and have displayed it at some meets.

The time for a college education diverted my time from hobbies and I earned a degree from New York University and New York State license as a secondary school Industrial Arts teacher. Now, how is that for a modeling major – a shop teacher.

The draft board took an interest in me because I took 5 years to get my degree. So, I contacted the USAF through an advertisement in the college paper and applied for Officer Training School. I got ad-

mitted and graduated not long after the Cuban Missile Crisis. I was sent to Turkey as a missile launch officer and stood watch on a missile site near Izmir. A few months after arrival, they took down the missiles in Turkey, Italy and Scotland. It was part of a then secret deal with the Russians. I was then sent to France and became a cop, an Air Policeman [the USAF version of the Army MP's]. I then picked up a new hobby. I learned to fly airplanes. It was great fun.

I was then transferred to Amarillo, Texas, became chief of police and finished my active duty. I returned to New York and began my teaching career, married an Air Force Nurse and started a family. I also went to graduate school and earned my Master's Degree in Industrial Arts. I got very interested in scholarly studies and explored doctoral studies. I applied and was admitted to the Graduate School at The Ohio State University. It was a challenging and tremendous experience where I learned things and did things I never thought or dreamed I could do. I graduated with a Ph.D. and was hired at then Glassboro State College [now Rowan University] where I taught for 31 years – preparing Technology Educators for public schools and technology managers for industry. I retired in 2006.

OK, so what happened to model railroading? When I got out of the military, I returned to O scale traction modeling. I joined the NMRA in 1970 and kept membership for two years. When I went to Ohio State, I didn't make much money as a graduate student so the \$3 annual dues was sacrificed. I did continue trolley modeling with a small loop layout. I hand laid my track and built my first turnout. I scratch built a flat car and an interurban passenger car. I got pretty good at hanging overhead wire.

When I moved to New Jersey in 1975, I learned about the East Penn Traction Club in Philadelphia and joined. I still am an active member and I learned so much from my fellow trolley modelers. I built an O scale module to the club's standards, a corner module with street track and a traffic circle with four turnouts. I have participated in many train shows where we displayed our trolley modules with operating overhead. *VIEW Continued on page 5*

Model Display News

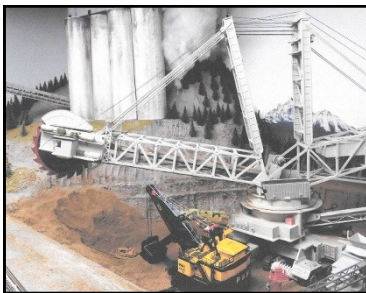
By Jack Menaker, Model Display Chairman

The September meet display is a 8-1/2" x 10" Photo of your Layout or feature area

Scheduled Meet	Display Table Topic	Special Notes
January 2025	NJD Gondola with a load	
March 2025	MOW Equipment	Anything goes
May 2025	Favorite Diesel	Critters
September 2025	8 1/2 x 11 inch Layout photo	
November 2025	Special Open Flat Car Load	
January 2026	Picture of something special on your layout	
March 2026	Kit Bash/Scratch Built	

The model that gets the most votes for the topic will get, a Framed Certificate and a Voucher to cover our yearly fee. When you come to the meet remember to vote for Best in Show. 🚂

Best of 2024 Model Displays



Rick Spano's N scale Bucket Wheel Excavator.



Jack Menaker's Piece of Weathered Rolling Stock



The January Favorite Model was Herb Gishlick's Observation Car.

Clinic

John V. Gallagher, Director of Clinics

Layout Considerations for Model Railroad Operations

Homework: Please try to complete the Following and bring and be prepared to discuss at the meet.



1 Who is this guy?

Joshua Lionel Cowen
 A. C. Gilbert
 John Allen
 Lou Sassi
 John Armstrong
 Tony Koester
 Paul J Dolkos
 Allen McClelland.....
 Gordy Robinson
 Pelle Soeborg
 Lance Mindheim
 Lynn Westcott
 Write in a Name

2 Bring a straight line diagram of your layout or an important segment thereof.

3 In a short statement, describe the who, what, when, where and why of your model railroad. What is its name? What is its state of construction and operations?

4 Are you satisfied with the present state of operations on your railroad? Be prepared to discuss the pros and cons.

This is a working clinic where members will work in groups and, depending on time, a member of each group will report on what was discussed, learned, and where the members will go/do upon returning home. Do your best in completing the assignments and come prepared. If you can't complete the assignments, come anyhow with a notebook to take notes and learn from your peers. You can still learn much from the group discussions and we can learn from you.

Thanks.



VIEW Continued from page 3

We bought a house in Turnersville in 1977, a split level with a basement. My Dad built me a workbench and I started a layout using the modular principles. I believe that getting an operating layout helps one keep up the interest. So, I began with a return loop with a passing siding and three stub sidings. Some were street track and most of the loop was PROW. I then built a narrow straight street about 8 ft long along a basement wall. I put in a sidewalk and profile building fronts. Even though the street wasn't paved, I install line poles and trolley wire over all the track and began running trolleys. I then built a small 90 degree curve module with 9 inch radius. After that, I built a return loop with flex track. The radius was 9 inches. The wire went up and I had continuous operating loop to loop. When I added main line track, my modules and return loop were moved with the same bolt on connections. My layout is now 16ft X 11 ft in a double deck with an 85 ft main line. I still have lots of work to do. I have a plan.



Vulcan-Roman God of Smithery and Fire Builds Locomotives

By Thom Radice

The Garden State Central Model RR Club has been on a roll with many members working in various areas as we continue to push for progress on our club layout. This article is our fourth and we intend to share our progress in the next several Train Order newsletters. This article focuses briefly on the Vulcan Locomotive Works.

Vulcan Iron Works

There were several manufacturers around the world that used the name Vulcan Iron Works. The location in Wilkes-Barre, Pennsylvania was a domestic U.S. manufacturer of mining equipment and locomotives. Founded in 1849 by Richard Jones, the company was active in the railroad industry until 1954. In 1888, the company acquired the Wyoming Valley Manufacturing Company and, with it, an interest in manufacturing locomotives. It began as a response to the growing demand for coal being mined in eastern and central Pennsylvania.

Vulcan used steam power designs for different modes of transport that would assist the coal industry, including a steam-powered boat. Their facility included a blacksmith boiler shop, pattern store, machine shop, foundry, and company offices. Their location gave them easy access to nearby rail lines including the

Lehigh & Susquehanna Railroad and the Pennsylvania Canal.

... and World War II

Around the time that the locomotive industry was transitioning to diesel and electric propulsion, it was also a time when many manufacturers were changing their production lines to accommodate war records for WWII. Company materials proclaimed that many of their locomotives were doing important war-time service domestically and abroad. The company said, "...our shops are working at top speed to complete urgent orders for the Army, Navy, and defense plant requirements." Vulcan locomotives also helped with post-war rebuilding.

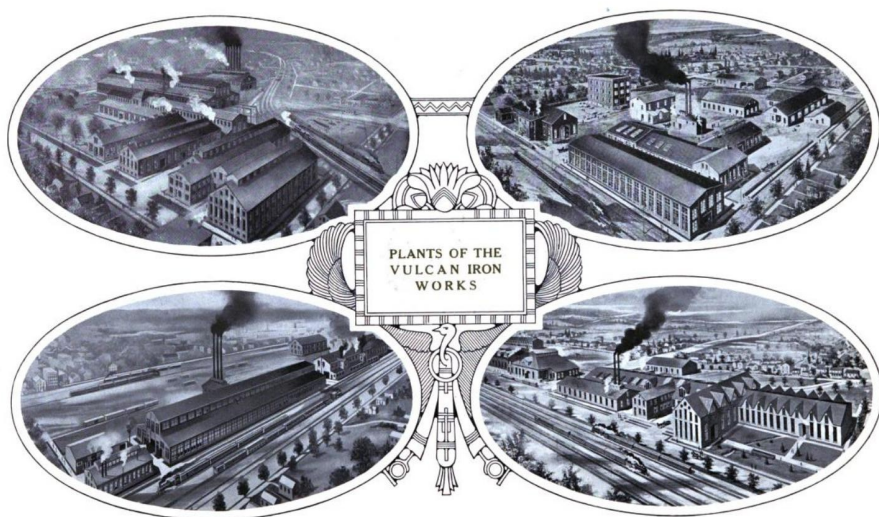
Our HO scale model

Selective compression is always a factor, which is why we chose only two manufacturing facilities of this massive complex. The one behind was built by Paul Ciesmelewski. The structure in the foreground was for locomotive construction. The walls of this structure are built with acrylic plastic because the actual walls were essentially glass windows. Stripping tape was used to depict the window frames, and plastruct beams frame the inside walls. The roof is supported by styrene trusses made from an old real estate sign and Evergreen stock. We introduced an overhead

traveling crane made by Cornerstone Series. being inside, and given the structure's layout location, interior would be visible. Placing it outside the building gives it more visual appeal.

The roof base has several styrene sheets as support for the finished layer, corrugation. Corrugated roofing was made using Micro Mark products. The corrugated roof was spray painted with Rustoleum gray. Once thoroughly dried, I looked at various videos for a good approach to painting rust. There is a very good technique by Jason Jensen found on YouTube. The paints he chooses include several colors of craft paint. He first rips off pieces of makeup sponge and dabs an edge into one color. This is applied using the stippling method. While partially damp, he adds other colors to create the rust look. I avoided messing up the side of the roof facing the aisle by practicing the technique on the opposite side which is not visible. That was a GOOD IDEA! The experimental side looked very good; however, it looked more like an abandoned building. There were also corrugations along the side walls which received a lighter touch of rust. The structure is now completed. Although this building was relatively new for our era, the rust effect provides appealing texture and interest.





Vulcan Facility Locations

Interior of Vulcan Assembly Building



Locomotive Assembly Line Facility

Overhead Crane



Basic Rules and Guidelines for Model Railroad Train Operations To Increase Realism and Enjoyment

During operating sessions things can get hectic if several trains are running. To keep things orderly and avoid confusion and collisions, one person has to be in charge of train movements on main tracks, i.e., the Train Dispatcher (DS). Here are some basic rules to govern main track train movements. Following these simple rules will help ensure a smoother, more realistic and more enjoyable operating session.

The Guidelines are meant to simply make switching more realistic.

Rules:

- 1. First and foremost, the Train Dispatcher (DS) is the ultimate authority governing which trains have priority.** Normally, east of the Mississippi River eastward trains have priority over westward trains of the same or lower class, unless the DS determines that circumstances require otherwise. The timetable gives general guidance to engineers and conductors, which can be over-ridden by the DS in order to keep trains moving and the railroad “fluid”.
- 2. Never occupy a main track without specific permission from the DS or go beyond the point where the DS told you to hold your train. This is critical.** When the DS gives you authority to move your train, he/she will give you specific instructions, which must be adhered to. When your train arrives at the location specified by the DS, report your arrival to the DS and await further instructions.
- 3. When given movement authority by the DS, listen carefully and repeat**

the instruction back to the DS to ensure that you heard it correctly. If not sure of any part of it ask the dispatcher to clarify.

- 4. When entering a passing siding,** advise the DS when you are in the siding and in the clear, and that the main track switch behind you has been returned to normal.
- 5. When operating any main track switch,** always set it back to the “normal” position when done using it. On sidings protected by a derail, the same applies, i.e., always restore it to the “derail” position upon departure.
- 6. Interlockings are named and their limits are defined by signals at both ends of the installation (home signals).** On main tracks and passing sidings the signals are on masts or signal bridges. On tracks exiting yards, the home signals are usually “dwarfs” – close to the ground. When a train is instructed to stop at a particular interlocking, the point to stop is just short of the home signal, not past it.

Guidelines:

When coupling to equipment, stop just short of the coupling to ensure the couplers are aligned. Then make the coupling and stop again. Do not couple and keep moving. This applies to all coupling moves.

When switching cars, handle only the cars that are necessary and plan your movements (moves) at least two in advance; you will make fewer unnecessary moves that way. If operating with a “switch list”, before starting switching, review the list carefully to ensure the proper cars are placed at the proper places. If needed, do a walk-through before starting out.



Second Section

Layouts open for viewing for the September Meet

For this meet we have four layouts to visit.

Maps listing them along with directions and time they will be open are available at the meet.

Please a Board Member if you would like to host an open house for your railroad when we are close to your area



Layout is built around the scheme of the New York and Long Branch in the 1950's. Transition era Steam to Diesel. The route goes from Bay Head to South Amboy, NJ (With a few points omitted).

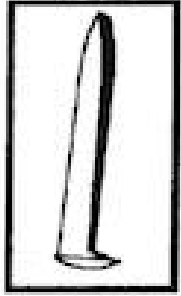
Its early Conrail and the "Fallen Flag" railroads engines are waiting to be serviced. The multilevel "Jersey Beach Lines" runs from Jersey City, NJ to Beachwood, NJ and is 100% scenicked and takes up 75% of the basement.



The layout is based on the N&W's Pocahontas Division. Circa the late steam era! HO scale Multi Deck. Trackwork is about 90% done as is the electrical. Scenery is underway.

I have a yard and 6 cities that receive 8 car trains, 1 car to each of the 8 industrial enterprises, so it requires a yard master and 6 engineers.





ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM JANUARY 2025

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

Member Name: _____ NMRA #: _____ Exp: _____

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

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

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

- The Golden Spike Award (GSA) will be awarded to any NMRA member who completes the Qualifications Checklist, obtains the necessary signatures (Division AP Manager or some local NMRA member approved by the Division AP Manager), and if the applicant does not already hold MMR status.
- The GSA will be administered by the Division and Region AP Managers.
- AP requirements and definitions apply for scratch building and super-detailing.
- The Division AP Manager will submit the signed form to the Region AP Manager who will issue the Golden Spike Award certificate.
- The Region AP Manager will then forward the completed form to the National AP Manager so that an announcement can be made in the NMRA Magazine.

GOLDEN SPIKE AWARD QUALIFICATIONS CHECKLIST:

1. **Rolling Stock (Motive Power & Cars):**
☐ Display six units of rolling stock either scratchbuilt, craftsman kits or superdetailed commercial kits.
2. **Model Railroad Setting (Structures & Scenery)**
☐ Construct a minimum of eight square feet of model railroad or module(s) including scenery in any scale.
☐ Construct five structures either scratchbuilt, craftsman kits or superdetailed commercial kits. If a module has less than five structures, additional structures separate from the scene may be presented.
3. **Engineering (Civil & Electrical)**
☐ Three types of track are required (e.g. turnout, crossing, crossover, etc.). All must be properly ballasted and installed on proper roadbed. Commercial track may be used.
☐ All installed track must be properly wired so that two trains can be operated simultaneously (e.g. double track main, single track main with sidings, and block or command or other form of control).
☐ Provide any one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.

Witness: _____ Name: _____ NMRA #: _____

Region AP Manager: _____ Region: _____