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www.nergdsd.com

Contact email addresses
can be found on Page 5 and
on the website.



The WHISTLE POST

The Official Publication of the Garden State Division of the NMRA Northeastern Region

The GSD in Northwestern NJ on July 27

On July 27th the GSD heads out to Warren County in Northwestern NJ for our summer event. The location is the Hope Community Center at 3 Walnut Street. The doors open at 8:30 with activities running from 9:00 to 12:00 Noon. Two clinics with four home layouts in the afternoon are featured.

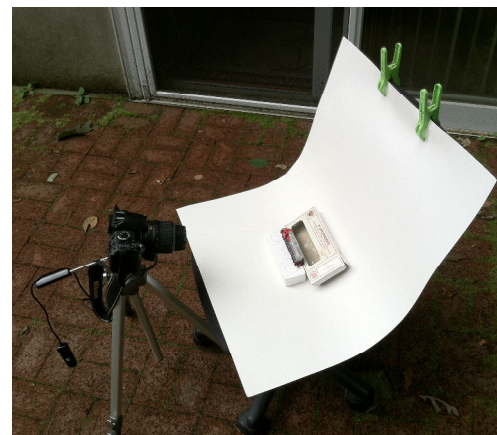
There will be the usual refreshments, display tables, Bring and Brag segment, and sales tables.

The home layouts of Ed Suhy, Dave Olesen, Ted Pamperin, and Joe Valentine will be open in the afternoon.

Craig Bisgeier presents his clinic on 3D printing. We have seen pictures of his 3D printing projects on Facebook and heard about his progress on recent podcasts. We have even seen his parts during the “bring and brag” part of the GSD Winter Event in Oakland as seen to the right. However, now we will be able to learn what it takes for Craig to use the 3D printing technology to generate the parts without using a machine shop or a plastics lab. If you have any interest in 3D printing or are thinking of getting one to do it yourself at home, you need to attend this very informative clinic.

Jim Walsh presents his clinic entitled “Get the Picture”. In the Company Photographer feature of the May 2019 issue of Railroad Model Craftsman, Jim makes the case for taking pictures of your modeling projects. In this clinic, Jim will expand the content to include more examples of the set-up needed to create specific model photographs. He will also address some simple tips like using a piece of poster board on a chair to create a seamless background

as shown in the accompanying photo. Jim will also bring some items and equipment to illustrate his tips and suggestions.[WP](#)



Both Photos: Jim Walsh



THE CAB by President *Chuck Diljak*

Trains Have Merit

Even though I was never a Boy Scout, I have often thought about how the NMRA Achievement Program reminds me of the Boy Scout's Merit Badge program. I have been on my journey towards Master Model Railroader for over 13 years, now. I have five Achievement Program certificates under my belt with two more to go. It feels like it is within my grasp!

Recently, my family had a get together in the Wilkes-Barre, PA area. It was a gathering of my Mom, my siblings, and their children. One of my nephews is pursuing his Eagle Badge in the Boy Scouts. In a way, we are on a parallel experience.

During our get together, we decided to spend part of a day at Steamtown National Historical Park, in Scranton, PA. On the drive there, my brother asked me if I would be a counselor to my nephew for his Railroading Badge. Of course! What do I have to do? What does he have to do? And, what a thrill and honor to be asked!

Thank goodness for smartphones. A quick Google of the Boy Scout Railroading Badge turned up a list of requirements during our drive to the park. And, some of the requirements for the badge were satisfied with our visit to Steamtown. A ride on a train. A visit to a railroad museum. Photographing and identifying many different types of railroad cars. There are other requirements will require research on my nephew's part. A process that is very familiar to anyone in the NMRA Achievement Program. In both programs, you have to make sure you have all of the requirements met to get a merit award.

The funny thing about visiting Steamtown is the fact that I have never been there. Even though I grew up in the northeastern Pennsylvania region, went to college in nearby Wilkes-Barre, and with my having family still living in the area, none of my family ever made it to Steamtown. But, we had a great day at the park. The weather was perfect, Steamtown was running a steam locomotive for its short ride, and there was plenty to see and do.

So, yes, trains have merit on many levels.

WP



THE CABOOSE by Editor *Jim Homoki*

A Look Back

A few years ago I acquired several years' worth of older Model Railroader magazines. Really old for some people, maybe not so much for others. In any case, I'm talking about 1962 and 1963. I've been reading through them as time permits. I thought I'd note a few things that have changed as well as some that haven't.

What has changed:

- Structure scratchbuilding articles were very thorough. With few commercial parts available the builder had to make almost everything himself;
- We see very few spaghetti bowl track plans these days - thankfully!
- The NMRA RP25 wheel profile was just introduced and an article discussed wheel profiles in detail. We now take this standard for granted;
- There is no mention of rheostat throttles these days;
- Carrier Control was just coming onto the scene. What was promising a bright future free from electrical blocks using frequency receivers and analog technology has been replaced by digital control (DCC);
- Prices. For example, a one year membership in the NMRA was \$3!
- Scenery. Even the best scenery featured in the magazine would be considered rudimentary today.

What hasn't changed:

- Complaining. You name it - about the magazine, manufacturers, what is made, what isn't made, and where the hobby is heading;
- I found a few articles on operation that could have been written this year. The concepts of modeling operations based on the prototype are timeless;
- There are many levels of quality. We have always had cheap stuff as well as expensive stuff, but we do have higher expectations for accuracy today;
- There are a few manufacturers and products that were brand new at the time and still with us. For example, ads from Atlas can be found for several new plastic buildings that are still available.

The hobby has certainly come a very long way. We have never had it better and I think it will continue to improve. WP

The Timetable *Upcoming Events*

NMRA 2019 National Convention July 7-13, Salt Lake City www.nmra2019slc.org

GSD Summer Event Saturday July 27, Hope, NJ. Clinics and layouts. Details in this issue.

Greenberg Train Show Saturday and Sunday August 10-11, 10:00-4:00, 97 Sunfield Avenue, Edison, NJ www.greenbergshows.com

Philadelphia Division Saturday September 7, 9:00-12:00, The Judge Group, Wayne, PA <http://www.phillynmra.org/regional-timetable>

New Jersey Division September Meet Saturday September 14, 9:00-12:00, Brick Elks Lodge, 2491 Hooper Ave., Brick, NJ 08723 Clinics-Contest-Layouts <https://www.njdivnmra.org/>

Reading Railroad Modelers Meet VII Friday September 13-15, Reading Railroad Heritage Museum, 500 South 3rd Street, Hamburg, PA <http://www.readingrrmm.com/index.html>

Northeastern Region 2019 Convention "Empire Junction" September 19-22, Syracuse, NY www.empirejunction.org

GSD Fall Event Staten Island, Marine Corps League. Clinics and layouts. Details to be announced.

MidEastern Region 2019 Convention "Liberty Bell Special" October 10-13, King of Prussia, PA www.libertybellspecial.org

Great Scale Model Train Show October 26-27, Timonium, MD <http://gsmts.com/>

New Jersey Division November Meet TBA, 9:00-12:00, Clinics-Contests-Layouts <https://www.njdivnmra.org/>

New Jersey Division January Meet TBA 9:00-12:00, Grace Episcopal Church, 7 East Maple Street, Merchantville, NJ 08109 Clinics-Contest-Layouts <https://www.njdivnmra.org/>



The GSD Welcomes New Members

The following have joined the NMRA and GSD since last summer. Please welcome them:

Albert Alfano
Edward Kenny
Thomas Miller
Craig Kasmin
Donald Jaffe
L. Kalogera
Arnold Mercer
Patrick O'Connor
George Powell
Preston Sewell
Scotty Richman
James Cummings
Frank DiStefano
Henry Velez, MD
Joe Dudek
Peter Hubert

Members are reminded that guests attending a meet can join the NMRA as a new member through the Railpass program. National, Regional, and Division membership is included.

READING RAILROAD PROTOTYPE MODELERS MEET VII



SEPTEMBER 13-14-15, 2019
HAMBURG, PENNSYLVANIA, USA

MOUNTING TURNOUT MOTORS ABOVE THE TABLE

BY FRED DELLAIACONO

The height of the layout seems to get lower in direct proportion to my age. What I was able to do just a few short years ago seems like a herculean task to do now. I put off doing any work under the layout until I absolutely must.

Fortunately, the layout wiring is complete except when I make a change. The problem is when I reroute a track and its associated turnout, as most of the turnout motors are mounted under the table. To help alleviate the aches of working under the table, I offer a few solutions for mounting turnout motors above the table and then concealing them in buildings or removable scenery.

At times, a simple rod connecting the motor to the turnout is all that is needed. Other times, a bell crank is used to change the direction of the motor motion to the throw rod. These simple linkages can be used on double coil and stall action switch machines. The distance from the pivot point of the bell crank to each of the throw points is the same so the distance of movement is the same as that of the machine.

(Continued on the next Page)

Below: This is an example of a bell crank used to turn the direction of the Peco motion 90 degrees. The machine is hidden by a shed attached to the building.



Above: An example of a direct throw bar extension from a Peco machine. There is a micro switch mounted on the side for LED indication. **Below:** A building hides the switch machine shown in the above photo.



AT THE THROTTLE

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I use Micro Mark Switch Tender stall action motors where possible. These are simple geared down motors that are easy to install. These are larger and more difficult to conceal above the table than the double coil machines, but it can be done with a little thought.

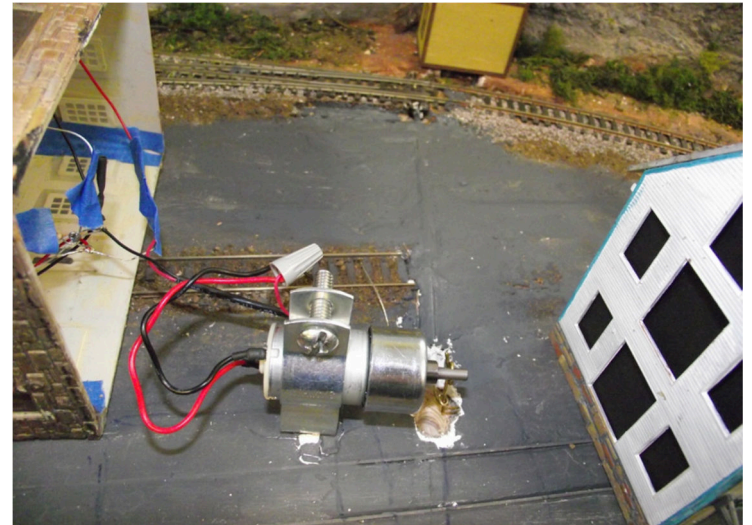
Below and Bottom: A building hides a double coil NJ International machine.



These are but a few examples I have used to minimize me working under the table.

The possibilities are only limited to your imagination. Eliminating some of the under the table work, at least for me, is worth the effort to find a way to do it.**WP**

**Below: This motor is mounted across the road from the turnout. The throw rod is in a tube buried in a shallow trench in the street.
Bottom: A motor hidden behind a retaining**



NEXT DIVISION EVENT

THE SUMMER EVENT WILL BE
HELD ON JULY 27, 2019

TIME:
9:00 AM TO 12:00 PM

DATE:
SATURDAY, JULY 27

LOCATION:
HOPE COMMUNITY CENTER
3 WALNUT STREET
HOPE, NJ 07844
ACTIVITY FEE: \$5

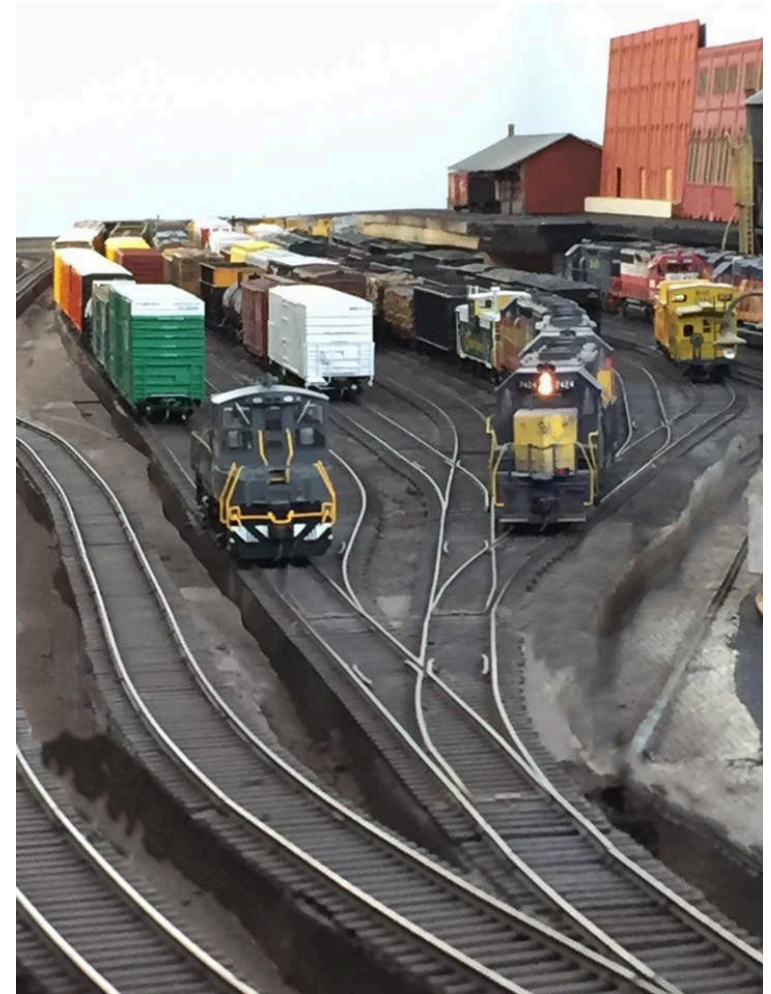
WEBSITE FOR MEETS:
SEE PAGE 3 AND
[HTTP://WWW.NERGSD.COM/
UPCOMING.HTML](http://www.nergsd.com/upcoming.html)

AGENDA:
REFRESHMENTS
WHITE ELEPHANT TABLES
TWO CLINICS
BRING AND BRAG
MODEL JUDGING
AFTERNOON LAYOUT TOURS

LAYOUTS FOR THE JULY EVENT

The home layouts of Ed Suhy, Dave Olesen, Ted Pamperin, and Joe Valentine will be open the afternoon of July 27 from 1:00-5:00. Maps and addresses will be provided at the event. This will be the first open house for Dave and Joe during a GSD event.^{WP}

Below: Ed was last opened for the GSD in the summer of 2015. His HO layout is based on the Santa Fe. Most of the scenery is complete. The layout also features two large helices. Digitrax is used for control.



Above: Dave's HO layout has been operationally complete for several years and he is now working hard on scenery. The railroad's primary purpose is to haul coal over the Alleghenies to Newport News - helpers are added to push coal trains eastward up the ruling grade to Alleghany. Other traffic includes a number of manifests and local jobs, as well as Amtrak's Cardinal. NCE is used for train control and the era modeled is 1986.

THE CLUB CAR

Garden State Model
Railway Club
575 High Mountain Road
North Haledon, NJ 07508
www.gsmrrclub.org

The Model Railroad Club
295 Jefferson Avenue
Union, NJ 07083
<http://tmrci.org>

New York Society of Model
Engineers
341 Hoboken Road
Carlstadt, NJ 07072
www.modelengineers.org

Pacific Southern Railway Club
26 Washington Street
Rocky Hill, NJ 08553
www.pacificsouthern.org

Ramapo Valley Railroad Club
The Club is looking for a
new building to start a new
layout
www.ramapovalleyrailroad.com

Bound Brook Presbyterian
Railroad Club (BBPRR)
Bound Brook Cemetery
Office Building
500 Mountain Avenue,
Bound Brook, NJ 08805
billandmartha3@verizon.net

Staten Island Society of
Model Railroaders
Train Club Room, 3rd Floor
Staff House, Seaview Hospital
460 Brielle Avenue
Staten Island, NY
[http://sismrinc.tripod.com/
index.html](http://sismrinc.tripod.com/index.html)

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Right: Ted recently shifted his time period to 1953, but trains still haul coal and passengers through the rugged terrain of West Virginia. NCE DCC is used, with operations closely following prototype practices.



Right: Joe Valentine is working on a very large DL&W/EL HO layout. Scranton and Taylor yards have been laid at the west end of the layout and is work s proceeding to the east.

The layout is in an L configuration and around the walls with 3 peninsulas to provide a very long run. It is single level except for some hidden storage yards. Although much is under construction, the layout will be running.



THE GSD HIGH LINE TOUR

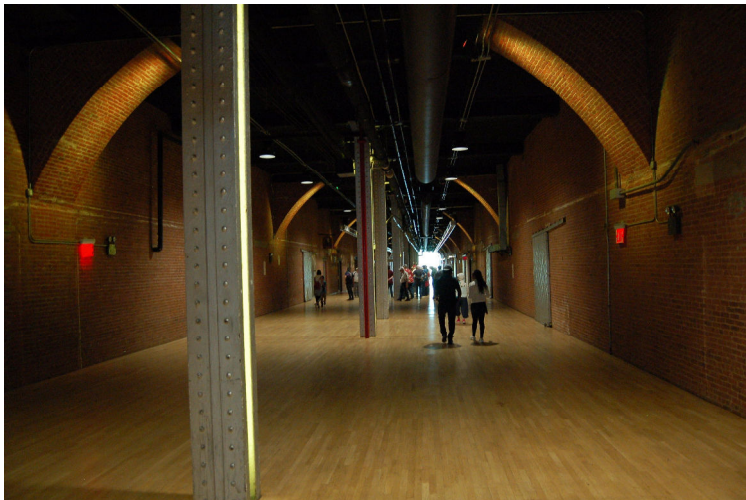
BY MARK MORITZ

The GSD, on June 1, sponsored a tour of the High Line in New York City, along with a 2-1/2 hour tour of the lower Hudson, New York Harbor, and the East River on board the John J. Harvey, a restored fireboat.

Led by NMRA member and licensed New York City tour guide, Mason Logie, the High Line tour set off from 23rd Street, and went up the High Line to the Hudson Yards redevelopment project buildings. We heard the history and enjoyed the sights and sounds of the popular attraction, and enjoyed the greenery. The High Line was opened in the 1920s to elevate the tracks of the New York Central railroad off the streets, where men on horses (the "West Side Cowboys") rode ahead of trains with flags, and accidents were common. Spurs from the High Line went directly into local buildings, including a post office, and warehouses. We toured these sites, and others as well in the area, one of which was the Terminal Stores warehouse, now converted to office space, and the Lehigh Valley Warehouse, where 40 foot boxcars rode elevators to various floors of the building. The beautiful new structures of the Hudson Yards redevelopment were open for us to see as well.

Following the High Line tour, the group lunched on Pier 66, where a permanent mooring of a barge had a restored Erie caboose on display. The John J. Harvey was boarded there for the tour of the harbor. This boat was launched in 1931, and served 63 years as a fireboat in New York Harbor, before being retired, and eventually restored as a landmark. During the disaster of 9/11, it was recruited again to fight the fires in the ruins at Ground Zero. Since then, it has served on tours of the Harbor. We were treated to a demonstration of its water cannons as well, when many of us were doused from the spray.

We were treated to magnificent views of New York, the Erie-Lackawanna Hoboken terminal building, the CNJ terminal building, Ellis Island, the Statue of Liberty, the Brooklyn Bridge, the Williamsburg Bridge, and many other beautiful views. The weather cooperated and the day was perfect.[WP](#)



**Top Photo: Mark Lutz
Bottom Photos: Chuck Diljak**

TOOLS AND TIPS: KEEP COUPLERS IN PLACE

By JIM WALSH

Long ago, a big discovery for me was the combination of Athearn "blue box" freight car kits and Kadee couplers. They were a standard for reliable and realistic operation for years. Even today many operating layouts have a fleet of Athearn freight cars with Kadee couplers. The only required upgrades may be metal wheelsets and making the weight compliant with NMRA recommended practice 20.1 (RP 20.1).

The Athearn coupler pockets had covers that were supposed to snap on over a tab. Sometimes I had trouble getting those snap on covers to stay in place, the cover would fall off and the coupler would drop out of the coupler pocket. It would happen when pulling a long train which separated when the coupler was pulled out. Many layout owners have experienced the sight of couplers, springs and covers littering the right of way after the car was quickly removed from service. This explains why I have a package of Athearn coupler covers. I have tried many things to keep them secure like small wraps of tape but I did not want to glue them because sometimes you need to replace the coupler.

A few years ago I discovered the A-Line Bullseye tool for installing screws to hold the couplers. I bought the #11003 Drill Jig, Tap Jig and Tap set and I use a pin vise with #50 twist drill and some 1/8" 2-56 machine screws. The jigs almost lock in place when they are properly positioned in the coupler box and over the boss in the coupler pocket. The alignment of the jig guides the drill and then the tap to make the hole and threads straight and at 90 degrees. The Bullseye kit includes:

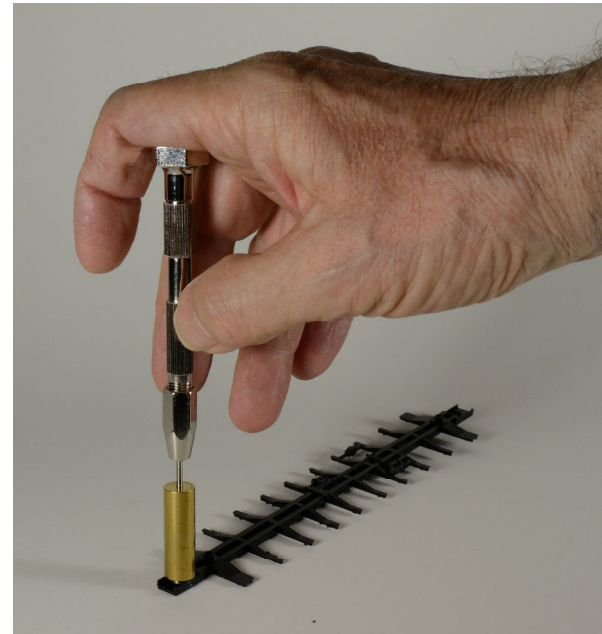
- Jig for the drill
- Jig for the 2-56 tap
- The 2-56 tap

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Below Left: The Drill Jig, Tap and Tap Jig from the set along with the screws and the #50 drill mounted in the pin vise are all used to secure the cover on the coupler box of the Athearn freight car as described.



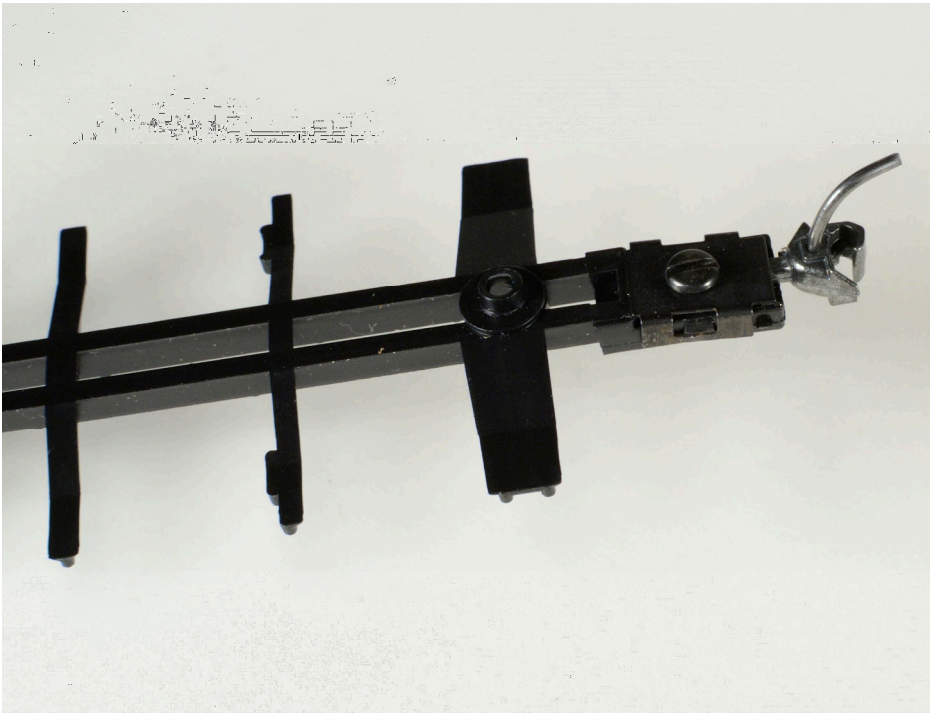
Below: The Drill Jig is positioned to precisely drill the hole properly centered and at the required 90 degree angle.



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I prefer to work with the underframe piece by itself and install the couplers before assembling the freight car. I like to position the coupler box over a small hole to allow room for the drill and the tap to punch all the way through the coupler pocket. By tapping completely through, I am sure that there will be enough thread for the screw to engage. After the couplers are installed and the cover snapped on, the 1/8" 2-56 screws are installed. These screws have enough length to engage the newly cut threads and secure the cover but they are short enough to keep from protruding through the frame.

I find that this set makes it easy to install the screws and eliminate any concern for couplers coming out of the coupler boxes.**WP**



Above: This photo shows the completed installation of the coupler with the screw to keep the cover securely in place to keep the coupler in place.

AP CORNER

By Steve Ascolese - Achievement Program Chair

Usually we take stock of things at the end of the year and reflect on accomplishments and adventures, both good and bad, that we have experienced in the last 12 months. However, as we are here at mid-year, it's not a bad time to see what we have accomplished in the first half of the year and focus on what needs to be done or what we would like to accomplish as we move on to the second half of 2019.

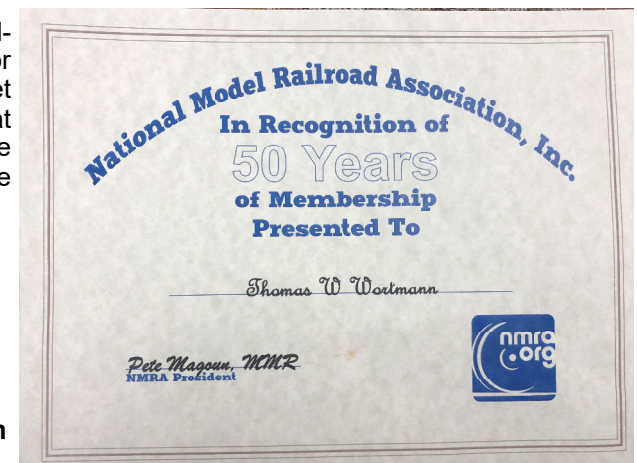
With that in mind, we have published an updated list of GSD AP Certificate award winners. You can view the list by clicking on this link to the GSD website <http://www.nergsd.com/docs/GSD%20MemberAPCertificates.pdf>

In this new format it is easy to see the certificates you and others in the Division have achieved. We even list the Golden Spike Awards even though that is not considered a certificate towards Master Model Railroader (MMR) status. You can also print out the sheet and highlight the next certificate you are reaching for and tack that sheet next to your workbench for inspiration.

If you have not earned any certificates yet, and I say yet because we all have the potential, you can open the sheet and view all the member names and their list of certificates. Maybe you are having trouble with understanding the requirements or the paperwork for Civil Engineer Electrical. If you look at that category you can see the names of those who have earned that certificate and reach out to them with your questions. They will be happy to share their experience. One of the drives to be an NMRA member is to help other succeed in the hobby so it will grow. We can help you contact any of the members on the sheet and, as always, don't hesitate to reach out to me at ap@nergsd.com.

So enjoy a summer of rail-fanning and other outdoor activities, but don't forget to contemplate all that good modeling you will be doing the rest of the year.**WP**

Right: Not an AP award, but past GSD President Tom Wortmann just received one for being around a long time! Congratulations to Tom on 50 years with the NMRA.



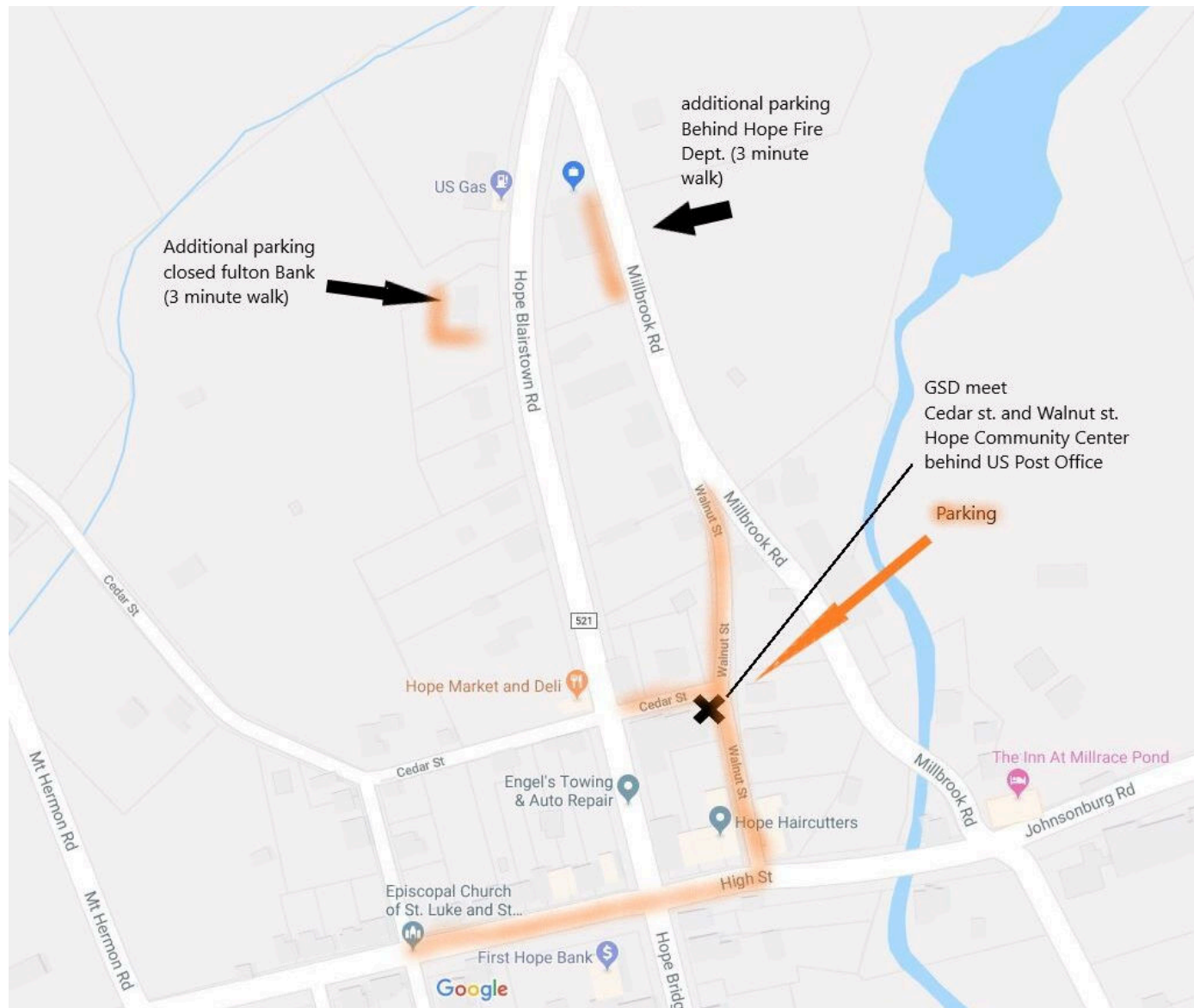
Directions:

- I-80 to Exit 12
- South on CR 512 Hope-Blairstown Road
- Left on Cedar Street to intersection with Walnut Street

MAP FOR THE SUMMER EVENT

**HOPE COMMUNITY CENTER
3 WALNUT STREET
HOPE, NJ 07844**

**SATURDAY, JULY 27
DOORS OPEN AT 8:30
EVENT STARTS AT 9:00**



ABOUT THE WHISTLE POST

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Jim Walsh

Deadlines for submissions to the Whistle Post are four weeks prior to the next Division event, as announced in the prior Whistle Post.

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Meeting Reports, past articles, and complete issues of the Whistle Post can be found on the GSD website www.nergdsd.com

The GSD now has a Twitter account and a Facebook page
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