



# The WHISTLE POST

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

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## The Paul Mallery Trophy

by AP Chairman, Norman Frowley, MMR

At the winter general meeting the inception of the Paul Mallery Trophy was announced. The trophy will be awarded each calendar year to the Garden State Division member who has exhibited excellence in modeling skills. "Modeling" for purposes of the award will include work done by the recipient of the trophy, either in whole or substantial part, constructing model structures, railroad cars, motive power, track work or scenery in any scale. The trophy will be awarded annually for work done in the preceding calendar year, so the first award will be made at next year's annual meeting.


The trophy itself was formerly known as the Delaware Trophy II, awarded for ingenuity in Model Building, Northeast Region NMRA. It was presented by the Summit-New Providence HO Railroad Club, Inc. The first recipient was in 1974 and the last in 1988. The renamed trophy honors Paul Mallery, who was a member of the Garden State Division, a writer of classic works on model railroading and was Master Model Railroader Number 4.

The trophy is composed of a brass steam locomotive and metal plaque where the winners' names are engraved. It will be kept on permanent display at the The Model Railroad Club in Union, NJ. Each year the recipient of the "trophy" shall in fact receive a wooden

plaque signifying his or her accomplishment. The winner's name will also be engraved on the trophy, but it shall remain at the Union Club where Paul Mallery was a founding member.

The winner is determined in the following manner. Points are awarded to each applicant equivalent to the median score of all models constructed and judged either at a model contest or for Achievement Program purposes. In addition to the median score for all models the applicant shall receive 10 points for each model which has received at least 55

points in a contest or through AP judging. Finally, the trophy committee, composed of the AP chairman and the executive committee, shall have the discretion to award an additional 5 points to each model deemed to be unique in its category.

The award is open to division members only, and is obviously intended to foster model building, enhancement of modeling skills, as well as contest and AP program participation in the Garden State Division. We look forward to participation by many members of the Division in competition for this wonderful new award. Anyone interested in entering or seeking further information about the award should contact Norman Frowley at: [normanfrow@aol.com](mailto:normanfrow@aol.com). 





## THE CAB

### Forget the Yard Work

by President Tom Wortmann

Winter is over. Spring is upon us and so is yard work. But I hope you find the time to get to our meet in May, at the Model Railroad Club. We have some clinics planned, white elephant, door prizes and model judging as well as a great operating session on their layout afterward. This always turns out to be our biggest event of the year.


I personally will be hosting a "dirt making" party on Staten Island in June. One needs a 5 gallon bucket, and at least one metal coffee can. A junk cookie tray will also be helpful.

We will go to a fill area to dig out the dirt and bring it back to my house. Then, I will show everyone how to wash, cook and sift it to size. This finished product is an excellent scenery cover for your layout. The "clean dirt" glues well and looks great. The dirt you buy is not as good and

very expensive. If interested, drop me an email.

In the summer, we will have our annual BBQ. But this year, we plan on adding a few clinics and hopefully some open home layouts. Again this event will be hosted by the two fine layouts in North Haledon.

We're working on an 'Official' logo, for the division, working on the new Mallery Award, and working with National to get back some of our territory lost when the division was inactive from 1988 to 1999.

As you can see your staff has not been idle. We are always working to see if there is a way to make the division better for you, the member. If you have an idea, let us know. If you have a layout, open it up for the day. Afterwards, you can go back to that yard work. 



## THE CABOOSE

### Mas-sive (adj.)

by Editor Chuck Diljak

1. bulky: large, solid, and heavy; 2. comparatively large: large in comparison with what is typical or usual; 3. large-scale: extremely large in amount, degree, or scope; 4. excellent: of the highest quality (slang)

This is the word used to describe the operating session scheduled during the Garden State Division's Spring Meet on May 4. The meet, hosted by the Model Railroad Club in Union, NJ, will include operating the club's HO layout. How would you describe this club's layout? Why, I think you can use the same word used to describe the planned operating session: Massive. Both are large in amount and scope.


Using the slang definition, the Spring Meet promises to be excellent. There is a pair of clinics scheduled, a white elephant table, show and tell, judging, a light lunch, and the massive operating session. That is a lot of activities packed into one meet. There should be something for everyone.

And, maybe that is why the Spring Meet is the most attended meet of the year. It is the largest in comparison to the other meets of the year. Why is that? Maybe it is due to the location being more centrally located within the division. Maybe it is the season, and members are waking up from their Winter hibernation in the train room.

Maybe it is because there are more activities packed into this meet versus any others.

Or, maybe there is growing excitement in the division. And, many members want to become a part of that excitement. Besides the activities at the Spring meet, there is a barbecue at the summer meet. There is also a youth program in the planning stages for the fall. And there have been other exciting changes in the division. And all of this is due to members taking an active role.

One such member is Hal Stefany. Hal voluntarily responded to two challenges posed at the Winter Meet. The first is to have his layout featured in the *Whistle Post*. You will see his layout featured in this issue, as a result. And, if your appetite isn't satisfied, Hal also responded to the challenge of having layout tours after division meetings. You can see Hal's layout after the Spring Meet, on May 4. I hope other members will respond to these challenges in the future, just as Hal did.

Massive is a good word for not only describing the operating session. It is also a good word to describe the excitement and changes occurring in the division. To see for yourself, come to the Spring Meet. We're hoping for a massive turnout. 

## AT THE THROTTLE

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*Hal Stefany's*

# Jersey Mountain Lines

Many layouts can be defined by the name of the line. Hal Stefany's Jersey Mountain Lines (JML) is no exception. When you walk into Hal's layout room, there is a mountain in the center of the layout that hides a helix. And, since he lives in "Jersey," the name of his pike makes a whole lot of sense.

Hal has worked on his current layout since 2001. While he claims the layout is finished, he continues to update scenes.

The layout fits in a room that is roughly 21x21 feet. Trains navigate the layout over a 316 foot mainline. It is a point-to-point layout with an option for continuous running. The layout starts at a staging yard that is only 31 inches from the floor. After leaving the staging area, the trains enter a four level helix to reach the sceniced portion of the layout at a height that is



**Jersey Mountain Lines number 5125 leading a passenger consist of Gorre & Daphetid cars**

convert from DC to DCC. The layout is operated solo most of the time, so DC works just fine. The mainline of the Jersey Mountain Lines is divided into nine control blocks and is operated with nine throttles.

While there is plenty of action on the mainline, there is also plenty of action off the mainline. Hal has incorporated a small amusement park, a structure fire, ski lift, and many lights around the layout to keep things lively.




**Lighthouse and wharf scene on the JML**

just over 49 inches. The sceniced portion of the layout is freelanced, representing a region from Journal Square, NJ to Reading, PA.

Since there are approximately thirty-five locomotives on the layout, there are no plans to

in the NMRA Pike Registry.

I think that goes beyond defining the Jersey Mountain Lines. 

To feature your layout, contact the editor at: [gswdwhistlepost@yahoo.com](mailto:gswdwhistlepost@yahoo.com)





# Bridges

A scene on The Model Railroad Club layout in Union, NJ ►



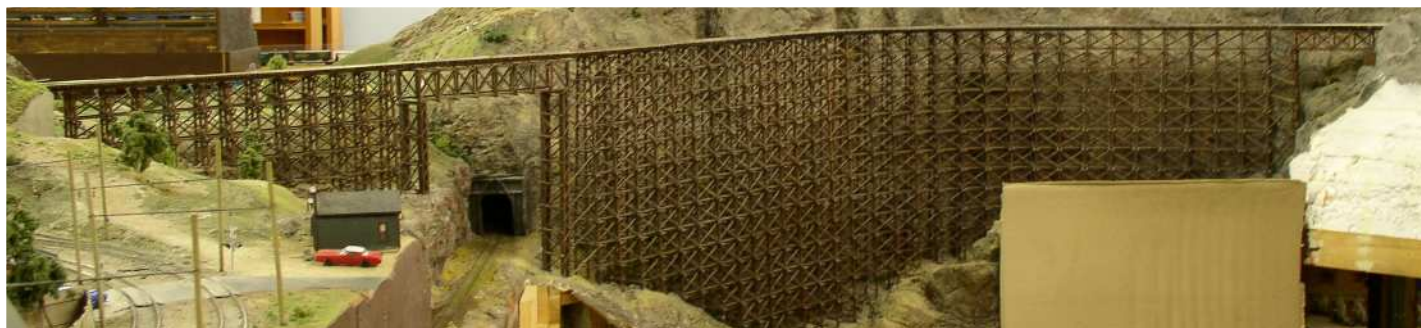
◀ A scene on the New York Society of Model Engineers HO Layout in Carlstadt, NJ

A railroad bridge in Sparta, NJ.  
Photo by Bruce De Young ►



◀ A Shippers Car Line covered hopper traversing a deck girder bridge on Bruce De Young's Jersey Highlands Railroad

Large HO wood trestle on the Hennepin Overland Railroad Club in Minneapolis, MN ▼





## THE CLUB CAR

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CARLSTADT, NJ 07072  
WWW.MODELENGINEERS.ORG/

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HO-HO-KUS, NJ 07423  
WWW.MEMBERS.AOL.COM/RVRRCLUB

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WWW.NJDIVNMRA.ORG/

### SEND CLUB INFORMATION TO MEMBERSHIP AND CLUB CONTACT:

TOM CASEY  
TCASEY@CO.BERGEN.NJ.US

# The Low Down *on the* High Line

There is a new Rails-to-Trail near our neighborhood, but this one is very different. Which neighborhood, you ask? Manhattan would be my answer. And if you are looking at the ground for this Rails-to-Trail path, you are looking in the wrong direction. For this Rails-to-Trails, you need to look up eighteen to thirty feet. You need to look up to see the High Line!

The current High Line is a 1.5 mile elevated railway on the west side of Manhattan. It runs 22 blocks, from 34th street to Gansevoort Street. Built of steel and concrete, this elevated railway eliminated the rail traffic that ran at street level when completed in 1934. Prior to being built, this stretch of 10th Avenue had the nickname of "Death Avenue" due to many accidents between trains, people, horses, and other street traffic. Until the High Line was built, men were employed to ride horses in front of the trains and were known as the "Westside Cowboys."

What was unique about this elevated railroad was that the viaduct wasn't built over existing avenues. Instead, the railroad traveled at mid-block, through buildings. These buildings housed the customers of the railroad, allowing for more direct access to load and unload goods.

The 1950's brought about changes for the High Line. Much of the business that was handled by the railroads, including the High Line, was now being handled by the trucking industry. As a result, parts of the High Line were dismantled and eventually, the railroads ceased operating on the High Line in 1980.

But the story of the High Line doesn't end there. Additional sections of the High Line were dismantled while the remaining parts continued to deteriorate. As a result, many of the High Line's neighbors wished to see the remainder of it destroyed.

But, there were other members of the neighborhoods that the High Line passed through who envisioned saving the structure. Peter Obletz, a Chelsea resident, is credited with starting the effort to save the structure. Peter, a rail enthusiast, envisioned the High Line returning to its original purpose: Providing rail service.

In 1999, Friends of the High Line (FHL) was established to advocate preservation of the High Line and to reuse it as an open public space.

After successfully testifying to the City Council, a resolution was passed calling for the preservation and reuse of the High Line.



**Preliminary design view of Gansevoort Street entry**

Image created by Field Operations and Diller Scofidio + Renfro  
Permission to reproduce image, courtesy Friends of the High Line

*"The High Line" continued on Page 6*

## ***“The High Line” continued from page 5***

The Giuliani administration had other thoughts, however. In 2001, Mayor Giuliani signed papers calling for the High Line’s demolition.

Fortunately, the New York State Supreme Court reversed this decision in 2002, stating that the plans to demolish the High Line were “undertaken in violation of ‘lawful procedure.’”

Given a new opportunity and with the change in the mayoral administration, the FHL developed and presented a study to Mayor Bloomberg and his administration. After following this presentation with an economic feasibility study, the administration supported the efforts of the FHL to preserve and restore the High Line to public use.

The FHL sponsored an international event to collect ideas on how the High Line could be reused. Starting with a clean slate, anyone could

submit ideas to the organization. The feedback was overwhelming, with 720 entries from over 36 countries.

Armed with these ideas, a design team was selected by the FHL and the City of New York. The objective of this team was to develop a master plan for the High Line.

In addition to the inspiration provided by the 720 entries, the design team looked at a similar project that took

place in Paris, France. In Paris, a three mile railroad viaduct was converted into a public park, complete with walkways, seating, and plant life. Drawing on inspiration from Paris’ Promenade Plantee, a design was created for the High Line. Like the Promenade Plantee, walkways, seating, and plant life are included in the High Line’s designs.

In 2006, groundbreaking occurred to start Phase I of the project. Phase I is expected to be completed and opened to the public in Fall


In March of 2008, the MTA selected Tishman Speyer as the developer of the West Side Rail Yards. Tishman Speyer’s plan preserves most of the High Line in this area. Their proposal, however, includes the demolition of the spur over Tenth Avenue and part of the section along 30th Street. The selection of Tishman Speyer shows the commitment that the MTA, Governor Paterson, and Mayor Bloomberg have towards the preservation of the High Line.

As you can imagine, a project of this magnitude requires funding and support. Fortunately, the FHL makes it easy to provide financial support, volunteer, and receive an electronic newsletter

when you visit their website at: [www.thehighline.org](http://www.thehighline.org)

If you find yourself in New York City in the Fall, remember to look up at the High Line.

Take a leisurely

stroll. Please rest your weary feet. Lose yourself in the plant life. Imagine what the High Line once was and what it could have been. And best of all, celebrate its survival. The High Line is looking up! 

### **▲ Preliminary design, axonometric view, Gansevoort Street to 15th Street**

Image created by Field Operations and Diller Scofidio + Renfro

### **▼ 1934, Photographer unknown.**

Permission to reproduce both images, courtesy Friends of the High Line



***“The High Line” continued on Page 8***



## MODELING TIP

### BACKGROUND:

There are many prototypes objects where metals, such as copper and bronze, are used. These metals are often used for flashing, roof materials, and gutters. Over time, these objects will weather and will become blue-green in color, also known as verdigris.

### PROBLEM:

There have been many weathering techniques for rust, etc. But, techniques for modeling the verdigris color has not been covered in the modeling press as much.

### SOLUTION:

Apply a base coat of Polyscale Roof Brown to the surface. When this dries, drybrush Polyscale NYC Jade Green onto the surface. Build up the color, gradually, allowing the brown to show through along the edges of raised surfaces. Move the brush in the direction that the surface will weather. As a last step, drybrush a little bit of Polyscale Reefer White onto the raised surfaces.

## CONGRATULATIONS

ASSOCIATION VOLUNTEER  
CHUCK DILJAK NER 448  
WAYNE, NJ

MODELING TIPS CAN BE SENT TO  
ACHIEVEMENT PROGRAM CHAIR:  
NORMAN FROWLEY, MMR  
NORMANFROW@AOL.COM

*"Jersey Mountain Lines" continued from page 3*



◀ A Western Maryland Consolidation on the turntable in Reading

A Pennsy Alco working the sawmill ▶



◀ The passenger terminal at Journal Square

Windsurfing on the Jersey Mountain Lines ▶







*“The High Line” continued from page 6*

### **Clockwise from upper left:**

#### **The High Line**

Joel Sternfeld photograph (c) 2000

#### **Lighting concept on the High Line**

Image created by Field Operations and Diller Scofidio + Renfro

#### **Gansevoort Street Entry**

Image created by Field Operations and Diller Scofidio + Renfro

#### **New York Central locomotive**

James Shaughnessy, 1953

#### **West Side Cowboy**

Photographer unknown, 1934

Permission to reproduce all images, courtesy Friends of the High Line







# GARDEN STATE DIVISION PAUL MALLERY TROPHY ENTRY FORM

Member's Name: \_\_\_\_\_ NMRA #: \_\_\_\_\_ Exp: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_

Cell Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

---

**Model to be Considered**

---

Model Name: \_\_\_\_\_

Scale: \_\_\_\_\_ Year Constructed: \_\_\_\_\_ Percentage Completed by Entrant: \_\_\_\_\_

Brief Description (Include Photos): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Points Scored in Model Contest or Achievement Program Judging: \_\_\_\_\_

Where the Model was Judged: \_\_\_\_\_

Venue of Judging: ☐ Model Contest, or ☐ Achievement Program

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**Use Addendum to Submit Additional Models**

---

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Submit form(s) to the Achievement Program Chairman of the Garden State Division**



# GARDEN STATE DIVISION PAUL MALLERY TROPHY ADDENDUM

Member's Name: \_\_\_\_\_ NMRA #: \_\_\_\_\_

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Model Name: \_\_\_\_\_

Scale: \_\_\_\_\_ Year Constructed: \_\_\_\_\_ Percentage Completed by Entrant: \_\_\_\_\_

Brief Description (Include Photos): \_\_\_\_\_

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Points Scored in Model Contest or Achievement Program Judging: \_\_\_\_\_

Where the Model was Judged: \_\_\_\_\_

Venue of Judging: ☐ Model Contest, or ☐ Achievement Program

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Model Name: \_\_\_\_\_

Scale: \_\_\_\_\_ Year Constructed: \_\_\_\_\_ Percentage Completed by Entrant: \_\_\_\_\_

Brief Description (Include Photos): \_\_\_\_\_

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Points Scored in Model Contest or Achievement Program Judging: \_\_\_\_\_

Where the Model was Judged: \_\_\_\_\_

Venue of Judging: ☐ Model Contest, or ☐ Achievement Program



## SPRING DIVISION MEETING

**TIME:**  
NOON

**DATE:**  
MAY 4, 2008

**LOCATION:**  
THE MODEL RAILROAD CLUB  
295 JEFFERSON AVENUE  
UNION, NJ 07083  
WWW.TMRCL.COM

**DIRECTIONS:**  
ROUTE 22, BEHIND THE HOME  
DEPOT. FOR DRIVING DIRECTIONS,  
VISIT:  
WWW.TMRCL.COM

**AGENDA:**  
MODEL JUDGING  
CLINICS  
SHOW AND TELL  
WHITE ELEPHANT TABLE  
LIGHT LUNCH  
MASSIVE OPERATING SESSION

**COST:**  
\$5 DONATION

**CLINIC CONTACT:**  
IF INTERESTED IN PRESENTING A  
CLINIC AT A DIVISION MEETING,  
PLEASE CONTACT EVENT CHAIR:

ROBERT TUMIELEWICZ  
RTUMIELEW@AOL.COM

## WELCOME TO NEW GSD MEMBERS

CHARLES ULLRICH  
DUMONT, NJ

## Come to the GSD Spring Meet on May 4 at: The Model Railroad Club in Union

Traction, steam, diesels, passenger terminals, roundhouses, freight yards, industrial sidings, and rolling hills...this model railroad club has it all. And, it is all there for us to operate after the Garden State Division's Spring Meeting, to be held on May 4, at The Model Railroad Club in Union, NJ.




**The Model Railroad Club's HO scale layout**

presented by Chuck Diljak. Chuck will discuss the process he uses to get his articles published in the model railroad press.

"Show and Tell" is being introduced at the Spring Meet. The objective of "Show and Tell" is to share with other members of the GSD a project you completed or are currently working on. No paperwork, PowerPoint presentation, hand-outs, or judging. Just bring in a model and tell us about it. How did you build it? Is there a prototype for the model? What interested you about this model? What did you learn from building the model? What details did you add to the model? How did you paint and decal the model? The idea is to share with everyone what you have done and not be overwhelmed by giving a clinic or having the model judged. So bring some of those prized models to the meeting and tell us all about them.

And, if you are working towards an AP certificate, bring in those models and documentation to get them judged! There will be judges on hand to evaluate your models. Remember, though, if you aren't interested in the judging but want to show off a model, bring it to "Show and Tell."

After the Spring meeting, everyone is invited to see Hal Stefany's Jersey Mountain Lines. Hal's layout is featured in this issue of the *Whistle Post*. Directions to Hal's house will be provided at the meeting.

And, lunch will be provided! Now, you may be wondering about the cost of the meeting. We are suggesting a donation of \$5. Just think of what you get: Food, knowledge, showmanship, and the ability to create operating mayhem. Sounds like a great time. And, you are invited! 

But, there are a few more things on the agenda for this meeting before we are allowed to create mayhem on the layout.

There are two clinics scheduled for the meeting. The first clinic will be presented by Andy Rubbo. Andy's clinic will cover how he constructs catenary for his representation of the Northeast Corridor on his home layout. For those of you who attended the NER's 2006 convention in Parsippany, you may remember seeing Andy's diorama in the contest room. The second clinic, "Getting Published," will be



**Andy Rubbo diorama from the 2006 NER convention**

## JOIN THE BIG BOYS

By **Ciro Compagno**

I thought the choice was an obvious one when I first entered the hobby a few years ago: HO scale. I immediately noticed HO was everywhere. I mean everywhere: internet, magazines, hobby shows, friend's layouts, etc. Then one day, while browsing eBay, I saw the neatest little Bachman Porter that was custom painted, weathered and detailed. I took the plunge and purchased the model. I was impressed with the overall larger size and reliable performance. Then I purchased Micro Engineering On30 track, along with an O scale structure. Again I was impressed. I began researching online and discovered there was an entire community of On30 modelers and manufacturers.

Today, I believe that there are more On30 modelers than all the other O Gauges combined, including traditional standard gauge, P48, On3 and On2. I finally purchased a Bachmann 2-8-0 Baldwin steam locomotive with DCC sound. After that, I was sold.

Those that know me know that I have also dabbled in other scales and gauges, but in the end On30 was my calling. On30 is currently the fastest growing segment in the model railroad industry. There are more and more locomotive products becoming available with a clear focus on the steam locomotives found in narrow gauge railroading.

An important limitation to choosing any larger scale is the minimum mainline radius. For the larger On30 narrow gauge locomotives (e.g., Baldwin K-26, 2-8-2), you can use a reasonable 26 inch radius. To operate an equivalent On3 locomotive, a radius of approximately 36 inches is needed. The needed radius for O scale standard gauge...do I need to answer? As most of you know, a 10 inch increase in radius makes quite a difference when trying to design a layout within an average size room or basement. So modeling in O scale using HO-sized radii is realistically possible.

Narrow gauge model railroading historically has been known as a scratch builder's hobby. But today with the increasing popularity of On30, you can select from many high quality, ready-to-assemble kits and build a nice model that would have been only a dream years ago. If you want to spruce up a model, modify the kit (aka kitbash) and add third-party details to make it contest-quality. Think about it. If you want to build really nice models where you can actually see the details, would you want to build it in HO or O scale?

One very important consideration when considering On30 is that structures will be twice as large as HO. So structures will quick-

**"On30" continued on Page 15**

## VARIETY IS THE SPICE OF LIFE

By **Anthony Piccirillo**

Stop dreaming about your layout and start planning to build it! Where the layout will be located is the first consideration when in the planning stage. Forget about gauge, structures, prototype railroads or freelance for the moment. Where you build your layout is a fundamental decision that will impact what you model. Your layout space defines the boundaries of what you can build. How you accessorize your layout is a secondary consideration.

Ciro may argue that "Bigger is better!" But, you must be satisfied with how it fits into your layout space.

Take a look at the size of that garage, basement, attic, spare room, or club facility. Can you really fit enough track, scenery and structures in the given space to satisfy your hobby itch?

Granted, **Ciro** may have another solid argument by saying, "Working with O scale details is easier on my eyesight!" But, you can't see what you can't get. That is because supply and demand is the next big issue to consider. HO scale is the most popular scale. As a result, there is more variety of items at cheaper prices due to competition. To give an example, I checked the Walthers website recently. Walthers lists 48,500 HO scale items versus 290 O scale items. Boy, if you decided to go with HO scale, you will be faced with having to decide between 48,500 items!

I know someone who has been flip-flopping between On30 and HOn3 for 2 years. The only reason he picked On30 is because of the 290 items listed on the Walthers website. Oh, wait a minute! He can use O scale buildings giving him an additional 722 items! With more choices and competitive prices in HO, I can afford to have fun, continue to build, and refine my modeling skills.

From 2001, my layout has grown from a 4x8 to a 19x16 railroad. Operating sessions and scenery are the main objective of my layout. Rivarossi Big Boys and Alleghenies are my favorite locomotives. On30 will probably never have something comparable of interest to me. Sure, you might have operations and scenery. But, narrow gauge country is in Maine and Colorado. I don't see Alleghenies and Big Boys running on those narrow gauge railroads.

The Steel industry is my latest adventure beginning with iron oxide and coke and ending with the final product, steel. HO gives me the best opportunity to build a coke facility, steel mill and all the other industries connected to the making of steel. Delivering iron oxide from the Michigan area to the Cleveland

**"HO" continued on Page 15**

◀ **ON30 OR HO** ▶



## SUPPORTING HOBBY SHOPS

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SAT .....11AM - 5PM

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SUN, MON .....CLOSED

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THE JACKSON HOBBY SHOP SUPPORTS THE NMRA BY PROVIDING A 10% DISCOUNT ON TRAINS AND TRAIN SUPPLIES WHEN YOU SHOW YOUR NMRA CARD. THE REMAINING HOBBY SHOPS SUPPORT THE GARDEN STATE DIVISION BY PROVIDING DOOR PRIZES FOR OUR MEETINGS.



# MEETING MINUTES

BY SECRETARY CIRO COMPAGNO

### Purpose:

Garden State Division (GSD) Meeting

### Date/Time:

March 8, 2008 at 9:30 AM

### Place:

Home of Ciro Compagno in Staten Island, NY

### Attendees:

Andy Brusgard, Tom Casey, Ciro Compagno, Chuck Diljak, Ed Fraedrich, Norman Frowley, Roger Oliver, Anthony Piccirillo, Bob Tumielewicz, and Tom Wortmann

Open remarks by GSD President Tom Wortmann. The minutes of the January 20, 2008 GSD Annual Business Meeting were read by Secretary Ciro Compagno. Motion was made to accept those minutes followed by a second motion. There were no dissenting votes. Motion to accept the proposed agenda submitted by the Secretary was offered followed by second motion. There were no dissenting votes.

### Treasurer's Report

Roger Oliver presented his last report as Treasurer. This included a brief review of 2007 Federal Income Tax Forms, and an update of the ongoing transition to the newly elected Treasurer Anthony Piccirillo.

### Education Committee and AP Reports

The Paul Mallory Award entry form and requirements will be posted in an upcoming Whistle Post. The final wording is being prepared.

### Convention Committee Report

Bob Tumielewicz presented a summary.

-It was agreed that a GSD table at any show (e.g., Greenberg Show) should have electrical power available. This will allow the use of a small TV, laptop, etc.

-Anthony Piccirillo will follow-up and obtain certificate of insurance for upcoming GSD events.

### Membership Report

Tom Casey presented the state of GSD membership.

-It is believed that the Northeastern Region (NER) member summary, provided by the NER, consists only of members subscribed to the NER quarterly publication. If true, it is an incomplete list of active GSD members. Roger Oliver and Tom Casey will follow-up with the NER to confirm, and to determine if a more complete NER membership summary is available.

-It is believed that the neighboring New Jersey Division may have GSD members assigned to it. Chuck Diljak will follow-up with the National to verify if the correct zip code information exists in their database. It is zip codes that determine the assignment of NMRA members.

-Tom Casey presented a summary of former GSD members, and suggested we look at ways to attract them back. Tom Wortmann asked to table this until the above membership issues are resolved.

-Chuck Diljak suggested that a formal policy be created to address non-NMRA member participation in GSD events. It was agreed to review this at a future GSD meeting.

### Whistle Post Report

-Everyone commended Chuck Diljak for the continued excellent job as the Editor of the *Whistle Post*.

-Roger Oliver will work with Chuck Diljak in developing a proposed mission statement. Once completed, the GSD Board and Directors will review and approve.

-Chuck Diljak indicated that the deadline for upcoming *Whistle Post* articles is April 10, 2008. Needed articles include: 2008 Youth Program, Point - Counter Point, etc.

-Ciro Compagno presented black-and-white and grey-scale (from color) versions of the *Whistle Post* for review. It was agreed that the grey-scale (from color) ver-

*"Meeting Minutes" continued on Page 14*

# CNJ TIMETABLE

P C F O A K I S L A N D N B B  
 L H V W H I T E H O U S E D Y  
 A E I H J K G X T G V G L E K  
 I S S L O E O G N U D E L L R  
 N T W H L Q N O O I I U E L A  
 F E L Z V I C S R F X X N I W  
 I R U J M T P B T B G U U V E  
 E V D E A H H S H X D A D R N  
 L Z L P N G E I B U X N J E O  
 D F O B I W T P R U Q L U M N  
 G H W H F S W P A V R E Z O A  
 V Y E L L A V G N O L G M S B  
 O V J E R S E Y C I T Y K Q E  
 E L I Z A B E T H L J Q R M L  
 Y U R G R Y P D R O F N A R C

## WORDFIND CLUES:

BOUND BROOK  
 CHESTER  
 CRANFORD  
 DUNELLEN  
 ELIZABETH  
 FLEMINGTON  
 HIGH BRIDGE  
 HOPATCONG  
 JERSEY CITY

LEBANON  
 LONG VALLEY  
 LUDLOW  
 NEWARK  
 NORTH BRANCH  
 OAK ISLAND  
 PHILLIPSBURG  
 PLAINFIELD  
 SOMERVILLE  
 WESTFIELD  
 WHITE HOUSE

## "Meeting Minutes" continued from page 13

sion was of excellent quality. Going forward, only a color version will be created. E-mail and web-based copies will be in color. Paper mailed copies will be done in grey scale.

-Whistle Post comps will be e-mailed only.

-Whistle Post needs a copyright notice.

## Old Business

-Anthony Piccirillo presented an update of a desired Home Depot event in Riverdale, NJ in 2008. Update includes: presented project plan and procedures, insurance requirements, timing of event, raffling of completed layout project, etc.

-Ed Fraedrich has completed suggested upgrades to the wooden caboose donation box. This will be brought to future GSD events.

## The Empire Junction '08



## The Northeast Region Model Railroad Convention

Presented by The Central New York Division

September 11-14, 2008  
 Liverpool, NY

For more information, visit our website at  
[www.empirejunction.org](http://www.empirejunction.org)



## New Business

-Norman Frowley will write a GSD flyer for the April 6, 2008 Maywood Station event. Ed Fraedrich will place the flyers in the station before the event. GSD will not participate in this event.

-For the upcoming GSD Spring Meet on May 4, 2008, there will be a maximum of two clinics about 30 minutes apart. A model contest will be held. There will be a white elephant table. Food will be available for about 35 persons. A \$5 donation will be required.

The next meeting is scheduled:

12 Noon, May 4, 2008

At the Model Railroad Club in Union, NJ

Meeting adjourned around 12:45 PM



## ABOUT THE WHISTLE POST

THE SUBMISSION DEADLINES FOR  
THE WHISTLE POST:

JANUARY 10  
APRIL 10  
JULY 10  
OCTOBER 10

### CONTRIBUTORS TO THIS ISSUE:

CIRO COMPAGNO  
BRUCE DE YOUNG  
ROGER OLIVER  
ANTHONY PICCIRILLO  
HAL STEFANY  
TOM WORTMANN

THANK YOU!

### NEXT ISSUE'S PHOTO THEME: STATIONS

### SEND ARTICLES AND PHOTOS TO:

CHUCK DILJAK  
31 KUIKEN COURT  
WAYNE, NJ 07470  
GSDWHISTLEPOST@YAHOO.COM

### SEND ADDRESS CORRECTIONS TO:

ANTHONY PICCIRILLO  
748 WEST SHORE TRAIL  
SPARTA, NJ 07871  
ANTHONY13TRAINS@EMBARQ-MAIL.COM


# Photo Theme for the Next Issue: *Stations*



The Lehigh Valley Railroad station in Towanda, PA


Each issue of *The Whistle Post* will feature a page or two centered on a theme.

For the next issue, Summer 2008, the theme will be "Stations."

Please submit model or prototype photographs you have taken, along with a description, to [gsdwhistlepost@yahoo.com](mailto:gsdwhistlepost@yahoo.com) that fit this theme! 

### *"On30" continued from page 12*


ly gobble up the valuable real estate. But quality not quantity should be your objective. Three small, highly-detailed, wood constructed railroad company houses are far more attractive than the six, out-of-the-box, plastic models.

So, On30 versus HO scale. On30 is easier to build, easier to paint, easier to detail, easier to handle, nicer to look at, nicer to run, nicer to have operating sessions with, and the list goes on. So, join the big boys. On30 is a conspiracy. 

### *"HO" continued from page 12*

Barge Company on the PL&E RR provides operating sessions with lots of variety and fun.

HO and On30 in my mind are both great scales. To me, the size of your layout space, the variety of products, and the pricing of those products are your key decision points. The next decision is what you want to model. HO has a lot more industries available to build.

So, stop dreaming and put nail to wood and have fun with whatever gauge you pick! Then again, there is Sn3. Hmmm... 

## Subscribe to The WHISTLE POST

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

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A subscription to the Whistle Post is \$7.00/Year

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**Anthony Piccirillo, Treasurer, 748 West Shore Trail, Sparta, NJ 07871**

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All subscriptions run from January to January



**Chuck Diljak**  
**31 Kuiken Court**  
**Wayne, NJ 07470**

**The date in the corner of the mailing label shows  
when your subscription ends ⇒ 1/09**

**All subscriptions run from January to January**

## THE TIMETABLE

Sunday, 5/4/08, NMRA Garden State Division Spring Meet, The Model Railroad Club, 295 Jefferson Avenue, Union, NJ. 12 Noon. For directions: [www.tmrcl.com](http://www.tmrcl.com)

Sunday, 5/18/08, The Wayne Train Show, 1 PAL Drive, Wayne P.A.L. Hall, Wayne, NJ. 9AM-2PM. General Admission \$5, children under 10 Free. For more information: [www.eastcoasttrainparts.com/wayne.htm](http://www.eastcoasttrainparts.com/wayne.htm)

Friday-Saturday, 5/30-31/08, New England/Northeast Prototype Modelers Meet, Canton Community Center, 40 Dyer Ave., Collinsville, CT. 8AM-10PM. Admission is \$25 in advance, \$30 at the door. For more information: [www.neprototypemeet.com](http://www.neprototypemeet.com)

Saturday-Sunday, 6/7-8/08, Greenberg's Train & Toy Show, Garden State Exhibit Center, Davidson Avenue, Somerset, NJ, 10-4PM. Adults \$7, Children 12 and under, Free. For more information: [www.GreenbergShows.com](http://www.GreenbergShows.com)

Saturday-Sunday, 6/28-29/08, Great Scale Model Train Show, Maryland State Fairgrounds, 2200 York Rd, Timonium, MD. Saturday, 9AM-4PM, Sunday 10AM-4PM. General admission \$7, children under 12 Free, family \$14. For more information: [www.gsmts.com](http://www.gsmts.com)

Sunday, 7/13/08, The Wayne Train Show, 1 PAL Drive, Wayne P.A.L. Hall, Wayne, NJ. 9AM-2PM. General Admission \$5, children under 10 Free. For more information:

[www.eastcoasttrainparts.com/wayne.htm](http://www.eastcoasttrainparts.com/wayne.htm)

Sunday-Saturday, 7/13-19/08, NMRA National Convention: Anaheim Special, Anaheim Convention Center, 800 West Katella Avenue, Anaheim, CA. For more information: [www.nmra.org/2008](http://www.nmra.org/2008)

Wednesday-Saturday, 7/23-26/08, 40th O Scale National Convention, DCU Center, Worcester, MA. For more information: <http://www.2008oscalenational.org>

Sunday, 8/3/08, Northwest Jersey Train-O-Rama, Dover High School, 100 Grace Street, Dover, NJ. 9AM-3PM. \$5 if preregistered or \$6 at the door. For more information: [www.dovertrainshow.com](http://www.dovertrainshow.com)

Tuesday-Sunday, 8/5-10/08, 2008 National Association of S Gaugers Convention: Mountaineer Limited, Doubletree Hotel Lowell, 50 Warren Street, Lowell, MA. For more Information: [www.nasg2008.com](http://www.nasg2008.com)

Saturday-Sunday, 8/9-10/08, Greenberg's Train & Toy Show, New Jersey Convention & Expo Center, 97 Sunfeld Ave, Edison, NJ, 10-4PM. Adults \$7, Children 12 and under, Free. For more information: [www.GreenbergShows.com](http://www.GreenbergShows.com)

Sunday, 8/10/08, Annual Railroad Day, Maywood Station Museum, 269 Maywood Avenue, Maywood, NJ. Noon-3PM. For more information: [www.maywoodstation.com](http://www.maywoodstation.com)

Sunday, 8/24/08, NMRA Garden State Division Summer BBQ, Garden State Model Railway Club, 575 High Mountain Road North Haledon, NJ. 12 Noon. For directions: [www.gsmrrclub.org](http://www.gsmrrclub.org)

**TO HAVE A SHOW OR MEET LISTED, PLEASE E-MAIL THE INFORMATION TO [GSDWHISTLEPOST@YAHOO.COM](mailto:GSDWHISTLEPOST@YAHOO.COM)**