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[www.nergsd.com](http://www.nergsd.com)



# The WHISTLE POST

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

**Next Meet: Ted Blum 4-H Center 310 Milltown Road, Bridgewater, Saturday October 11th.**

### Clinics:

#### ***The Railroads of Jamaica Bay, New York by Kevin Olsen.***

New York City grew dramatically throughout the 1800s with Jamaica Bay and the Rockaways becoming one of the city's major centers for recreation. Passenger railroads transformed the area by bringing thousands of tourists to the beaches and the bay. A tourist infrastructure of hotels, fishing camps, boat yards, amusement parks, and beaches grew up as a result of new railroad construction. Eventually the railroads came to serve a large population of commuters. This clinic focuses on the major railroads that served the region and how they transformed, and were transformed by it.

Kevin Olsen has been active in the GSD since 2002. His interests include railroad history and he has written articles about the Montclair and Greenwood Lake Railroad, the role of chemical testing in the railroad industry, and the various scientific experiments conducted in the New York subway system.

#### ***Weather or not by Bruce DeYoung***

This clinic will demonstrate how to weather structures, rolling stock and motive power using a variety of weathering techniques. These will include the use of thin washes of India ink, leather dye, and paints (both water and oil); as well as the use of chalks, powders, markers and even pastel pencils.

Bruce has been a frequent contributor to the Whistle Post as well a clinician at division as well as regional events. Bruce is also a moderator and contributor for the Railroad Line forums a great site for modelers to share their work and information.

<http://www.railroad-line.com/>

### Layouts:

There will be 3 layouts available to tour after the meet. Maps to layouts will be provided at the meet.

#### ***Pacific Southern Railway***

The Pacific Southern is a very large HO club layout featuring a computerized signaling system. Control is by a Dispatcher with NCE DCC. It's been several years since the Pacific Southern has been open for a GSD meet and we're happy to return here.

#### ***Bound Brook Presbyterian Railroad***

The BBPRR club has been continually improving their layout and will be open for us again. Digitrax DCC is used on this HO layout.

#### ***Newark Terminal Division***

Jim Homoki's HO layout features equipment of the Penn Central and CNJ of the early 1970s. New for this meet is an extension of the CNJ to the east representing Jersey City with additional staging added at the west end. Digitrax DCC is used.





## THE CAB

by President *Ciro Compagno*

### Staying motivated through the year

We are riding of the rails of another successful dual Spring Meet with our sister New Jersey Division (NJD). We are fortunate to have a sister Division so close, and share volunteers, clinicians, and home layouts. Simply, sharing in the fun. Again, a big thank you!

First order of business. It was brought to our attention by a few members that we did not publish the slate of candidates for the 2014 GSD election in the past Winter Whistle

Post newsletter. This was inadvertently missed during our proofreading and, behalf of the BOD, we apologize for this. We will be sure to do this the next time around. Second of order of business. I am pleased to announce Robert "Bob" Tumielewicz as the first recipient of the Edward Fraedrich service award. For those of you who did not know Ed, he was the commensurate volunteer. Whenever we needed help planning, organizing and getting things done for a GSD event, Ed was always there. Someone you can always count on. The BOD voted Bob as the first recipient of this service award. Similar to Ed, Bob was always there to lend a hand. Someone you can always count on. For personal reasons, Bob could no longer continue with GSD. When he is ready, we are waiting for him with open arms. With summer coming to a close, there is a

chock full schedule of NMRA events coming this Fall. The first one up is the NER Convention in Palmer, MA followed by several NJD and GSD events throughout the Fall. So, if you cannot make one weekend, there are other weekends to get out there, learn something new, meet old friends, make new friends and enjoy the hobby. Going to one of our events will help you stay motivated in the hobby through the year.

#### Welcome to our New GSD Members!

Ronald Macari  
Raphael Hamill

#### New Members Wanted!

No room for a home layout?  
Not sure you have the time or experience?  
The New York Society Model Engineers is looking for new members. 5,000 square feet of model trains Located in Carlstadt NJ 1/2 mile from MetLife Stadium  
See Membership page at ModelEngineers.org for details and directions



## THE CABOOSE

by Editor *Joe Calderone*

### Thanks!

For those keeping track I wanted to make note that the summer issue of the Whistle Post did not make it out. My apologies to the division but this was a difficult few months that saw the passing of my father as well as many challenges at work. As such my tenure as editor though short will soon be at an end. As the impact of work and life so often does for me it is impacting my time and availability for extra curricular activities. I will soon be transitioning this role to very able hands in Jim Homoki. I have enjoyed the challenge of being editor for the GSD and helping the division to get the word out. It has been an awesome learning experience in so many ways! The GSD board has been very helpful with each issue. There is so much to do in putting this together from getting articles and working with formatting. My sincerest thanks go out to Chuck Diljak who masterfully created this publication and raised the bar in terms of quality. I know I never matched his expertise but it has been one great experience. I have complete faith in Jim who will pick up the reigns from here. I hope you all have enjoyed the work here and I hope see you all at the next division meet.

I hope that you all enjoyed your summer and had opportunities to stay involved with the hobby or any railroading activity. Have you been out to railfan or made an excursion on fan

trip? If so please share your experiences here send us an email with a photo and description and we will share it with the group.

### Extra Extra!

Join the GSD at the annual **Layout Design/Ops SIG and RPM meet**. The date is October 25th and 26th. The team has done it again with a great line up of clinicians.

*"A day of presentations focused on model railroad layout design and operations. Several of the region's top model railroaders will discuss their experiences and lessons learned as they designed their layouts for operations."*

In addition there will be vendors, door prizes and layout tours, sign up online now!!

<http://www.hansmanns.org/ld-op-nj/index.htm>



## AT THE THROTTLE

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# Proof of Concept: A tool to set track spacing on multiple track curves?

*Article By Tom Casey*

For several years I played with the idea of creating a tool to aid in laying concentric curves on multiple track lines. The idea is based on the three point track gauges used to hand lay track. The concept was to create a three point track spacing tool using three track gauges (one at each point) and connect them with adjustable links. This would be assembled in a roughly equilateral triangular configuration with a track gauge at each point. Two track gauges of the triangular device would be placed on the outer track curve and then the third track gauge would be used to position the inner curve. If the tool is set for the track separation on straight parallel tracks then this triangular track spacing tool would increase the separation between tracks as it passes through a curve. The smaller the radius is, the greater the track separation will be.

I had initially thought of this concept many years ago after laying out the Ramapo Valley Railroad (RVRR) Club's double track mainline through some large sweeping curves. The variation in the track center separation through some of these curves was visually evident and not pleasing to me. But before I could implement this concept, the scenery committee came through and ballasted the double track curves. Once the track was glued down by the ballasting, I lost the opportunity to adjust the track separation and I did not develop this concept any further.

I was recently tasked with removing a kink in a vertical transition on a section of curving double track going from a 2% up grade to a straight flat staging yard on the RVRR Club's HO scale layout. We were experiencing uncoupling between longer cars (modern auto racks) passing over this vertical kink and the associated runaways of portions of uphill trains. This coupler separation was caused by the coupler's vertical movement as they passed over this kink in the grade transition. The storage yard trackage was built on homasote laminated on plywood. The curving approach double tracks were on also on homasote roadbed glued to a supporting plywood sub-roadbed. Since I was working on a mostly completed layout, I did not want to generate a lot of dust using power tools to re-profile the vertical grade transition. I was afraid that a power sander, even with a vacuum attachment, would kick up a lot of homasote dust and debris. Instead, I choose to use a hand held Surform rasping tool which had a working surface roughly a foot long and an inch wide; perfect for re-contouring the roadbed surface one track at a time. This allowed me to take out of service one track at a time. I removed the existing trackwork for roughly three feet either side of the vertical transition kink I wanted to smooth out. I was able to re-contour the track profile for roughly a foot on either side of the kink fairly quickly with frequent stops to vacuum up the debris created. I temporarily restored track through this section to test that the problem had been resolved. This temporary trackwork was left in place while the second track was removed from service and its roadbed re-contoured. (Members insist on being able to run their trains between operating sessions.) Once the second track roadbed was re-profiled and tested it was time to relay the track. The RVRR uses house paint to seal the homasote to reduce expansion from the homasote absorbing moisture from the air and the water based glues the scenery people use. All temporary trackwork was removed from the work site and the area painted in a dark earth tone. I let this dry for a couple of days. I relayed the outer curve using a 32 inch radius guide that fits in between the rails and allowed the flex of the flex track to horizontally transition into a turnout at the throat of the yard. With the outer curved track in place, it was time to create the triangular track spacing tool described above.

Working at home I found I did not have three track gauges I could use for this device but I did have more than three Kadee coupler height gauges I could use. (Over the years I'd picked them up at swap meets when the price was right.) Conveniently the Kadee coupler height gauge already has a center hole in it which is a close fit for a #4-40 machine screw. I used a long enough screw so that there was ample thread extending above the top of the coupler height gauge for a nut to hold the screw in place and have ample length above that to seat two connecting links and another nut to hold them in place. For links I chose to use "Popsicle Sticks" as I have an abundant supply. I drilled a clearance hole for a 4-48 screw near each end of my three

*(Continued on page 4)*


# Modeling Tips

(Continued from page 3)

links. These holes were roughly 4 inches on center. Based on a 2 ¼ inch track spacing and using the 4 inch link over the outer curved track, I calculated where to drill additional holes in the two other links. I drilled additional holes a quarter inch beyond what I calculated as I figured we might have increased the track centers on our curves above 2 ¼ inch. Once drilled, I sealed the sticks with clear polyethylene paint. I placed all the pieces in a zip lock bag with the clearance drill bit in case I needed to drill another hole.

With the outer curved track re-installed. I was ready to install the inner track. When I fitted my track spacing tool to the existing curved double track beyond the work area, I found I needed to drill more holes in two of my connecting links as the track centers on the curve was closed to 2 ½ inches. The RVRR uses Atlas code 83 flex track, but we find we need to drill additional track nail holes in the ties roughly every two inches on a curve. Starting at the end of the existing curved double track, I used my track spacing tool to progressively position and nail (spike) the inner track into place one track nail hole (roughly every two inches) at a time. The Kadee coupler height gauges, being designed for code 100 rail, easily slid along the code 83 rail. Once I completed the first three feet of this inner track, a visual inspection of the results confirmed that the triangular track spacing tool achieved what I hoped to accomplish. There were no apparent variations in the track center spacing throughout the re-installed curve. Once the trackwork was completed I re-soldered the track power feeds to each rail.


An RVRR standard is to have a fine power feeder wire soldered to each rail so as not to rely on rail joiners to conduct power. The fine feeder wires are connected to a heavier bus line under the table to reduce voltage loss in power distribution. The line is now restored and open for operations.

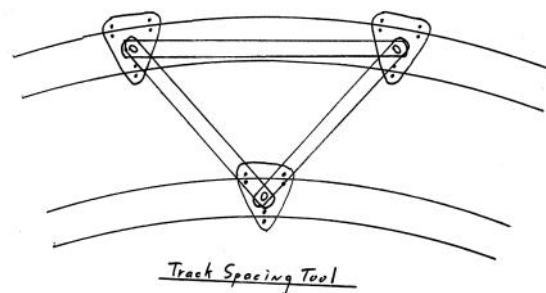
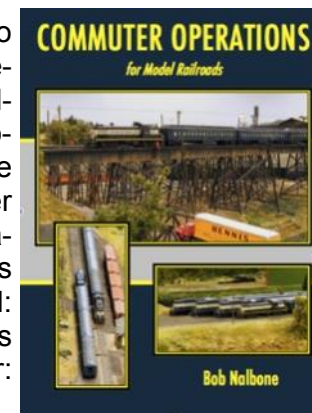
The implementation of this concept worked well. A refinement, necessary for small (tight) radii, would be to lengthen the connecting link which is placed between the track gauges over the outer curve. It would be increased to the length of the longest car to be operated through the double track curve. (The other links would have to be lengthened as well.) With this triangular track spacing tool set for the track spacing used on parallel straight tracks, as the positioning of the inner curve from the outer curve proceeds into and thru the curve the tool will automatically (without adjustment) be increase the track center spacing throughout the curve so that passing trains of these longest cars will not side swipe each other. An example of this application of this track spacing tool on small radii would be on a traction layout to position street trackage at an intersection to prevent passing cars from side swiping each other. 

# Around The Division

For those modelers of passenger and commuter type traffic or anyone interested in adding more enjoyment their operations. Bob Nalbhone President of the TMRCI has written a neat book on the topic. I think will be of interest to GSD members. "Commuter Operations for Model Railroads."

RLN Publishing is pleased to announce its latest release: "Commuter Operations for Model Railroads" by Bob Nalbhone, President of The Model Railroad Club, Inc. in Union, NJ ([www.tmrcl.org](http://www.tmrcl.org)).

In this first-ever book devoted exclusively to modeling commuter operations, the author describes how to develop and implement a modest commuter service into a layout's overall operating scheme. Three prototype examples are examined, as well as an overview of commuter operations on The Model Railroad Club's famous HO scale layout. 60 pages, with photos and illustrations. e-Book, PDF format. ISBN: 978-0-9860504-1-1. The price is \$9.95 and is available directly from the publisher: [www.rlnpublishing.com/e-books.html](http://www.rlnpublishing.com/e-books.html). 





## THE CLUB CAR

### Garden State Model

#### Railway Club

575 High Mountain Road  
North Haledon, NJ 07508

[www.gsmrrclub.org](http://www.gsmrrclub.org)

### The Model Railroad Club

295 Jefferson Avenue  
Union, NJ 07083

[www.tmrcl.com](http://www.tmrcl.com)

### New York Society of Model Engineers

341 Hoboken Road  
Carlstadt, NJ 07072

[www.modelengineers.org](http://www.modelengineers.org)

### Pacific Southern Railway Club

26 Washington Street  
Rocky Hill, NJ 08553

[www.pacificsouthern.org](http://www.pacificsouthern.org)

### Ramapo Valley

#### Railroad Club

620 Cliff Street  
Ho-Ho-Kus, NJ 07423

[ramapovalleyrailroad.com](http://ramapovalleyrailroad.com)

### Bound Brook Presbyterian Railroad Club (BBPRR)

Bound Brook Cemetery Of-  
fice Building

500 Mountain Avenue,  
Bound Brook, NJ 08805

[Riley1644@verizon.net](mailto:Riley1644@verizon.net)

SEND CLUB INFORMATION TO  
MEMBERSHIP AND CLUB CONTACT:  
TOM CASEY  
[tcasey@co.bergen.nj.us](mailto:tcasey@co.bergen.nj.us)

## AP Corner

At our recent joint meeting with the New Jersey Division, I was delighted to present our GSD President, Ciro Compagno, with three Merit Awards for his scratch built turnout, crossover, and crossing.



I was also able to present Joe D'Agostino with this Golden Spike Award.



I now have in my possession several AP Certificates and additional Merit Awards to present to members at our next meeting. As you can see, we have had quite a lot of activity in the AP Program here in the Garden State Division.

## Bruce De Young, Achievement Program Chair

I thought that this month I would also share some statistics regarding the health of the Achievement Program at the National level.


This first chart shows the total number of Golden Spikes, AP certificates, and new Master Model Railroader Plaques that have been issued between May 1, 2013 and April 30, 2014, nation-wide, by region.

Region	Golden Spikes	AP Certificates	MMR's	Totals
AR	7	50	4	61
BR	0	10	1	11
EUR	0	3	0	3
LSR	3	31	1	35
MCR	2	14	1	17
MCoR	2	16	1	19
MER	13	28	1	42
MWR	4	18	1	23
NCR	4	11	0	15
NER	16	36	5	57
NFR	1	9	0	10
PCR	0	11	4	15
PNR	27	67	4	98
PSR	2	8	3	13
RMR	5	10	0	15
SER	24	30	1	55
SSR	0	10	1	11
TLR	1	9	0	10
Totals	111	371	28	510

This second chart shows the various certificates by category over the same period of time.

Category	Total
Motive Power	14
Cars	18
Structures	38
Scenery	50
Prototype Models	12
Civil	29
Electrical	46
Chief Dispatcher	28
Official	38
Volunteer	55
Author	43
MMR	28
Golden Spike	111
Total	510

As you can see, there continues to be quite a lot of interest in the AP Program nationwide.

How about you? If you want to learn more about the program here in the GSD, or have me visit your layout, contact me at: [bdeyoung@optonline.net](mailto:bdeyoung@optonline.net) . 

## NEXT DIVISION MEETING

### TIME:

MEET.....9AM TO 12:00 NOON

LAYOUT TOURS ..... 1-4PM

### DATE:

SATURDAY, OCTOBER 11, 2014

### LOCATION:

TED BLUM 4-H CENTER  
310 MILLTOWN ROAD,  
BRIDGEWATER, NJ

### WEB SITE FOR MEET:

[HTTP://WWW.NERGSD.COM/](http://www.nergsd.com/upcoming.html)

[UPCOMING.HTML](http://www.nergsd.com/upcoming.html)

### DIRECTIONS:

FOR A GOOGLE MAP, CLICK ON  
THE GOOGLE LOGO, BELOW:



### AGENDA:

CLINICS

WHITE ELEPHANT TABLES

BRING-N-BRAG

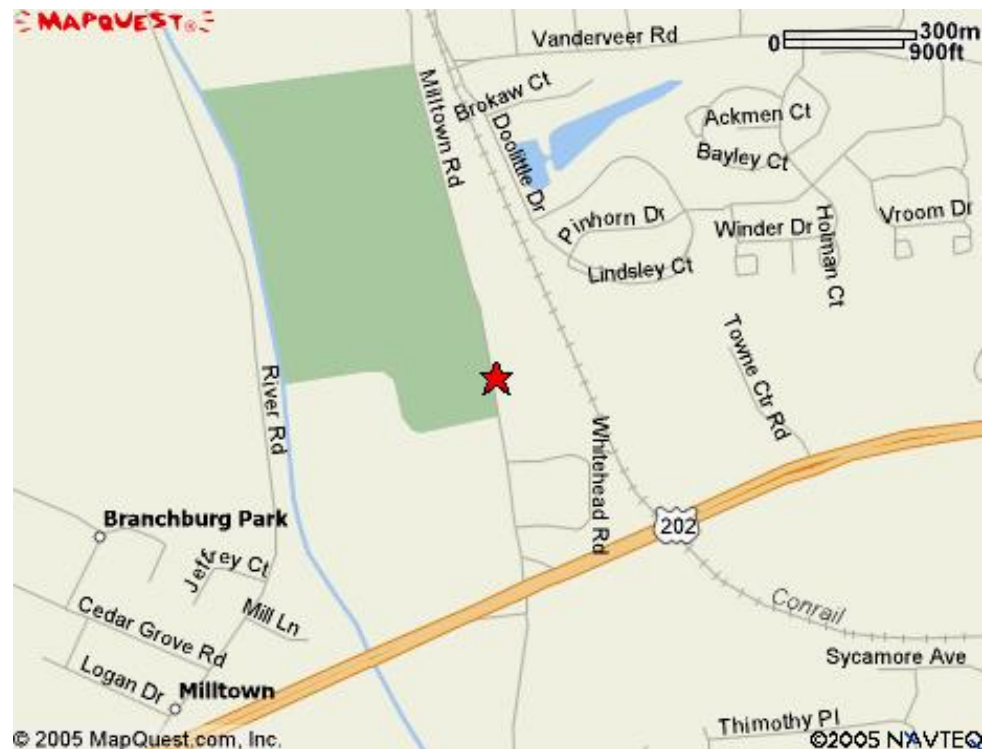
LAYOUT TOURS

### ACTIVITY DONATION:

\$6

1. Take the N.J. Turnpike North or South to exit 10, for Route 287 North.
  2. Route 287 North to 22 West (exit 14B--left lane exit off 287).
  3. Route 22 West to Route 202/206 South Exit and follow 202 South towards Flemington.
  4. Go approximately 3 miles on 202 South, over the Route 206 circle.
  5. Pass under a railroad overpass that says "4-H Is TOPS".
  6. Make the next right onto Milltown Road (before traffic light).
  7. The office (4-H Center) is approximately 1/4 mile up Milltown Road on the right.
- OR

1. Route 78 East or West to Route 287 South.
2. Exit 17 to Route 202 South towards Flemington.
3. Go approximately 3 miles on 202 South, over the Route 206 circle.
4. Pass under a railroad overpass that says "4-H Is TOPS".
5. Make the next right off Route 202 onto Milltown Road (before traffic light).
6. The office (4-H Center) is approximately 1/4 mile up Milltown Road on the right.



# PRINTING A WOOD GONDOLA FLOOR

ARTICLE AND PHOTOS BY JIM WALSH

This is not an explanation of how I used a state-of-the-art 3D printer to make an ultra detailed wood floor model part. Instead, I will relate how I took some materials that I had around my workshop and used my computer printer/scanner to create a 2 dimensional floor.

This project began when I checked some older rolling stock to see if they could be renovated to make them look and work better. The priority was function and to that end I was only interested in properly weighted cars (NMRA RP-20.1 Car Weight). I had a Roundhouse gondola that needed around 0.7 ounce more weight but there was no place to hide it. The underbody was already steel and since I wanted it to run empty I could not add weight with a gondola load. I cut a steel sheet to cover the existing gondola floor and it was the right weight but it needed to be covered. I remembered that I had seen some very effective paper models and decided to make a print for the floor.

I planned to assemble a floor of wood planks and photograph it to use as the source for the print. In assembling the materials I realized that the thickness did not matter since I would focus on the one side. I found a package of craft sticks (approximately 3/32 inch square by 2.5 inch long) and an adhesive backing material to hold the wood strips as I assembled them. For that backing, I used a self-adhesive flashing material that was left over from a home improvement project. Besides being available, the black color of the self adhesive side works to enhance a shadow for any space between the craft sticks. Prior to assembly, I stained the wood with light and medium brown Hunterline Weathering Mix. With the assembly only around 1/8th inch thick, the image could be captured on my scanner instead of a complicated camera setup. Also, since the image file could be scaled in photo software or when printing, the craft sticks were left at full length and I created an assembly as long as the scanner's flat bed. I wanted the option of using it for different scales and sizes.

A WORD OF CAUTION: Make sure that stained or painted surfaces are dried completely before placing them on a scanner to avoid damaging the scanner.

After scanning the assembly, I printed it and checked the plank size with an HO scale rule and adjusted the scaling value in the print menu to correct the dimension.

This produced a properly sized print that I cut to fit over the steel weight and it became the floor of the gondola. The print was attached to the steel weight with double-sided tape. With the weight issue resolved, I can continue with the renovation of the car. An advantage of this technique is that the one file can be used for other purposes on a model railroad. An example is the photograph showing the wooden water tank parts. This looks like the start of yet another modeling project.



▲ Here are the original craft sticks unfinished and some of the stained ones. Below them is the assembly ready for the scanner.



▲ By scaling the printout, the same scanned image can be used to create more structures for a model railroad in the same or other scales



▲ The gondola has the new floor installed and is at the correct weight. Some minor adjustments will be made along with other renovations to the car.



## ABOUT THE

## WHISTLE POST

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THE EDITOR.




The Meeting Minutes and Infonet have now been moved to the GSD website. Clickable links provided below. Also links have been inserted for the hobby dealers on the right panel. Please click on any of the pictures to link to the dealers.

**GSD Board  
Meeting Minutes**



We seek members who would like to give a clinic at our Division Meets. If you can present a clinic, **ANY topic, prototype, modeling or general interest**, you will be helping your fellow model railroaders enjoy their hobby and have fun while doing it! A video projector and screen will be available to assist your presentation. Fancy graphics are not required, just be prepared to demonstrate and explain the topic. We'll even help you set up your presentation to get you started. Did you know Clinics count towards Author and Volunteer AP credit?

We are currently looking for more clinics to fill up our meet schedule for the year. In addition we need new meet locations! Please contact Jim Homoki at **heavyelectric@netscape.net** Thanks! 

## ***Not getting the bi-monthly NMRA eBULLETIN?***

The new **NMRA eBulletin** comes out every other month near the 1st of the month. Either your SPAM filter is blocking it, or you need to update your email address with us. Go to:

**<http://www.nmra.org/update-membership-information>**

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e-mail: jan@biglittle.com



# THE TIMETABLE

Sat, Sept 13, 2014, 10am-3 pm	\$5.00	Great Lehigh Valley Train Show: Merchance Square Mall, 1901 S. 12th St, Allentown PA 18103 valleygoto.com
Sun, Sept 14, 2014, 8:30-1:30	\$3.00	Original Gilbertsville Toy Train Show, Gilbertsville Fire House, 1454 East Philadelphia Ave, Gilbertsville PA
Sat, Sept 20, 2014, 9am-3pm	\$5.00	Mahopac Model Train Show, Mahopac Firehouse, 741 US Route 6, Mahopac NY
Sat, Sept 20, 2014, 9am-4pm	\$12.00	East Coast All Scales Train Show York Expo Center, 334 Carlisle Ave, York, Pennsylvania 17404 www.eclsts.com
Sat, Sept 20, 2014 9am -12pm		<b>NJD Division Meet</b> <b>Millville Community Church 1800 E Broad St. Millville, NJ</b> <b>08332 Layout Tours 1-5PM</b>
Sun, Sept 21, 2014, 9am-2pm	\$6.00	Wayne Train Show, National Collectors Club Wayne PAL Hall, PAL Drive, Wayne NJ 07470 www.eastcoasttrainparts.com
Sun, Sept 28, 2014, 9am-3pm	\$7.00	Southern Connecticut Model Train Show, Greenwich Civic Hall, 90 Harding Rd, Old Greenwich CT, ronsbooks@aol.com
Sun, Sept 28, 2014, 10am-4pm	\$4.00	Lehigh Valley Regional Train Show, NRHS, Charles Chrin Palmer Comm. Ctr. 4100 Green Pond Road, Easton, PA www.palmercommunitycenter.org
Sun, Oct 05, 2014, 8:30-1:30	\$5.00	New Hope-Solebury Twp Train Show & Sale New Hope - Eagle Fire Com, 46 North Sugan Road, New Hope PA 18938
Sun, Oct 05, 2014, 9am-2pm	\$5.00	Toms River Train & Toy Show Elks Lodge #1875, 600 Washington St, Toms River NJ www.eastcoasttrainparts.com
Sun, Oct 05, 2014, 9am-1pm		Reading Company T&HS Train Show Leesport Farmers Market, Leesport PA
Sat, Oct 11, 2014, 9am-12pm	\$6.00	<b>GSD Division Meet</b> <b>The Ted Blum 4-H Center 310 Milltown Road Bridgewater,</b> <b>NJ <a href="http://www.nergsgd.com/upcoming.html">http://www.nergsgd.com/upcoming.html</a></b>
Sun, Oct 12, 2014, 9am-3pm	\$3.00	Model Train Show & Sale, Hawley Fire Dept, 17 Columbus Ave, Hawley PA hawleyfd@ptd.net
Sat, Oct 18, 2014, 9am-3pm	\$3.00	Toy Train & Railroadiana Show Samuel S Yellin School, 111 Warwick Rd, Stratford NJ 08084
Sun, Oct 19, 2014, 10am-4pm	\$6.00	Kingston Model Train & Railroad Hobby Show Murphy Midtown Center, 467 Broadway, Kingston NY kingstonmts@aol.com
Sat/Sun October 25 & 26		<b>The New Jersey Layout Design/Operations SIG and RPM</b> <b>Meet</b>
Pre-registration is only \$15 (pre-registration deadline is October 15, 2014) Registration is \$20 at the door. <a href="http://www.hansmanns.org/ld-op-nj/index.htm">http://www.hansmanns.org/ld-op-nj/index.htm</a>		
Sat, Oct 25, 2014, 9am-4pm	\$9.00	The Great Scale Model Train Show, Maryland Fairgrounds, Timonium MD GSMTS.com
Sat, Oct 25, 2014, 9am-4pm		New York Society of Model Engineers Meet, Eastford, NJ
Sun, Oct 26, 2014, 10am-4pm	\$8.00	The Great Scale Model Train Show, Maryland Fairgrounds, Timonium MD GSMTS.com
Sun, Oct 26, 2014, 9am-1pm	\$7.00	Metuchen-Edison Toy & Model Train Show, St Joseph High School, 145 Plainfield Road, Metuchen NJ 08840
Nov. 14, 15, 16		New York Society Model Engineers Open House
Nov. 21, 22, 23		See ModelEngineers.org for details and directions
Nov 28, 29, 30		

