



The

WHISTLE POST

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



October 8 Event in Hope, NJ
Featuring Two Clinics and Four Layouts



Convention Operations and Layout Tours

As I write this, I have just returned from the Connecticut Yankee Northeast Region NMRA convention. It was held this year in a location reasonably close to the GSD territory - in Windsor, CT. We are fortunate that, in many cases, the annual conventions are usually reachable by a few hours' car ride in our territory. In the case of some of the Western regions, for example, the ride can be much longer.

One of the highlights of the Convention for me are the operating sessions. While I regularly operate when I can close to home on a few layouts, the opportunity to do so on a layout that is new to me is much appreciated. Every operating layout has its own personality, from the layout itself (era modeled, area of the country modeled, nature of the track plan) to that of the owner, who usually acts as dispatcher, controlling the train movements.

I had the good fortune to operate on two layouts on Friday: Bill Duffe's and Lynn Klock's. Both were modern, or transition-era railroads, and both were beautifully constructed and completely scenicked. In the case of Mr. Klock's layout, he had it wired as well to operate in the dark, simulating night operation, which is something I personally had not seen before, except in the hobby magazines. The result was dramatic; buildings were internally lit, streetlights were on, passenger cars were lit, and the trains moved through a darkened landscape, headlights illuminating the way. In each case, the operation sessions would last for three hours, providing plenty of time to run trains.

As is always the case, there were abundant layouts to tour, many more than I could visit. The ones I did manage to visit were very impressive and inspiring. The owners were all very gracious, happy to answer questions and engage with visitors. Construction techniques vary tremendously and I find it very helpful for my own layout building to see how many of these layouts are put together. Many are complete, but some are in various stages of construction. The artwork involved in painting backdrops, planting trees, etc., takes skills which I have yet to develop, so I was particularly interested in seeing how others have done them. One owner even used oil paints for his backdrop, explaining that the long drying time made it possible to properly blend the blues and whites for the sky.

Whenever I tour layouts, I return home inspired and eager to work on my own layout. While I doubt I will ever have it finished to the level of those I saw, it certainly can come out quite good, if I put the time in. I am blessed to have a regular work crew with many talents who do a lot of the work in building it too.

At our next meet, we will have four layouts open for touring, all of which are inspiring. Make time to come the morning meet then spend the afternoon touring them. You will not be disappointed. **WP**



Continuing on the Layout: Static Grass

In the last issue of the Whistle Post I wrote about painting my track. I'll spare you a column on ballast, but will say that I prefer real stone material such as that sold by Arizona Rock and Mineral. It is much more resistant to floating in the alcohol and diluted glue mix that I use to hold it in place than ballast that is not real stone.

A few years ago I started using static grass. Today there are many more manufacturers offering a variety of colors and lengths of fibers to choose from. A few of them are Noch, Silfor, Martin Welberg, Scenic Express, and JTT. If you are not familiar with static grass, a high voltage applicator charges rayon fibers which are applied vertically to glue on the scenery base. It looks much more like grass and weeds than ground foam. My applicator is from Noch, but there are other brands available and it is possible to make your own.

I have found the best "how to" videos to be made by Martin Welberg, a manufacturer of many innovative scenery products. I've followed his recommendations for applying glue and the fibers with great results. Below is a photo of some recent scenery made using real dirt, static grass, and a few other products representing weeds and brush. None of this is very difficult to do, but a little patience is required as it is applied in layers. Do some, step back and take a break while your work dries, then do some more. Before you know it, that bare plywood or foam will turn into a landscape. **WP**



Upcoming Events

GSD Fall Event Saturday October 8, 9 AM-12 PM at the Hope Community Center in Hope, NJ. Details in this issue of the Whistle Post.

Mid-Atlantic Railroad Prototype Modelers Meet October 13-16 Hunt Valley, MD 30 clinics, model displays, vendors, open houses. www.marpm.org

MER 2022 Convention *Carolina Special*, Charlotte, NC October 20-23
www.CarolinaSouthern.org

Rocky Hill Trains/Pacific Southern Railway presents public shows on October 22-23, flyer and information can be found on Page 9

Lehigh and Keystone Valley Model RR Museum Open House Sunday October 16th, 2-5 PM, 705 Linden Street, Bethlehem, PA
<https://lkvmodelrailroad.com/open-houses>

GSD Winter Event at the Oakland Library, Oakland, NJ, Saturday February 25, snow date March 4, **Doors open 9:30**, 10 AM-12:30 PM. Clinics with layout open houses to follow in the afternoon.

November Layout Tours 2022 <http://modelrailroadopenhouse.com/>

New Jersey Division January Meet Saturday TBD 9 AM-12 PM Details TBD, Joint meet with Philly Division

New Jersey Division March Meet Saturday TBD 9 AM-12 PM Switlik Park Recreation Building, 5 Fisher Place, Hamilton, NJ 08620 Works in Progress format for clinics

GSD Spring Event held jointly with the NJ Division, May 2023, Location TBD, 9 AM-12 PM Clinics in the morning with layout open houses to follow in the afternoon.

Pacific Southwest Region Convention *Grand Canyon Special 2023* June 7-11, 2023 Flagstaff, AZ, See flyer on Page 13

NMRA 2023 National Convention 2023 *Texas Express* in Grapevine, TX (Dallas/Fort Worth area) August 21-26

NER 2023 Convention Columbus Day Weekend, Long Island, NY, Hosted by the Sunrise Trail Division

NER COUPLER

If you are not getting notifications of new issues of the NER Coupler, sign up on the NER website <https://nERNMRA.org/> Full color print editions as well as a PDF edition are available.

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On the Cover

“Extra 6629 six six two nine East at Alleghany” is our cover photo taken on the layout of David Olesen. David’s 1980s HO scale CSX models ex-C&O territory in the mountains of West Virginia. David’s layout will be open the afternoon of our October 8th event, along with three other fine layouts. He will also be presenting a clinic on the installation of CTC on his layout, which has been a multi-year project. The photo was taken by David.

GSD website
www.nergsd.com



Previous virtual events held by the NER can be found on the [NMRA's YouTube channel](#). Just look for “NERx” in the video titles.

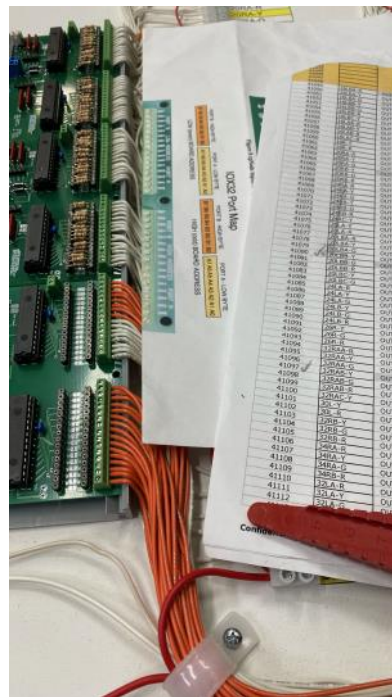
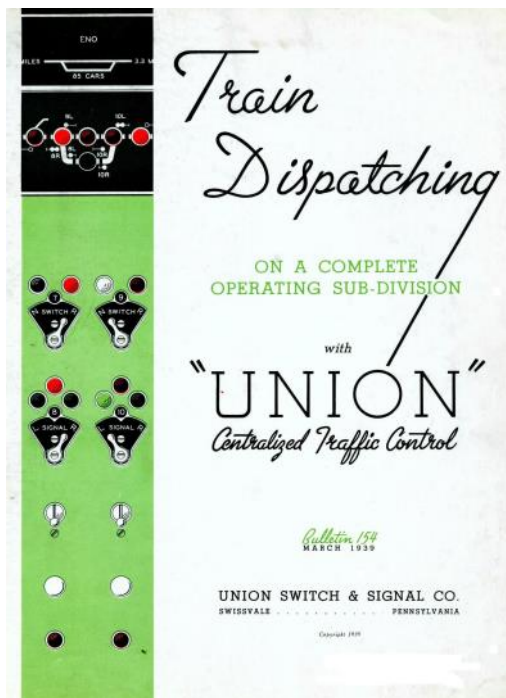
GSD Event in Hope, NJ on October 8

The next event will be held at the community center in Hope, NJ, on October 8, again bringing our events to the more rural parts of our division. There will be two presentations in the morning and four layouts open in the afternoon. A Bring 'n' Brag segment will also be held where members can discuss their current projects.

David Olesen will discuss the learning and design process he has been going through with the installation of a CTC system on his basement sized layout. He had operated using the Timetable and Train Order system for years. He and his crews had a lot of fun with that, but the long-term plan was always to install signals and CTC. When operating sessions came to a sudden stop with COVID it seemed like the right time to take on this project.

His presentation is entitled **Signals and CTC for the C&O Allegheny Sub**, and will touch on the following areas:

- ♦ Signals, signal aspects, and placement
- ♦ An explanation of CTC
- ♦ Interlocking and block definitions
- ♦ Block detection, signal logic, CTC code, and signal drivers



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Following the morning activities and lunch on your own, the layouts of David Olesen (as previously mentioned), Ted Pamperin, Tony Koester, and Joe Valentine will be open for visiting between 1:00 and 5:00.

David's early 1980s era Chessie/C&O layout features heavy traffic between Clifton Forge, WV, and Hinton, WV. Staging yards at each end feed trains onto the layout.

Ted Pamperin also models the C&O in HO, though in an earlier era than David, currently 1951. Ted has been open for us in the past, and you may recall seeing his work in Great Model Railroads 2022. Big steam still rules on this mountainous layout.

Tony Koester's Nickle Plate Third Subdivision of the St. Louis Division should need no introduction. Widely published and nearly complete, it accurately represents many features of the Nickle Plate in 1954. Due to health concerns, Tony requests that all visitors be vaccinated and boosted.

Ted and Tony both have layout tour videos available from Nace's Videography, LLC, website www.nacesvideography.com. Also, parking is limited at both locations. Details will be provided at the meet.

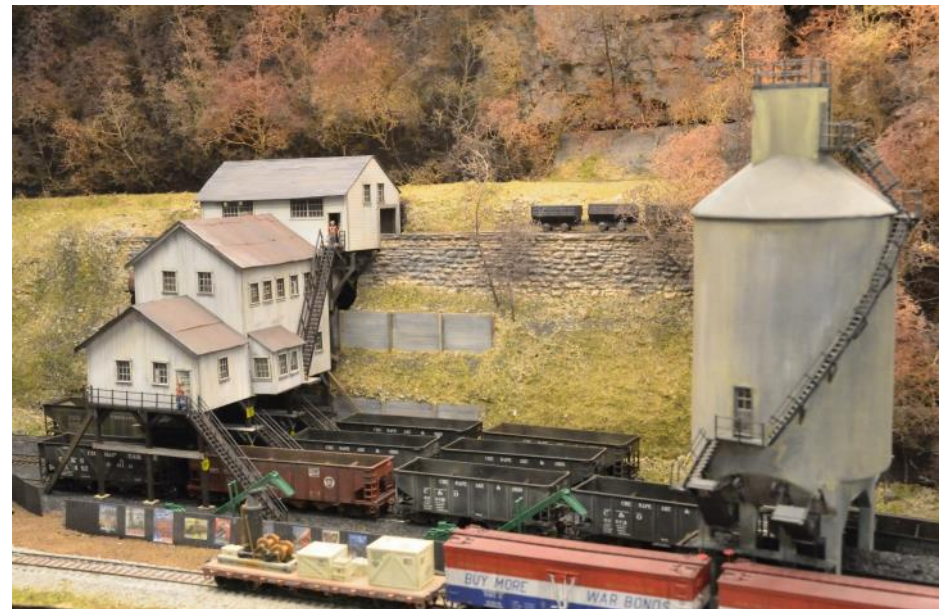
Joe Valentine continues to make progress on his huge Delaware, Lackawanna & Western layout, representing the mainline from Hoboken to the west. It has been several years since we had the chance to visit Joe and much progress has been made.

Note that all four homes have steps that need to be negotiated. Directions to the layouts will be provided at the end of the meet.^{WP}



Above: This yard trackage is looking east toward what will be Hoboken Terminal on Joe Valentine's DL&W layout. (Photo by Jim Walsh)

Below: West Virginia means coal, and there is plenty of it on Ted Pamperin's C&O layout.



Left: The rural Midwest is well represented in this stock pen scene on Tony Koester's layout. (Photo by Jim Walsh)

The Certificate for Engineering (Electrical)

AP Corner By Mark Moritz

For most of us, when we read the requirements for earning an Achievement Program Certificate, it appears to be an impossible task. However, we must remember that this is not the "Overachievement" Program! Most of the requirements are easily satisfied in the Electrical Certificate by just building portions of a layout and documenting what you've done.

In this column, I am going to explore what needs to be done to earn the Electrical Certificate. When you look at the requirements, think about how you will build your layout, or how you have already built one, or a portion of one.

First, you don't need to build your own layout to earn this certificate. You can do it on a club layout, or that of a friend.

You must construct and demonstrate the satisfactory operation of an electrical control system that can control two trains in both directions. This can be as simple as a single track with a siding, where one train can wait for the other to pass. You must include:

- If you use DC wiring, you need five blocks for control.
- One passing siding
- One reversing loop, wye, turntable or transfer table
- One yard with at least three tracks
- A place to store two unused locomotives
- One power supply with a short indicator or circuit breaker.

You must also wire and demonstrate operation of three of eleven types of track work. For example, a turnout. You can wire these independently of a layout, but if you build even a portion of a layout, you are probably doing that anyway. You don't need to build any of these, just show that you can make them work electrically.

Wire and Demonstrate electrical operation of three of twenty-three items, such as electrical turnout position indication on a control panel for at least four turnouts, track occupancy indication, cab control (for DC operation), etc. The list gives many opportunities.

You must prepare schematic drawings for the wiring and components of the six items above.

Finally, a Statement of Qualification needs to be submitted, including:

- The track plan for the layout above.
- Descriptions of the items used above, how they are constructed,
- Identification of commercial parts used
- Schematic drawings as noted above.
- A signed Witness Certification form

There is no requirement for Merit Judging for this certificate.

I encourage anyone who has built a layout or a portion of one to contact me to discuss how the AP Committee can work with you to help you achieve this certificate. I can be reached at: docmwm51@gmail.com. WP

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://www.themodelrailroadclub.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, Allendale Community for Senior Living,
85 Harrenton Road, Allendale, NJ 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>

SUMMER EVENT—A COOL MEET ON A VERY HOT DAY

ARTICLE AND PHOTOS BY JIM WALSH

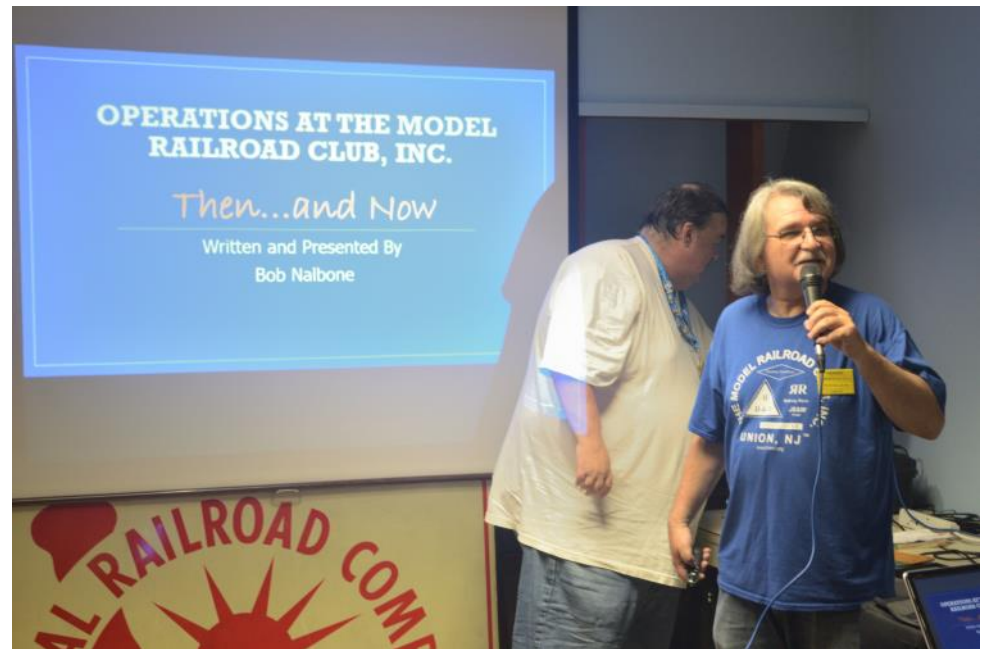
Our summer meet was at The Model Railroad Club in Union, NJ. With the AC having issues it was hard to forget that it was one of those very hot July days. However, between the fans distributed throughout the building and the cool activities on our agenda we had a good time. For this meet we were invited to bring the assembled kits from the make-and-take clinic in February and we had a contest. We also had two fine clinics and an opportunity to operate on the very large and impressive club layout. In spite of the heat, I think that all the attendees had a great day of model railroading.[WP](#)



Above: Kai Ebinger presented a clinic on modeling with paper and card and many models on his layout demonstrate that he knows what he is talking about.



Above: The attendees were listening carefully and learning some new techniques.



Right: Bob Nalbhone presented a clinic on operations at the club that was a helpful introduction for the operating session that followed the meet.

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Right: Besides presenting a clinic, Bob Nalbene also brought this highly detailed scene of models for the Bring 'n Brag portion of the event.



Left: The winner of the contest of completed ITLA make-and-take building kits went to Doug Chadwick (left), who is standing with GSD President Mark Moritz.

Below Left and Right: These photos show the layout with members and guests participating in the operating session that followed the meet.



43rd Pacific Southern Show

The large club layout of the Pacific Southern will again be open to the public in October for one weekend. See the flyer at right.

Funds raised support local community services. The club is located in the home of Carl and Anne Pate in Rocky Hill.

The size is approximately 45' x 90' with a 10-scale mile mainline that circles the room 2 1/2 times. NCE DCC control is used with computerized dispatching/train control.

The club website is www.pacificsouthern.org and details of the show are available on the show website <https://rockyhilltrains.org>. WP

NMRA At-Risk Persons Policy Update

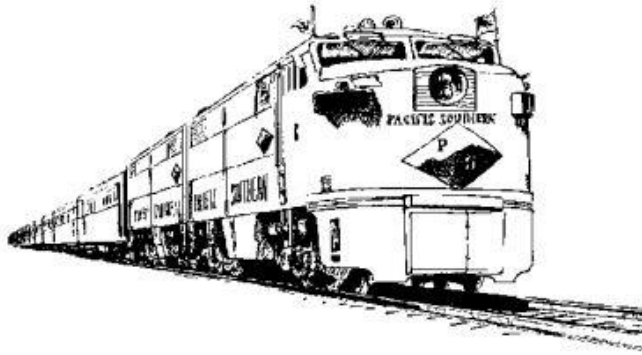
The NMRA recently revised the organization At-Risk policy, which applies to all NMRA sanctioned activities at all levels of the organization.

From the National website: *"At-risk persons are anyone under the age of majority or persons who have legal guardians. Age of majority means the age of legally becoming an adult, which is 18 in the United States.*

Others who are "at-risk" are persons who have legal guardians because they have been judged or deemed incapable of handling their own matters. An example might be a mentally challenged individual who enjoys our hobby."

There is much more to this policy that members should be aware of. The full policy, forms, and a very helpful FAQ section can be found at <https://www.nmra.org/nmra-risk-persons-policy> WP

Come to our 43rd Fund Raiser for Rocky Hill Community Services



**FAMILY FRIENDLY TRAIN SHOW;
MUSEUM QUALITY
MINATURE WORLD**

A MUST-SEE EXPERIENCE ...

4,000 square foot layout with trains, buildings, bridges, cars, mountains, rivers, and a circus train!

One Weekend Only!

DATES: Saturday, Oct 22 and Sunday, Oct 23, 2022

SHOW TIMES: 10 AM, 11 AM, 12 Noon, 2 PM, 3 PM, 4 PM

Plan to arrive 20-30 minutes early to allow for parking

No reservations required, Pay at the door

45-minute show is limited to 50 guests

ADMISSION: DONATION \$10.00 PER VISITOR / 5 and under free

All donations go to RH Fire Co and RH First Aid and Rescue Squad

See more at

Pacific Southern ...

Find us on Facebook at ...

www.pacificsouthern.org

[Pacific Southern Railroad | Facebook](#)

TOOLS AND TIPS: More Working Time

ARTICLE AND PHOTOS BY JIM WALSH

I am not reporting on employee hours on the job at work but I want to discuss the available working time of an adhesive when we are building models. I know that many modelers are often focused on how quickly parts can be joined to expedite the completion of the model. However, there are occasions when more time is needed for the glue application, to make adjustments or maybe to get the glue into a syringe.

A syringe is a tool that I often use to apply adhesives. They are available at hobby shops and I have bought many syringes from tool vendors at train shows. I find that I can get better control or placement especially when coupled with a longer extended tube. Several years ago I used a syringe to apply JB Weld and discovered that it was better than using the mixing stick to apply the epoxy. I was able to mix the two parts of JB Weld and load the mixture into a syringe for more precise control of my epoxy application. However, last year I tried it again but was not able to get the epoxy mix into syringe before it set up. Then I realized that I was using Qwik Weld, JB Weld's version of a 5-minute epoxy. After that I purchased regular JB Weld and notice that they cite the set time as 4 to 6 hours. Now I had plenty of time to fill the syringe with JB Weld and carefully apply it to the joint at hand. It was sort of like in the movie *Back to the Future* when Marty laments that he needed more time. Then he has that eureka moment when he realizes "Wait a minute, I got all the time I want, I got a time machine." I like how inserting the JB Weld into a syringe provides control of the application and I was also surprised that I could remove the hardened epoxy from the plastic syringe so that I could use the syringe again.

There are other situations when I want to join parts but I want time for final adjustments. One example is placing signboards on a building. In the prototype, these would be free standing signs that would be attached to the exterior. I use heavy weight paper to print the signs but I do not use a typical glue to attach the sign to the building. I prefer to use Aleene's Tack-It Over & Over. It is applied to the sign and then it dries but remains tacky. It is a dry assembly that you can apply lightly, remove and reapply to make adjustments. When satisfied with the placement you apply more pressure similar to a label or tape. I have attached some signs that have remained in place for years. One caution is that you must prevent the adhesive from getting on the front of the sign because it will remain very tacky.

Right: These photos show regular JB Weld with the 4 to 6 hour set time and the syringe that I designate for use with the JB Weld. Even though I can remove most of the epoxy, I still use the same syringe for this work.



Above I like to use syringes to dispense various adhesives. I have a collection of different sizes and types and I like the controlled application. The ones with caps allow me to keep glue in the syringe and ready to use.



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Above: The type of epoxy most often used in model building is 5 minute epoxy. However, with a 5 minute set time, it is often replaced by super glue in order to build models faster.

Other times when I want to control the bond setting time, I use Bondic. It is light activated and immediately changes from liquid form to a solid resin. It is applied as a liquid and remains as a liquid until it is exposed to the light included in the kit. One use that I found for Bondic is attaching glazing material to the windows in a model. The clear material allows the light to react the Bondic that is between the clear glazing and the window frame. It even worked with the thick material Walthers uses in some of their building kits.

You may find that some of these different products and techniques are worth trying for your next modeling project. **WP**

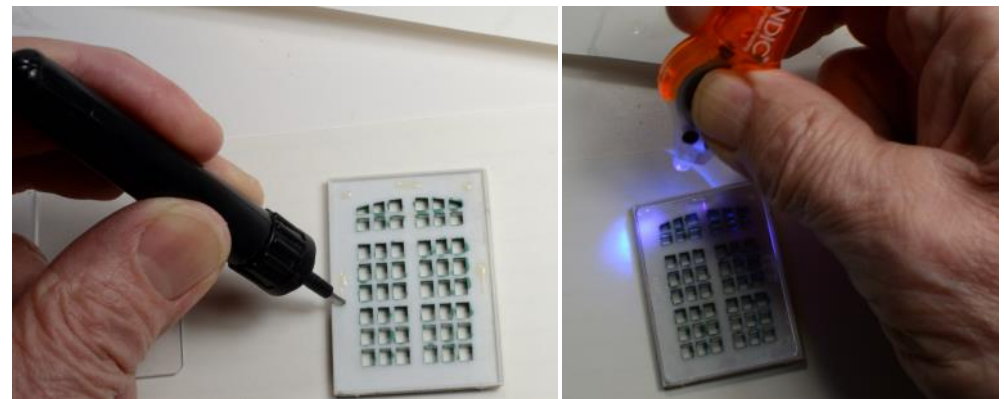
Right: The picture on the left shows the liquid Bondic being applied to the window frame. After the glazing material was applied, the picture on the right shows the application of the light to harden the Bondic.



Left: Here is Bondic. The kit on the left includes the cartridge of the liquid and the light needed to harden the liquid into a plastic type material. On the right is the package with a replacement cartridge of the liquid.



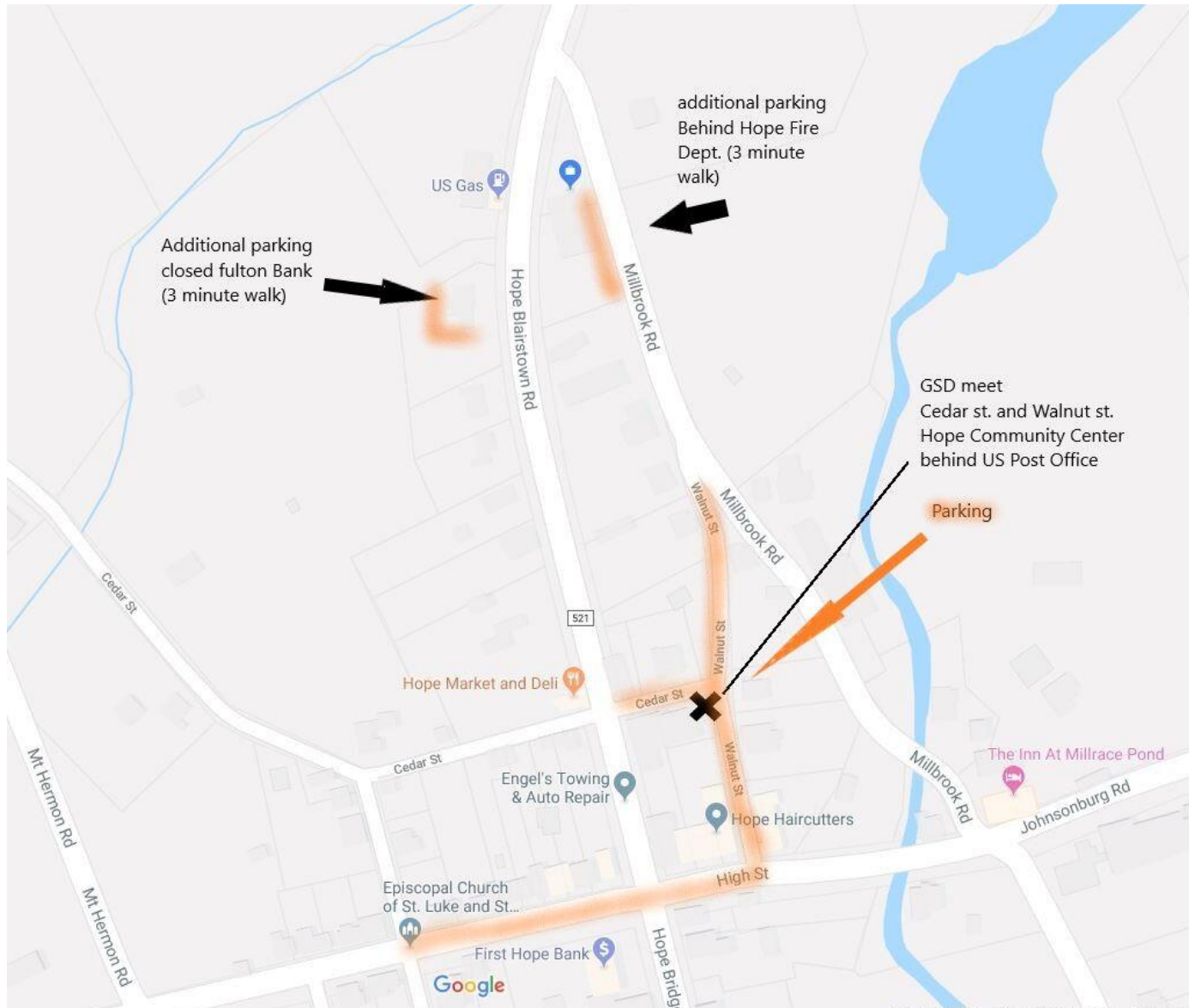
Right: Although this type of glue applies like white glue, it is allowed to dry and stays tacky. The parts are then assembled dry. Because it is so tacky be careful to keep it off unintended surfaces.



- Left on Cedar Street to intersection with Walnut Street**

HOPE COMMUNITY CENTER
3 WALNUT STREET
HOPE, NJ 07844

EVENT STARTS AT 9:00



NEXT DIVISION EVENT

WE RETURN TO RURAL NORTH-
WESTERN NJ AT THE HOPE
COMMUNITY CENTER IN HOPE

TIME:

9:00 AM TO 12:00 PM
DOORS OPEN AT 8:30 AM

DATE:

SATURDAY, OCTOBER 8, 2022

LOCATION:

HOPE COMMUNITY CENTER
3 WALNUT STREET
HOPE, NJ
SEE THE MAP ON PAGE 12

COST:

\$5 DONATION WHICH
INCLUDES REFRESHMENTS

WEBSITE FOR MEETS:

SEE PAGE 3

[HTTPS://WWW.NERGSD.COM/](https://www.nergsd.com/)

AGENDA:

INTRODUCTION
TWO CLINICS
BRING 'N' BRAG
DOOR PRIZES
LUNCH ON YOUR OWN
LAYOUT OPEN HOUSES

National Model Railroad Association Pacific Southwest Region Convention Arizona Division / Flagstaff, Arizona June 7 – 11, 2023



For More Information or to Register, Visit our Website at:

www.psrconvention.org

AT THE THROTTLE

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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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You may have heard that there is a new owner of Northlandz, located on Route 202 South in Flemington. Promising changes are in the works! The NMRA is now partnering with Northlandz, which should prove very beneficial to both parties.

<https://northlandz.com/>



NMRA PARTNERSHIP PROGRAM

The companies listed below give discounts to NMRA members when orders are placed using a special discount code. You can find descriptions of these companies and their products, links to their websites, and the discount codes on our Partnership Page at nmra.org/partnerships. Remember you need to be logged into our site as a member to see the codes! Go to nmra.org/user/register to register your name on the website.

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Clever Models LLC
CMR Products
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Deepwoods Software
Deluxe Materials
Digikeijs
Dwarvin
East Coast Circuits
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Gatorfoam
Great Decals!
Green Frog Productions
Hot Wire Foam Factory
K.I.S.S. Method
LaBelle Woodworking
LARC Products

Logic Rail Technologies
MAC Rail
Micro-Mark
Mine Mount Models
Miniprints
MinuteMan Scale Models
Model Railroad Benchwork
Model Train Catalogue
Modelers Decals & Paint
Motrak Models
MRC (Model Rectifier Corp)
Nick and Nora Designs
Northlandz
NScaleWorks
Old West Scenery
Ram Track
RR-CirKits
Rusty Stumps

Scale Model Plans
Scalecoat Paint
Scenery Solutions
Showcase Miniatures
Team Track Models
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The Old Depot Gallery
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