

PENN CENTRAL

3255

In this Issue: Joint Virtual Event with NJ Division on May 1 Building a Curved City Viaduct AP Corner; Tools and Tips

Spring 2021

## **THE CAB** by President Chuck Diljak

### **Exiting the Cab**

You would think this would be my easiest column to write, since it will be my last as President. After three years leading the Garden State Division, I decided not to run for another term.

The reason I decided not to run is that I have become more involved with the Northeastern Region, taking on the responsibility of assembling and sending all the Constant Contact emails for the NER News, NERx Virtual Conventions, and NER Conventions.

The NERx Conventions are a project I have been involved with from the start with the Northeastern Region. The NERx Convention this past December consumed a lot of my free time and I was burned out by the time it was over. It was at that moment that I knew I had to give something up. I decided I will throttle back on my work in the GSD. Don't get me wrong, I enjoyed my work with the GSD over the years. But my work with the NER is something new and gives me the opportunity to learn new things and meet new people.

That does not mean I am leaving the GSD board. Instead, I will slip into the "Immediate Past President" role. I will transition work I did in the past to others, continue to be a voice on the board, manage the Achievement Program until Steve Ascolese is well enough to resume overseeing the program, and support Mark Moritz, my successor as President.

On a personal note, I am inching closer to reaching my goal of Master Model Railroader. This was not a goal of mine when I first started in the program. But, when I achieved my fourth certificate, I passed the midpoint in the program and realized attaining MMR was achievable. More about that in the AP Corner column.

A lot has happened in the last three years. We hosted the NER Regional Convention in Mahwah, had a field trip to tour the High Line and John J. Harvey Fireboat in NYC, held our first Make-and-Take clinic, and adapted to the pandemic with virtual meets.

HUCK

It takes a team to accomplish this. Thank you team and thank you to our membership for the support you have given me. I think this is my moment to exit the cab.



### **Changes and Moving Forward**

I have several miscellaneous thoughts I'd like to touch on in this issue. Spring is always a busy time of year, and this year is no different.

First, I'd like to thank Chuck Diljak for his leadership and the effort he has put in to the GSD as President over the last three years. Incoming President Mark Moritz will have big shoes to fill! The rotating nature of the officer and director positions means interested members are always needed to keep the GSD moving forward. Please speak with any of the officers or directors if interested.

With Spring here the flowering trees are now in bloom, and leaves are just starting to bud. Even though this means I need to do yard work, it gives me a good feeling after our typically dreary winters. Even better, I look forward to resuming operating sessions and other in-person train events. It will take a few more months fully get back to normal, but I can see it coming.

The format of the Whistle Post adjusts slightly from issue to issue, but starting with this one my hope is to provide a full cover photo with the text for articles contained inside. Ideally the photo will feature an upcoming clinic or open house, so I'll be asking these volunteers for photo contributions.

While Chuck has been making great progress toward his MMR, mine has completely stalled. The demands of preparing and maintaining locomotives, cars, and paperwork for successful operating sessions on what has become a fairly large layout has pushed back the relatively narrow focus of building a single car or piece of trackwork. There are also GSD obligations, such as this newsletter and creating a virtual layout tour for the May 1 event. I hope to get back to the AP work in the summer.

What list of random topics from an editor would not be complete without a request for articles? That's right, the well has run dry. I'm sure there are members working on projects; will you consider a short writeup with a few photos? What may seem ordinary to you could be very interesting to someone else.

My last thought is on the many virtual presentations that have been made available by various historical societies and railroad related groups. Since travelling to several meetings a month can be difficult, and in some cases not possible due to distances, I really appreciate the presentations that have been made available over the last year. To list a few, there is the NMRAx and NERx events, ARHS, PRRT&HS Philly Chapter, Tri-State Chapter NRHS, and WestConn Chapter NRHS. However, I'm still looking forward to things getting back to the way they used to be. WP



### **Upcoming Events**

**Lehigh & Keystone Valley Model Railroad Club** sidewalk sale and open house, April 18, 10AM-5PM, 705 Linden St. Bethlehem, PA <u>www.lkvmodelrailroad.com</u>

**GSD Spring Event** Saturday May 1 9AM-12PM Joint Meet with the NJ Division to be held virtually on FreeConferenceCall.com

**GSD Summer Event** Saturday July 24 (tentative) 9AM-12PM to be held virtually on FreeConferenceCall.com

**NMRA 2021 National Convention "Rails by the Bay"** Santa Clara, CA has been cancelled <u>https://www.nmra2021.com/</u> BUT, a virtual gathering will be held July 6-July10. For details and registration go to <u>www.pcrnmra.org/NMRA2021/</u>

Northeastern Region 2021 Convention "Mill City 2021" October 8-11, 2021 Westford, MA <u>http://www.millcity21.org/</u>

MidEastern Region 2021 Convention "Mount Clare Junction" October 21-24, 2021 Hunt Valley, MD <u>https://mtclarejct.com/</u>

**Hindsight 20/20** An online day of prototype clinics held via Zoom approximately every two months. <u>http://speedwitchmedia.com/</u>



Until it is decided to hold an in-person event, the GSD will be using FreeConferenceCall.com (FCC) to hold virtual meets. The GSD has assembled documentation on using FCC and can be found, here: https://tinyurl.com/GSD-FreeConferenceCall

The documentation includes sections on how FCC works with a smartphone/tablet, personal computer, or with a web browser. There is even a chapter on conference call etiquette.

When you are joining a virtual GSD meet using FCC, enter "gsdtrains" when prompted for the meeting ID. Or, you can use the following link to join the meeting:

https://join.freeconferencecall.com/gsdtrains

The meeting will open up at 8:30 to provide participants a chance to test their connections.

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#### On the Cover

An eastbound Penn Central freight is captured passing the small station at Machton. Seeing how the commuter parking lot in the lower left is empty, this photo must have been taken on a weekend or holiday.

This scene is on Jim Homoki's Newark Terminal layout, featuring PC and CNJ equipment and operations in the early 1970s. Jim will be presenting a virtual layout tour of the NT at the May 1 joint event with the NJ Division.



If you missed the virtual NER convention held December 1-4 or NERx event held April 10-11 the activities were recorded and are available on the <u>NMRA's YouTube channel.</u> Just look for "NERx" in the video titles.



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

# May 1 Joint Event with the NJ Division

As has been the tradition for several years now, the GSD and NJD will combine resources to hold a joint spring event. This year it will be hosted by the GSD and is scheduled for Saturday, May 1, from 9 AM-12PM, to be held virtually on FreeConferenceCall.com.

There are two clinics on tap, with a brief GSD business meeting, the Bring 'n Brag segment that is now called Just Brag since it is done virtually, and a layout tour.

The contribution from the GSD will be a clinic by Tom Wortmann, "**Converting Older DC Diesels to DCC**". Tom will show that one need not shy away from converting older, non DCC ready locomotives to DCC without driving yourself crazy. With a little patience and some basic tools it can be done. He will explain what you are dealing with and how to overcome issues with older engines so that old favorite of yours from years back will now run on your DCC layout.



# Above: Upgrading older locomotives to DCC, as well as including sound, will be the topic of one of two clinics on May 1.

The New Jersey Division will provide a clinic by member Glyn Thomas, MMR, entitled '**Modeling the CNJ in the Lehigh Valley**,' describing his home model railroad. Glyn recently moved back to his home in New Jersey from Philadelphia where he actively participated in the Philadelphia Division. Some may recall he presented this clinic to his former division a few years ago. Glyn had continued to attend many NJ Division meets from Philadelphia and also presented clinics for the NJD. Since returning to New Jersey, and with the pandemic, Glynn decided to make significant changes to his CNJ layout with a major expansion to double the layout size. In this clinic, Glyn will introduce the Lehigh and Susquehanna Division of the CNJ as a modeling topic. He'll



# Above: At the May 1 event, Glyn Thomas will discuss the modeling of his CNJ Lehigh and Susquehanna Division layout.

explain how he is representing the division in model form and will include some of his modeling lessons learned. The clinic is illustrated with photos of the prototype and model. You'll see that Glyn also takes some very nice photos. An example of his modeling and photographic skills can be seen on the January page of the 2021 NMRA Calendar.

A virtual layout tour will be presented by Jim Homoki of his Newark Terminal. He is working to provide a tour that should prove to be different from most. The cover photo for this issue is from Jim's layout.

The GSD business meeting and elections will be a formality, as there are no challenged positions this year.

For the Just Brag segment, modeling subjects are needed. Send photos and descriptions, with your name, of the projects you have been working on to gsdtrains@yahoo.com. WP



## **Double Track Curved City Viaduct** Article and Photos by Rich Newmiller, MMR

I am currently building my 2<sup>nd</sup> layout which includes a larger yard, industrial switching and mountain running with a logging interchange. During the schematic design of the layout, this particular section of the double track mainline was going to be elevated. It is part of an "S" curve that climbs the grade from elevation 0" to a maximum elevation of 8-1/4". It is also located over top of the lower mainline, so it was going to be passing through mountain scenery. See the photo below. The lower mainline would simply run through a section of tunnel. As the plywood roadbed was being installed, it became obvious that there was going to be too much mountain scenery and not enough space for switching local industries. The solution to this was to make that section of the mainline an elevated city viaduct. This would eliminate the need for more mountain scenery, provide open space below the bridge structure for ground level storage, and add visual interest with the cross braced legs, lattice work sides and multiple spans of plate girders. There is also something a bit daring and exciting when trains cross elevated bridge track without any fall protection.



purchased Micro Engineering 150' Double Track HO City Viaduct kits #75-512 and started to read the instructions. This would be my first viaduct. It wasn't long before I encountered three problems. The first issue was the kit spacing between the double tracks - the design was for class 1 equipment at 2" centers on a minimum HO scale radius of 53". The class 1 design was good because it includes longer steam engines and equivalent rolling stock. The problem was my minimum radius is 24" and the associated centerline spacing I use to allow trains to pass is 2-1/2".

The kit noted the spacing could be stretched to 2-1/4" if the legs on the tower structures were cemented to the very ends of the intermediate girders. After some experimentation I was able to decrease my centerline to 2-3/8", but that was still too wide to fit the towers. The final solution was to cement a styrene H-beam on top of the towers and let the ends extend far enough to support the plate girder spans.



Above: The bridge was constructed upside down on the benchtop to keep it level and aligned. The three red arrows point to the white styrene H-beams that were added to increase the track centerline distance to 2-3/8". Note the small steel square that is taped to the support leg to keep it plumb while the cement dries.

Left: The curved double track plywood sub-roadbed is passing over the mainline below which has the cork roadbed partially installed. A small section of 2 x 4 stud, which scales to 25'-3", is temporarily holding up the plywood, which provides sufficient height for my clearance check. It is a double stack well car at 23'-8" including the car, rail, tie and roadbed.

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The second problem was the increased difficulty of building this kit on a curve – it takes a bit more time and patience. The kit includes detailed instructions on how this is done. Basically the square tower frame with for corner legs is constructed first. Then three of the four girders that span two adjacent towers are shortened to create the arc or curvature of the bridge.



The third problem was bridging over the lower mainline. This situation had three components. One was the length of the span over the double track, the second was the curve, and the third was the clearance. The kit comes with 30' plate girder spans but the distance across the mainline was closer to 45'. My solution was to buy Micro Engineering deck plate girder bridge kits #75-503 with 50' long girders. So the span problem was solved. Now for the curve. This kit was designed for a straight bridge so I needed to curve the girders. I made a very simple plywood jig, heated each girder by passing it back and forth over a 100W light bulb and once the plastic became more pliable, I clamped the warm girder in the jig and allowed it to cool. A photo illustrating this is shown on the following page.

Left: A poster board template of the desired curve for both tracks is created (24" and 26-3/8" radiuses). Each track has a centerline, two adjacent lines that indicate the spacing between the parallel girders, and two outside lines that indicate the length of the ties on the bridge track. Note on the left are four (4) 50' girders that have been curved but not yet assembled with cross bracing.



Left: The red arrow points to the first girder which is not shortened. The three girders behind the first one have all been cut to provide the desired curvature. The red dashed line highlights the reduced length of the shortened girders. Note the square tower frames on either side of the red arrow are built with full sized girders. White 4-1/2" styrene angle iron is installed on the bottom of the girders in the towers to limit racking.

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WHISTLE POST

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Above: The girder bending jig is a bit crude. A scrap piece of plywood was marked with the average radius of the double tracks and was cut into two pieces. One piece was nailed onto a base piece of plywood and the other curved piece is moveable and is seen here clamped to hold the assembled deck bridge sections together. It takes a bit of coordination to get the vertical X-braces and the horizontal zigzag braces in place prior to the cement drying.

Now for the clearance. The viaduct 30' girders have a depth of 4"-4" but the 50' girders are 6"-3" deep. After temporarily placing the 50' girder on the layout, I confirmed the clearance was just sufficient. The top of the double stack passes under the girder with 3 scale inches to spare. This was very good news because lowering the mainline in that area would have been a difficult process. WP



Above: It is easy to see the difference in the depth of the girders. The straight 30' girder is on the right, and the curved 50' girder is on the left. Two narrow stand-alone leg sets were constructed to support the girder connection joint – each girder sits on about half of the width of the leg sets. The white section of I-beam was sanded to keep the top of the girders level. I agree this is not a prototypical design – there is no resistance to the twisting moment forces that are created, but it works for me. Right: The clearance above the double stack is about 3" scale. Any slightly higher load might be able to pass under if the train was switched to the other track (left hand running) because the bridge track is on an uphill grade from left to right and the clearance there would be some 7". The other clearance car is the 85' passenger car which checks the width.





Left: The clearance on either side of the lower mainline is fairly tight between the cut stone bridge pier on the left and the viaduct supports on the right. Note the added white styrene bracing to keep the curved deck in alignment. After the bridge shoes are added, the pier can be set, concrete bases for the tower legs can be installed, and plaster rock molds cut to fit. Scenery is about to begin.

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WHISTLE POST

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(Editor's note) Right and Below: Since Rich had prepared this article some time ago, scenery has indeed begun. Compare the progress shown here







I mentioned in my column for The Cab in this issue that achieving Master Model I have spent the last year building cars to earn a certificate in this category. Railroader was not a goal of mine when I first started in the Achievement None of them have been evaluated yet, due to the pandemic. They need to be Program.

I studied each of the Achievement Program's categories to determine which ones I considered doable for me. It did not look good. There were only three categories

No	Motive Power	u C
No	Cars	
Yes	Structures	l
Mayba	Scopory	a
Maybe	Scenery	С
No	Prototype Models	lo
No	Civil	re "ľ
No	Electrical	
Maybe	Chief Dispatcher	C
No	Official	-1
Yes	Volunteer	th
Vee	A the end	a
res	Author	W

that had a "Yes" and two with a "Maybe". Then, a ouple things happened for me.

made changes to my layout to improve its ack design. These changes resulted in dding a reversing loop. One of the Electrical ategory's requirements is to build a reversing oop, turntable or transfer table. With my eversing loop in place, Electrical went from a No" to a "Yes".

Vhen I attended the Hartford National onvention in 2009, I signed up for a Make-and Take clinic on using Fast Tracks fixtures. With his knowledge and a fixture, I knew I could uild a turnout and a crossover. But, I needed third track element to earn this certificate. It ould be years later when I determined what

that element would be and earned this certificate after building these elements and a scale track for my coal mine.

Now I have five certificates. What about the last two? The NMRA updated the requirements for Association Official to include three years as President/ Superintendent of a Division to qualify. I am finishing my third year as President of the Garden State Division. Flip Association Official from a "No" to a "Yes" for my sixth.

Number seven. I have come this far and I cannot stop at this point. I have done all of this work and am at the doorstep of Master Model Railroader. I have to choose between Motive Power and Cars.

I felt more comfortable building cars, because as many modelers have told me, they are structures on wheels. My hesitancy with building them, however, was

the brake system. I did not know anything about them and they looked terribly complex to build. But, I was not going to let the brake systems of car put the brakes on earning Master Model Railroader after getting this far.

evaluated in person, not virtually. All four of the cars I wish to be evaluated are finished and ready for that in-person evaluation. (Continued on the following page)



Above: This idler car, based on prototype photos and flat car plans, was a simple car to start with and learn from. This model has an AB brake system.



Above: With gained confidence, this ice service car was my second model due to my interest in the Lehigh Valley. I learned about the K brake system with this car.

#### What did I learn from all this?

•I do not like building cars. However, I do not regret building them. I learned so much about building cars, from the brake systems to techniques on scratch building details.

•Brakes are not that hard.

working on a classification yard for my layout. If I decide to go forward with model, the bar gets raised.



Above: For my third car, I chose the Lehigh Valley "Wrong Way" boxcar. I always wanted this unique car for my layout.



Above: My final car for evaluation is a Funaro & Camerlengo kit. However 2/3 of the model is scratch built. The final result is rewarding.

building it, all of the turnouts will be built using a Fast Tracks fixture.

•Build the things that give you the most enjoyment, even for certificates you are least interested in, such as my experience with cars.

•Start with easier projects in a category, such as my idler car, as a learning tool.

•I learned so much about myself during my participation in the Achievement Program. I learned that I can push my boundaries and become a better •I do like building my own track with the Fast Tracks fixtures. My brain is busy modeler, not to prove it to anyone else, but to prove it to myself. With each

> If you are not participating in the Achievement Program, ask yourself why not. Earning Master Model Railroader is not about one-upmanship over fellow modelers. It is a program that offers a window into many aspects of the hobby you may discover you have the skillset for and enjoy. This is what it is all about. It is about learning. It exposes you to areas that are outside your comfort zone. For me, that was building track and cars from scratch.

> It is also about sharing. If you do not understand something or need information, there are model railroaders in the GSD and beyond that are all willing to provide you with the information you need. You just need to ask.

> Take a serious look at the Achievement Program categories for yourself. Identify the ones that you think you can achieve. Then, get started. You will discover along the way that some of the certificates you did not think were possible become a possibility. Just like I discovered.

And, for those of you already participating in the program, keep focused on the goal and take it step by step. And enjoy the journey.

Did you notice anything about my initial list? The two categories I listed as "Maybe" did not become part of my journey in the program. Maybe someday I will earn these categories. But, I find it interesting that my journey went in a different direction from where I initially thought it would take me.

But, my journey is not finished. I still have a pair of cars to build and super detail. Neither will be evaluated, but still need to be done. What a journey! WP

# **Election Slate**

Below is the slate for the Garden State Division's election. The election will be held during the annual business meeting portion of the division meet on May 1.

President	Mark Moritz
Vice President	Jim Homoki
Treasurer	Bob Dennis
Secretary	Jim Walsh
Director	Ciro Compagno
Director	Paul Harbord
Director	JP Mikesh

# TOOLS AND TIPS: TOOL CONTROL—SPEED AND POWER

#### BY JIM WALSH

Like most model railroaders, a Dremel or similar rotary tool has been part of my tool collection for many years. However, there were times when it may have been too fast or powerful to use for precise or delicate modeling tasks. For that reason we often use a pin vise to drive a small wire size drill. Manually drilling the small holes is tedious and time consuming. You may consider a power tool but risk breaking the bit. I have acquired an assortment of rotary tools in search of one that may complete the job without breaking the bit in the hole. However, my variety of these tools provides options to get the right combination of power and speed to apply to many tasks. Here are the tools that I collected over the years.

Many years ago I received a curious tool made by X-ACTO, shown in the photo to the right. It is a small drill with 3 collets, a few attachments and powered by two C-sized batteries. Since I was young and inexperienced with power tools, its slow speed and low power were probably a good match for me. At the time, I was more interested in a Dremel Moto-Tool and a few years later, I received a more powerful tool for Christmas. It was not a Dremel but a similar single speed rotary tool from Sears called the Little Crafty. It could perform many tasks but at 24000 RPM, it was too fast and powerful for some fine work.



Above: This battery powered drill from X-ACTO used two C batteries and came with 3 collets and some bits. The drill dated from the mid 1960s. There were limits to the tasks it could complete since the speed was slow and it had very low power.

Right: Here are two tools from Sears. On the left, the Little Crafty is a single speed (24000 rpm) unit made by Emerson Electric for Sears in the 1960's. On the right is a Craftsman variable speed model 572.610950 made by Dremel for Sears. It is basically a Dremel model 395 and has a range of speeds from 5000 to 35000 rpm.



Around twenty years later, I finally got a variable speed tool made by Dremel and branded as a Sears Craftsman product. The kit came with a variety of bits and accessories and was great for several home and modeling projects. However, I considered the low speed of 5000 RPM too risky for the small wire drill bits.

I used a cordless screwdriver for home projects and it had two speeds – 200 and 600 RPM. It was useful for many jobs around the house requiring light

duty screws where a cordless drill is too powerful. When I found an item called a micro chuck, it allowed me to use my cordless screwdriver with wire drill bits sized #60 to #80. With that device, I have driven a bit as small as #76 into plastic at both speeds. To keep the bit from breaking, be careful not to apply much force. Just guide the bit and let it do the work. At these speeds, the plastic did not melt. A photo is shown on the following page.



Below: A close up of the micro chuck attachment is shown in the inset in the photo. This device holds small drills and accessories and fits into the cordless screwdriver's <sup>1</sup>/<sub>4</sub> inch Hex chuck. The cordless screwdriver shown here has two speeds 200 and 600 rpm. With the slow speed, it works well driving small bits. The drill is shown here with a small bit mounted in the micro chuck.



At Harbor Freight for around \$10 I found the Drill Master rotary tool kit. It uses a wall plug to provide 12 volts DC and power the tool with its single speed of 16000 RPM. I have a connector that allows me to connect the tool to a 12-volt DC power pack and I can adjust the speed way down. I don't know if constant operation at a slow speed will have any effect on the motor but you should keep it in mind. I only operated it at slow speeds a few times and mostly just to see how it worked. However, it is an option for the future.

My most recent discovery at Harbor Freight is an \$8 Chicago Electric Cordless Micro Engraver. This tool is basically a very compact drill that runs on two AAA batteries.

I have modified it for two-speed operation by building an adapter allowing it to run on a single battery at a slower speed. Using the slow speed I was able to do some careful carving on a plastic part.

With that assortment of rotary tools I have many options when starting a project with specific requirements for speed and power. WP Right: An inexpensive rotary tool from Harbor Freight is certainly no Dremel but I bought this one for two reasons. First, the kit had a large assortment of bits and second, I wanted to see how I could control the speed. On the right in the picture there are two sources for power with correct plugs. One is the supplied 12 volt DC adapter that plugs into the wall for normal single speed operation and the other wires are for connecting to a DC power pack to control the speed.





Left: Although it is called a micro engraver, this tool is just a small battery powered drill. In the photo on the far left, the device next to the tool is a single battery adapter that takes the place of a battery but provides no voltage. By using it, I have a slower speed option with one battery. The photo on the right side shows a AAA battery used in the tool and some of the parts used to create the single battery adapter.

WHISTLE POST

## NEXT DIVISION EVENT

THE SPRING EVENT WILL BE HELD VIRTUALLY!

<u>Тіме:</u> 9:00 АМ то 12:00 РМ

<u>Date:</u> Мау 1, 2021

#### LOCATION:

Online using FreeConferenceCall.com. The larger your screen, the better.

#### Cost:

FREE (BUT YOU HAVE TO BUY YOUR OWN COFFEE AND DONUTS!)

WEBSITE FOR MEETS: SEE PAGE 3 HTTP://WWW.NERGSD.COM/

#### AGENDA: INTRODUCTION GSD BUSINESS MEETING TWO CLINICS JUST (BRING 'N) BRAG LAYOUT TOUR

# An NMRA partnership with Northlandz is coming!

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! NMRA Marketing Consultant Christina Zambri has been discussing a partnership with Northlandz that should prove very beneficial to both parties, with great opportunities for the GSD. Details should be available within a few months.



### **CLUB CAR**

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

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

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

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

Ramapo Valley Railroad Club, Allendale Community for Senior Living, 85 Harrenton Road, Allendale, NJ <u>www.ramapovalleyrailroad.com</u>

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

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

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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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Brag In the good old days when we met in person at GSD events, we always had a "Bring 'n Brag" segment. This segment is where members would informally talk about a model they brought to the event. For our virtual meets. since there is no need to bring anything, the segment will be called "Just Brag."

> Send photos and descriptions, as well as your name, of the projects you worked on during this time of

restricted meetings. You can send them to gsdtrains.com.

During the next virtual event, your photos will be included in the "Just Brag" segment of the program. If you are in attendance during the event and would like to talk about the project, we will instruct you how to do so. Otherwise, one of the hosts will use the description you provided to talk about your model railroad project.

You have bragging rights!



and time of the next group of presentations on the NMRA Facebook page or the NMRA home page.

virtual model railroad convention



Tools, Model Train

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