



The WHISTLE POST

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

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SPRING MEET: SOMETHING FOR EVERYONE

ARTICLE BY BRUCE DE YOUNG

PHOTOS BY TOM WORTMANN

A historic setting, good food, educational clinics, bargains at a White Elephant Table, great door prizes, the opportunity to have models evaluated for the NMRA's Achievement Program, an operating session on a world class layout, and fellowship with other modelers – that is what the May 1st Spring Meet of the Garden State Division provided the over 45 attendees at The Model Railroad Club in Union, NJ. Besides NMRA members from the GSD, there were also NMRA members from both the New Jersey Division (MER) and the Metro North Division (NER) in attendance.



The Spring Meet of the GSD has been held at The Model Railroad Club in Union, NJ for a number of years now. The Club members are always gracious hosts and the operating session on the club's huge HO layout is one of the big draws each year. There is something 'special' about operating on the layout of the club so associated with the great modeler and author Paul Mallery.

The GSD had a number of members who are active in the Achievement Program, so it is not surprising that there were quite a few models brought to the Meet for evaluation. In fact, there were a number of structures brought to the Meet by a member of the Metro North Division for evaluation. Besides structures, there were also some scratch built models of HO_n3 rolling stock that were evaluated. Luckily, the Division has a

Norm Frowley, Tom Casey, and Bruce De Young (l. to r.) in the midst of evaluating the many models for the NMRA's Achievement Program. ▲

sizable roster of qualified Achievement Program Judges, so the evaluation process proceeded in timely fashion.

While the Judges were diligently working on one side of the building, attendees were busy watching clinics in another part of the building. Clinic Coordinator Tom Piccirillo had arranged three great clinics for the meet. Jim Fawcett presented a great clinic on creating backdrop structures; Dave Ramos treated attendees to an overview of a layout featuring harbor operations; and Jim Grill showed how he uses a car card/waybill system on his Neshanic River Railroad.

A large White Elephant Table was open throughout the day and many members both brought

(Spring Meet continued on page 5)



THE CAB

by President Norman Frowley, MMR


Summer Hiatus

In the summer, much of my leisure time attention turns to outdoor activities, such as golf or just enjoying mother nature. For years, I felt self-conscious about the fact that my modeling seemed to wane in the heat of July and August. Kits which were being built remained unbuilt. But I've gotten over the feeling that while on the golf course I'm not doing what I need to do to finish some project on the work bench. I've discovered that the hot weather break from modeling is a good thing. The hiatus actually recharges my modeling batteries and when September rolls around I'm ready to begin anew on that project which essentially had lain fallow while I was out looking for my tee shot in the rough somewhere.

Our region's annual convention is timed perfectly in this regard. This year the NER's convention will be held in Rhode Island during the long weekend of October 13-16. That's just at the time my involvement with model railroading is again in full swing.

At the convention there are clinics which address every

type of model railroading interest you can imagine. At a regional convention you share good times with modelers from around the northeast portion of the United States. Its where you can find out just how well you're doing as a modeler by entering your work in a model contest. If you've never been to a regional convention this is a good year to start. You'll learn those simple tricks which make your modeling life a little easier, operate trains at operating sessions, visit layouts you'd never otherwise see and just have a great time with other modelers like yourself.

So enjoy your summer. If that means continuing your model railroading as you do the rest of the year, that's great. But if you're like me, and take a break from your workshop or layout in July and August, embrace the hiatus and look forward to gearing up again in the fall, and diving headlong into the hobby by attending first, the Garden State Division meet on October 1 at the Ramapo Valley Railroad Club, and then the NER fall convention later in the month. ALL ABOARD. 



THE CABOOSE

by Editor Chuck Diljak

Staffing Up


There are a few new changes, around here. The *Whistle Post* staff has expanded to include three associate editors and one photo editor. The reason for this change is quite simple: My work and personal lives are consuming more of my time. Therefore, in order to continue producing a quality newsletter, it was necessary to seek help.

As editor, I will continue to assemble and ready the newsletter for publication. A considerable amount of time is needed to complete these tasks. Assembling a newsletter is very much like assembling a jigsaw puzzle. Each of the stories and photos must fit together to form a 16 page newsletter. And, just like a jigsaw puzzle, assembling the newsletter is very challenging. Also, it was important for me to stay on as editor in order to provide continuity in its format. Since I was concerned the quality of the newsletter would suffer as a result of my time commitments, I reached out to the GSD officers for help.

Thankfully, four GSD officers came forward: Ciro Compagno, Bruce DeYoung, Norm Frowley, and Tom Wortmann will all help in gathering stories and photos to share with membership in the *Whistle Post*. Ciro and Norm already have regular col-

umns in the newsletter. Ciro organizes the meeting minutes and has a regular column on the construction of his layout, the Richmond Harbor. Norm contributes his President's column and the Achievement Program column. Bruce will be in charge of the GSD meet pages, both the upcoming and past meets. And, Tom will be responsible for the photo theme in each issue. In addition to those responsibilities, the entire editorial staff will be cultivating articles and photos for publication in the *Whistle Post*.

This is where you, the reader, enters the picture. You are the source of the articles we need to cultivate. We need articles that the membership would be interested in. A quality newsletter is only as good as the quality of the articles submitted. So, take a moment and think of something you have done for your layout and write that article. If you need guidance, the editorial staff will be more than happy to help. Just contact any staff member listed on [Page 11](#). Don't be surprised if one of us asks you to write an article, directly!

With these staffing changes, the quality of the newsletter will only get better. 

AT THE THROTTLE

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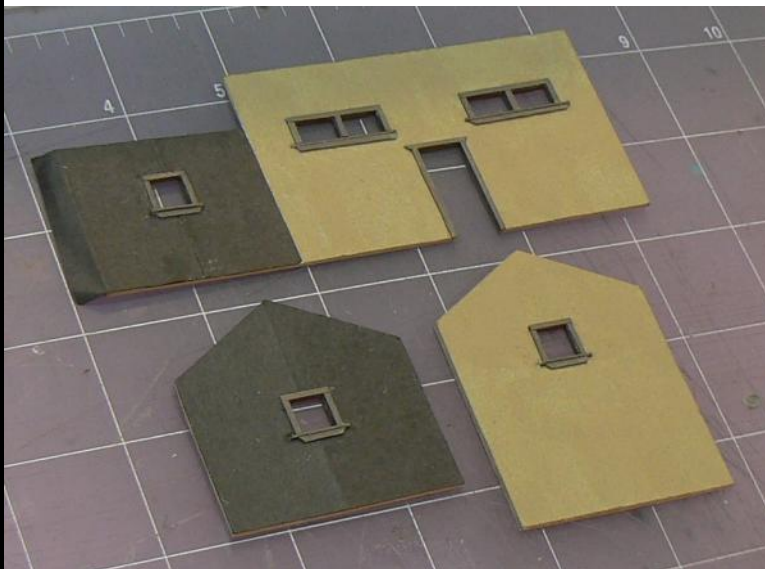
A "RETRO" SCRATCHBUILD-PART 2

BY BRUCE DE YOUNG

The Spring edition of the *Whistle Post* covered the construction of sub-walls and strip wood from paper products. Now it is time to assemble and detail the model with more paper components.

Windows and Doors

As you can see in Photo 1, I have three small windows, two larger windows, one 'people' door and one freight door to frame out. However, before starting the framing, I painted the walls of the main building and covered the walls of the smaller building with 'tar paper'. The black paper I use for tar paper is called Kraft Paper. It comes in huge rolls and is used in almost every art room and elementary classroom in New Jersey. They use it to cover bulletin boards. If you have a friend who is an elementary school teacher, ask if he/she can get you a few feet. It is very thin and easy to use. I do rub each side with some fine sand paper to give it some 'tooth' – not to make it any thinner. Notice I left a bit of paper extend off the end of the side walls. You will need this to cover the joints when you glue the walls together. Next I framed the windows and doors. I did this with the 1" x 4" stripwood that I painted brown. As I cut some the stripwood to length, the cut edges stood out since they weren't painted. I simply dabbed them with a brown 'magic marker'. In the following picture you will see my efforts. I even covered the inside edges of the window and door openings with some of this painted 'stripwood'. I also made some window sills from the same stock. All of the trim was measured in place and cut on the cutting mat with a single edge razor blade.



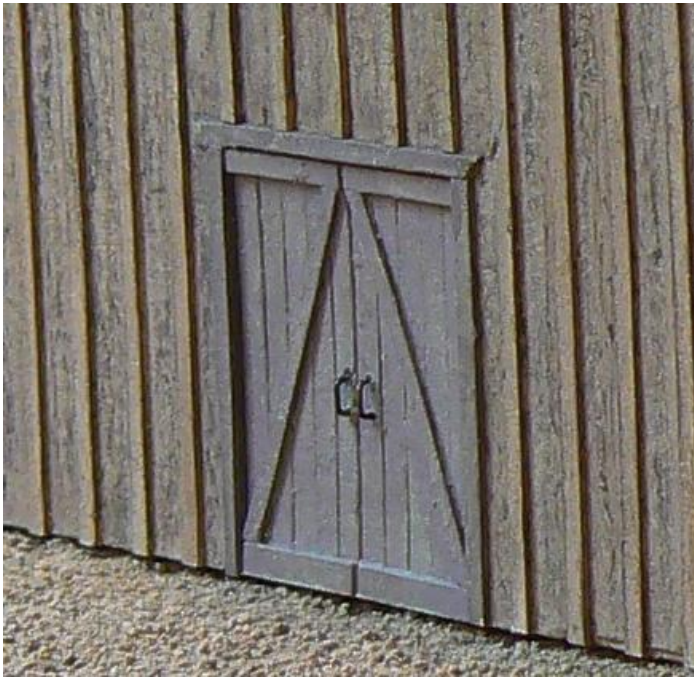
Now it is time to make the windows and doors. As you can see in the photo at left, I divided both of the large windows in half. I simply cut a piece of the mat board a scale 6" wide, glued it in the middle of the window and then covered it with a piece of 6" wide brown trim. When I cut the mat board that thin, I worried about it separating into its individual layers of paper, so I soaked those little pieces with

ACC. They are now solid as a rock. For the three little square windows, I wanted to build an inner sash with one horizontal muntin. Now I must confess that I left the world of paper and cardstock and reverted to some stripwood for this. I played with paper for a while with little success and then moved on. Anyway, I basically built the sashes in place inside the window panes using scale 2" x 2" stripwood. I now glazed all the windows with acetate sheeting that I had sprayed with a little Dull Cote.

The larger freight door was made using the cardstock 1" x 6" strips I had previously cut. I simply took a piece of shirt box cardboard and drew the outline of the door on it. I then glued the strips to that and trimmed it to size. After that I added some 1" x 4" (again cardstock) bracing to the door. The door handles are made from .012 brass wire bent into a "U".

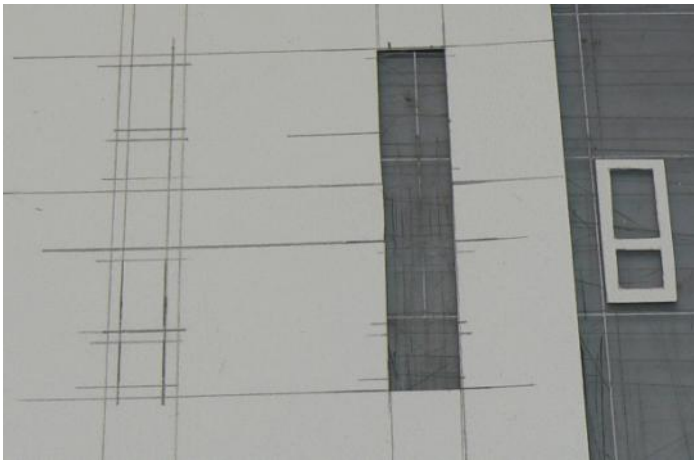
(Scratchbuild continued on page 4)

(Scratchbuild continued from page 3)



on the walls of the main building and some battens on the small addition to hold down the 'tarpaper'

For the 'people' door I wanted to try something different. I thought that the scale trim that I had cut was too thick to create the look of a wood panel door. So, I decided to lay out the trim of the door on some 90 lb paper I had picked up cheaply at Michaels. Knowing my propensity to mess up a cut or two, I laid four of these trim patterns out on the sheet. The idea was to cut the middle 'panels' out of these while they were still on the big sheet, and then cut around the door outline to produce my finished trim. My first try was indeed a bit wavy, but I had success on my second cut. I simply laminated that cutout onto a piece of cereal box cardboard and painted it the trim color.



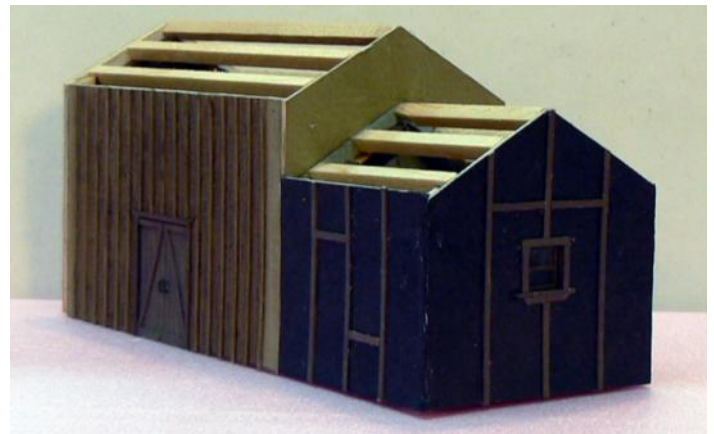
The doorknob is a piece of .015 brass wire repeatedly dipped in a small pool of ACC until I built up a little 'knob' on the end. I painted this a brass color, drilled an appropriate hole and got my doorknob.

Finishing and Assembling the Walls

While the walls were still flat on my bench, I glued the battens

Next I glued the walls together and heavily braced it with scrap wood I had laying around. My basement is pretty humid in the summer so I didn't want to take any chances of warping. I also put the roof supports in at this time. To get the look of raw, aged wood on the main building, I used a few pastel pencils that I had picked up at a craft shop. The three I used were Umber, Burnt Umber and Walnut Brown. You can choose your own, or just paint the walls. Anyway, after rubbing the walls with the three different colored pencils, I rubbed the pastels into the paper with a Q-Tip. I kept repeating the process to get the look I liked.

This is the status of the project at this point. Yes, I know that those roof supports look massive. Guilty as charged.



As you can see above, I still need to add the corner trim on the building. Once that is done I can add the last of the battens on the tarpaper addition. The battens on the upper part

(Scratchbuild continued on page 6)

THE CLUB CAR

GARDEN STATE MODEL
RAILWAY CLUB
575 HIGH MOUNTAIN ROAD
NORTH HALEDON, NJ 07508
WWW.GSMRRCLUB.ORG

MODEL ENGINEERS RAILROAD
CLUB OF NORTH JERSEY
569 HIGH MOUNTAIN ROAD
NORTH HALEDON, NJ 07508
WWW.ANGELFIRE.COM/NJ4/MERRCNJ

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

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
620 CLIFF STREET
HO-HO-KUS, NJ 07423
RAMAPOVALLEYRAILROAD.COM

THE NMRA

NMRA NATIONAL
WWW.NMRA.ORG

NMRA NORTHEASTERN REGION
WWW.NERNMRA.ORG

GARDEN STATE DIVISION
WWW.NERGSD.COM

NEW JERSEY DIVISION OF THE
NMRA MID-EASTERN REGION
WWW.NJDIVNMRA.ORG

SEND CLUB INFORMATION TO
MEMBERSHIP AND CLUB CONTACT:
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TCASEY@CO.BERGEN.NJ.US

(Spring Meet continued from page 1)


items to sell and bought items to bring back home. It all seems to even out!

A lunch featuring a variety of hero sandwiches, salads, soda and coffee was another highlight of the meet. After lunch, a large number of donated door prizes were handed out to those in attendance.

The afternoon finished up with a chance to oper-

ate on the Club's layout for those attendees who were interested in doing that.

Seem like there was a lot going on throughout the day? Well there was. Take a look at some of the pictures taken at the meet.

Attendance at the Division Meetings is a major benefit of membership in the NMRA. If you haven't attended a GSD Meeting recently, give it a try. Each is different in its own way, but all are rewarding. Hope to see you at the next Meet! 



Jim Grill presenting his clinic on the Car Card/Waybill system he uses on his Neshanic River Railroad.▶



Jim Fawcett demonstrates the software he uses to create paper structures for backdrops.▶

◀ *GSD members look over the items at the White Elephant table during the meet.*



◀ *Dave Ramos provides insight into how he models a harbor based layout through research, scratchbuilding, and kitbashing.*



of the side wall of the main building, above the roof of the addition, will wait until after I put that lower roof on, but before I add the upper roof.

The Roofs

The sub-roofs will all be cardboard, of course. I don't expect much sagging or warping with those roof supports. I painted both sides of the cardboard sub-roofs with the trim color. It helps seal the cardboard from absorbing moisture from the air. After the paint dried, I drew parallel lines on the upper side to act as guide lines when I added my roofing material.

The roof on the smaller addition will be tarpaper. I will once again use my black Kraft paper, but you can use tissue paper, newspaper, whatever you have. Just paint it Tarnished Black. I cut my tarpaper into scale 3' widths and put them on the sub-roofs with white glue. Mentioning glue, everything has been glued together with Aileen's Tacky Glue. I add the roofing material to my sub-roofs while they are still flat on the bench. I then glue the roofs onto the building and finally add my ridge cap material.

I decided to use 'cedar shakes' for the roof of the main building. This little structure will be the 'saw shop' on my HOn3 logging branch when I get it built. A wood shake roof will fit right in. Now I have plenty of laser-cut cedar shake roofing material and several rolls of the Campbell shingles. Although both are made of paper and thus fit into the paper/cardstock theme of this build, I did promise myself not to use any commercial items.

As I previously mentioned, I enjoy reading old modeling magazines, some of which date to the time period when Campbell shingles were state of the art. Back then, modelers made their own roofing shingles by cutting them from gummed brown paper packing tape. I didn't have that, but what I did have a roll of is "Easy Mask" tape from Daubert Coated Products. Like the gummed packing tape, it is made out of brown Kraft paper, but this product has about 2/3rds of the back covered with an adhesive similar to that found on "Post-It Notes" only a bit stronger. It is used by painters to mask off areas before painting and can be found in many well-equipped paint stores. I had two concerns: how to make the cuts in the tape so that they were consistent in length and parallel to each other. I got the idea of cutting strips a scale 2' wide, drawing a line mid-way across the strip length-wise and placing a steel rule along that line. I would then cut the shingles a scale 1' long by bringing a razor blade right up to the rule. That took care of a consistent length. To get parallel cuts, I placed the rule and the strip of paper tape on a cutting mat. By lining up the bottom of the tape along a horizontal line on the mat, and always making the cut along a vertical line on the

mat, I could get good parallel cuts. Here is where luck came in. That sticky adhesive on the back of the tape held the strips tight to the metal rule. (If you don't have this "Easy Mask" tape, you can hold whatever you are using to the back of the rule with two small pieces of Scotch double sided tape.) I just kept sliding the rule to the right a scale 8"-12" and kept my razor blade on the same vertical line on the mat. Cut, slide, cut, slide...


As they say, a picture is worth a thousand words.



Once I had enough strips cut to cover the roof, I installed them while the sub-roofs were still flat on my bench. You can use a glue stick for this, but I used 3M Transfer Tape (a type of double sided adhesive strip).

A sign printed out on my computer, a roof vent made from a lollipop stick (paper, of course) and the project was finished.



It was fun taking a step back in time and building a structure they way they did fifty years ago. Everything you see in the pictures is either paper or cardstock except the small window sashes, the door hardware and the support for the sign. Why not give it a try? 

MODELING TIP

PROBLEM:

YOU'VE CUSTOMIZED A COLOR FOR YOUR MODEL BY MIXING COMMERCIAL PAINTS. AND, YOU ARE LOOKING FOR SOMETHING TO PRESERVE THE LEFTOVER PAINT, JUST IN CASE TOUCHUPS ARE NEEDED IN THE FUTURE. WHAT CAN YOU USE TO PRESERVE THE PAINT?

SOLUTION:

FOR THOSE OF YOU THAT USE CONTACT LENSES WHICH COME IN THOSE TWO CHAMBER CONTAINERS WITH SCREW-ON TOPS, SAVE THEM. THEY SERVE AS PERFECT SIZE CONTAINERS TO PRESERVE SMALL QUANTITIES OF PAINT.

MALLERY AWARD

THE MALLERY AWARD IS AWARDED EACH YEAR TO A GARDEN STATE DIVISION MEMBER WHO HAS EXHIBITED EXCELLENCE IN MODELING CRAFTSMANSHIP DURING THE PRECEDING YEAR. IF YOU ARE INTERESTED IN APPLYING FOR THIS AWARD, THE RULES AND FORMS CAN BE FOUND ON THE GARDEN STATE DIVISION WEBSITE AT:

WWW.NERGSD.COM/ACHIEV.HTML

MODELING TIPS CAN BE SENT TO:

CHUCK DILJAK, EDITOR

GSDWHISTLEPOST@YAHOO.COM



HOW TO BE AN EFFECTIVE AP JUDGE: A PREVIEW

BY AP CHAIRMAN NORMAN FROWLEY, MMR

(Norm will be giving a clinic at the upcoming NER Convention in Rhode Island on "How to be An Effective AP Judge," and has agreed to give us a brief preview of that presentation in this article)

People have told me that they would like to be an AP Judge, but simply don't feel they're qualified to do the job. Almost everyone who feels that way is probably wrong. Even holding a merit award in any one particular category (e.g., cars, structures, or scenery) may be considered an adequate prerequisite for judgeship approval in that specific category. Meeting the qualifications to be a judge, therefore, is relatively easy. But there is far more to being an effective AP judge than simply holding the necessary qualifications, and that's what this presentation is all about: how to be an "effective" judge.

What is an "effective" AP judge? One who can accomplish the task of merit judging without hesitation or reservation, and at the same time make the AP applicant feel good about his modeling work, which has just been subjected to "judging" (evaluation is probably a better term), as well as about the Achievement Program, in particular, and the NMRA in general. Certainly a tall order for anyone. An almost impossible task, I submit, for persons without any actual experience whatsoever in being an AP judge. Thus, at the outset, one has to recognize what I believe is the fact: that effective AP judges are usually "made" rather than born with the inherent abilities necessary to accomplish the task in the correct way.

Here are some suggestions I have as to how one can make oneself into an effective AP judge, i.e., "evaluator."

Start by putting yourself in the position of the person being "judged." That person is seeking to have his or her modeling work evaluated by you for the purpose of advancing in the Achievement Program. Assume the AP

applicant is relatively new to the NMRA, which most AP applicants probably are, or has never had any of his or her models "criticized" or evaluated by another. One harsh word, one unkind or ungenerous comment about that modeler's efforts, one unjustified suggestion or incorrect devaluation of that modeler's work, and he might think twice about the Achievement Program and entirety of the National Model Railroad Association. Wouldn't you, if you were in that modeler's position?

AP judges walk this tight rope of doing an honest evaluation of an applicant's craftsmanship. One false move and it could have serious consequences. However, if the AP judge treats all applicants the way he himself would want to be treated, he need never fear doing the wrong thing. Simply said, be sensitive to the sensibilities of the applicant.

Anyone seeking to have his work evaluated assumes, moreover, quite rightly, that you, as a judge, know what you are doing when it comes to the judging guidelines. Thus, to be effective you have to know the NMRA's rules (called AP Judging Guidelines), either stone cold, or well enough to find in short order the answers you need to questions which may crop up during the judging process. Reading the rules for the first time while judging is a recipe for disaster. More probably than not, you won't have hours of time available to judge one or two models. You have to know your craft before you start the judging procedure, and an essential aspect of this craft, which we call AP judging, is knowing the provisions specified in the AP guidelines which will warrant higher scores, and those which will result in the assessment of lower scores.

Failure to know the rules extremely well can lead to a multitude of problems. An uninformed judge, for example, may find the craftsmanship of some relatively simple modeling work to be

(AP Judge continued on page 8)


superb and award a modeler an extremely high score. On some future relatively simple model that modeler's work may be of the same high quality. However, judged this time by an informed judge, the modeler may receive a relatively low score, and as a result is justifiably confused. An effective, i.e. informed, AP judge will know that the quality of the craftsmanship is only one of two major considerations when awarding scores; the other is the complexity of the model. A very simple model cannot correctly be given the highest scores even if done to perfection. The effective AP judge must be aware of that so that he can explain to the applicant the reason why he was scored the way he was. In addition, the effective judge has to be intimately familiar with the rules to be reasonably consistent from one judging session to the next.

The next consideration in one's effort to become an effective judge is the language used either in one's written comments or in one's verbal explanations of the scores awarded. There are many ways to say the same thing. Some ways are diplomatic, others may be hurtful or unproductive. The goal is to have the AP applicant learn from model to model. Choice of language on the part of the judge can be helpful to an aspiring Master Model Railroader who is seeking to learn from his efforts as he progresses. The wrong language can cause that aspirant to choose some other way to spend his free time.

All of the effective AP judge's language should be positive and

constructive; never negative and destructive. For example, if the applicant applied weathering in an unrealistic fashion one appropriate verbal approach would be to say, "I like the fact you attempted to weather your model. I'd now like you to study the effects of weathering on structures or cars in real life and try to replicate those effects on this model in order to improve your score." In this manner, the applicant is given positive information and helpful hints at the same time. This is far more productive than a statement like, "Your weathering technique needs work."

A statement like, "Your weathering is poor" not only is negative, but provides the modeler with no instruction for improving, and thus should never be the type of language used.

Constructive criticism is the hallmark of the AP judging process. The job of the AP judge is to help the modeler improve his craftsmanship. A comment like, "I appreciate the fact you used an airbrush to paint the surface of your model," is positive in tone, but again isn't particularly helpful pedagogically. An additional statement, after the positive introductory comment, such as, "What I'd like to see you do is keep the airbrush moving side to side parallel with the surface to avoid accumulations of paint in spots," gives useful information the modeler can take away from the experience and use to improve his work in the future. Remember that an effective AP judge is as much a teacher as he is an "evaluator" awarding scores which may lead to the issuance of a Merit Award. 

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Fax: 732-968-3314

www.themodelrailroadshop.com

In Training

by Chuck Diljak



Bob and Jerry determine their school projects

NEXT DIVISION MEETING

TIME:

2 PM: TRAIN RIDE

3 PM: ICE CREAM

DATE:

JULY 10, 2011

LOCATION:

WHIPPANY RAILWAY MUSEUM

1 RAILROAD PLAZA

WHIPPANY, NJ 07981

WWW.WHIPPANYRAILWAYMUSEUM.NET

DIRECTIONS:

FOR DRIVING DIRECTIONS, VISIT THE MUSEUM WEBSITE OR CLICK ON THE GOOGLE LOGO, BELOW:



AGENDA:

ICE CREAM!

COST:

\$3: ICE CREAM SOCIAL

\$1: MUSEUM (OPTIONAL)

\$13-16: TRAIN RIDE (OPTIONAL)

CLINIC CONTACT:

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

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TOMP1952@VERIZON.NET

I SCREAM FOR ICE CREAM!


BY CHUCK DILJAK

"And now for something completely different." That was the famous Monty Python catch phrase. And, now it applies to a GSD Meet. Our next meet will be hosted by a railway museum, where prototype equipment is on display. All of our previous meets were hosted by model railroads.

Plus, nearly every GSD meet, to date, has featured clinics. But, for the upcoming Summer meet, no clinics are being offered. Instead, the entire Whippany Railway Museum is one big clinic just waiting for you to explore. Diesel locomotives, steam locomotives, cabooses, freight cars, passenger cars, a freight house, a scale house, a water tower, and plenty of other equipment abound. This is your opportunity to get up close and personal with the prototype.

There will even be operating equipment in the form of a train, consisting of cabooses and a parlor coach. \$13 will get you a ride in a caboose while for \$3 more, you can get a ride in the coach. But, reserve your seat in advance! Tickets sell out, early. Plan to take the 2PM train ride in order to make it to the ice cream social at 3PM. If the 2PM train ride is sold out, try to reserve a seat on the 1PM train.

At 3PM, head to the designated area for the ice cream social. Share stories on your experiences at the museum and within the hobby with your fellow NMRA members. Get acquainted with your fellow modelers within the division. Some may even have the same modeling interests as you!

You read about the terrific meet the GSD had in Union, in this newsletter. And, after reading this article, you can see this meet will be another great one. So, if you are still on "the fence" about attending this Meet, remember another famous Monty Python quote: "Nudge nudge!" 



When you reserve your ticket for the train ride, you have the option of choosing to ride in a caboose ▲ or the Jersey Coast Club Car ▼.



A few of the interesting pieces that you will find on display at the Whippany Railway Museum ▲.



MEETING MINUTES

BY SECRETARY CIRO COMPAGNO

Purpose

Garden State Division (GSD) Staff Meeting

Date/Time

Sunday, March 20, 2011 at 9:45 AM

Place

Home of Tom Piccirillo

Attendees

Andy Brusgard, Tom Casey, Ciro Compagno, Bruce De Young, Norman Frowley, Anthony Piccirillo, Tom Piccirillo, and Tom Wortmann.

President's Report

Norman began with an open remark. He asked to keep e-mail chatter to a minimum, and make general decisions at a BOD meeting.

Committees were reviewed and summarized:

- Public Relations Committee: Chairperson Andy and Ciro
 - ♦ Send first notice 60 days before event
 - ♦ Second notice - 30 days before
 - ♦ Third notice - a few days before
- Events Committee: Chairperson Bruce, Rich Ross and Joe Calderone
- Clinic Program Committee: Chairperson Tom P., Anthony, and Ciro
- GSD Webmaster: Tom W.
- Whistle Post Newsletter: Editor Chuck, Associate Editors Bruce, Norman and Ciro, Photo Editor: Tom W.
- Manufacturer's Liaison: Tom P.
- Club Liaison: Tom C.

Secretary's Report

Ciro read the 11/21/10 staff meeting minutes. Revisions were made to the President and Treasurer Reports. With revisions, the minutes were approved.

Treasurer's Report

Anthony presented a YTD 2010-2011, income-expense comparison report. The balance sheet report was not available. Several suggested revisions were discussed, voted and agreed upon. Anthony will make the agreed revisions to the income-expense comparison report and send a revised copy. The Treasurer's report was accepted as amended.

Education Committee and AP Reports

Norman presented the reports. Several key points are:

- There are two new judges in the Division – Bruce De Young and Andy Brusgard. If there is any interest in the Division to become a judge, advise Norman.
- Two merit awards were given the last month or two.
- A number of Volunteer Achievement Pro-

gram Certificates were issued.

- GSD is doing very well in comparison to other Divisions in the NER.
- A comprehensive list of judges has been developed for the NER. There are about 50 judges in the NER. Ideally, there should be more.

Events Report

There was a group discussion:

- Business/Winter Meet, February, hosted by the Pacific Southern Railway Club in Rocky Hill, NJ:
 - ♦ Very pleased with the attendance (39 total).
 - ♦ Host should not control the clinics.
 - ♦ Bruce asked to see a summary of attendance for previous GSD meets to better understand trends. Anthony indicated he the records, and will send.
- World's Greatest Hobby, February, Edison, NJ:
 - ♦ Recommend changing the presentation.
 - ♦ Members who volunteer should spend the majority of their time at the table being a salesperson, completing an activity at the table, etc.
 - ♦ On average, a minimum two to three individuals join the GSD at this type of event via NMRA Railpass.
 - ♦ Norman indicated we need to better draw the public's attention. The laptop used for presentations is too small, does not make enough sound, slide show used is not interesting enough, etc. He suggested we purchase a large, flat-panel monitor and develop a presentation with sound about the GSD. This may be a slide show or video with a narration. Also, add speakers so individuals passing by will hear and learn more about the GSD.
 - ♦ Bruce and Norman indicated it would be ideal to have a new MS Powerpoint presentation for the 2011 Fall Greenberg Show.
 - ♦ Tom W. volunteered to investigate the cost of a large, flat-panel monitor.
 - ♦ Tom W. volunteered to develop a video and MS Powerpoint presentation, as long as he has cooperation from GSD members. He asked Bruce for help with content.
 - ♦ Norman asked we have a large stock of promotional items available month or two ahead of time for shows: GSD brochure, NMRA magazines, sample Whistle Post newsletters, etc. He asked Ciro to make the arrangements, and provide material to Bruce before the next show.
 - ♦ Andy indicated the National has a

membership package that may be available. This needs to be researched.

- ♦ Norman suggested a cloth sign with grommets that can be rolled up, and easily installed. It should clearly state "Garden Staten Division, National Model Railroad Association" to improve visibility. Anthony volunteered to complete this.
- ♦ Tom P. indicated we should advertise: NMRA memberships available, join the Garden State Division, etc. Bruce indicated the 6 mo. Railpass membership would be a very good attention grabber. Andy will follow-up with the NMRA public relations department to see what is available. An option is to use the NMRA Railpass advertised in the magazine press.
- ♦ Norman indicated when we have a meet in the middle of the day, we need to offer food. Coffee and doughnuts are good for morning meets.
- Spring Meet, May, hosted by The Model Railroad Club in Union, NJ:
 - ♦ Three clinics, lunch (platter of cold cuts, rolls, side salads, etc.) for 40 persons, AP model judging, white elephant table manned by Frank Russo, door prizes, caboose donation box, operating session hosted by club, \$8 admission. GSD staff members and others involved should be there at 11:00 am to help set-up. Meet officially begins at 11:30 am sharp.
 - ♦ First two clinics start at 11:30 am about 1/2 hr. each. Break for lunch for 1 hr. Last clinic after lunch followed by remaining GSD activities. Start operation session by 2:30 pm.
 - ♦ Tom P. indicated he will coordinate door prizes from manufacturers.
- Summer Meet
 - ♦ The summer venue needs to be confirmed ASAP. Bruce has three ideas:
 - ♦ Whippany Railway Museum (Roger Post is a good contact) – picnic area is available, need to bring table, chairs and supplies, no BBQ facilities, ice cream wagon is available. This venue is not conducive to given clinics.
 - ♦ Black River & Western Railroad Ringoes Station – less items to see, picnic area is available. This venue is not conducive to given clinics.
 - ♦ New Jersey Live Steamers (NJLS) – Tom P. will follow-up with possible Summer and Fall Meet options.
- Fall Meet
 - Need to confirm venue after deciding the Summer Meet location. Tom C. will follow-up with Ramapo Valley Railroad Club to

(Meeting Minutes continued on page 12)

ABOUT THE WHISTLE POST

THE SUBMISSION DEADLINES
FOR *THE WHISTLE POST*:

JANUARY 10

APRIL 10

JULY 10

OCTOBER 10

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MISSION STATEMENT:

THE WHISTLE POST, THE NEWSLETTER OF THE NMRA'S GARDEN STATE DIVISION, SEEKS TO SERVE AS A VEHICLE FOR COMMUNICATION AMONG THE DIVISION'S MEMBERSHIP, SHOWCASE ACTIVITIES OF THE MEMBERSHIP, AND PROMOTE THE HOBBY OF MODEL RAILROADING.

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PHOTO THEME FOR NEXT ISSUE: *CUSTOM ENGINES*



▲ Tom Wortmann's HO scale Proto 2000 GP9 was custom painted in the Netherlands by his friend Fons Bossaers.

Photo Theme is a one page feature in each issue of *The Whistle Post*, based on a theme. Photos and captions can be e-mailed to gsdwhistlepost@yahoo.com.

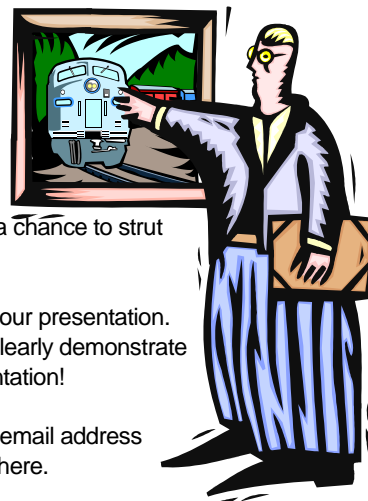
Want to be a Clinician?

We seek members who would like to give a clinic at our Division Meets. If you can present a clinic, you'll help your fellow model railroaders enjoy their hobby even more than they do now, have a chance to strut your stuff, and have fun while doing it!

A video camera and projection screen will be available to assist your presentation. Fancy graphics are not required, but you should be prepared to clearly demonstrate and fully explain the topic. We'll even help you set up your presentation!

If you'd like to present a clinic, please send an email to me at the email address below with your suggested topic and we'll discuss it further from there.

Tom Piccirillo, MMR
Chairman, NMRA-GSD Clinic Program Committee
tomp1952@verizon.net



- Plans for The Gallery Exhibit at the California State Railroad Museum are moving into high gear. To date, organizing and fund raising actions have raised two pledges of matching funds from anonymous NMRA member donors. One donation is for \$50,000 and the other is for \$250,000. Current plans call for the exhibit to be opened by the end of 2012. You'll find out all the details of the exhibit in the May issue of NMRA Magazine.
- This year's Summer Board Meeting will be held prior to the Sacramento x2011 Convention and will begin on Friday, July 1, 2011. Current plans put the meeting in the Beavis Room in the Sacramento Grand Sheraton Hotel. Tentative starting time is 9 am. All locations and times are subject to change -- be sure to keep an eye out for updates to this information.
- The "Members-Only" area of www.nmra.org is currently open to all members. Although content is still being added, right now the area houses copies of all Region and Division newsletter articles cited within the last year by Jim Zinser in his bi-monthly "Division Business Car / NMRA@Home" column in NMRA Magazine. In addition the "NMRA magazine classics" section of the Members-Only area will contain classic articles from past issues of Scale Rails magazine and The Bulletin. We'll be adding new material all the time so check back often.
- The NMRA remains active with the two model railroad podcasts mentioned in a previous edition of the InfoNet News. The NMRA is now sponsoring "The Model Railway Show" podcast, produced by well known modelers Trevor Marshall and Jim Martin. Their website is www.themodelrailwayshow.com. And Board Member Clark Kooning, along with other NMRA members, continues to appear as a regular guest on the "Model Rail Radio" podcast. Their website is at www.modelrailradio.com. Both of these podcasts can be downloaded directly from their websites, or via iTunes.
- The NMRA has a Facebook page and is on Twitter. For up-to-the-minute news members should follow us at either (or both) of those two social media sites!
- The National Train Show also has a Facebook page. When they follow us, your members can get all kinds of information about which vendors will be at the show, show specials, and other good-to-know previews about the NTS!
- As has been the case for several years, NMRA Membership numbers are remaining stable. The membership count, as of May 31, was 19,495. This represents an increase of 0.34% (that's 1/3 of 1%) over May of 2010, and a decrease of 0.32% (1/3 of 1%) over May of 2006. When you hear rumors of the "constant decrease in NMRA membership," please quote these figures -- it's STABLE and has been for at least five years! 

(Meeting Minutes continued from page 10)

confirm their availability.

- Bruce will make contact with the North Haledon clubs to maintain the relationship and advise the GSD is interested in a future meet.
- Bruce advised we should begin considering occasional Saturday Meets to draw members who are unavailable on Sundays. Norman asked Tom C. to ask if Ramapo would consider a Saturday versus the traditional Sunday.

Membership & Club Chair's Report

- Tom C. had no major update to report. The March membership information was already sent to Andy.
- Bruce showed a sample GSD Welcome CD that could be given to new members to immediately show a tangible return for their new NMRA membership, which is given within 2 mo. Cost is estimated at about \$3 per CD from a 25 CD pack. This includes mailers, CD, and slim jewel cases. All were in favor.
- Norman asked Tom W. to coordinate with Bruce on developing material for the GSD Welcome CD.

Whistle Post Report

- In Chuck's absence, Ciro distributed for review a draft version of the newsletter and reviewed remaining needed items.

- Tom W. indicated he would send Chuck photos taken at the World's Greatest Hobby in February.
- Norman asked financial details would not be shown in the meeting minutes published in the newsletter and GSD website.
- Tom P. sent Chuck a write-up of each clinic along with photos for the upcoming Spring Meet.


Discussion of old business

- Solicit home layouts in northwest section of New Jersey in late March 2010. Update: Bruce asked to change direction and focus on the southwestern portion of the GSD territory due to immediately available clubs.
- Andy presented a nicely done card promoting New York Society of Model Engineers. Andy volunteered to create a similar card for the GSD. Andy is struggling with finding a suitable template that can be used for model railroading. Andy will send Norman the website link to help further research a reasonable template.

Discussion of new business:

- Clinic Program Committee – Chairperson Tom P. indicated there will 3 clinics for the Spring Meet. Clinic details were presented.
- Norman asked Anthony and Tom P. to present a sample GSD badge for the next meeting for review and acceptance. It should be:

- ♦ Use white with red lettering
- ♦ On the left, have GSD logo followed by the individual's name in bold
- ♦ On the bottom, Garden State Division
- ♦ If it fits, add NMRA below Garden State Division
- ♦ It is recommended an individual purchase a denim long-sleeve shirt through the NMRA On Line Store. Ideally, everyone should buy the same type of shirt and add their future badge.
- Discussed and agreed to donate \$75 to NMRA Diamond Club, which is a dedicated fundraiser to help bring the NMRA website into the 21st century by providing members with expanded content.
- Norman asked Tom C. to develop an idea by the next staff meeting an Edward Fraedrich service award to present to a GSD (non officer) member.
- To minimize discrepancies in GSD communications for events, Norman asked the communiqué be approved by the BOD, or as minimum by him. Andy will send Norman a copy for review before distributing.
- The Lake Mohawk committee approached Anthony to have another GSD sponsored summer event. Anthony will further research and provide details.

Next staff meeting is planned at Norman's home on June 25 or 26th at 10:00 am.
Meeting adjourned at 12:25 PM 

CIRO'S CORNER

THE RICHMOND HARBOR IS AN HO SCALE LAYOUT I AM CONSTRUCTING IN MY BASEMENT.

THIS SERIES OF ARTICLES WILL FOLLOW THE PROGRESS BEING MADE ON THE LAYOUT.

THIS SIDE COLUMN HIGHLIGHTS THE WEBSITES OF ITEMS OF INTEREST THAT ARE MENTIONED IN MY ARTICLE, TO THE RIGHT. CLICK ON ANY OF THE HIGHLIGHTED LINKS LISTED BELOW.

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QUESTIONS REGARDING THIS SERIES CAN BE SENT TO:
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BUILDING

RICHMOND HARBOR

BY CIRO COMPAGNO

In the last article, I walked you through the steps in painting a reasonable sky-blue backdrop. Now, I get to do it all over again - stand in front of a nicely painted sky-blue backdrop and stare at it. Again, you quickly realize its bare blue innocence will be short lived. There are a couple schools of thought. The easiest one is to leave it as a cloudless sky day. No one can argue that it is not realistic because we do have cloudless days from time to time. Another school of thought is to add clouds and enrich the sky. I chose the latter.

My first introduction to clouds was while browsing YouTube. YouTube is a good introduction to see how others are doing things - good and bad. I stumbled upon Simple Clouds by Tim Gagnon. I was intrigued on how easy and convincing Tim made his clouds. After watching the video carefully several times, I was convinced I can produce similar results.

The first step was purchasing artist acrylic brushes and paints at a local arts and crafts store. Try to keep it simple, as the you can spend much more money then needed to paint simple clouds. I settled on Royal & Langnickel "Essentials" long-handle synthetic brushes, and Golden Artist acrylic paints. The long-handle brushes are ideal to give you adequate reach when painting 1 to 2 ft. away. I purchased several different types for future use. The acrylic paint colors purchased were Titanium White and Payne's Gray. If available, buy the smaller paint tubes, as a small tube goes a long way. Titanium White is, obviously, for making white clouds. The Payne's Gray is excellent for simulating rain clouds.


With a brush in one hand and paint on a plastic palette on the other hand, I was ready to start painting. Well, not so fast cowboy. There is no way I was going to start painting

clouds for the first time after watching a YouTube video on my spanking brand new blue backdrop. I needed to practice. Practice making thin, wispy, high-altitude clouds (cirrus). Practice making striking, large, thunderstorm clouds (cumulonimbus). Practice clouds in the forefront. Practice clouds in the background. Practice. Practice. Practice. OK, so where do I practice? I built a small mock-up of the backdrop using spare 1x2s and hard-board. I primed and painted the mockup to perfectly match the full-size backdrop. I took time to build. However, it was worth every minute. With a mock-up, you can comfortably experiment with different types of

brushes, amounts of paint, brush strokes, etc. The first few clouds I attempted to paint were a failure. I used too much white paint, too much gray paint, didn't use the right brush, put too much pressure on the bristles, etc. I practice over and over again until I



was confident in make a variety of cloud types. Take your time, practice, and build confidence. And, the most important point is to have fun. This is a hobby of many vocations. The joy is learning those vocations for the first time, becoming proficient and showing others how it is possible. I always believed that if you are not having fun in an activity, stop and find an alternative way. A hobby should be fun. When the fun stops, it becomes work.

Once you have a good practiced technique, you build up courage and go for it. Start with simple cloud formation and reinforce the basics practiced on the mock-up board. Have photos of cloud formation nearby as reference, as clouds come in all shapes and sizes. Have an idea of the ambiance your striving for. With a little practice, you can make reasonable cloud formations to dress up your backdrop. 

PRODUCT REVIEW

BY CHUCK DILJAK

River Road Surplus
Main Street Heritage
www.mainstreet-heritage.com
HO Scale
MSRP \$28.95

I spotted my first Main Street Heritage kit when I walked into the Model Railroad Shop in Piscataway, NJ. The kits by Main Street Heritage are made from a "high quality toolable resin." I was amazed at the high quality and fine detail in the cast components. I didn't see any evidence of bubbles on the surface of the cast walls. And, I cannot say enough about the detail cast into the walls: Nail holes, wood grain, and mullions are just the start. In fact, many of these details went unseen until painting of the walls began. I give credit to this attention to detail to the owner of Main Street Heritage, Bruce West. Bruce is a licensed architect and designs his kits with exacting standards in mind.

The River Road Surplus kit contains two structures. The main structure is brick. The second structure, labeled a "lean-to" represents a wood structure. Both structures provide many options to the builder. The brick structure has two versions of the freight door: Fully closed or partially closed. The lean-to offers many options. While it only provides three walls in the kit, a fourth wall can be scratch built from .060 V-Groove styrene siding. It has two "front" walls: A store front or freight door. You do not need to use both walls for the kit. Instead, create a back wall from the same .060 V-Groove styrene siding. You also have the option of creating your own roof line: Peaked, slanted, or flat. In addition, the lean-to can be placed on either side of the brick structure or in back. Or, treat it as a stand-alone structure.

Once you've decided which options you want to have, the first step is to file or sand off any of the flashing. Use caution when doing so, however. The window mullions are fragile and can be easily broken.

Next, study the walls to see if they are flat. Place any walls that are not flat on a sheet of plywood and place into a pre-heated oven set to 170 degrees for 30 minutes. Place other pieces of plywood on the pieces to provide weight to force them flat. After thirty minutes, turn off the oven and let the pieces gradually cool to room temperature while in the oven.

I use a different method for painting brick and mortar. I use a method I call "dry-sponging." I first paint the walls the mortar color using an airbrush. Then, I apply paint to a make-up sponge. I remove most of the paint from the sponge and then gently dab the brick surfaces. This method will only leave paint on the brick surface, not in the mortar joints. I used Polyscale Aged Concrete for the mortar and Boxcar Red for the brick in my kit. To paint the bricks in tight corners, I dry brushed Boxcar Red into those areas.

In my kit, the windows and doors, except the freight door, were cast into the walls. More recent versions of this kit have the windows and doors of the brick structure as separate pieces. Using a fine paintbrush, I painted the windows and doors Polyscale Depot Buff.

The peak of the rear wall of the brick structure is board and batten. I




masked off the lower brick section and painted the board and battens with Polyscale Earth. I also applied an alcohol and India ink wash to the board and battens. When dry, I

drybrushed the board and battens with Polyscale Reefer White. It was then that I discovered the nail holes and wood grain. There is a little access door in the middle of the board and battens. Using Polyscale Roof Brown and Rust, I touched up the door latch using a toothpick.

The shingled roof is also made from two outstanding resin castings. I painted the roof using Polyscale Earth. Then, I randomly applied a wash made from India ink, Polyscale Railroad Tie Brown. Then, I dry brushed the surfaces of the shingles with Polyscale Earth, moving the brush downward from the peak.

The kit doesn't include any significant chimney castings. Instead, it includes styrene rod to be used for this purpose. In addition, the instructions list other detail parts that could be used for this purpose. Since I had a few Tichy chimney castings in my parts box, I used one of these for the brick structure. I also added the interior details, window blinds, decals, door knobs, and lights from my own collection of details.

I used the freight door section to the lean-to as the back wall. I modified it by inserting a Tichy door and jam, filling the rest of the opening with .060 V-Groove siding. For the roof, I used 3/16 styrene metal roofing. I painted the roof with Polyscale Roof Brown and used a wash of Polyscale Jade Green for a verdigris look. The walls were painted Polyscale CP Gray trimmed with Polyscale Beige. I also added roof details, window shades, rafter tails, and lights from my parts box. The barber shop sign came from a Woodlands Scenics dry transfer set.

I highly recommend trying one of the kits from Main Street Heritage. Even if you aren't interested in the kit I built, there are many other affordable kits from this manufacturer. If you are in the Piscataway area, stop into the Model Railroad Shop and check them out or order directly from the Main Street Heritage. After a little paint, ACC cement, and a couple days of work, you will have a nice little structure for your layout. Then, you can put the phobia of working with resin behind. 



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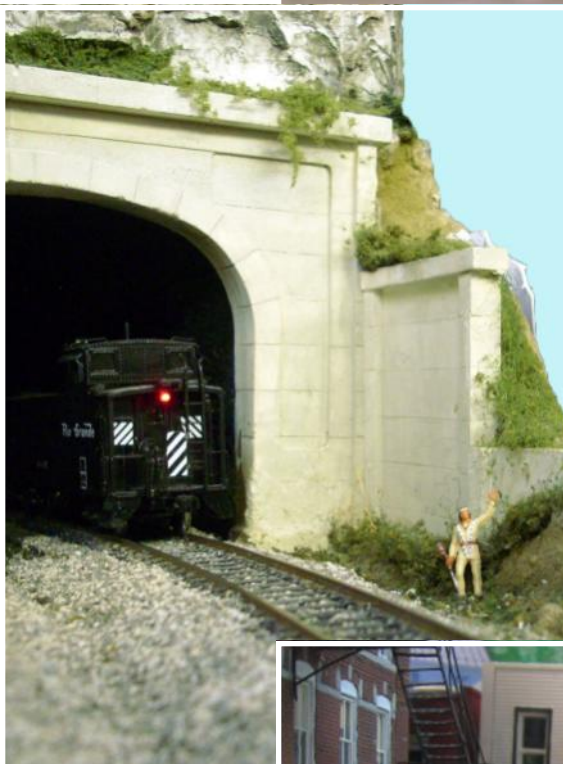
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MINI SCENES

*Passengers wait
for the next inter-
city passenger
train on Al Taylor's
Santa Fe RR.▶*

Photo by Tom Wortmann



◀ *Locals along the right of way
greet trains as they pass on Frank
Russo's HO scale Laredo Div of
the D&RG RR.*

Photo by Tom Wortmann

*Customers eat
well at Annie's
Lunch located on
Joe Calderone's
HO scale layout.▶*

Photo by Joe Calderone





Chuck Diljak
31 Kuiken Court
Wayne, NJ 07470

*The date in the mailing label corner identifies
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THE TIMETABLE

Sunday-Saturday, 7/3-9/11, NMRA National Convention, "Extra 2011 West," Sacramento, CA. For more information: www.x2011west.org

Sunday, 8/7/11, 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

Saturday-Sunday, 8/13-14/11, Greenberg's Train & Toy Show, New Jersey Convention & Expo Center, 97 Sunfeld Ave, Edison, NJ, 10-4PM. Adults \$7, Children under 12, Free. For more information: www.trainshow.org

Sunday, 10/1/11, NMRA Garden State Division Fall Meet, The Ramapo Valley Railroad Club, 620 Cliff Street, Ho-Ho-Kus, NJ. Details are still being developed.

Saturday, 10/1/11, Northeast Fallen Flags Railroad Prototype Meet, Ted Blum 4 -H Center, 310 Milltown Road, Bridgewater, NJ. Admission is \$25.00 at the door and includes a hot Italian Lunch buffet at 1 PM. For more information: groups.yahoo.com/group/neffrpm/

Sunday, 10/9/11, Train Collectors Association Meet, Boys and Girls Club, 490 Midland Avenue, Garfield, NJ. 8AM-2PM for TCA members, 9AM-2PM for General Public. Free to TCA members, \$5 for Non-TCA adults, 16 and over. For more information: www.metca.org

Thursday-Sunday, 10/13-16/11, NMRA Northeastern Region "Roger Wil-

liams Express" convention, Warrick, RI. For more information, visit the convention website at: nerconvention.org/2011/

Thursday-Saturday, 10/13-15/11, The Fine Scale Model Railroader Expo, Holiday Inn, 1 Newbury Street, Peabody, MA. For more information: modelrail-roadexpo.com

Saturday-Sunday, 10/29-30/11, Great Scale Model Train Show, Maryland State Fairgrounds, 2200 York Rd, Timonium, MD. Saturday, 9AM-4PM, Sunday 10AM-4PM. General admission \$9, children under 15 Free, family \$18. For more information: www.gsmts.com

Wednesday-Saturday, 11/2-5/11, The Craftsman Structure Convention, Holiday Inn, 31 Hampshire Street, Mansfield, MA. For more information: www.csc11.net

Sunday, 1/28-29/12, The Amherst Railway Society Railroad Hobby Show, Eastern States Exposition Fairgrounds (The Big E), West Springfield, MA. Saturday 9AM-5PM, Sunday 10AM-5PM. Adults \$10, children 15 and under Free, parking \$5. For more information: www.railroadhobbyshow.com

NOVEMBER IS....



To have a show or meet listed, please e-mail the information to gstdwhistlepost@yahoo.com