

INSIDE

SUMMER MEET 1

VIEW FROM THE CAB 2

UPDATING AN MDC BOXCAR 3

SPRING MEET REVIEW 5

MEETING MINUTES 6

AP PROGRAM 7

SUMMER MEET
LAYOUT TOURS 8

PHOTO THEME 11

NMRA INFONET 12

BUILDING THE RICHMOND HARBOR 13

TIMETABLE 16



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The WHISTLE POST

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

SUMMER MEET, THE NJ ZINC MINE PLUS MUCH MORE!

The summer meeting of the Garden State Division will be held on the grounds of the Sterling Hill Mining Museum in Ogdensburg, NJ. (30 Plant Street, Ogdensburg, NJ). On Saturday, August 18, 2012. With easy access off I80 (via Rte. 15) and I287 (off Rte. 23), the Sterling Hill Mining Museum is on the site of the large Sterling Hill zinc mine that closed in 1986. The mine was a huge customer of the Lehigh & Hudson River RR and its successors. They have an excellent website which contains loads of additional information:

<http://sterlinghillminingmuseum.org/>

or visit our web site at;

<http://www.nergsd.com/Data/SummerMeet12.pdf>

The events at the site include a private tour of the Museum and an underground tour of the mine just for GSD members and guests. This two hour tour will be followed by a lunch in an outdoor pavilion provided by the GSD. After lunch, seven layouts will be available for visits and members are also welcome to spend more time visiting the Museum Store and photographing the extensive collection of hard rock mining equipment that is on display outdoors on the grounds.

In addition to zinc and iron, the rock in this mountain is home to an amazing array of florescent minerals – some that are found no where else in the world. More information on florescent minerals can be found on the Museum's website.

Cost; (Lunch inclusive) Adult: \$9; Senior; \$8; Under 12; \$7.

We will need to know how many tour guides are needed, if your planning on attending **please e-mail us with how many by August 1st.** gsdtrains@yahoo.com

(additional photos on [page 9](#)).



Schedule for the Day

(August 18, 2012)

- 10:00 a.m.** - Arrive at the Sterling Hill Mining Museum
- 10:30 a.m.** - Begin 2-hour tour*
- 12:30 p.m.** - Lunch on site in pavilion/Museum Store/
Explore Grounds
- 1:30 p.m.** - 7 awesome layout Tours
- 4:30 p.m.**

*Note: If you miss the beginning of the tour, you cannot join it in progress! **Arrive by 10:00 a.m.**




The Fruits of Success

There's no need to wonder why our meets are more well attended and more enjoyable than ever. The answer is simple and obvious. Our division is starting to really click because of you, the member. Each board member is doing an important job to make sure our meets are well run. The general membership is doing its part by making their home layouts available for layout tours, by presenting clinics or by just being present at our meets. The work of the division is a collective effort. Certainly no one person or very small group of persons can do it all. I suggest that the reason many volunteer organizations flounder is that too few people step up to the plate to do their part to make the thing work. We are proving that when everyone does their part, whether that part is large or small, the payoff can be substantial in the degree of enjoyment we get out of our membership in the organization.

So let the word go forth to the members of our division and beyond. No matter how insignificant you may think your involvement in the division may be, the fact is that your involvement at any level is vital to the success of your organization. The proof is in the pudding in our division. We've had more people working to make our division a success than ever before. The result is that we're seeing the fruits of that suc-

cess: more interesting clinics, home layouts to visit, better meeting facilities, better run meets, more interesting activities in the summer, a high quality publication (the Whistle Post), a thriving Achievement Program, and just plain fun being with a growing cadre of fellow model railroaders sharing good times.

So the next time you learn of a meet, don't pass it up and expect you'll get anything substantial out of your membership. You probably won't get much without being "involved" in some way. If it's simply attending a meet, that's good enough. If you want to do something, anything on some committee, that's great too. The important, operative word here is "do." Do something. Because when you do something to make the organization work, magical things happen. The organization in fact works and the member gains immeasurably by his or her participation. Give it a try, and see if what I say is true or not! Happy modeling. 

Welcome to our New GSD Members!

- ◆ Richard and Karen Poklemba
- ◆ Robert Coakley
- ◆ Eric Estes
- ◆ Mark Lutz
- ◆ Ken Morris



Marking Time on shift!


As I mark my time on I need to first take a moment on behalf of the GSD board to thank Chuck Diljak for all of his outstanding efforts in the position of the Whistle Post editor. Chuck has done a wonderful job of creating a professional quality newsletter for the division. The division is truly indebted to Chuck for the past five years serving as the editor and all of his contributions towards improving the communications for all our division membership.

Over the past few issues I have been shadowing Chuck as he worked each issue from the ground up. I can truly say this is quite a humbling experience. Though I thought I knew a thing or two about using Microsoft Publisher, Chuck has taught me how much I did not know! Pulling together all of the elements for each publication is no small task. A tremendous amount of work goes into each publication with the planning, prodding for stories and photos and generally corralling folks to get things in on time! So much of this goes unnoticed to the reader that it is easy to forget. If you have the opportunity to meet Chuck please give him a pat on the back and say thanks! His leadership and thoughtful work will be missed even though he has assured me that he will be around for help with those stressful times to come.

THANK YOU CHUCK!! Best Wishes!

As I begin the process of serving as Editor I wanted to share a bit about myself. My interest in model railroading started out with a train set I had received for Christmas. This was an HO scale Gilbert set which had an oval of track that was attached to a grey ballast strip. The set included an Erie 060 steamer! While I had break from the hobby during teen and college years I always kept an interest in the hobby. More recently I have been as active in the hobby as one could be given family and work responsibilities. Over the years I had been actively engaged with a local HO club in Hamilton as well as supporting our sister division the New Jersey Division. I also enjoy being part of the South Jersey Rail Operators which is a round robin operations group.

My current modeling project is trying to complete my HO scale layout which is what I would categorize as a freelance prototype of the Delaware and Hudson Railroad circa 1970.

In time I hope to share more on my modeling efforts but for now I ask for your help and patience. Think about sharing your modeling, stories, photos or prototype information here in the WP! We need your help! We can help you get started just reach out! 

AT THE THROTTLE

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UPDATING THE MDC BOXCAB

by Chuck Diljak

When my interest in model railroading was rekindled in 1990, it wasn't long before I discovered that my company, Ingersoll Rand, influenced the railroad industry in the early 1900's. Ingersoll Rand partnered with General Electric and Alco to develop the first commercially successful diesel locomotives in the 1920's. Ingersoll Rand provided the diesel engine, General Electric built the generator and traction motors, and Alco contributed the mechanical assemblies. The AGEIR Boxcab, as it came to be known, did not have a long production run, however. General Electric and Alco decided to produce their own line of diesel locomotives, bringing an end to the AGEIR partnership. For more information about Boxcabs, there is a terrific website at <http://www.cnwhs.org/ageir/ageir.html>.

Knowing that Ingersoll Rand had a hand in the development of diesel locomotives, I found an MDC Boxcab kit at a model train show in the early 1990's. Around that time, I was a member of the Ramapo Valley Railroad Club and was interested in what a fellow club member did with his Boxcab kit. He repowered the locomotive with a Northwest Shortline (NWSL) motor and added details, such as grab irons and lenses for the headlights. With the NWSL motor, the model ran better, but the gearbox assembly was still noisy. I was unsure about re-motoring the kit, but wanted to try detailing it. I began by shaving off the molded on grab irons and drilling holes for new wire grab irons. When I completed drilling the holes on one side of the shell, I realized that they were not straight, became disgusted, and put the kit away. I never really looked at the kit again, until this year.

What made me bring the kit out of storage? Two things: The BLMA grab iron drilling jig and the new NWSL Stanton drives. With the BLMA drilling jig, I could re-drill all of the holes for the grab irons in a straight, consistent manner. And, the Stanton drives will allow me to remove the noisy gearbox and allow room for properly detailing the underframe. So, let's get to it!



Grab Irons and Railings

The first thing I did was correct the sins from my previous attempt. Using Squadron Green Putty, I filled in the holes I drilled in the 1990's. Then, using the BLMA drilling template, I drilled new holes for the grab irons. The nice thing about the drilling template is that it has holes for various sizes of grab irons.

Model Die Casting produced two variations of the shell. The ends of the Boxcab shells come with or without doors. The shell on my kit did not come with doors on the ends. And, they do not have any molded on grab irons on the ends. Yet, the prototype

for my shell had three grab irons of different lengths and locations on the end. I decided to bend my own grab irons using .015 music wire and the BLMA drilling jig. Turning the drilling jig sideways allows you to get longer lengths for a grab iron. Instead of using the paired holes for a grab iron, you are pairing the holes for multiple grab irons on the jig. After determining which holes line up the closest to the lengths I needed, I used the jig to drill holes in a scrap piece of .060 styrene. Then, using a NWSL Chopper, I cut through one of the holes. Now you have a jig where one of the holes is in the middle of the styrene scrap while the other is half a hole on the edge of the styrene scrap. I bent one end of the .015 music wire at a 90 degree angle and inserted it into the hole that is

(Continued on page 4)

(Continued from page 3)

in the middle of the styrene scrap. I lined up the music wire with the half hole along the edge, place a pair of pliers to firmly hold the wire at the edge, and then bent the wire at a 90 degree angle. Using a hard wire cutter, I cut the bent grab iron off. Using the BLMA drilling jig, I located and drilled the appropriate holes on the ends of the shell. Note that there is one long grab iron right above the sand hatch in the center of the end placed horizontally. Then, there is another shorter grab iron right below the engineer's window. And, a third grab iron is located vertically to the right of the sand hatch.

The pilot for the locomotive has a railing and coupler lift bar. I decided to only model one of the items, the railing. But, I did use the castings in the coupler lift bar parts kit to hold the railing. Before installing, I removed the three small nubs that are on the pilot. These are supposed to represent the holders for the coupler lift bar and railing. But, the use of these nubs for this purpose would be too difficult. So, after removing them, I drilled holes for the castings in the same location. After gluing the castings from the coupler lift bar kit in place with ACC, I slid a length of .015 music wire through the holes in the casting for the railing.



▲ The shell and frame, prior to painting.


The final modification I made was to the shell. Both sides of the shell have a "toolbox" in the center. The prototype did not have these. Instead, MDC used their manufacturer's license in order to have a way of attaching the shell to the frame. The stock gear tower that is attached to the frame has tabs that snap into the toolboxes. Both of the tool boxes were removed, making way for the air tanks and brake cylinder that will be installed, later.

Paint and Decals

I used decals for my Wyoming Valley for the markings. The number 1000 is in honor of the first AGE-IR Boxcab used commercially, number 1000 on the Central Railroad of New Jersey.

After cleaning the shell to remove any oils, I sprayed it with a fine coat of Gloss Cote. I then applied rivet decals in locations on the shell where I removed cast on rivets when removing the molded on grab irons. Then, I glued in place all of the grab irons, cutting off the ends of the grab irons so that they would not interfere with the underframe when the shell is attached. I also attached the bell, smoke stack, pipe, and covers for the "Squat-Pot" type exhaust stacks with ACC. Do not attach the radiator castings at this time. Note that the front end of the locomotive is the end where the bell is closest. Also, the "Squat-Pots" need to be positioned where they are closer to the front end of the locomotive and glued in place.

I airbrushed the shell and radiators with Polyscale Steam Power Black followed by another fine mist of Gloss Cote. I then applied the decals for the Wyoming Valley. Once the decals had set, final coats of Gloss Cote and Dull Cote were applied. When dry, the bell was painted a brass color. The radiators were finally glued to the shell using ACC. The radiators are oriented so that the fill cap is located furthest away from the ends of the Boxcab shell.

In the next we will wrap up this s Boxcab project by powering, adding electrical and final details. 

Bill of Materials		
Number	Qty	Description
American Model Builders		
9200	1	GE-Alco Sideframe Kit
Atlas		
BL151003	1	Coach Center Sill & Brake Gear
BLMA		
176-4500	1	Grab Iron Drill Template
Detail Associates		
229-2204	1	Coupler Lift Bar with Bracket
229-6210	1	Freight Car Grab Irons
Details West		
235-128	1	Bell
Evergreen Scale Models		
9005	1	.005 Clear Acetate
9060	1	.060 Sheet Styrene
9080	1	.080 Sheet Styrene
128	1	.020 x .188 Strip Styrene
Grandt Line		
5100	1	Nut-Bolt-Washer
K&S Engineering		
370-498	1	.015 Diameter Music Wire
Micro Mark		
84985	1	Rivet Decals
Miniatronics		
475-1231005	1	3mm Yelogle White LED's
475-5000102	1	2 Pin Micro Mini Connector
Model Die Casting		
480-2810	1	Box Cab Diesel Kit
Northwest Shortline		
39259-4	2	Stanton Drive 7" Wheelbase 38" Wheel
Precision Scale		
585-31055	2	24" Diameter Riveted Air Tank
Train Control Systems		
A6X	1	6 Function Decoder

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

SEND CLUB INFORMATION TO
MEMBERSHIP AND CLUB CONTACT:
TOM CASEY
tcasey@co.bergen.nj.us

GSD SPRING MEET SUCCESS

The GSD held its spring meet at The Model Railroad club in Union on April 22. The meet was well attended with good participation. There were three well done clinics, one on how to color mortar and brick by Chuck Diljak. An interesting look at photographing models with some good tips by Scott Dunlap and finally Tom Wortmann gave us a lighthearted look at glues and adhesives. There were several interesting bring and brag

items that were shared by Chuck Diljak and Andy Brusgard. Following the clinics the attendees were treated to a nice lunch on premises. There two AP awards that were handed out by Norm and Bruce. The white elephant tables had plenty of items for sale with all fees being waived. In the afternoon though a bit rainy, we were treated to three interesting and very different layouts tours. Jeff Taylor's HO scale Rockaway Southern which



▲ Coal industry on Jeff Taylor's HO scale Rockaway Southern
Photo by Chuck Diljak



▲ Andy Rubbo's intricate catenary work
Photo by Tom Piccirillo



▲ Rail yard on Russ Kress's O scale Pennsylvania Railroad
Photo by Tom Piccirillo

(Continued on page 14)



MEETING MINUTES

BY SECRETARY CIRO COMPAGNO

Purpose: Garden State Division (GSD) Staff Meeting

Date/Time: Sunday, March 18, 2012 9:30 a.m.

Place: Home of Anthony Piccirillo

Attendees: Joe Calderone, Ciro Compagno, Bob Dennis, Bruce De Young, Chuck Diljak, Jim Homoki, Norman Frowley, Anthony Piccirillo, Tom Piccirillo, and Tom Wortmann

President's Report

Norman provided opening remarks. He summarized the facts, from his perspective, as the NER AP Chair. For 1-1/2 yr., Norman attempted to follow existing Regional AP guidelines that include appointing Divisional AP Chairs, establishing minimal judge qualifications, approving judges, etc., which was fully supported by National Chair. There was strong resistance and negative response across the entire region to follow present guidelines, as they were loosely followed the past 15 yr. The Regional President informed Norman they are going in different direction, decentralizing the AP program, and go with a new Regional AP Chair. Norman is no longer the Regional AP Chair. He wanted to share this for little background on what happened.

Secretary's Report

Ciro distributed the November 2011 GSD meeting minutes, and asked the Board to briefly review and focus on the highlighted open items. Tom P. motioned to accept the minutes as presented. Tom W. seconded. There was no further discussion. All were in favor. The minutes were accepted.

Treasurer's Report

Anthony presented the "Account Balance as of 03/17/12" Report. He asked about the current asset value of the laptop and digital projector. The majority agreed to reduce their value from \$1,000 to \$500. Anthony presented the "Income/Expenses Comparison by Payee YTD" Report. He stated the importance of adding specific information for each donation. This will allow him to provide a summary upon request. Tom P. asked if we really need to account for every dollar in this manner, as it seems like a lot of work. Bob Dennis stated that only individual expenses \$100 or greater need to be recorded. Majority of the Board agreed with this later position. Updated March reports from Anthony are needed. Norman motioned to accept the report with future revisions as discussed. Tom P. seconded. There was no further discussion. All were in favor. Treasurer's report as amended was accepted.

Education Committee and AP Reports

Norman gave Bruce, the newly appointed Division AP Chair, the judge's handbook along with other pertinent information. Bruce made initial contact with the Regional AP Chair and submitted Joe's Volunteer AP application. He also submitted to Chuck his input for the next Whistle Post newsletter.

Events Report

Winter Meet, Marine Corps League Clubhouse. Tom W. gave a brief overview of the Winter Meet. He indicated it was the best turnout for a GSD Winter Meet to date. He asked: was it the

home layouts? was it the clinics? This led to a lengthy group discussion about clinic duration with reference to Marc Pitanza's clinic. Norman mentioned the importance of keeping to the agreed allotted time, and not to repeat the Rocky Hill situation. Chuck noted, to get credit toward the AP Author Certificate, a clinic needs to be a minimum 30 min. The consensus was we should give a clinician a minimum 30 min. when requested. Less than 30 min. is also acceptable when appropriate. The goal is to be flexible to meet the needs of the event and the clinicians. Whether clinics, white elephant table, bring-n-brag models, home layouts, it is the cumulative effect of all these activities that resulted in a successful Winter Meet. Tom P. motioned to donate \$75 to the Marine Corps League. Ciro seconded. No further discussion. All were in favor. Anthony will send a donation of \$75 to the Staten Island Marine Corps League.

Spring Meet, May 2012, The Model Railroad Club, Union, NJ

There was a general discussion and planning for this event. Norman asked if there are any volunteers to assist Public Relations Chair. No volunteers came forward.

Summer Meet, Saturday, August 18, 2012, Sterling Hill Zinc Mine, Ogdensburg, NJ

There was a general discussion about possible locations that included: New Hope & Ivyland Railroad, Sterling Hill Zinc Mine, Hawthorne by Volunteers Railroaders Association as part of a museum crawl, etc. Tom P. motioned to accept Sterling Hill Zinc Mine location. Jim seconded. Motion was discussed in greater detail regarding ac-

commodations, pay museum admission, free GSD admission, promoting 50/50, possible afternoon home layouts, etc. Bruce needs an estimated head count to properly arrange private tours (~25 maximum per tour). All were in favor. Fall Meet, Saturday, October 27, 2012, New Brunswick, NJ No specifics were discussed.

Membership & Club Chair's Reports

The process for new members was briefly discussed. Bruce created a sample GSD Welcome CD. Cost is \$2.50 per CD plus mailing cost. Additional material will be added: Norman's introductory video, past Whistle Post issues, pictures of home layouts and events, GSD Constitution and Bylaws, etc. Norman motioned to send CD to all new members since January 2012. Ciro seconded. No further discussion. All were in favor. Bruce will finalize GSD Welcome CD with Tom W. Tom W. will burn and send CDs directly to all new members since January 2012.

Door Prize Chair Report

Tom W. suggested giving a wooden plaque for three stores (or companies) that have continually donated door prizes for GSD events. Anthony offered to make three plaques. Norman motioned to make the three plaques. Joe seconded. It was agreed to use the store (company) name on the plaque. GSD artwork is available on the GSD Yahoo Group to use on CD. Anthony indicated the approximate cost is \$18 each. All were in favor.

Tom W. presented the idea of individuals donating door prizes for a GSD meet. Tom P. suggested to waive meet admission fee for the donator. Tom P.

(Continued on page 7)

MODELING TIP

PROBLEM:

WEATHERING A MODEL

SOLUTION:

I RECENTLY AIRBRUSHED THINNED POLLYSCALE PAINTS TO WEATHER A MODEL AND WAS UNHAPPY WITH THE RESULT. ONE OF THE COLORS I USED SPECKLED THE MODEL WITH PAINT VS. HAVING A NICE EVEN FLOW LIKE THE OTHER WEATHERING COLORS. SINCE THE BASE COLOR AND DECALS ON THE MODEL WERE ALREADY SEALED WITH DULLCOTE, I WAS ABLE TO REMOVE ONLY THE WEATHERING LAYERS OF COLOR IN A FEW MINUTES USING WIND-EX AND A Q-TIP. THEN, I RE-WEATHERED THE MODEL WITH THE COLORS USING ONLY THE COLORS THAT LEFT A SMOOTH FINISH.

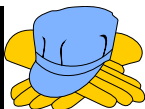
CONTRIBUTED BY
CHUCK DILJAK

MODELING TIPS CAN BE SENT TO:

JOE CALDERONE EDITOR
gdswhistlepost@yahoo.com

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



AP PROGRAM


During the spring meet two AP awards were given out to division members Bruce DeYoung and Joe Calderone. Both received their volunteer awards, congratulations guys!

During the spring it was also announced that Bruce will be our new AP chairman. Bruce has been working with Norman on this transition. Best wishes to Bruce in his position and much thanks to Norman for his leadership in this position. Bruce will be communicating more on his plans to get the division engaged in the program. If your interested in the achievement program you reach out to Bruce at his email;

bdeyoung@optonline.net

or go directly to the NMRA website at;

<http://nmra.org/education/achievement/>

There you will find a wealth of information on the program, requirements for each award as well several examples and all the documents you will need to get started. 

(Meeting Minutes Continued from page 6)

also suggested an alternate approach of auctioning or selling donations to raise money for the GSD. Joe stated how the NJ Division does two things: door prize raffle, and sell tickets to allow individuals to select from the donation table. The ticket holder choses a donated item, and the Division raises money from ticket sales. NJ Division also buys a variety of stuff for door prizes (e.g., \$60). Bruce suggested first trying the donation approach. This can be announced in a meet flyer. Bruce motioned to create verbiage to solicit good, door prize donations. Joe seconded. Tom W. suggested a mystery box auction for low-quality products. Bruce's motion was amended to solicit door prize donation, and offer a mystery box auction for low-quality products offered during a meet. All were in favor of the amended motion. No further discussion. Bob motioned to subtract \$1 off the event admission for donating a door prize of value. Motion was not seconded. Norman asked to table this motion.

Whistle Post Report

Chuck is presently working on the Spring 2012 issue. Chuck

BY JOE CALDERONE, EDITOR WP



▲ Joe received his Volunteer AP award from Bruce in his new role.

Bruce also received this Volunteer AP awards from Norman ▼



needs Richmond Harbor article from Ciro, and confirm the Spring Meet start time from Bruce. Given the earlier discussion, he asked to confirm the duration of the four proposed clinics for the upcoming Spring Meet. Tom P. offered to postpone his model-scoring clinic. This would allow additional time for the three remaining clinics from 15 to 30 min. in the morning. Tom P. also offered to give a future clinic on improving the score of a (transfer table) model. Bruce suggested if there is no afternoon Op Session, Tom P. can present his model-scoring clinic in the afternoon.

Chuck reminded the group of the upcoming Editor's Staff Meeting. He has several articles in the pipeline for future issues. He is working closely with Joe as the new Editor. Using MS Publisher has been very involving process. Joe is concerned about getting more firm GSD Meet dates to better align the newsletter production. Chuck reviewed a few remaining open items for the summer issue. There was general discussion about photo processing and minimal resolution needed. Joe asked about adding upcoming GSD Board meetings in the newsletter. Tom W. indicated this is already posted on the GSD website.

(Continued on page 11)

NEXT DIVISION MEETING

TIME:
10:00 AM

DATE:
8/18

LOCATION:
STERLING MINING MUSEUM
30 PLANT ST.
OGDENSBURG NJ
[HTTP://STERLINGHILLMININGMUSEUM.ORG/](http://sterlinghillminingmuseum.org/)

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



AGENDA:
MINE TOUR
LUCNH
LAYOUT OPEN HOUSE TOURS

COST:
Adult: \$9; Senior: \$8; Under 12:
\$7

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

TOM PICCIRILLO, MMR
tomp1952@verizon.net

SUMMER MEET LAYOUT TOURS

There will be 7 layouts open for visits after the mine tour starting at 1:00 PM to 4:30 PM. This will be a rain or shine event. Layout maps and directions will be given out at the meet only. The open house layout tours will be a great mix of club, outdoor and some famous HO scale layouts all in the general area of the meet.

▼ **The Berkshire Dover and West Milford** HO scale club located in the Camp Jefferson park. The BD&W has been in around since 1998 with the railroad housed in a camp cabin.



▼ Rich Ross, **The Northern Valley & Western** – which includes the Erie Lackawanna & Western shortline. Rich's layout (Circa 1978 – Present) was featured in the Spring 2011 issue of the Whistle Post (#118) and can be seen at this link:
<http://www.nergsd.com/Data/WP118.pdf>



(layout tours continued on page 9)

(Layout tours Continued from page 8)

▼ **Tony Koester's Nickel Plate Road's St. Louis Div. in 1954.**

Tony Koester is modeling the Third Subdivision of the former Nickel Plate Road's St. Louis line, which went through his west-central-Indiana hometown in 1954. His HO edition measures roughly 30 x 60 feet and comprises three decks. His layout includes the east- and westbound yards at Frankfort, Ind., a hub that connected four divisions of the railroad. The St. Louis (modeled) and Sandusky (staged) divisions are still all-steam, except for Alco PAs on the two passenger trains; the Toledo and Peoria divisions (both staged) were dieselized with EMD GP7s and Alco RS-3s by 1954. The railroad is fully operational using NCE DCC radio throttles. Most locomotives are equipped with SoundTraxx Tsunami decoders. The dispatcher works with two operators under timetable-and-train-order rules with a 3:1 fast clock. The mainline run is approximately eight scale miles between the two division-point terminals and through seven intermediate towns in western Indiana and eastern Illinois. Cars are forwarded using scaled-down but authentic-format waybills. Scenery is about half complete.



▼ **Perry Squire's Pittsburg, Shawmut & Northern RR** is set in September, 1923 when the coal orders are piling up and there's a shortage of empty hoppers for the mines. The railroad runs from western central Pa. to an interchange with the DL&W at Wayland NY. Time table and train order operations are followed by the regular monthly crews. The layout is in an approx. 28' X 35' basement with no handicap access.



(layout tours continued on page 10)

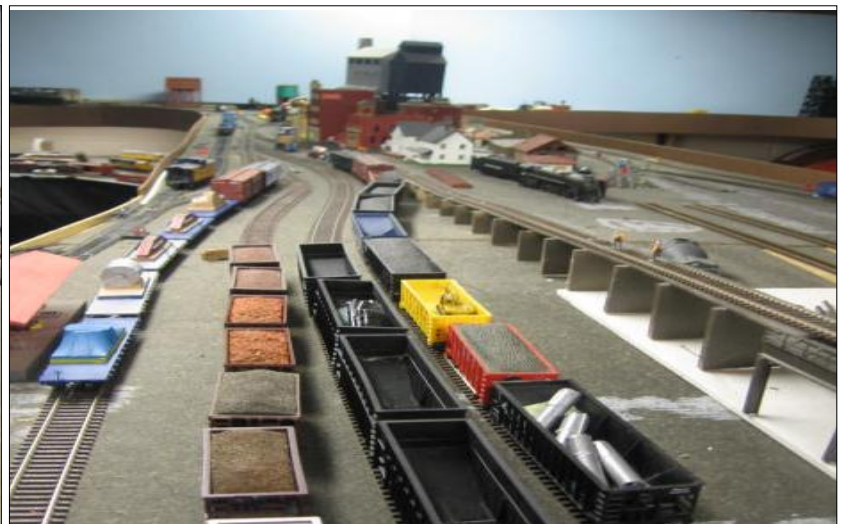
(layout tours continued from page 9)

▼ **Ted Pamperin's large HO scale layout. (The Chesapeake & Ohio / Mann's Creek Railways, set in 1943)**

The C&O New River Division has been created to replicate the operations across selected elements of the prototype railroad between Hawks Nest WV and Alleghany VA during late autumn 1943. Also modeled is the Mann's Creek NG railroad serving Clifftop and Landisburg WV and its interchange with the C&O at Sewell WV.



▼ **Anthony Piccirillo's HO Scale layout (The P&LE in HO)** Anthony's layout is 20x16 in 2 layers with 156 feet of mainline. The layout depicts Youngstown Ohio (Gateway Yard) to McKees Rock Pa. Also modeled is Pittsburgh Steel Co. which has a blast furnace, electric furnace and coke retort. Raw material is brought in by car float from the Ohio River. NY Central and B&O provide passenger service leased from P&LE RR.



(layout tours continued on page 14)

ABOUT THE WHISTLE POST

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PHOTO THEME FOR NEXT ISSUE: CABOOSE'S

Next issues theme will be "Caboosees"

Any caboose you own that you re-lettered, repainted or simply went crazy with and want to show it off, send it to the photo editor.

t.misky@verizon.net

The MS&K caboose number 30 shown here is from Tom's freelanced railroad. ►

Photo by Tom Wortmann

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

TOM WORTMANN

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(Meeting Minutes Continued from page 7)

Discussion of remaining old business:

1. Anthony will rework the caboose, and rename it "Ed's Caboose". Update: Anthony indicated this will be completed for the Spring Meet.

2. Norman proposed to amend the Paul Mallory award rules to remove discrepancies: Update: Norman indicated this will be reviewed during the June Board meeting.

3. Norman asked Ciro to draft a GSD Bylaws amendment, to include this duty for the Secretary, for review at the next Board Meeting. Status: Open

4. Joe will create a GSD survey and information form asking who would like to open their home layout for an event. Status: Joe e-mailed proposed GSD survey and information form to the Board. requires a cover letter, forms, etc. Norman motioned to add the documents to a future issue of the Whistle Post, and hand it out during a future GSD meeting. Ciro se-

conded. No further discussion. All were in favor.

5. Andy will send proposed postcard to promote the Division to Norman. Once ready, Tom P. will insert given copies of this postcard in Micro-Mark packages to be shipped. Status: Open.

6. Tom C. will make contact with the North Haledon and Rocky Hill clubs to maintain a relationship, and advise the GSD is for a future meet. Status: Open.

Discussion of new business:

1. Tom W. motioned to have Tom P. improve the Paul Mallory Trophy Award. Joe seconded. No further discussion. All were in favor. Tom P. will improve trophy.

2. Henry Pierce, NER, Vice-President, is planning to attend the Spring Meet to generally speak with the Board and meeting attendees.

4. Chuck suggested using GSD Yahoo Group as a more effective way to communicate. It allows the use of its e-mail settings, record discussions to refer back to, offers daily digests, etc. Meeting adjourned around 12:00 pm.

by NMRA Communications Director,
Gerry Leone, MMR


•Fundraising has begun for the "Magic of Scale Model Railroading" gallery at the California State Railroad Museum in Sacramento, CA. As your members will probably recall, this gallery will introduce the Museum's 600,000 annual visitors to the hobby, as well as give them a sense of its history. One of the highlights of the gallery will be actual portions of the finest model railroads ever built. The Museum has donated the space rent-free to the NMRA for the purpose of promoting the hobby. It's estimated that the cost to build the exhibit will be approximately \$750,000, and no NMRA dues or monies will be used; instead, it will be entirely funded by donations. To date, over \$100,000 has been raised, and an anonymous donor has agreed to match donations, up to \$250,000. Any NMRA member (or non-member, for that matter) who would like to donate to the funding of the gallery should send his or her tax-deductable donation to NMRA Headquarters at 4121 Cromwell Road., Chattanooga, TN 37421-2119, and mark it "Gallery donation."

•Grand Rails 2012, the upcoming NMRA national convention, has announced their commemorative convention car. Grand Rapids, Michigan, was once known as The Furniture Capital of the World, and appropriately the model was inspired by a postcard photograph of a turn-of-the-last-century furniture manufacturer's wood-sided boxcar. This replica, produced by Accurail, comes complete with a Grand Rails 2012 logo "poster" which can be applied by the modeler. Visit www.gr2012.org to see a shot of the prototype.

•The folks at Grand Rails 2012 have posted a preliminary clinic schedule for the convention in

PDF format, downloadable at their website. Among the clinicians are NMRA Worldwide Director Tony Koester, Jim Six, Jim Sacco, and a group of clinics by the Layout Design Sig.

•Grand Rails 2012 is looking for volunteers who'd be willing to donate an hour or two of their time at the convention doing things like contest room security, helping with registration check-in, silent auction set-up and tear-down, and bus loading. If you're interested and have an hour or two you'd like to donate, contact Mark Baldwin, Vice Chair of Volunteers. Just use the "Contact Us" link on the Grand Rails 2012 website at www.gr2012.org.

•Because the NMRA's Online Archives has been such a rousing success, several prominent photographers and collectors have begun to donate portions of their collections to the NMRA. The first is noted author/photographer Louis A. Marre, who's donated hundreds of large-format negatives of many subjects. Gregory Sommers has also donated a large collection of freight car slides, and David Lange has donated a large number of scanned images from the collection of the late Jim Morris. Watch for these exciting additions to the NMRA Online Archives in the near future. Hopefully continued donations to The Diamond Club will cover the cost of scanning and preparing the images. 

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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.

6 in. Stanley Surform Plane;
<http://tinyurl.com/mdjbm>

Empire Torpedo Level;
<http://tinyurl.com/bm8av8g>

Midwest Products Cork Roadbed;
<http://tinyurl.com/7j66s2m>

Loctite Power Grab Molding & Paneling Construction Adhesive;
<http://tinyurl.com/8yo8gyx>



QUESTIONS REGARDING THIS SERIES CAN BE SENT TO:

CIRO COMPAGNO
gsdsecretary@verizon.net

BUILDING

RICHMOND HARBOR

With the known spline subroadbed method, a decision was needed to complete large portions or sections at a time. As with many aspects of this hobby, the answer is: it depends on your short term goal. A goal could be to complete the mainline so you can sit back and watch your trains with your kids (or grandkids). Or, complete a large and important industry so you can display your proud models. What ever it maybe, it is setting a goal that is important. For me, it was getting the railroad up and running to begin simple operating sessions. Operating sessions is where the rubber meets the road. A lot of questions can be answered during an operating session. For example, does the staging yard/s, mainline and various industries work cohesively and efficiently? Does your turnout control system work reliable? Did your planned switchlist or way bill paperwork make sense? Because this will be my first operating layout, I anticipate a considerable amount of trial and error. With my short term goal to

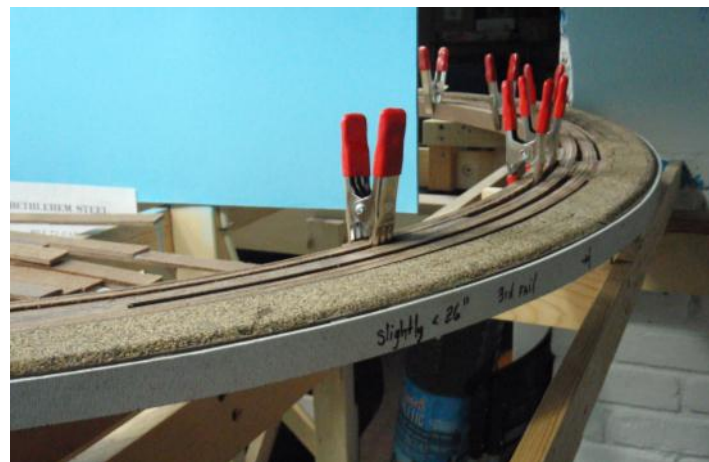


operate a railroad, I decided to focus on completing the entire peninsula portion of the layout that comprises staging, several important industries and allows for a continuous run. It was the most logical area to focus on. The remaining half of the layout will be developed as time permits and finished at a later date. With this, I worked steadily to complete the entire subroadbed mainline around the peninsula. Modification to the rises and cleats were needed at times to ensure a proper fit. The spline subroadbed was sanded smooth using a Stanley Surform

plane. An Empire Torpedo Level was used to ensure 0% grade across (perpendicular) the subroadbed.


Next, is the roadbed. It is amazing the number of different materials and methods suggested. It varies from natural to synthetic, expanded to unexpanded, porous to non-porous, cut to pre-cut, one layer to multi-layer. One can drown in the amount of information out there. An experienced modeler whispered in my ear and said. "keep it simple use cork". I headed that advise and used Midwest Products cork roadbed. Cork is easy to cut, shape and adhere to spline roadbed. It can be easily sanded to ensure 0% or changing grade. If changes are needed, cork can be sanded down to the subroadbed. I adhered the cork for the mainline using the center spline as my guide. Cork is glued by applying Loctite construction adhesive with a caulk gun along its entire length. Because its tooth paste like consistency, you can spread it evenly with no glue drip. Small pieces of 2 x 3 lumber and bar clamps were used to hold down cork sections to allow full adhesion. The process was slow. Patience is important.

For the next segment, I will cover the beginning track work. 



(Spring Meet continued from page 5)

featured well done hand laid track work and interesting scenery. Jeff operates his railroad on a regular basis using DC control. In fact all three layouts featured hand laid track work! Next up was Andy Rubbo's HO scale Pennsylvania Northeast corridor line which features well executed scenery with hand crafted catenary. Last up was Russ Kress's O scale Pennsylvania railroad. The division was quite lucky to get in to see Russ's work as he was in process on selling his home and dismantling the railroad. Russ plans on reusing some of the layout in his new home, Best Wishes and Thanks Russ!

Overall our meet program is getting better and we encourage all members to come out and participate by attending the meets or helping us find new venues or open your layout up for tours! Please contact Bruce DeYoung or Jim Homoki if you can help. 



▲ **Chuck Diljak's HO scale model shared during the "Bring 'n Brag" which also highlighted some of the brick and mortar techniques used in the clinic.**


Photo by Chuck Diljak

▼ **Andy Brusgard brought two beautiful Russian made O scale trolleys**

Photo by Chuck Diljak



▼ **Jim DeYoung's large Garden Railroad Layout**

The **J&J** Garden Railroad in G Scale. For something different come see this beautiful outdoor layout which is set up for multi-train operations. The layout scenery is neatly integrated in the garden landscaping in an interesting way. This is a must see for the day. 



PHOTOGRAPHY TIP

The self timer in your camera can be very useful when taking of moving trains. Your hand may shake so try this. Set your camera on a solid surface, a tripod would be great if possible, line up your shot, start the self timer and let it go. You will end up with a much better picture then if you held it.

CONTRIBUTED BY
TOM WORTMANN

IF YOU HAVE QUESTIONS REGARDING PHOTOGRAPHY, INQUIRIES CAN BE SENT TO:

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www.njdivnmra.org



FREIGHT CARS



Bruce DeYoung Earned points to earn a merit award for this neat scratch built wood gondola

Photo by Bruce DeYoung



Anaconda Northern Boxcar car 2938 is a stock Athearn kit that the late Roy Fuchs repainted and re-lettered for his own railroad

Photo by Tom Wortmann

◀ Jim Walsh modified this HO scale SCL boxcar from a C&BT Shops kit. Jim replaced the plastic stirrup steps with wire steps. The roof walk was replaced with one from Kadee. Jim weathered the car using several techniques and prototype photo.

Photo by Jim Walsh



◀ Bruce added to the roster of the Slate Run RR with this scratch built unique water car.

Photo by Bruce DeYoung



THE TIMETABLE

Friday-Saturday, 6/1-2/12, New England/Northeast Prototype Modelers Meet, Canton Community Cen-ter, 40 Dyer Avenue, Collinsville, CT. For more information: www.neprototypemeet.com

Saturday-Sunday, 6/23-24/12, 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

July 19-22, 2012 O-Scale National Convention, Parsippany NJ For more info; www.ModelEngineers.org or www.2012oscalenational.com

Sunday-Saturday, 7/29-8/4/12, NMRA National Convention, "Grand Rails 2012," Grand Rapids, MI. For more information: www.gr2012.org

Sunday, 8/5/12, 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, 8/18/12, NMRA Garden State Division Summer Meet, The Sterling Mining Museum, Ogdensburg, NJ. Fee is \$9 for the mine tour. No GSD fee will be collected. Send an e-mail to gsdtrains@yahoo.com if you plan to attend.

Thursday-Sunday, 9/6-9/9/12, NER Regional Convention, "Empire Junction „12", Syracuse, NY. For more information: www.empirejunction.org

Saturday, 10/6/12, Northeast Fallen Flags Railroad Prototype Meet, Ted Blum 4-H Center, 310 Milltown Road, Bridgewater, NJ. For more information: www.hansmanns.org/neff_rpm/

Sunday, 10/7/12, 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

Thursday-Saturday, 10/11-13/12, The Fine Scale Model Railroader Expo, The Lancaster Host Resort & Conference Center, 2300 Lincoln Highway East Route 30, Lancaster, PA. For more information: modelrailroadexpo.com

Saturday, 10/27/12, NMRA Garden State Division Fall Meet, New Brunswick NJ. Details are still being developed.



Joe Calderone
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Monmouth jct NJ

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