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www.nergdsd.com

Contact email addresses
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The WHISTLE POST

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

The GSD Returns to Staten Island on October 19

Join fellow members and guests for the next GSD event, to be held on Staten Island on October 19. We are returning to the Marine Corps League on Ontario Avenue. The doors open at 8:30 with activities running from 9:00 to 12:00 Noon. Two clinics with four home layouts in the afternoon are featured.

There will be the usual refreshments, display tables, Bring and Brag segment, and sales tables.

Chris Oliva will present a clinic on constructing PRR style catenary in N scale. Frequent attendees will know that Chris does a lot of neat things in N scale. He will have one of his modules on display so you can see the completed system up close.

For our second clinic, Mark Moritz will discuss how he constructed a helix for his home layout. Whenever anyone considers building a multiple-deck layout, there are two choices to get a train from one deck to another: a long rising grade along the layout, or coiling it up into a helix. A helix, if well-designed, can be a satisfying accomplishment, working flawlessly, while one poorly designed and executed can be a source of unremitting disappointment.

In this clinic, Mark will review some of the design considerations, such as how large, how high, how steep, etc., but also some of the many uses helices can serve, such as scenic sites, staging, and others.



Above: One of Chris Oliva's catenary modules. Chris' methods to construct N scale catenary will be one of two clinics presented on October 19.

Examples of helices built by area model railroaders will be presented. He will go over the choices he made for his helix, and how he built it.

The home layouts of Tom Wortmann and Steve Ascolese, and the layouts of the Staten Island Society of Model Railroaders will be open in the afternoon. Photos and short descriptions of the layouts can be found on page 10.[WP](#)



Our Identity

When you see a locomotive, car, or caboose, you know exactly what railroad and model it is by the way it is painted and lettered. You likely know a lot about that piece of equipment, too. But, while it is a little bit of an odd analogy, how much do we really know about each other when we see one another at GSD meets? Not as much as that locomotive, car, or caboose, I bet. And, yet, one of the benefits often celebrated as a benefit of the NMRA is its social interaction, or fellowship. If that is the case, we should know each other much, much better.

Did you read Cinthia Priest's column in the September issue of *NMRA Magazine* called "People Skills"? Or, the letter that appears in the "Mail Car" column from Jeff and Twila Cooper in the same issue. Or, did you read NMRA President Pete Magoun's column entitled "Growing Pains" in the latest *NMRA eBulletin*? All of them talk about fellowship in the NMRA.

I share many of the personality traits Cinthia listed in her column. I am an introvert. I push myself to be in front of a room to give a clinic, address the members as President of the Division, or talk to members I do not know. What makes it easier? Knowing that we all share the same interest in model railroading. We have something in common and we are all friends, here. What would make it easier? Knowing everyone, by name.

Yet, we don't know each other by name. There are many NMRA divisions that provide name tags to their members to help expand socialization during events. One of those divisions is our friendly neighbor to the south, the New Jersey Division. With information they provided, the GSD purchased the equipment needed for its own name tag program. There is no fee to receive your first name tag. If a replacement is needed, a nominal fee will be collected to cover the costs of materials.

Now, like that locomotive, car, or caboose, you will know something about other members attending a GSD event. The name tag will identify their name, where they are from, and how long they have been an NMRA member. The next move is yours. Introduce yourself to someone you did not know, at the next event. That's fellowship and it makes this organization stronger.^{WP}



My Layout Progress

Those who visited my layout at the Spring Event saw the progress that had been made on expanding my layout. Work has been moving along very well and in this column I wanted to share some thoughts on the project. For those not familiar with the layout, I'm adding a double deck section approximately 40' long, which includes a helix.

- ◆ First, everything takes longer than you think it will. I started in January and was hoping to be running by the end of the summer. Now it looks like the end of October, which is not too much of an overrun, considering the size of the expansion.
- ◆ Recruit some help. I built virtually every piece of the existing layout myself, and it took a long time. I wanted to limit my operating down time so the only way to do that was to retire (I wish I could) or find some friends interested in helping. This has worked out very well. Having regular work nights has kept the project moving forward as it forced me to find new work for others to do every week.
- ◆ I really enjoyed figuring out how to build a double deck layout without having to lose the old layout. It's not that I was tired of the old layout, but I wanted to do more. Having never designed or build a double deck layout, this effort has been a good experience.
- ◆ Be prepared to spend some money. There are many ways to build a layout and save some money, some being good and others not so good. A good way is to scratchbuild track and turnouts, which can easily save hundreds of dollars. The trade off, of course, is time. My priority is to get operating as soon as possible so commercial products are being used. An area you should not skimp on is subroadbed materials. I don't know that furniture grade plywood is needed everywhere, but I like 3/4" plywood and support it at reasonable intervals. On the upper level 1/2" plywood is used to reduce the weight. Plywood is heavier than newer options such as wood clad foam products, but it is easily obtained.
- ◆ I'm not a fan of foam board as a layout base. It has its uses in portable layouts but mine will never be moved. I know some will disagree, but I was unimpressed when using it in a small section on the existing layout.
- ◆ Using materials that you are comfortable with is important. The best material is the one you can do your best work with, though you shouldn't be afraid to try something new. For example, I am continuing to use Masonite type pressboard for the backdrop because it has held up well for over 20 years and I know how to handle it.

That's enough rambling for this issue. Good luck if (when?) you decide to jump into layout building. I can't wait to get the trains running again and getting back into operating sessions.^{WP}

The Timetable *Upcoming Events*

MidEastern Region 2019 Convention "Liberty Bell Special" October 10-13, King of Prussia, PA www.libertybellspecial.org

GSD Fall Event October 19, Staten Island, Marine Corps League. Clinics and layouts. Details in this issue.

Great Scale Model Train Show October 26-27, Timonium, MD <http://gsmts.com/>

Pacific Southern Railway Co. Annual Show October 26-27, see flyer on last page

West Island Model RR Club Fall Invitational Operations Session Sunday October 27, Hicksville, NJ <https://www.westislandmodelrailroadclub.com/home.html>

NYSME/METCA Joint Swap Meet Saturday November 2, 9:00-2:00 St. Joseph's School Hall, 120 Hoboken Road, East Rutherford, NJ General admission \$5, Spouse and Children free, Tables available 201-939-9212 <http://modelengineers.org/>

Philadelphia Division Saturday November 9, 9:00-12:00, Brandywine Town Center, Wilmington, DE <http://www.phillynmra.org/regional-timetable>

New Jersey Division November Meet November 9, 9:00-12:00, Cumberland County Community Church, Millville, NJ Clinics-Contests-Layouts <https://www.njdivnmra.org/>

DE-MD-NJ-PA Model Railroad Open Houses The month of November, An annual event for visiting layouts on your own <http://www.modelrailroadopenhouse.com/>

Greenberg Train Show Saturday and Sunday November 30-December 1, 10:00-4:00, 97 Sunfield Avenue, Edison, NJ www.greenbergshows.com

New York Society of Model Engineers 2019 Winter Exhibition, Weekends November 30-December 29, 341 Hoboken Road, Carlstadt, NJ email: contact@modelengineers.org or <http://modelengineers.org/>

New Jersey Division January Meet Date TBA, 9:00-12:00, Grace Episcopal Church, 7 East Maple Street, Merchantville, NJ 08109 Clinics-Contest-Layouts <https://www.njdivnmra.org/>

Amherst Railway Society Railroad Hobby Show West Springfield, MA January 25-26

GSD Winter Event Saturday February 29 (tentative) Park Ridge, NJ Details TBA

New Jersey Division March Meet Date TBA, 9:00-12:00, Switlik Park, 5 Fischer Place, Hamilton, NJ 08620 Clinics-Contest-Layouts <https://www.njdivnmra.org/>

RPM Valley Forge March 26-29, Desmond Great Valley Hotel, Malvern, PA <http://rpmvalleyforge.com/>

GSD Spring Event Joint Meet with NJ Division, Details TBA

NMRA 2020 National Convention St. Louis Gateway 2020 July 12-18 <http://www.gateway2020.org>



NER CONVENTION October 9-12, 2020 Westford, MA



Banquet
Clinics
Contest
Layout Tours



Prototype Tours
Raffle and
Non-Rail
Activities

MillCity2020.org



BALLAST BY THE YARD

By SCOTT DUNLAP

For about four years I worked to repair, rejuvenate and improve the scenery on the original 40' x 40' section of The Model Railroad Club's HO layout. With that project more or less completed it was time to turn my attentions to some of the areas in the new section.

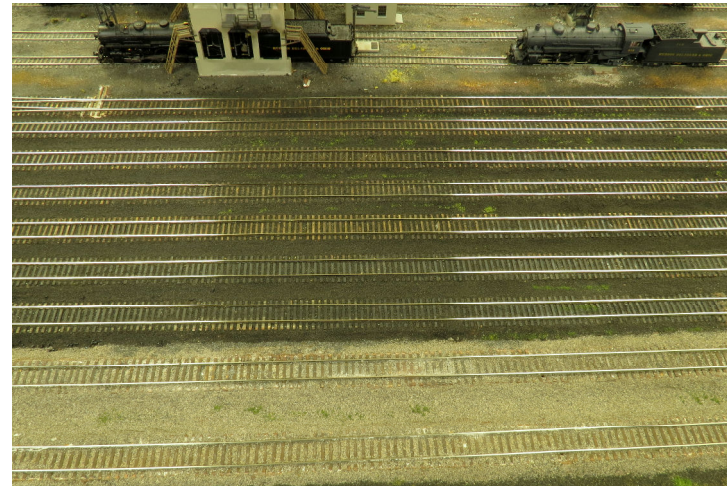
The club began working on its major expansion project way back in the 1990s which included enlarging the building. Even though two decades have passed the fact is that most of the new portions of the HO layout have not reached the point to where even the most basic scenery projects can be started, one major exception was the Gilberton Yard.

The club's Gilberton yard is a truly massive complex spanning both the old and new sections of the layout. It is almost 100 feet in length and up to six feet wide in places. It includes a pre-hump yard (in the original section), a six track arrival/departure yard, a large passenger station, a trim yard, an empty car yard, assorted running tracks, the HD&O (our Class 1 railroad) main line and eventually a team yard, freight house and an eighteen track hump yard. In addition there is an eighteen stall roundhouse, a five stall back shop along with fueling facilities for both steam and diesel.

I must admit that I did not approach the Gilberton project with much enthusiasm because most of the work consisted of ballasting, which I find to be tedious. A little is okay but doing one square foot after another gets old real fast. Although a great deal of the ballasting was completed long before I got involved, a lot still needed to be done.

And, as it turned out, a lot of it needed to be redone. I discovered this when vacuuming the arrival/departure yard and seeing how much of the ballast was not glued down properly. Careful examination of the area revealed that even some of the ballast that didn't end up in the vacuum was going have to be redone as well.

Right: Ballast not glued down properly was pulled into the vacuum cleaner.



Left: This photo shows the same general area as the lower left photo with new ballast.

To make matters even worse, certain portions of the yard are so big that the only way I would be able to reach some of the tracks would be to climb up onto the layout. The layout is built like a tank so it's safe to stand or sit anywhere there's track, but I'm in my sixties and climbing around the top of the layout and sitting on it while trying to ballast track is not my idea of a good time.

Finally, there was one more problem, the eastern most portion of the arrival/departure yard was already ballasted with a light gray stone while the western most portion, which was done decades ago, was kind of a faded blackish-brown and stained by alcohol used to clean wheels and track (see photos on the next page). The very center of the yard was done with black cinders.

It's not unusual for the real railroads to use different types of ballast. And, in fact, we deliberately use a number of different types on our layout depending on the railroad, the type of track, age, etc. But I felt that having three different colors in the A/D yard was going to look strange.

It turned out that the fix to this problem was very simple. I just masked off the tracks and spray painted the light color ballast on the east end, and the blackish-brown on the west end, with some Krylon flat black. I then darkened the centers with stains and weathering powders. Now all of the ballast is about the same color as the Woodland Scenics fine black cinders being used for the rest of the yard. In fact the colors are so close even I have a hard time seeing the transition.

(Continued on the next page)

AT THE THROTTLE

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Above: Light gray ballast on the east end of the arrival/departure yard.

Below: Blackish-brown (and stained) ballast on the west end.



Long before I began the Gilberton project in earnest, and while still in the middle of my various scenery projects on the original section of the layout, I decided to cover almost all of the empty car yard with static grass.



Above: New ballast in the foreground with older ballast in the back that has been painted to match. Can you see the transition?

Below: Even major yards, such as Norfolk Southern's Enola, may have overgrown tracks.



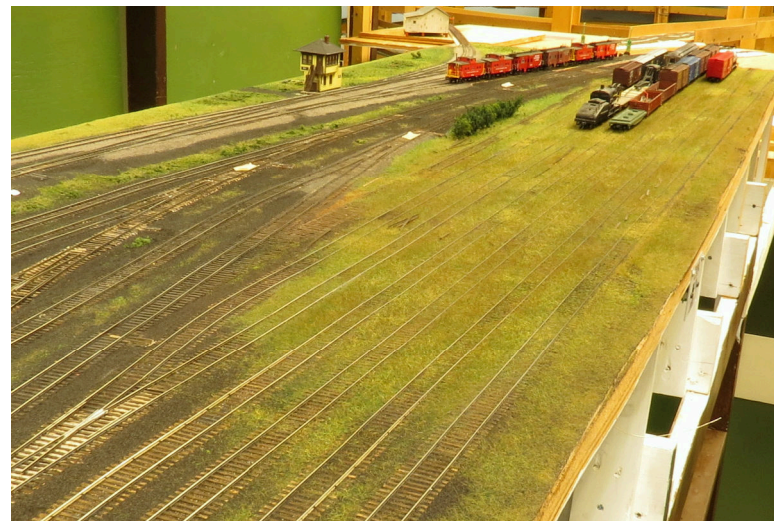
It's not unusual to see overgrown tracks in lightly used portions of freight yards, I've even seen pictures of overgrown tracks in major passenger stations and on the main lines of class one railroads. I felt that giving the grass treatment to the empty car yard would add some visual interest and help break up the vast sea of black cinders. It would also save me a ton of ballast work later on!

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Left and Right: The empty car yard covered with static grass, and the same spot after toning down the grass with brown paint and some different grass and ground foams.



After about a year or so I decided that the empty car yard looked too green so I toned it down with some light mistings of brown spray paint and some different shades of static grass and ground foams. I'm much happier with the end result.

I began the Gilberton ballast project back in January 2018. I estimated that it would take two months, three months tops. Eight months later I finally got to the point where I had to stop. The job's still not completed, owing to the fact that the hump yard tracks and a good number of turnouts have yet to be constructed, but a lot was accomplished.

Despite my hesitation to embark on this project in the beginning, and the occasional sore back, I must say that I'm very happy with the results. Even with so much of the yard's track work unfinished the whole complex looks 100% better. And now, being a glutton for punishment, I've started ballasting the Newark freight yard and other portions of the layout as the track work continues to progress.

Thoughts on Ballasting

Putting down and securing ground foam is pretty easy. All one needs are the right foams, some wet-water and diluted white glue and off you go. If you know what you're doing a good size section of layout can be done in a relatively short period of time. In fact, gathering up all of the needed materials, mixing the water and glue formulas, prepping the area to be worked on, and cleaning up afterwards may take longer than the scenery work itself.

Unfortunately the same cannot be said for applying ballast. Putting down ballast and securing it properly takes a lot of time and it can't be rushed. And if you do it wrong the results will look sloppy and much of what you lay down could end up getting sucked up by the shop vac as soon as the cleanup process begins.

Part of the problem with ballasting is the ballast itself, and it doesn't matter which brand you're using. Ballast is not like ground foam, it doesn't absorb water and if you hit dry ballast with a drop of glue all it does is form up into a ball. Therefore, it's very important that the area be thoroughly wetted with wet-water. But even when ballast appears to be thoroughly wet it may not be leading to problems. Below are few tips that may help.

First, try to work with a very thin layer of ballast, *as thin as possible*. If the ballast is too thick then the water and glue may not penetrate all the way to the bottom. Then what you end up with is a hard crust on the top with loose ballast underneath. Since the ballast on top is not secured to the layers below much of it will end up in the vacuum cleaner during the cleanup process. And even if it survives the vacuuming the top layer will crack if it is ever touched.

On the areas outside of the track I like to brush on a very thin layer of white glue first. Then while the glue is still wet sprinkle on a thin layer of ballast. Once again the key here is *thin layers*. I have found this technique to be very effective and always employ it when using ballast to make roads or parking lots. It is not necessary to do this between the track ties.

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When applying ballast make it as neat as possible. Try to make sure that it is not on top of the ties or on the rails and that the edge is sharp. Don't worry about it being too neat, once you put down the water and glue things tend to get messed up a bit. Trust me, it will not end up looking too neat.

After applying the ballast, wet all of it thoroughly with wet-water, including those areas where you may have applied a layer of glue first. You can use an eye dropper or a spray bottle if doing a large area. Then while the track is still wet apply a 50-50 solution of white glue and wet-water. You can use an eye dropper but I prefer a glue bottle. Work in small sections because you don't want to put the glue solution on any area that is dry.

Wet-water is just water with a few drops of dish detergent added to break down the water's surface tension. Some people like to use alcohol instead of wet-water. Alcohol works fine but I have found that it tends to spread too quickly and often ends up staining surrounding scenery.

Whenever you add water or glue to ballast there's a chance that some of it will get messed up. *Don't touch it until it's dry!* You'll just end up making more of a mess. You can fix any problems later.

Final tip, take your time and if you get tired stop and take a break. As I said earlier, this is a process that can't be rushed. WP



Above:

1. The Author brushes on a thin layer of white glue between the Newark yard tracks;
2. A thin layer of ballast is added while the glue is still wet. The tracks are also ballasted at this time;
3. A finger is used to clear the ballast off of the tops of the ties and an inexpensive freight car is run over the tracks multiple times to make sure that ballast is not on the rails before gluing. Run the car over the tracks again after the glue has been applied;
4. Next, the area is soaked with wet-water;
5. The gluing process goes pretty fast if you use the bottle instead of an eye dropper;
6. Of course be sure to clean the rails and vacuum after the glue has dried.

THE CLUB CAR

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

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

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

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

Ramapo Valley Railroad Club
The Club is looking for a
new building to start a new
layout
www.ramapovalleyrailroad.com

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

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

MOVING FORWARD WITH A NEW NER LOGO

By CHUCK DILJAK



During the 2018 Northeastern Region's (NER) Erie Limited convention in Mahwah, NJ, I had a conversation with NER President, John Doehring, regarding the NER logo. I explained to John my discovery of at least three versions of the logo in the region's past, two of which were still being used, when searching for an acceptable version of the NER logo to use for convention publicity and documents. John was just as surprised as me. All three versions were very similar in design. But, the arrow, font, the old NMRA "coupler-on-driver" logo, color, and even the circle varied between them all.

At the next NER Board of Directors meeting, Dave Insley suggested the formation of a Marketing Committee. The committee was formed to explore using social media as an opportunity to engage its existing members, attract new members and to redesign its website. But, the committee recognized the significant changes the region has already made, such as:

- The NER Board of Directors' governance model has been reorganized and expanded to include representation by every division in board decisions.
- The NER Strategic Plan is to become "the biggest, baddest, and best NMRA region in the world by 2023."
- Increased communications from the NER leadership through Constant Contact emails, improving the organization's commitment to transparency.
- Annual conventions have a team of regional and local volunteers to deliver the best regional convention in the NMRA, year after year.
- The Coupler newsletter has been redesigned, which you can argue is one of the best newsletters in the NMRA.

Given the potential confusion over the logo versions and the desire to recognize these changes within the NER, the committee also discussed the idea of rebranding. Like the NER, the NMRA had done many things to improve the operation and increase benefits to the membership leading up to its rebranding in 2010. But, keeping the "coupler-on-driver" logo did not help distinguish the new NMRA from the old. Also, many people could not discern the elements in or identify with the "coupler-on-driver" logo, making it ineffective. As a result, the NMRA decided to rebrand itself with a new, simpler logo and focus on the enhanced member benefits.



The now former NER logo, embedding the old NMRA coupler-on-driver logo inside a compass and with the region's name.

The current NER logo uses the old NMRA "coupler-on-driver" as part of its logo and a suggestion was made to incorporate the new NMRA "wheel-on-rail" as part of the rebranding effort. But, what is the brand and what should the new logo look like? Indirectly, NER members have already established the new brand. It is the acronym used throughout this article: NER. Members refer to the NER convention, its NER Coupler newsletter, and the NER website, as examples.

(Continued on the next page)

NEXT DIVISION EVENT

THE FALL EVENT WILL BE
HELD ON OCTOBER 19, 2019

TIME:
9:00 AM TO 12:00 PM

DATE:
SATURDAY, OCTOBER 19

LOCATION:
MARINE CORPS LEAGUE
46 ONTARIO AVENUE
STATEN ISLAND, NY 10301
ACTIVITY FEE: \$5

WEBSITE FOR MEETS:
SEE PAGE 3 AND
[HTTP://WWW.NERGS.D.COM/
UPCOMING.HTML](http://www.nergsd.com/upcoming.html)

AGENDA:
REFRESHMENTS
WHITE ELEPHANT TABLES
TWO CLINICS
BRING AND BRAG
MODEL JUDGING
AFTERNOON LAYOUT TOURS

(Continued from the previous page)

How should "NER" be presented in the new logo? The current logo uses the City font in bold. In the new logo, the font was revised to bold italics, graphically suggesting forward motion, just as the NER is moving forward with enhanced benefits. The new NER logo also uses the rim, flange and rail of the new NMRA "wheel-on-rail" logo in its design. The new NER logo flipped these elements from left to right, further adding to the forward motion. And, by using the same font, (only changing the style), and keeping the logo color red, the new NER logo preserves key characteristics of the current version.

The new logo is a simple design, making it more effective. The new logo says "NER" and "railroad" with artwork that works together in one streamlined, simple, and easy to understand logo. With the new logo, members and non-members will immediately associate the product or service with the NER whenever they see the logo. Whenever they see the new logo on a product or service, they will know it is from the NMRA Northeastern Region.

One region. One logo. Moving forward. *WP*



The new NER logo with the region's name, as shown at the top of the previous page.



The new NER logo without the region's name. The Region has also developed a style guide for the use, placement, and colors of the new logo.

AP CORNER

By Steve Ascolese
Achievement Program Chair

The Fall season is upon us and besides all the nice things that everyone enjoys during this season, model railroaders have additional things to look forward to. The Northeastern Region's annual convention was just this past weekend (as this is written) and packed in a lot of clinics, layout tours, op sessions and other activities. This year it was called the Empire Junction and held in Syracuse, NY. If you haven't been to a regional convention I would highly recommend attending one. Because they are within driving distance, the travel costs can be kept down especially if you carpool with one or two buddies. The end of the convention also signals another fall event, the Mallery Award. The award is named after Paul Mallery, who was a founding member of the Garden State Division, MMR No. 4 and a prolific writer of model railroad articles.

The idea behind waiting until the last day of the NER convention is to allow as much time as possible for modelers to enter an NMRA contest. You don't have to participate in a contest, but it helps the overall score. If you do enter a convention contest you do not even have to be awarded a prize for any of the models you enter. Of course when multiple applications are submitted for the Mallery, then things like judging points and where the modeled placed in a contest, and the number of models built will be the criteria that is evaluated.

More details and an application can be found on the GSD website at <http://www.nergsd.com/achiev.html> just scroll to the bottom to see the links for the Mallery Award.

One footnote: The GSD Fall Member Meeting is happening on October 19th. My Emmaus & Western RR will be open on the layout tour. Please stop by and check it out (and check out my Mallery Award). I look forward to meeting you. *WP*

LAYOUTS FOR THE STATEN ISLAND EVENT



Left: The Staten Island Society of Model Railroaders will open the first time for a GSD event. This club is located at Seaview Hospital and has presently 25 members. Members run and display two O scale one large and one small, HO scale, and N scale layouts.

(Bob Dennis photo)

Below: Steve Ascolese is in the early stages of building his N scale layout, the Emmaus & Western. Located in a spare bedroom, the main line is operational, backdrops are in place, and he is starting on scenery. Control is NCE DCC. A central power supply provides for all the electrical needs of the layout. (Chuck Diljak photo)



Left: Tom Wortmann will be opening his HO scale Mohawk Salem & Kensington (MS&K) layout. The layout measures 12' x 16' and is nearly complete. The latest addition is a compact and very busy industry featuring rail marine operations. (Tom Wortmann photo)

TOOLS AND TIPS: NEW LIFE FOR OLD PARTS

BY JIM WALSH

When an old appliance needs to be replaced, it is usually discarded along with all parts and components. Those old items cannot be used with the new appliance but some things could be given a new purpose for model making and layout construction. My examples here apply to replacing a dishwasher – a typical experience for many homeowners. When I replaced my last dishwasher, I managed to salvage the baskets that held the utensils. They looked like they could be useful and that turned out to be true.

The lower rack dishwasher utensil bins come in a variety of shapes and styles depending on the brand and model of the appliance. My model had a large bin with a smaller bin attached. I disconnected the smaller bin, inverted it and glued a piece of foam core to the bottom. The rack that I constructed works well to hold paint brushes and pipettes needed for finishing my models.



Another dishwasher part that I salvaged was long and shallow and I think it had been attached to the upper rack and held some larger serving spoons or knives in the shallow bin. I use it to hold screwdrivers and attach it to the front edge of my workbench. It holds many screwdrivers in a location that is easy to see and access.

I am not the only one who has given new life to salvaged dishwasher parts. When I was helping Anthony Piccirillo with some locomotive repairs, I noticed an old utensil bin holding his tools. It was made even handier with the addition of a magnetic tool holder across the front of the bin. He attached several types of pliers to the magnet making them easy to see and even easier to access. It simply sits on his worktable and since it has a handle he takes it to the layout when necessary.

These examples may inspire you to repurpose items that you are about to toss into the trash. Think about a new use for such items as you prepare to replace a home appliance. **WP**

Above: Salvaged from a dishwasher utensil bin, this rack holds paint brushes and pipettes and keeps them handy.



Above: Another salvaged dishwasher part can be attached to the edge of a workbench and keeps screwdrivers ready and easy to find.

Below: Anthony Piccirillo uses this salvaged dishwasher bin to store the tools needed to make repairs on his locomotives. He added a magnetic tool holder to the front of the bin to keep some tools in front.



PHOTOS FROM THE SUMMER EVENT

BY JIM WALSH, PHOTOS BY JIM WALSH UNLESS OTHERWISE NOTED

This summer we had a change and held our division meet in Hope, New Jersey. We can thank our newest member of the GSD Board of Directors, JP Mikesch, for arranging the facility for our meeting. In the afternoon we had four layouts on the tour with two never previously open for a GSD event. **WP**



Above Left: Jim Walsh is on the other side of the camera for a change. He presented a clinic on model photography (of course). (Photo by Chuck Diljak)



Above Right: Chuck Diljak presents Craig Bisgeier with a certificate of appreciation after he delivered a very informative clinic about using 3D printing for model railroading.



Above Right: After the meeting, several GSD members gathered together for lunch and experienced the social benefit of the NMRA.



Right: Joe Valentine brought one of these bridges to a previous GSD meet for the “bring and brag”. Here the two bridges are installed on the layout similar to the way they were on the prototype.



Left: Dave Olesen's layout features coal hauling through the mountains and his scenery provides the proper setting for his trains. (Photo by Chuck Diljak)



Right: Ed Suhy's layout includes a busy passenger terminal and an intermodal rail-marine operation.

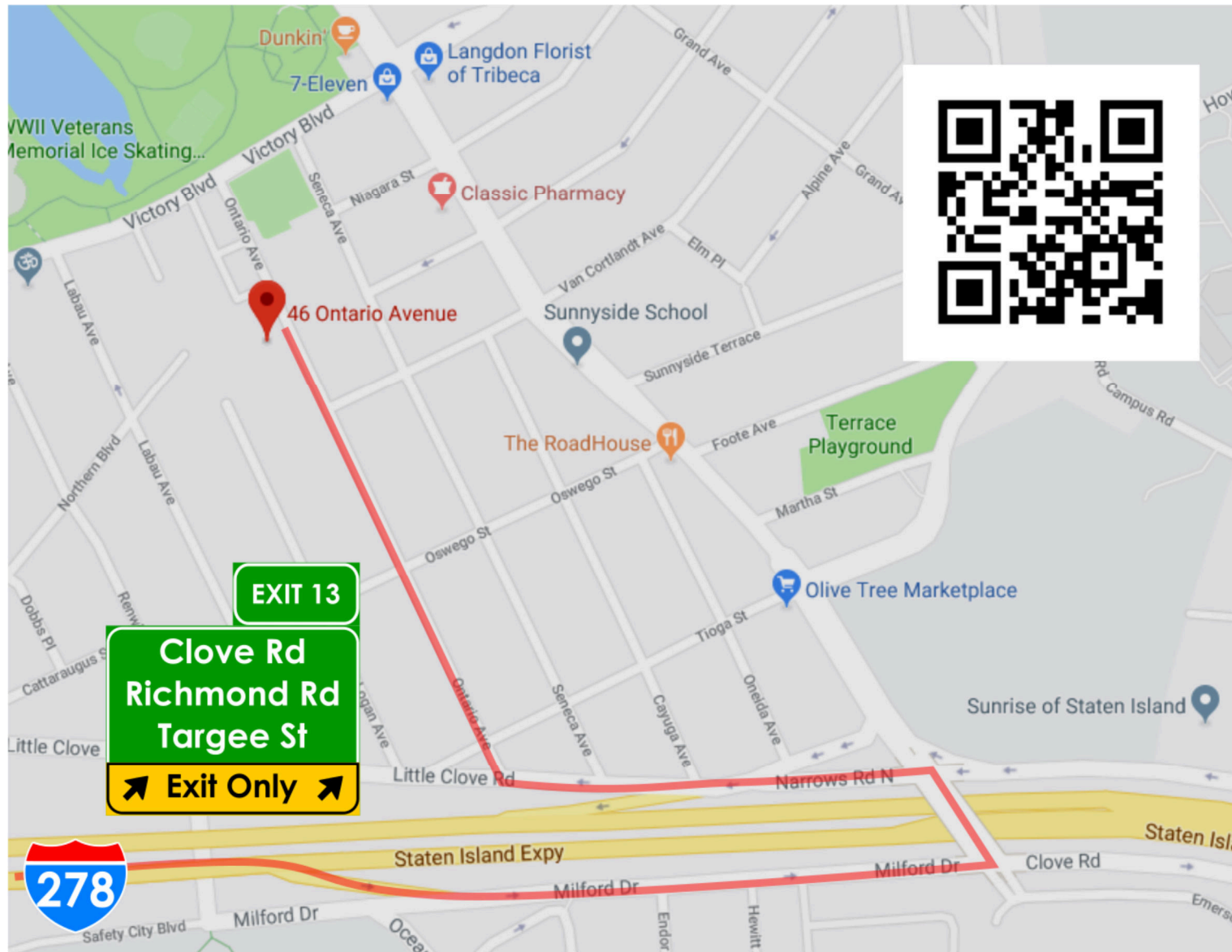
Directions:

- I-278 East
- Exit on Milford Drive
- Left under I-278
- Left on Narrows Road North
- Right on Ontario Avenue

MAP FOR THE FALL EVENT

**MARINE CORPS LEAGUE
46 ONTARIO AVENUE
STATEN ISLAND, NY 10301**

**SATURDAY, OCTOBER 19
DOORS OPEN AT 8:30
EVENT STARTS AT 9:00**



ABOUT THE WHISTLE POST

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Deadlines for submissions to the Whistle Post are four weeks prior to the next Division event, as announced in the prior Whistle Post.

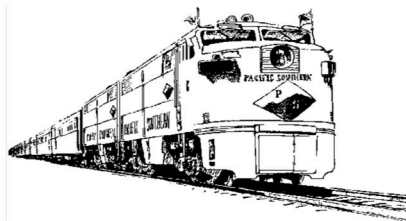
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TRAIN SHOW EXHIBITION;
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LIMITED SHOWS / One Weekend

DATES: OCT 26 and Oct 27, 2019

SATURDAY AND SUNDAY SHOWS

SHOW TIMES: 10:00 AM, 11:00 AM, 12:00 Noon
2:00 PM, 3:00 PM, 4:00 PM

ATTENDANCE LIMIT: 40 Individuals per show

ADMISSION: Donation \$10.00 per visitor
Goes to RH First Aid Squad and RH Fire Co

DONATION METHOD: Cash or Check

TICKETS: Reserve and General Admission

To allow time for parking and ticket(s) purchase, you should arrive at the event 20-30 minutes before your show time.

Reserve Tickets: If you would like to have tickets held for a specific show time, contact the Pacific Southern Railway Co. and send payment to hold the time ... Because of possible ticket demand, if payment for held tickets is not received by the show date, there will not be a guarantee of the show time desired.

Pacific Southern Railway Co. ... *Carl and Anne Pate*

26 Washington St, Rocky Hill, 08553

860-633-2052 ... (This phone # is not text capable)

If there is no answer, leave a message with your Name and Phone # for a call back ...

For ticket Information ... www.PacificSouthern.org

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