



The **WHISTLE POST**

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

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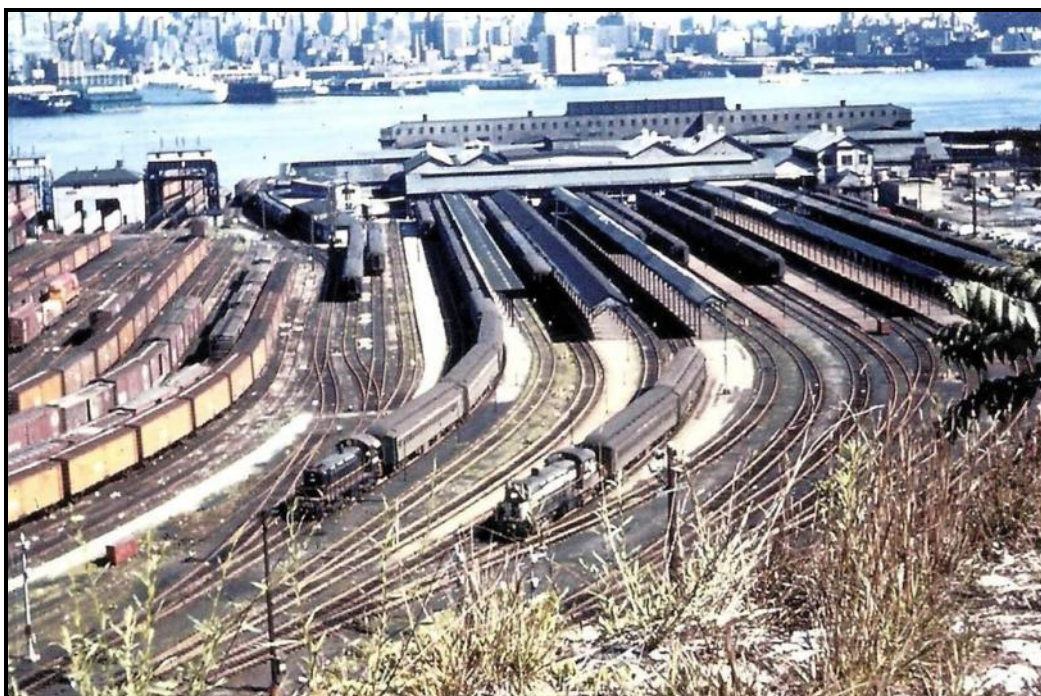
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WEEHAWKEN QUEST

ONE CITY, A RIVER, AND FOUR RAILROADS

BY LES DAHLSTEDT



▲ The Weehawken passenger terminal in 1947. From the author's collection.

I've often noticed that the acquisition of a model can touch off a chain reaction; the likes of which is liable to take my interests in wholly new directions. For example....During a business trip to Denver several years ago, I bought a nifty brass Pfaudler milk car that had been imported by Overland in the 1990s. As an O&W modeler, I knew it would eventually get painted, lettered and given a place of honor on my layout. While the Ontario & Western Kingston branch was unquestionably bucolic, there was still a fair amount of milk and other dairy products to be transported during the 1920s on this 35 mile stretch of track. To that end, I soon acquired three pairs of Branchline Trains Creamery and Ice House kits...and it was off to the races. By the time Walthers came out with their Pfaudler milk cars in 2005, I was head-

long into researching and talking about milk operations on the O&W.

It's been said that nothing in life is certain except death, taxes and change. In my case, life's changes overtook layout construction in 2007. A decision to slow the pace of my consulting business coincided with a looming empty nest scenario. These two dynamics pushed a decision to downsize our lives to a smaller house in western Placer County. The first commitment to these changes was a painful decision to tear out the partially completed Kingston branch layout and get the house ready to go on the market.

In the months between the layout's demise and our future relocation, I began to visualize

(Weehawken Quest Continued on page 3)



THE CAB

by President Tom Wortmann


Three Snowstorms, Two Conventions, and One Year

Well, here I am after our third snowstorm in February. Normally, I like a good snow to “force” me downstairs to work on my layout, the MS&K Railroad. But, this year, Mother Nature sent a bit too much snow. When I came back inside from clearing the amount of snow she sent during this last storm, I had nothing left for trains. And folks, that is not good!

So instead of heading to the train room, let me tell you about the upcoming 2010 conventions. That's right, I said conventions...two conventions to be exact. First, there is a big one in Milwaukee this summer celebrating 75 years of NMRA fellowship. Yes, I said fellowship because I will always say that the best benefit of being an NMRA member is all the friends you make in the organization. Not just in your geographic area but also around the world. And, many of these friendships have lasted the test of time. I have very good NMRA friends that my wife and I visit on vacation, meet with at conventions, and at other railroad events. Milwaukee will have much to offer. So, check it out and bring you better half. National conventions are good places for the ladies to meet up with others and they too make lasting friends.

The second convention, the Mid-Eastern Region's in Princeton, will start on September 30th, 2010 ([see page 8](#)). This convention is being hosted by our sister division to the south, the New Jersey Division (NJD). The NJD is made up of fine people who supported the Garden State Division when we hosted the Northeastern Region's convention in the fall of 2006. I am very confident the organizers of this convention will put on a great show. I'm looking forward to attending their convention. Stop by the convention, make a friend and keep the fellowship of the NMRA going. I love the autumn season and the only thing bad about the season is that winter follows and that means more snow....oh, boy!

So save up and sign up for some conventions that will knock your socks off. Milwaukee and Princeton will have great experiences to offer. Both conventions will be worth seeing. And, if you have never attended a National, this one will be a blow out. And, if you missed the convention we hosted in 2006, Princeton cannot be any closer.

So, go to a convention, make a friend, or bring a friend. You won't regret the experience. 



THE CABOOSE

by Editor Chuck Diljak

Networking in the NMRA


In this current environment of Twitter, Facebook, LinkedIn, MySpace, internet forums and other electronic forms of networking, it is always a wonder when old fashioned face-to-face networking still works. I often read that one of the benefits of the NMRA is the fellowship it offers. Recently, I tested this benefit.

My story begins in 2007 when I discovered a two part article about Weehawken in the NMRA Pacific Coast Region newsletter, the *Branch Line*. What is an article about an east coast area doing in a west coast newsletter? Since I just took over editorial responsibility for *The Whistle Post*, I wanted to get permission to run it in the newsletter. However, I was unable to make contact with the author.

Let me fast forward to 2009. Just prior to the 2009 NMRA convention in Hartford, I looked over the clinic list and quickly discovered that there was a clinic being offered about modeling Weehawken by Les Dahlstedt. Les was the author of the article in the *Branch Line*. Since I was attending the convention, I made sure my schedule was free

at the time Les was giving his clinic.

And, I was not disappointed. Les not only gave a fine clinic about Weehawken, he also gave me permission to run his article in the *Whistle Post*. Part one of his article is contained in this issue. Before and after his clinic, we chatted for a few minutes about each other's interests in the hobby. Our meeting at the Hartford convention is a good example of fellowship that I keep hearing about as a benefit in the NMRA. I would like to give a heartfelt thank you to Les for sharing his article with the NMRA division that contains Weehawken within its borders.

I tried Twitter, but I no longer use it. I use Facebook once in a while, but I don't understand its appeal. I never signed up for MySpace, since that seems to draw a younger generation. And, well, LinkedIn is more of a “networking for employment” application. But, I do find the use of some model railroad internet forums to be a better form of networking. But, it is still nice to see that the old fashioned form of face-to-face networking still works. 

AT THE THROTTLE

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(Weehawken Quest Continued from page 1)

images of the next layout. Even though the new house would probably be a third smaller, I would be able to increase the layout's footprint to about 400 square feet and lengthen the main line courtesy of a double decked, partial mushroom configuration. Owing to my interest in milk ops and a growing curiosity about the O&W's coal hauling business (here we go again), I decided to model the O&W between Weehawken, NJ and Cadosia, NY. This larger layout would include interchange possibilities at several locations. I began to sketch track plans and most importantly, gathered yet more prototype information. Above all else, the new layout would be designed for operations...and yes, I've also begun to acquire some of the many GLa hopper cars that I'll need for the new layout's coal operations.

I knew enough about the O&W to realize that more than any other location, modeling Weehawken would be my biggest challenge because the facilities had not been developed or owned by the O&W. An understanding of the history behind this unique situation will be helpful.

New York, West Shore & Buffalo

An entity called the North River Construction Company was formed in 1882 to build a line from Weehawken, NJ to Buffalo, NY. It would compete directly with the New York Central & Hudson River Railroad. This new railroad's name; New York, West Shore & Buffalo, was derived from the location of the initial right of way on the West Shore of the Hudson River.

The NYO&W was a major investor in the North River Construction Company in order to reach a growing market in and around New York City via trackage agreements with the West Shore. It was not a perfect solution for a railroad whose main line ended far short of its most lucrative potential marketplace, but practical at the time.

The West Shore reached Buffalo in 1884 precipitating a shipping rate war with the New York Central. Further actions taken by the West Shore to compete with the Central resulted in William Vanderbilt's acquisition of the Nickel Plate. It became evident that the West Shore was not in a financial condition to tolerate costly counter moves by the Central.

Enter the Pennsylvania Railroad, which be-

gan to quietly buy West Shore bonds in preparation of the West Shore's failure. The Pennsy saw an opportunity to compete more effectively with the Central by linking its own tracks in Jersey City to the West Shore's at Weehawken, and thus have its own version of the Water Level Route all the way to Chicago. The Central countered by acquiring a right of way in Pennsylvania and began construction of a line across that state.

The impact of the rapidly growing animosity between these two giant corporations was so great, that financier J.P. Morgan intervened to work out a compromise agreement. The story goes that he got both CEOs on his yacht, anchored it in the middle of New York harbor and refused to pull up anchor until said agreement had been reached. The outcome of the compromise was that the NYC would get title to the West Shore and the PRR would receive the incomplete South Penn RR. Much of the unfinished South Penn ultimately became the eastern portion of the Pennsylvania Turnpike.

In 1885 the NY, West Shore & Buffalo was reorganized as the West Shore Railroad, a wholly owned subsidiary of the New York Central lines. It operated in this capacity until 1952 when the West Shore was formally merged into the New York Central.

A sideline player in this drama, the NYO&W received a 99 year agreement to operate on the West Shore between Cornwall, NY and Weehawken, NJ and ownership of a NYC branch line that gave the O&W a contiguous main line from Middletown to Cornwall, NY. The Weehawken facilities would remain under the NY Central's ownership, permitting the O&W access as a tenant with 'equal billing'. Thus both railroads' names would appear on the signage at the Manhattan and Weehawken terminals.

Weehawken

Long a place of derision (You live *where?*), Weehawken took advantage of its geography in no small way. While the residential part of the city (with a relatively consistent population of about 14,000 during the last 100 years) sat high atop the bluffs of the Palisades and enjoyed an unfettered view of Manhattan across the Hudson River, it allocated a ½ mile wide strip several miles long of unused riverfront to rail operations and gained the tax revenue such an enterprise

(Weehawken Quest Continued on page 4)

would generate. A century ago, when virtually all the commerce of the land was carried by water and rail, Weehawken was ideally positioned to take advantage of both. In such close proximity to one of the largest cities on the globe, Weehawken's rail facilities became a booming enterprise; easily the equivalent of one of today's largest international airports.

Four Railroads

This is as much a story of the four railroads that operated along the Weehawken riverfront, as it is about the O&W. From here, goods spread out to forty-eight states and countless foreign countries.

New York, Ontario & Western

With trackage rights between Weehawken and Cornwall secure under a 99 year lease, the O&W was able to promote passenger service (via ferry from West 42nd Street in Manhattan) from Weehawken to vacation spots in the Delaware Valley of upstate, NY. It would jointly operate the Weehawken facility with the NYC. This agreement also gave the O&W access to the commercial markets in and around New York City for customers who shipped on the O&W. The lease agreement prevented the O&W from competing with the West Shore between Weehawken and Cornwall, NY, where the O&W transitioned to its own rails.



▲ A 1906 postcard view of the combined New York Central West Shore and NYO&W facilities at Weehawken. The building with the circular cupola, just below the steamship, was the passenger station. Note the engine service facility and the many covered passenger and milk platforms. From the author's collection.

New York Central West Shore Division

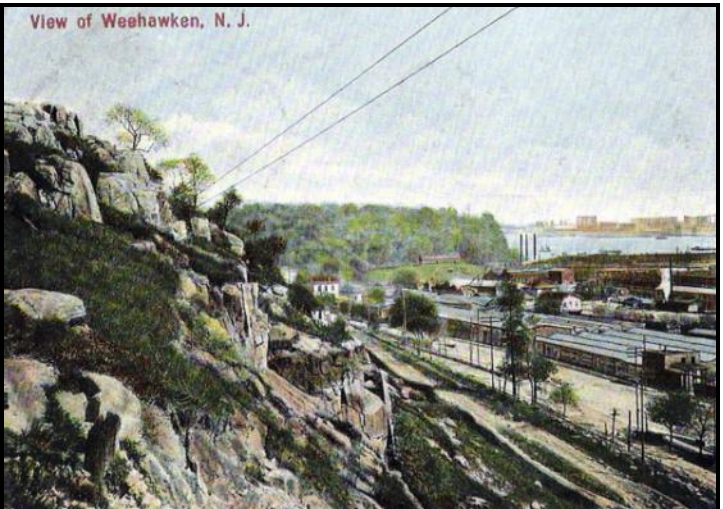
The 1943 NYC station list notes Weehawken as an interchange point with the Erie, NYO&W and NYS&W. In addition to its freight and passenger operations, the NYC operated a fleet of ferry boats that continued in service to 42nd St. until early in 1959. The West Shore division provided both passenger and freight operations and continues to this day to be a principal part of the CSX system.

Erie Railroad

As noted, the Erie maintained a large facility just to the north of the NYC / NYO&W operations.

The extensive arrangement of trackage permitted an extraordinary amount of freight handling during the first half of the 20th

century. Records note that by the 1950s, 15% of all of New York's export freight was handled by the Erie.



▲ A 1906 postcard view, generally looking north with the Erie Railroad facilities against the Hudson. From the author's collection.

New Jersey Junction Railroad

The New Jersey Junction Railroad Company (NJJ) was part of the New York Central Railroad and ran along the Hudson River in New Jersey, from the West Shore Railroad (NYCRR) yards at Weehawken south to Jersey City. It later owned an extension to the north, separated by the Weehawken yard from the original line. Its principle business was moving freight between the various Class 1 railroads along the New Jersey shore. The company was incorporated under the laws of New Jersey on February 27, 1886. On July 1, 1886, it was leased for 100 years to the New York Central and Hudson River Railroad. The line opened for freight in May 1887 and passenger service in June 1887. In 1952, the New York Central Railroad officially swallowed up the New Jersey Junction Railroad, which it had controlled since its beginning. Milepost 0 on the NJJ was at the southern end of the Weehawken tunnel.

The O&W Facility in the 1920s

I obtained an 1897 track plan from Vin Gallogly, a good east coast friend with ties to the NY Central historical society. It gave me my first good look at how truly large the plant was. Measured by any standard, the joint NYC / NYO&W Weehawken facility was immense, occupying every available foot from the river shoreline to the Palisades. Just the portion that appears on my track plan is in excess of 1.5 miles in length and more than a half-mile in width. The view of the Weehawken riverfront from atop the Palisades must have been dramatic.

I am still trying to figure out how the milk moved from Weehawken to bottling plants in New York City. Ferry and car float operations were extensive from New Jersey to New York. There were five ferry slips and four transfer bridges in the NYC/O&W Weehawken terminal. Intuition and common sense tell me that in the years before the opening of the George Washington Bridge and the Holland and Lincoln tun-

(Weehawken Quest 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

RAMAPO VALLEY RAILROAD
CLUB
620 CLIFF STREET
HO-HO-KUS, NJ 07423

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WWW.NJDIVNMRA.ORG

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



◀A spotless NYC West Shore engine 1315 readies to leave Weehawken during the 1940s. Note the Palisades in the background and cobblestone passenger platform. From the author's collection

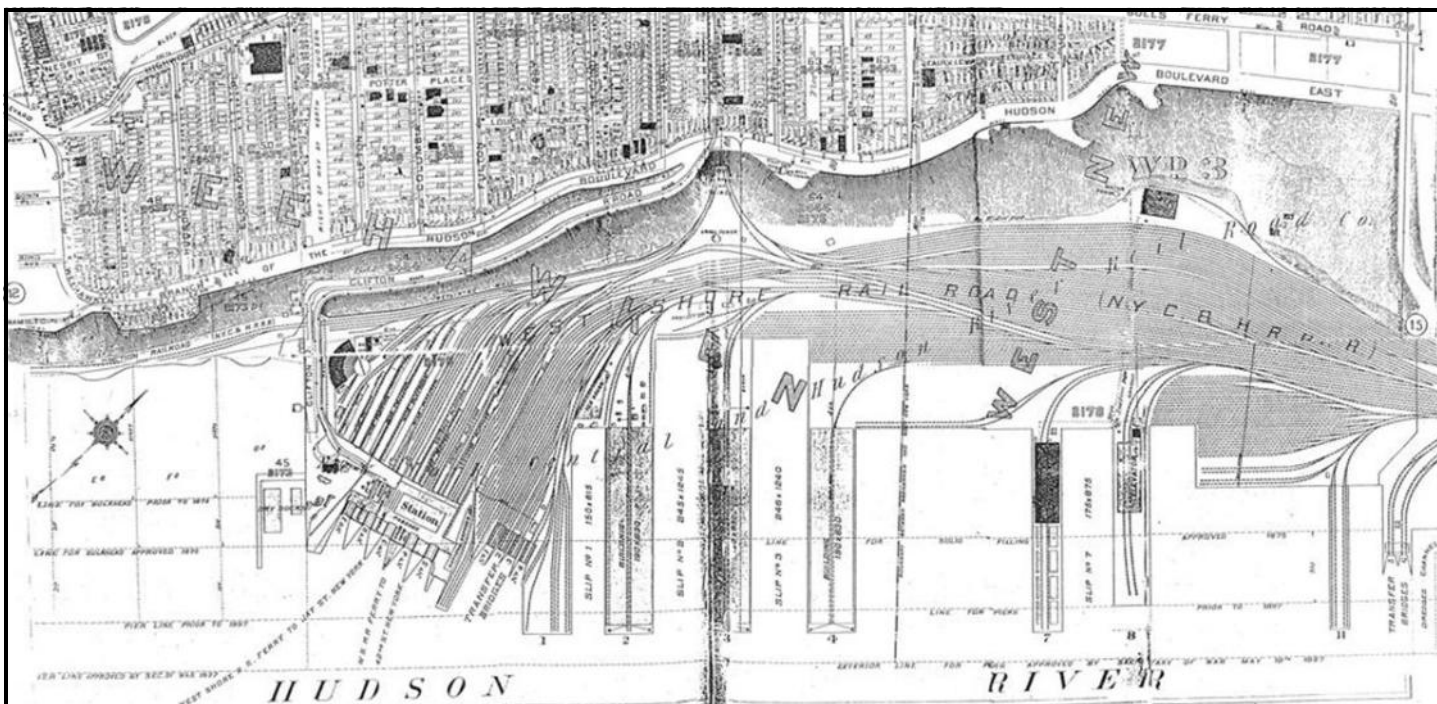
The Erie's piers on the Weehawken Riverfront. From the author's collection. ▶



◀One of the Erie's covered piers under construction on the Weehawken riverfront. From the author's collection.

New York Central ferries are pictured in their respective slips at the modernized terminal in the 1950s. From the author's collection. ▶





▲NYC / NYO&W Weehawken Facility circa 1897. The NYC West Shore used the tunnel that extended through the Palisades and under the city of Weehawken. The West Shore tunnel portal still exists as can be seen in a current image from Google Earth, below. The tunnel is now used by the Hudson Bergen Light Rail Line. In addition, the area along the Hudson River is now home to a ferry terminal since the 1980s and condos that come with a million dollar view of midtown Manhattan. The parking aisles for the ferry terminal follow the same angle as did the O&W tracks. ▼

(Weehawken Quest Continued from page 4)

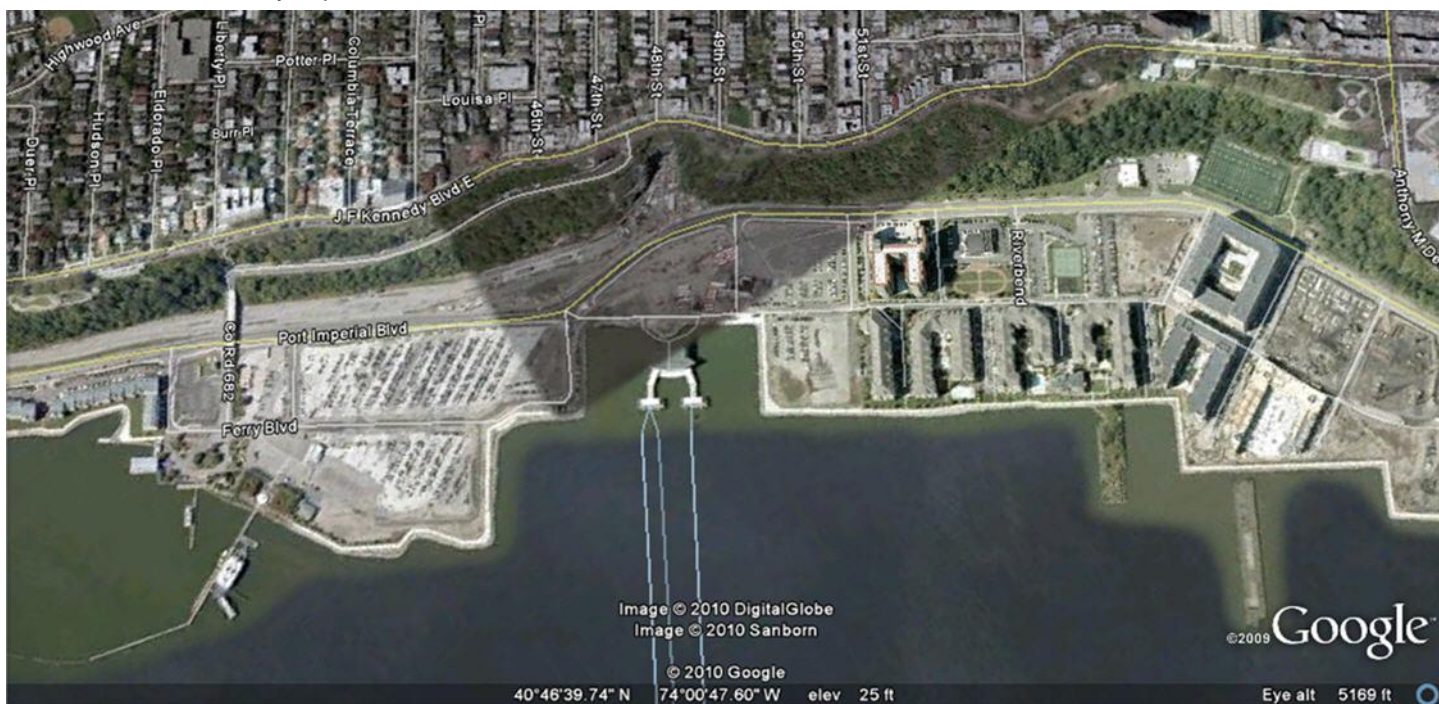
nels in the 1930s, milk would have had to cross the Hudson in car floats or on ferries large enough to carry milk cars on their lower decks. I want to model marine operations as another form of rail interchange. Could I verify milk on the car floats?

Unfortunately the prototype track plan from 1897 and a Sanborn map from 1900 show five long milk car platforms whose tracks ended short of the ferry slips. To make matters worse, none

were close to any of the car float transfer bridges. How the milk ended up in New York may remain a mystery for awhile.

In the Next Issue

In Part 2 of Weehawken Quest, we'll look at Weehawken as a part of the overall layout design and cover the practical implications of selective compression in what is already a fairly large chunk of new layout design. I'll also delve into how I envision Weehawken might interact operationally with the rest of the railroad. [W](#)



MODELING TIP

PROBLEM:

IN A PRIOR ISSUE OF THE *WHISTLE POST*, A SUBSTITUTE PRODUCT FOR SCALE CRETE WAS PROVIDED SINCE SCALE CRETE IS NO LONGER ON THE MARKET. SINCE THAT TIME, IT WAS LEARNED THAT ANOTHER PRODUCT WILL NO LONGER BE ON THE MARKET: TENAX-7R. WHAT PRODUCTS CAN BE USED AS A SUBSTITUTE?

SOLUTION:

TENAX-7R IS METHYLENE CHLORIDE. THERE ARE OTHER ADHESIVES IN THE HOBBY INDUSTRY THAT ARE ALSO METHYLENE CHLORIDE. AMBROID ProWELD AND MICRO-MARK'S SAME STUFF ARE ALSO METHYLENE CHLORIDE. USE THE TWO LINKS BELOW TO LEARN ABOUT BOTH PRODUCTS:

[AMBROID ProWELD](#)

[MICRO-MARK SAME STUFF](#)

CONGRATULATIONS

MODEL RAILROAD AUTHOR
SCOTT DUNLAP, NER 494
RANDOLPH, NJ

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.TRAINWEB.ORG/NERGSD/ACHIEVEMENTPGM.HTM

MODELING TIPS CAN BE SENT TO:

CHUCK DILJAK, EDITOR
GSDWHISTLEPOST@YAHOO.COM



MALLERY AWARD RULE CHANGES

BY AP CHAIRMAN NORMAN FROWLEY, MMR

The Paul Mallery Trophy is awarded each year to the Garden State Division member who has exhibited excellence in modeling craftsmanship during the preceding year. The division has recently adopted changes to the rules which significantly enhance their effectiveness. For one thing, the period of time during which modeling work can be completed and considered for the award has been extended by several months. The year of the award will now be deemed to be the period of time between the fall NER conference and the following fall's NER conference. The old rules only considered work done from January 1 of any year to the following September when the NER conference is held.

The award's recipient will now be announced not only at our Spring Meet, but at NER's fall conference as well. Only models which have scored 80 points or more at a regional or national model contest will be considered. Models which have been judged for AP purposes only or at divisional meets will not be considered for the award.

What many may not understand is that the construction work considered for the award may involve some model one built years ago. The rules specifically provide that "modeling" for purposes of the award shall be work done "either in whole or substantial part." Thus, if one were to revise an old structure, for example, by making significant changes to it (i.e., by revising 50 percent or more of it) during the applicable year, such would be modeling work within the meaning of the rules. All one would need to do in that circumstance is enter the model in a regional or national model contest during the year of the award.


There has also been some misunderstanding of how the rules work. They are very simple, and I've outlined them below:

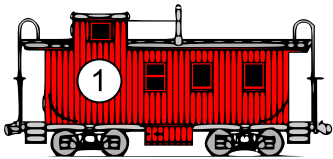
1. You enter a regional or national model contest during the applicable time period. You may enter your model or models in as many such contests as you would like during the year. The highest score you receive on any particular model is the starting point for that model, providing that score is 80 points or higher.
2. You may enter as many models as you

like. You receive 10 points for each qualifying model that has been judged. For two models you get 20 points, for three you get 30 points and so on.

3. If you enter two models, the starting point for scoring is the average of the two scores for the two different models entered. If you enter more than two models the starting point for scoring is the median score of the multiple different model scores. Median means middle score, not the average. The median score of three scores for three different models getting 105, 101 and 80 points, is 101.
4. Points for the number of models entered are added to the starting point score. Thus, using the prior example, the modeler who built three models whose median score was 101 would receive an additional 30 points for the three models entered, or a total of 131 points.
5. The Board of Directors has the discretion to award up to 5 additional points for each model considered to be "unique," or one of a kind in its category. Thus if one of the three models built in the prior example was a kit which had been substantially modified or was a scratch built version of a rarely modeled structure the Board could award up to five additional points for that one model. If they did for this one model, the award applicant's final contest score would be 136. If the other models were unique the modeler could potentially receive up to 10 additional points, making his potential final contest score 146 points.

The purpose of the award is to encourage the building of contest quality models within the division. The more quality models you build the better your chance of winning the award. However, be aware that your work should be consistently good. With two models, a poorer effort will dilute your starting point score, since it's the average of the two scores which starts the scoring process. With three models the median score rewards consistency and penalizes inconsistency.

So dust off those models you have somewhere in the basement and get to work on bringing them up to contest quality. Enter contests and have some fun. You may end up having your name engraved on the Mallery Trophy for future generations to admire. 



PRINCETON JUNCTION 2010

By New Jersey Division Superintendent Bob Clegg

The officers and members of the New Jersey Division are proud to invite everyone to this year's Mid-Eastern Region convention, Princeton Junction 2010.

The convention venue will be the Doubletree Hotel-Princeton at 4355 US Highway One in Princeton, NJ during the weekend of September 30 to October 3.

Since we are getting a bit of a late start with this convention due to circumstances beyond our control, other than the location and date, all information here is currently subject to revision but we are making every effort possible to firm up our plans. Here is what to expect:

Aside from the usual convention activities we hope to be able to provide a few things that are out of the ordinary.

We will have the usual white elephant sales room, the annual auction, and array of great clinics, but we plan to include something a bit different as well.

We will have two double "Work in Progress Clinic" sessions. How are these clinics different, you ask? In these sessions there will be eight to ten different clinics being held at the same time in the same room. You will be free to move from one to another and join the discussions as your interest dictates. Topics range from module construction to DCC theory and installation to scenery techniques.

It might sound as if mayhem will prevail, but we've had great success with this format at our division meets.

Home layout tours and Operation Sessions are always a highlight of any convention and Princeton Junction 2010 will be no exception to this rule. We plan to have thirty or more home railroads for you to visit Thursday night, Friday afternoon and evening, Saturday afternoon and for your trip home on Sunday.

Operating sessions are becoming ever more popular convention activities. Our goal is to be able to provide more than a dozen railroads from which you may choose to par-

ticipate in an OPS session. We hope to be able to accommodate everyone who is interested in this phase of the hobby.

We are hoping that our prototype tours will be interesting and provide something different as well.

First, we are arranging for our guests to visit an operating




grain elevator which is serviced by Conrail Shared Assets. It should be in full swing at the time of our visit. We may have to limit the number of visitors at any one time, so if enough of you sign up for this destination, we can do it twice, as it will be a half day tour.

Our other planned destination will be the Black River & Western Railroad where we

plan to have a tour of the shops, and here's the different part: lunch aboard a private coach while traveling over the rails.

Have you ever heard of Free-Mo? If you have, then you'll want to contact Mike McNamara and make arrangements to bring your module for display and operation at the convention. We plan to have several Free-Mo modules on display and operating in the lobby of the hotel. If you haven't you can contact him for information and be sure to attend his clinic on the subject. Mike can be reached via email at mikemcnh@comcast.net.

We should have most, if not all, of this schedule finalized shortly, including something a bit different for your after-banquet entertainment.

Watch for more information on the Mid-Eastern Region website at mer.nmra.org/MERConv/MERConv.html and start making plans to attend Princeton Junction 2010! 

The New Jersey Division is looking for clinics, layouts and volunteers as they pull this convention together. Please contact Bill Howard at triangler@aol.com or Bob Clegg at bob-catcs@comcast.net for more information and to let them know what you can do to help!

NEXT DIVISION MEETING

TIME:

NOON

DATE:

APRIL 25, 2010

LOCATION:

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

DIRECTIONS:

ROUTE 22, BEHIND THE HOME
DEPOT. FOR DRIVING DIRECTIONS, VISIT:
WWW.TMRCL.COM

AGENDA:

CLINICS
LIGHT LUNCH
OPERATING SESSION
WHITE ELEPHANT TABLE
DOOR PRIZES
MODEL JUDGING

COST:

\$6 DONATION

CLINIC CONTACT:

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

ROBERT TUMIELEWICZ
RTUMIELEW@AOL.COM

BRUCE DE YOUNG
BDEYOUNG@OPTONLINE.NET



SPRINGTIME IN UNION, NJ

Has it been a year since the Garden State Division (GSD) visited the Model Railroad Club in Union? On April 25, you will be able to see the progress made on the N scale and HO scale club layouts. But, don't just look around! Absorb yourself and tour the layout by participating in an operating session on the HO layout. It is a large layout and a large number of operators are needed!



A scene on the Model Railroad Club's HO scale layout. ▲

In addition to the operating session, Tom Wortmann will be presenting a clinic entitled, "Scenery by railroad photograph. Looking at things we never see." Tom says, "99.986% of all railroad photos were taken to see the train, well, actually the engine. Yet there are great ideas for scenery there if you have the right photo and you know where to look."

And, if you have seen any white elephants at home, bring them to the meet. We will have a special table for them. Who knows, you may find another member who wants to take your white elephant home.

So come operate some trains, learn a little, have lunch, and meet good friends! 

CLINICS AT NMRA '75

A LOOK FORWARD AND BACK

BY JIM ZINSER, MMR

Would you like to learn how to create a modern CTC panel for your layout using CATS? Or maybe you'd like to find out more about building kits made from brass etched parts, or increase your knowledge about chapel cars. Did you even know there were such things as chapel cars?

You can learn about these topics and many more by attending the clinics at NMRA 75, the National Model Railroad Association convention for 2010. This year the NMRA celebrates its 75th anniversary, so it's altogether fitting that our national convention be held in Milwaukee Wisconsin, the city where it all began. The dates are July 11th through the 18th.



While NMRA 75 will take an affectionate look back at our hobby's days of old, it will also be looking ahead to the fresh and new. This year's clinic program reflects that idea very well. Of the 163 clinics scheduled to be presented, 123 are brand new and never before presented at an NMRA national convention. These new clinics will cover everything from scenery to structures to the newest trends in Digital Command Control. So if you're looking for fresh new ideas to enhance your modeling, NMRA 75 is the convention you must not miss!

But not all the new clinics at NMRA 75 are

(Clinics at NMRA '75 Continued on page 11)



MEETING MINUTES

BY SECRETARY CIRO COMPAGNO

Purpose:

Garden State Division (GSD) Staff Meeting

Date/Time:

November 22, 2009 at 10:00 a.m.

Place:

Home of Ed Fraedrich in Fairlawn, NJ

Attendees:

Andy Brusgard, Tom Casey, Ciro Compagno, Bruce De Young, Chuck Diljak, Ed Fraedrich, Norman Frowley, Anthony Piccirillo, Tom Wortmann and guest Tom Piccirillo.

Secretary's Report

Tom Wortmann motioned to waive the reading and accept the September 13, 2009 GSD staff meeting minutes. There was a second motion to accept. There were no dissenting votes.

Treasurer's Report

- Anthony reported paying the \$100 annual fee for the GSD non-profit status in the State of New Jersey.
- A question was asked regarding the differences between "non-profit" and "not-for-profit". Anthony will research further.

Education Committee and AP Reports

- Norman summarized progress in the AP program. The latest is Bruce will be receiving an AP Certificate for Model Railroad Author in January 2010.
- Norman stated many activities that an individual does might be count toward an AP Certificate; e.g., Association Official and Association Volunteer. It is much easier to record your progress over time using an *AP Record and Validation Form* than attempting to complete all at once.

Events Report

GENERAL

- Andy volunteered to send a note to the GSD general membership in search of a good venue for future GSD meets.
- Bruce volunteered to contact model railroad companies within the Division in search of a good venue for future GSD meets.
- Anthony also volunteered to assist in the search of a good venue.

2010 MEETS

- September 2009 (NJD Meet) – there was a debriefing of the NJ Division Meet:
 - Clinics – 20 min.
 - Activity fees – NMRA member \$5 and non-NMRA member \$10
 - NJD members selling their model railroad items
- January 2010 (Business Meeting):
 - The asking donation is \$4
 - Anthony volunteered to prepare the Paul Mallory Award. Preparation includes: update the metal platens (Norman

2008 and Chuck 2009), mount model engine, etc.

- Bruce will give a 30 min. clinic on *Modeling Tips and Tricks*
- Ciro will give a 30 min. clinic on *Layout Room Preparation*
- It was agreed to table 2010 GSD event schedule for upcoming January

- March 2010 - there was a general discussion to solicit home layouts in northwest section of New Jersey in late March.
- April 2010 (Spring Meet) – Bruce will follow-up with *The Model Railroad Club* in Union, NJ for the planned GSD Spring Meet.
- August 2010 (Summer Meet) – the last Sunday of August is preferred for the 2010 GSD Summer Meet.
- Tom Wortmann filled out the participant schedule for the upcoming November Greenberg Show in Edison, NJ.

Membership Report

- Tom C. and Andy provided an update on the membership. There are about 261 GSD members.
- There is an approximate 3 to 4 month lag time from when joining/renewing membership updates are sent to National to when they show up in the membership information National sends to the Divisions.


Whistle Post Report

- Chuck indicated future issues will include:
- Planned 2010 GSD schedule
- Paul Mallory Award Rule revisions
- Revisions to the GSD Constitution and Bylaws
- Results of the 2010 GSD elections
- Home layout series
- NMRA Info Net News
- Andy volunteered to solicit layout photos from the GSD membership to possibly include in future newsletters.

Old Business

- Tom W. asked the GSD Constitution and Bylaws Committee to complete their work. The Committee consists of Chuck, Andy and Ciro. The most important change will be the introduction of term limits. The goal is to propose and vote on any changes at the January 2010 Business Meeting.
- There is ongoing debate among GSD staff members about the Paul Mallory Award rules, which still needs to be reviewed and agreed upon. The goal is to recommend any changes, review by the staff, and finally presented to the membership for vote at the January 2010 business meeting.
- Tom W. showed a sample page for proposed changes to the GSD website.

Next staff meeting will be at the home of Anthony in March 2010.

Meeting adjourned around 1:20 p.m. 

ABOUT THE WHISTLE POST

THE SUBMISSION DEADLINES
FOR *THE WHISTLE POST*:

JANUARY 10

APRIL 10

JULY 10

OCTOBER 10

CONTRIBUTORS TO THIS ISSUE:

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CIRO COMPAGNO

LES DAHLSTEDT

BRUCE DE YOUNG

NORMAN FROWLEY, MMR

GERRY LEONE, MMR

TOM WORTMANN

JIM ZINSER, MMR

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: *ROLLING STOCK*



▲ VHBX 103, a Van Housen Brewing Company wooden reefer carrying Dutchman Ale, on GSD member Chuck Diljak's Wyoming Valley Railroad. The reefer is decorated for one of GSD member Bruce De Young's other hobbies, home brewing. Dutchman Ale is his "private label". Bruce plans to build the Van Housen Brewery for his Jersey Highlands layout.

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 gsdwhistlepost@yahoo.com.

(Clinics at NMRA '75 Continued from page 9)

about fresh new ideas. You can look forward to a couple of them that look back. Clinician Paul Hobbs will present Seventy-Five Years of Development and Achievement in Model Railroading. Paul will review events, processes, inventions, companies and individuals that have made significant contributions to the hobby over the past 75 years. You might also want to see Steve Stewart's new clinic, Seventy-Five Years of Railroading. Steve examines prototype railroading from what was in 1934 to what will be in 2011. And what could be more appropriate to bring the list of new clinics to an end than one about the history of Milwaukee Road Cabooses?

As an added bonus, many of the new clinics at NMRA 75 will be presented by some of the best-known names in model railroading. Names like Jack Burgess, Bruce Chubb, Chuck Hitchcock, Tony Koester, Sam Swanson, Bill Schaumburg, Andy Sperandio, Tony Thompson and Wayne Wesolowski.

Of course NMRA 75 is about much more than clinics. To find out everything you need to know, visit our website at www.nmra75.org. You can even register online. Come celebrate 75 years of model railroading this summer in Milwaukee!

Oh and in case you were wondering, no actual cats were harmed in the making of that CTC clinic. 🐾



Click the Shutter and Win a Cab Ride!

by NMRA Communications Director,
Gerry Leone, MMR


Win a cab ride in a Union Pacific steam locomotive!

The National Model Railroad Association and the Union Pacific Railroad are pleased to announce a model photography contest to help celebrate the 75th anniversary of the NMRA. The NMRA will pick one photograph submitted by an NMRA member in good standing depicting one or more models of UP equipment and/or structures in a realistic scene. The photograph will be judged for prototype fidelity of the modeling and scene as well as for photographic art.

The member submitting the photograph will win a cab ride in one of the mainline steam locomotives operated by the Union Pacific on the Kansas City to Jefferson City leg of the Missouri River Eagle Excursion. Airfare (up to \$500.00), two hotel nights, and transportation to and from the excursion will be provided for the winner by the NMRA.

To be eligible, the photograph must be in an envelope postmarked (or originated in transit by a third-party service such as

FedEx or UPS) by August 31, 2010, and received no later than September 7, 2010. Only one photograph may be submitted per envelope, but there is no limit on the number of photographs a member may submit. Photographic prints, slides, or digital images are acceptable. Prints must be 8" x 10." Digital images must be taken with a camera of 7.1 megapixels or greater to satisfy the printing requirements. All submitted photographs shall become the property of the NMRA, and the NMRA and Union Pacific may use the photograph in any manner they choose. All members participating in the contest agree to provide to the NMRA the original medium of the photograph (negative, transparency, or digital file) if requested.

Please send all photographs to Robert J. Amsler, Jr., 514 Dover Place, St. Louis MO 63111. Be sure to protect photographs from bending or mishandling in the mail. 

Correction:

The contest deadline published in the April 2010 *Scale Rails* is incorrect. The deadline in the above article is correct.

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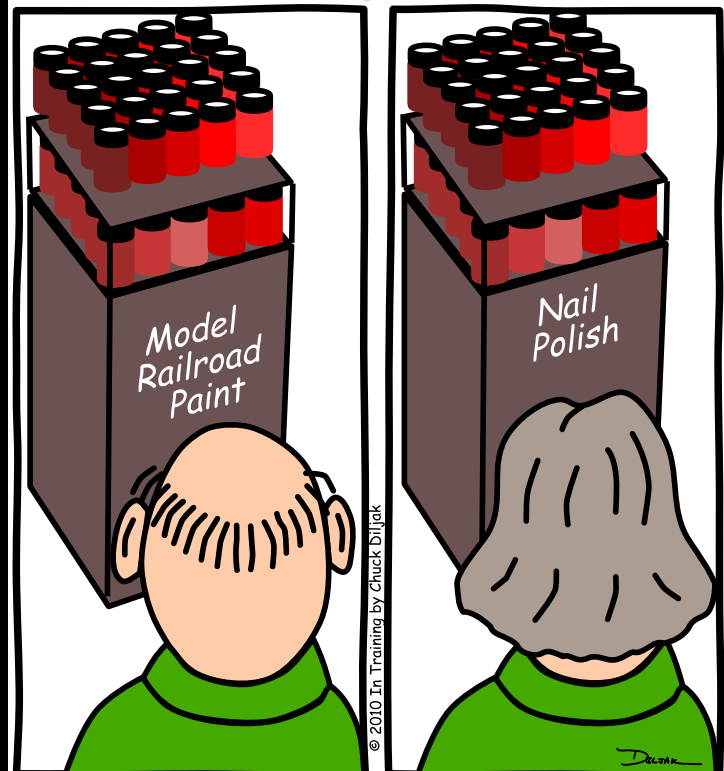
63 West Main Street, Somerville, NJ 08876

908.685.8892

email: jan@biglittle.com

In Training

by Chuck Diljak



Hmmm. What color red would look best?

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.

ARMSTRONG CEILING TILES

ARMSTRONG S-480 COMMERCIAL FLOOR POLISH

STEELWORKS ALUMINUM RADIATOR GRATING



QUESTIONS REGARDING THIS SERIES CAN BE SENT TO:
CIRO COMPAGNO
GSDSECRETARY@VERIZON.NET

BUILDING

RICHMOND HARBOR

BY CIRO COMPAGNO



◀ September 2009

After extensive preparation, the wood fascia and valences were painted white. 1 x 3 pine furring strips, 12 inches on-center, were installed throughout the basement to support the future ceiling. Because of the valences, and to a lesser extent the fascia, considerable measuring and cutting were needed to install the furring strips. The ceiling light fixtures also needed some last minute re-adjustments to properly space the furring strips.

October 2009▶


Armstrong ceiling tiles were installed by attaching them to the furring strips. Similar to other steps in the basement preparation, there was considerably measuring and cutting to install tiles due to the light valences and fixtures. The tiles were custom fitted in many areas, including natural gas and domestic water valves near the ceiling.



▲ January 2010 ▲

Cove moldings were installed to further support the ceiling tiles and cover the small gap between the ceiling tiles and the woodwork. Door casings and corner moldings were also installed. Steelworks aluminum radiator grating was used to cover the HVAC ductwork in the layout area. Custom woodwork was fabricated to support the radiator grating. The radiator grating will allow the radiant heat from the ductwork to keep the layout area warm. All of the woodwork was sanded, primed and painted white.

The floor was cleaned by removing any remaining tile glue, scuffmarks, and dirt. The floors are awaiting two coats of Armstrong S-480 Commercial Floor Polish.

Now, I have reached a major milestone: The room is ready for benchwork!!! 



ANNUAL BUSINESS MEETING HELD IN HO-HO-KUS

Neither snow nor rain nor the NFL Playoffs stays these model railroaders from the Garden State Division's (GSD) Winter Meet, hosted by the Ramapo Valley Railroad Club (RVRR) in Ho-Ho-Kus, NJ, in January.

The Winter Meet is the division's annual business meeting. During the meeting, elections were held with the results shown in the sidebar, below.


Position	Name(s)
President	Tom Wortmann
Vice-President	Norman Frowley
Secretary	Ciro Compagno
Treasurer	Anthony Piccirillo
Director-at-Large	Andy Brusgard Tom Casey Chuck Diljak Tom Piccirillo

During the meeting, changes to the GSD's Constitution were discussed and approved by the board and membership. Changes to the By-laws will be discussed and voted on during the next staff meeting. The meeting also highlighted many of the division's achievements in 2009. And, ideas for 2010 were discussed before the meeting adjourned.

There were two clinics presented, after the meeting. The first clinic was presented by Tom Piccirillo. Tom showed the membership how to use a four part product from Micro-Mark, called "Rust n Dust", to weather models. During his demonstration, Tom weathered a steam locomotive, bridge girder, and box car using this product. Using a brush, Tom applied the first three liquid parts, drying the model in between each part. Part one is a rust solution, part two is a black solution, and part three is a clear solution, dulling the model. The fourth step is a powder, instead of a liquid, consisting of fine dirt and dust.

The second clinic was presented by Ciro Compagno. Ciro discussed how he water-proofed and finished his basement as the first steps towards building his model railroad. Many of these steps have been summarized in the *Whistle Post* and we will continue to follow Ciro's progress, in these pages.

After the clinics, it was time for an operating session on the RVRR Club layout. If the members missed the trash talking during the NFL Playoff games, there was plenty of it during the operating session...but, all in good fun!

Thank you to the RVRR Club for hosting the GSD Winter Meet! 

A bottleneck during the operating session on the Ramapo Valley Railroad Club layout.▼



A model that Tom Piccirillo weathered for his clinic.▲



Ciro Compagno presenting his clinic on layout room preparation.▲

Tom Piccirillo presenting a clinic on weathering using a four part system.▼



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CABOOSES

Although H&D 10 resembles a drover's caboose in service on the H&D, it is used in mixed train service. A mixed train is a train that hauls both passengers and freight. In the case of #10, it operates in a branch line mixed train that will deliver freight cars along the line and serve whatever passengers that may need to go to locations along the branch line.►

Photo by Andy Brusgard



◀ Caboose #1, a Kadee logging caboose, is lettered for the JDY. It is traveling along a section of dual-gauge track on Bruce De Young's Jersey Highlands layout.

Photo by Bruce De Young



Mike Pitogo is constructing this O scale caboose by Gloor Craft Models. It is a wood kit of a PRR N6b with a PSC single spring truck. It's the first wood kit he has attempted. It has a removable roof for viewing the interior details. Time spent so far is over 20 hours.►

Photo by Andy Brusgard



◀ A Susquehanna work caboose plies the rails on the Jersey Highlands Railroad. Bruce de Young custom painted and lettered this caboose for his HO scale layout.

Photo by Bruce De Young 





Chuck Diljak
31 Kuiken Court
Wayne, NJ 07470

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THE TIMETABLE

Friday-Sunday, 3/26-28/10, Railroad Prototype Modelers Valley Forge, Desmond Great Valley Hotel & Conference Center, Malvern, PA. Registration: \$35. For more information: www.phillynmra.org/RPMMMeet.html

Saturday-Sunday, 4/10-11/10, 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

Sunday, 4/25/10, NMRA Garden State Division Spring Meet, The Model Railroad Club, 295 Jefferson Avenue, Union, NJ. Noon. For more information: www.trainweb.org/nergds/

Thursday-Sunday, 5/20-23/10, a combined NMRA Northeastern Region and Maritime Federation of Model Railroaders Convention: Tracks and Tides 2010, Saint John, New Brunswick, Canada. For more information: www.tracksandtides2010.org

Friday-Saturday, 6/4-5/10, New England/Northeast Prototype Modelers Meet, Canton Community Center, 40 Dyer Avenue, Collinsville, CT. For more information: www.neprototypemeet.com

Saturday-Sunday, 6/26-27/10, 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

Sunday-Saturday, 0711-18/10, NMRA National Convention: NMRA 75th Anniversary Convention, Midwest Airlines Center, Milwaukee, WI. For more information: www.nmra75.org

Sunday, 8/1/10, 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

Sunday, 8/29/10, NMRA Garden State Division Summer BBQ, Garden State Model Railway Club, 575 High Mountain Road North Haledon, NJ. 11AM-4PM. For directions: www.gsrmrclub.org

Thursday-Sunday, 9/9-12/10, NMRA Northeastern Region Convention: The Champlain Flyer, Burlington, Vermont. For more information: www.greenmountainnmra.com/champlainflyer/

Thursday-Sunday, 9/30-10/3/10, NMRA Mid-Eastern Region Convention: Capitol Limited 2010, Princeton, NJ. For more information: mer.nmra.org/MERConv/MERConv.html

Sunday, 10/3/10, 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, 10/9-10/10, 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

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