



The WHISTLE POST

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

INSIDE

RESIN CASTING1

CONFORMITY: SUBJECT TO
MISINTERPRETATION6

GSD SPRING MEET IN UNION .9

TOM PICCIRILLO'S BUCKET COAL
LOADER9

DID YOU MISS THE WINTER
MEET?10

MEETING MINUTES11

A CELEBRATION OF MODELS,
PHOTOS AND CRAFTS13

ENGINE FACILITIES15



E-MAIL

gsdtrains@yahoo.com

WEBSITE

www.trainweb.org/nergsl/

RESIN CASTING

by Tom Griffiths

Some time ago, at our club's regular Tuesday night meeting, Frank and I were discussing a large open space where a passenger terminal was to be built. I had a year and a half under my belt as a member and often thought about the un-built terminal. Before I joined the club, Frank had proposed a terminal modeled on the DL&W terminal in Hoboken, N.J. It would need to be suitably re-configured to fit the layout space. Frank had worked out the basic plan on paper, but was at a loss as to how to proceed. After all, there aren't any kits on the market that even remotely resemble the actual terminal.

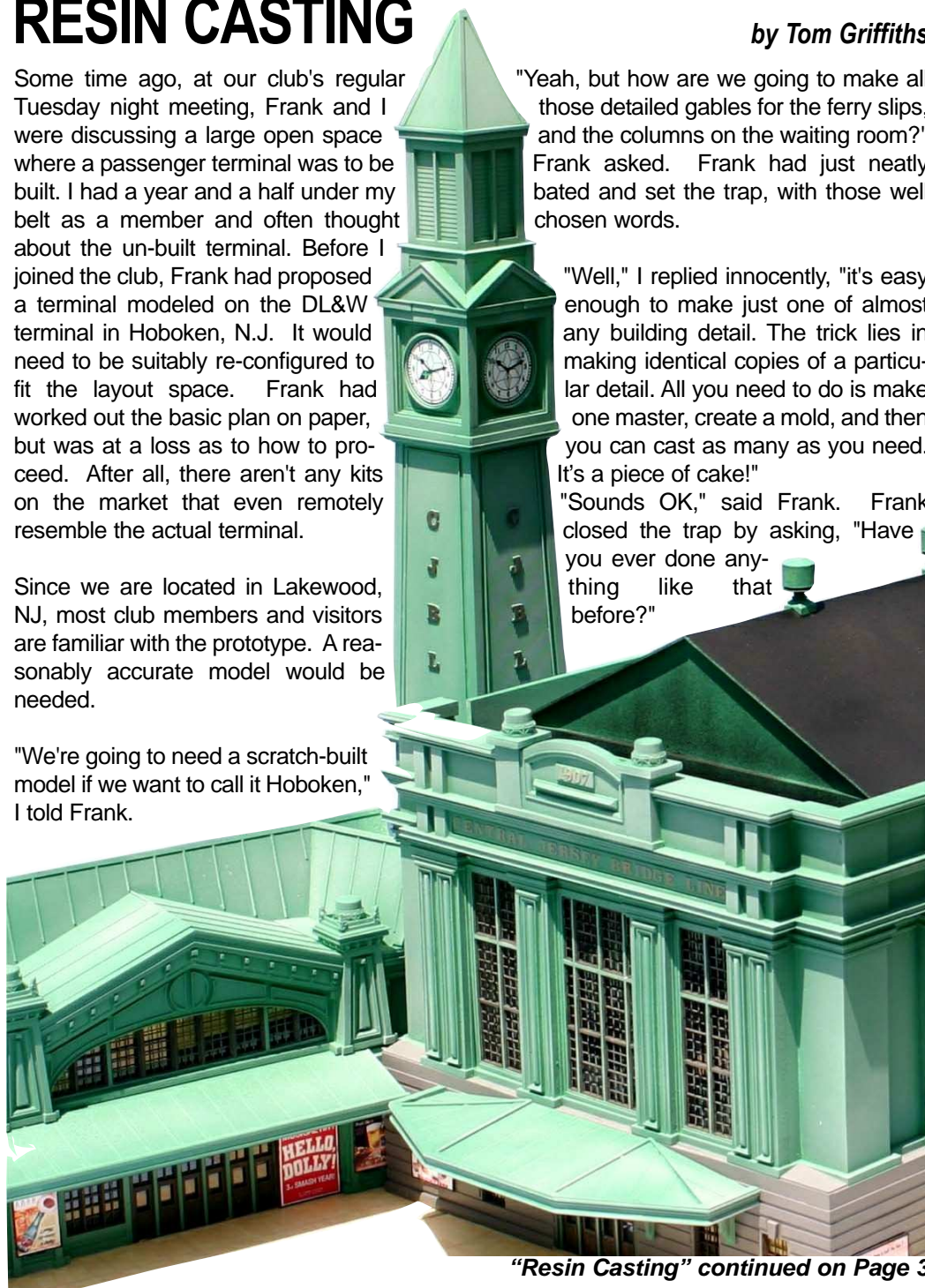
Since we are located in Lakewood, NJ, most club members and visitors are familiar with the prototype. A reasonably accurate model would be needed.

"We're going to need a scratch-built model if we want to call it Hoboken," I told Frank.

"Yeah, but how are we going to make all those detailed gables for the ferry slips, and the columns on the waiting room?" Frank asked. Frank had just neatly bated and set the trap, with those well chosen words.

"Well," I replied innocently, "it's easy enough to make just one of almost any building detail. The trick lies in making identical copies of a particular detail. All you need to do is make one master, create a mold, and then you can cast as many as you need. It's a piece of cake!"

"Sounds OK," said Frank. Frank closed the trap by asking, "Have you ever done anything like that before?"



"Resin Casting" continued on Page 3



THE CAB

Thoughts of Summer


Summer is in the air, at last! Wow, I can finally dig my way out of the basement and do something other than shovel snow! As all model railroaders know, being snowed in is not so bad. Now, if we just didn't have to shovel the stuff.... Hmmmm

Now, what model railroading activities did you accomplish over the winter? I visited a few layouts and also found the time to earn my Chief Dispatcher certificate. Our AP program is up and running and we will be presenting to Tom Piccirillo, his well earned Master Model Railroader plaque and certificates. That's two since the division was reactivated. Not bad, not bad at all.

Remember our spring meet is in Union at The Model Railroad Club. Again, it will be a very good one. This year, besides our 50/50 and door prizes (using the same tickets) we will be auctioning off TWO HO scale locomotives. Well

worth the trip, so come on down.

I hope everyone voted in the National NMRA election. As you all should know there was a mistake on the printer's part and the labels on your issue of *Scale Rails* were not removable. Also, I hope you wrote in a name if you were not happy with any of the nominees on the ballot. If more people ran, the better things would be. We see that every year in the division. Nominate someone, yourself even. We don't care. But, the division does need leaders and new blood can't hurt.

I'm all set for Hartford, are you? I know the economy isn't that great but since it is local, that is all the more reason to come to Hartford! Stay for the week or stay for a few days. If you have never been to a National convention, you really must see one in your lifetime. You'll never forget it. This will be my 6th National and I hope to see more. So, come on up and say "Hi!" this summer. Until next time, keep the rails shiny. 



THE CABOOSE

The NMRA on www.Railroad-Line.com

Every model railroader with internet access probably has favorite model railroad related websites that they visit frequently. Let me tell you about my favorite, the Railroad-Line forum.

The forum is divided into several topic areas, such as model railroad construction, photography, scratch building, rolling stock, structures, and various scales. And, within each of these topical areas are specific threads that can be set up by any member of the forum. The people who participate on the forum are all very helpful. You won't find any mean-spirited responses on the forum since the people who run it really work hard to provide a friendly environment where participants are welcome to ask questions and share experiences.

Just to show how friendly it is, new threads were recently started by our own Bruce De Young on the forum related to the NMRA Achievement Program. There are NMRA members on the forum that are working on various certificates in the program. And, space was provided where questions can be asked, even though the forum is not affiliated with the NMRA.

Wow! That was eye-opening to me. Before I found the Railroad-Line forum, I participated on another forum that was not very receptive to the NMRA. I discovered this when someone posted a question about the NMRA Achievement Program. I was familiar with the program, even though I was not an NMRA member at the time. I replied to the


question, in addition to another person who is an MMR. There were so many negative replies to our responses that I left that forum for good.

That was when I discovered the Railroad-Line forum. Just as being a member of that other forum was eye-opening from a negative point of view, my experience on Railroad-Line has been nothing but positive. I have learned so many tips and techniques since I joined, many of which are the source of the modeling tips in the *Whistle Post*.

And, now, two forces that are making me a better modeler have a connection. I can apply the tips and techniques I have learned on the Railroad-Line forum to all of the projects I am working on for my Achievement Program certificates. If you are interested in doing the same, you can find the general thread for the NMRA Achievement Program, here:

www.railroad-line.com/forum/topic.asp?TOPIC_ID=24676

Within this thread will be links that take you to specific Achievement Program categories, such as scenery, structures, cars, and the golden spike.

So, the next time you are surfing the internet, take a moment to check out the forum. I hope NMRA members will be as supportive of the forum as the forum is of the NMRA. And, it just may enhance your experience in the Achievement Program, too. 

by President Tom Wortmann

by Editor Chuck Diljak

AT THE THROTTLE

PRESIDENT

TOM WORTMANN
STATEN ISLAND, NY
miskyrails@msn.com

VICE PRESIDENT

NORMAN FROWLEY, MMR
SOUTH ORANGE, NJ
normanfrow@aol.com

TREASURER

ANTHONY PICCIRILLO
SPARTA, NJ
anthony13trains@ptd.net

SECRETARY

CIRO COMPAGNO
STATEN ISLAND, NY
gsdsecretary@verizon.net

DIRECTORS AT LARGE

ANDREW BRUSGARD
UNION, NJ
ajb1102@comcast.net

TOM CASEY
HACKENSACK, NJ
tcasey@co.bergen.nj.us

BRUCE DE YOUNG
WEST MILFORD, NJ
bdeyoung@optonline.net

ED FRAEDRICH
FAIRLAWN, NJ
edfred.one@verizon.net

ROBERT TUMIELEWICZ
NEW BRUNSWICK, NJ
rtumielew@aol.com

REGIONAL DIRECTOR

ROGER OLIVER
DENVER, NJ
oliverr2@verizon.net

EDITOR

CHUCK DILJAK
WAYNE, NJ
gsdwhistlepost@yahoo.com

"Resin Casting" continued from page 1

It's now two years later. Hopefully, this article will provide the incentive to try a project you've had on the back burner for years because you didn't know how to make seventeen copies of that fancy window hood or four identical copies of that beautiful Victorian gable end for the centerpiece model in your town. This will not be an article telling you how to build a model like mine. Instead, it will give you insight into how easy it is to make your own custom resin castings.

It really is as easy as other articles make it sound. Anyone capable of making a master part can take the next steps of making a mold and casting parts. The commercial products I mention in this article have produced satisfactory results for me. However, you may want to try other products for your project to see what you like.

Styrene Master Patterns

Making the master pattern requires careful planning. You should have a good idea of what the final part should look like. I like to sketch out, many times in scale, the desired part. Many times, the master may need to be made as sub-assemblies, due to the casting process. Since they are simpler to cast, I try to create master patterns where one side is always flat and is devoid of detail. Otherwise, you are looking at creating a two part mold in most cases.

I use styrene for about 98% of my modeling. About 90% of the remaining 2% is metal. The remainder is wood. These percentages also hold for making patterns for casting.

I find that styrene is ideal for making patterns for several reasons:

- Styrene is non-porous and does not need to be sealed.
- Styrene will result in a smooth casting.
- The mold material I use does not stick to styrene. Therefore, there is no need to use a mold release, which can contaminate your castings.
- Styrene is extremely easy to work with.
- It is easy to glue. Using Tenax-7R, you can work almost as fast as you can cut and position pieces. One word of caution, however: The fumes from Tenax-7R are dangerous, so please use a well ventilated area.
- Styrene is available in a variety of shapes and cross sections. Plus, styrene sheet stock is available in many thicknesses. Evergreen and Plastruct are the two brands I use most due to the variety of shapes and sizes they offer.

I do a lot of scratch building and kit bashing. As a result, I have a better stock of sheet, strip, and shaped styrene than most hobby shops. From my experience, I recommend having at least some of each '2 by' stock from Evergreen, (2x2-2x4-2x6-etc.) as well as the smallest '1 by' sizes. In addition, I recommend a variety of thicknesses of sheet stock. A well stocked scrap box of bits and pieces from old kits are also a great help. I don't see much harm in using modified pieces of commercial castings. But, I do not recommend copying complete castings or kit parts at any time.

When planning your master pattern make a scale drawing of it, but at a larger size than the final version. The larger the drawing is, the better. I also recommend including a cross-section of the casting, a plan, and side elevations. The drawings will help you determine the best materials to use for making the master pattern. When developing my drawings, I work with a scale rule and the final drawings are 2-3 times the size of the final HO casting.

As stated earlier, unless you want to get into two-part molds, your part will need to have a flat side. This flat side will become the open part of the mold, where the resin is poured in. You will also need to make sure that this flat side is the widest part of the proposed casting. If it is not the widest part, it will be difficult to remove the master and future castings from the mold without tearing the mold. Some undercutting is okay for the mold, but I recommend not exceeding 1/16".

"Resin Casting" continued on Page 4

When making your master patterns, take your time, work slowly, work carefully, and make each pattern the best that it can be. Whatever mistakes you make in the pattern will be reproduced in each casting. This is the most important thing I learned when making castings: The better the master, the better the castings! I am still amazed at the fine detail the mold material picks up and the resin duplicates.

Avoid narrow or small deep castings, if possible, for two reasons:

- It is hard to design the mold box.
- It is hard to remove the casting from the mold if it has too small a cross-section.



There are 15 homemade resin castings in the cover photo, made from 8 different patterns. Tom hopes to bring his Hoboken Terminal model to Hartford National 2009.

Where possible, create masters in this situation as if they were on their side or as two pieces. I've found that most times there will be one side that is rarely seen and can be used as the flat side for casting purposes. For example, visualize making a master, mold, and casting of the Washington Monument. The process is much easier if you build the master as if the Washington Monument was on its side versus standing. It will be difficult to remove the master and castings, if the mold was made with the master standing tall. On its side, however, you can visualize how easy it will be to remove the final castings.

When building your master patterns, use a new, sharp hobby knife. A sharp knife will save material, your fingers, and result in better master patterns.

Gluing the Styrene Master Patterns

As I stated earlier, I use Tenax-7R when building my master patterns from styrene. Tenax-7R takes time to get used to if you haven't used it before. But, I think it is the best glue for styrene. Tenax-7R is water-thin, so it will run even if you even if you are thinking about it! You should also watch where you place your fingers while gluing, also. Tenax-7R will find the tips of your fingers with un-erring accuracy and leave a perfect finger print on the surface for the guys from CSI to find. The folks at CSI won't even need to dust for prints. The fingerprint you leave will be perfect and visible, just as it is! The up side to using Tenax-7R is that it flows into the tightest joints with no problem. The glue also dries in 10-15 seconds. And, within a minute or so, you will be unable to pull the joint apart. Remember, however, Tenax-7R will not fill gaps in the joints.

Use a small brush to apply the glue. I use natural bristle artist brushes, ranging in size from 0000 to 0, depending on how fine the work is. Any brush larger than 0 is for rough work. I also have mid to upper quality brushes to use for gluing. Just remember to label these brushes for glue use, only. I wrap about 5 or 6 turns of blue painters tape around the middle of mine so they are easy to spot in the brush holder. Just like brushes you use for paint, decent quality brush used for gluing will last a long time. Don't be afraid to spend a few dollars on glue brushes, it won't be wasted money. The one I reach for first most of the time is at least 4 or 5 years old, and still going strong.

I've compiled a few tips I follow when gluing styrene:

- You should use a small brush for the glue.
- Do not flood the surface of the work with glue. Dip the brush in the glue and gently shake off any excess. You do not want to see a large “ball” of glue at the point of the brush. Instead, you want to have a “wet” brush, not a “dripping” one.
- When you touch the point to the work, the glue will flow into the joint readily. If you are working on long joints, draw the point of the brush along the joint until you run out of glue. Then, go back for more glue and repeat the process until you reach the end of the joint.
- If you haven't worked with this Tenax-7R before, practice gluing scrap pieces of styrene together. It is not a difficult technique to learn and a little practice will not hurt. It is better to ruin scrap material than a master pattern.
- Keep the top on the bottle as much as possible. Tenax-7R evaporates much faster than water! When you have finished for the day or run upstairs for a few minutes, make sure you close up the glue bottle!
- Work under an overhead flood light. You will see a slight reflection where you have applied glue.
- If you flood a surface with glue, do not try to brush it away. You will ruin the surface every time. Instead, blow gently on the wet glue until it dries. This will leave a slight mark. But the mark is usually so slight it won't be seen after painting. Or, the mark can be polished out with some super fine wet or dry paper. I recommend 1200 grit or finer.

Making the Mold

After completing the master pattern, glue the flat side to a base of styrene. Then, surround the master pattern with a wall of styrene that is higher than the highest point on the master and keeping the master centered in the box. The idea is to fill this box with the mold making material, completely submerging the master pattern in the process. Before pouring the mold material into the mold box, make sure the box is on a flat and level surface. Slightly overfill the mold box and place a sheet of thick styrene on top followed by a heavy weight on top of the styrene. This will give you a finished mold with a flat back. The mold will be of fairly uniform thickness. Your final castings will not be distorted if you follow these steps.

THE CLUB CAR

GARDEN STATE CENTRAL MODEL RAILROAD CLUB

607 8TH AVENUE
ASBURY PARK, NJ 07712
www.gardenstatecentral.com
100% NMRA CLUB

GARDEN STATE MODEL RAILWAY CLUB

575 HIGH MOUNTAIN ROAD
NORTH HALEDON, NJ 07508
www.gsmrrclub.org

MODEL ENGINEERS RAILROAD CLUB OF NEW 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

NEW JERSEY DIVISION OF THE NMRA MID-EASTERN REGION

www.njdivnmra.org

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

"Resin Casting" continued from page 4

Mold Materials

The mold and casting materials I have used are available from Micro-Mark. Micro-Mark offers a beginner's kit that includes everything you need to get started. You can also purchase individual components to replace items as they get used.

I have some molds that are six or seven years old. They are still flexible and reusable. However, I do not know how many castings can be made from one mold. I have used a couple of my molds to make twenty or more castings, without any issues.


I never experienced an allergic reaction or rash from the materials. These particular materials have no smell. This is a great advantage since it will allow you to work in your house without having the rest of the household revolting! However, just as with the Tenax-7R, exercise care when using these products, especially the first few times, until you are satisfied that you are not allergic to them.

When mixing resin, you typically mix equal parts of a liquid resin and a liquid hardener. The resin I use from Micro-Mark seems to be quite forgiving if you don't use exact amounts. However, you will get better results the more accurate your measured amounts are. Plan your work so you can mix and use larger amounts of resin, instead of smaller amounts. It is foolish and expensive to mix three ounces of resin in order to cast one window. I try to have several different molds available, so if all I really need is the single window, I can use the excess resin to make other parts to throw into the scrap box for future projects.

If you are making small volume parts, a perfect master pattern, made a mold, and produced your first exquisitely crafted casting, make several more molds!! Using only the best castings, make a new mold incorporating multiple castings. Now you can mix a larger quantity of resin to make several castings at once.

Next Issue

It may sound like a lot to remember, but most of what I discussed is common sense. The main thing to remember is to take your time and think your project through. If you have done any scratch building or kit bashing you already have the most of the skills necessary to cast with resin. Just remember, this is a lot easier than programming the time on your VCR!!

In the next issue of the *Whistle Post*, I will show you how I made the masters, molds, and castings for various components of Hoboken Terminal, step by step. 





CONFORMITY: SUBJECT TO MISINTERPRETATION

by AP Chairman, Norman Frowley, MMR

I am extremely pleased with and proud of the fact that at the 2008 NER Convention at Liverpool, New York, my versions of the Threadwell Textile Mill and Kendall's Country Store and Mill took First and Second Places, respectively, in the region's annual model contest. Since I had previously won a First Place Award in the "structures" category at a prior model contest, I was judged in the Masters rather than the Craftsman division, which held me to a somewhat higher standard of workmanship as I was competing with other prior First Place winners in that category. For those who may not know, I am Master Model Railroader 382 and have judged numerous times on a divisional and regional basis. As such, I have become acutely aware of the potential for misunderstanding both contestants and judges share when it comes to assessing two elements of judging: conformity and scratch building. My own experience with the judging of my two models at Liverpool brought the potential problems inherent in these two categories to the fore.

I can only hope that the following discussion will be seen, not as sour grapes, since at the last regional contest whatever grapes there were became for me tasty wine with my being awarded first and second places for my creations. In addition, these models were the basis for my receiving the Division's award of the Paul Mallery Trophy for 2008. I also hope that this dissertation will be instructive to judges and contestants alike and will serve to make the assessment of "conformity" and "scratch building" more consistent from model to model.

CONFORMITY

Let me start with the Second Place award I received for Kendall's Country Store and Mill. The model is a South River Modelworks craftsman kit. On the issue of conformity I submitted to the judges all of the kit's extensive plans which included photos provided by South River of various prototypes upon which the "imagineered" structure was based. The instructions also incorporated a number of photographs of the exterior of the model as it was intended to appear during the construction process and color photos of the model showing what it was intended to look like when completed. I supplemented the instructions with photos I had taken of the model as I had completed it showing some elements of the interior detail, all of which did not come with the kit and which I had added myself.

There are a total of 25 points which can possibly be awarded for this element of "conformity" in the judging process. I received 17 points with the judge's comment that:

"Documentation done by manufacturer doc-

uments four or more elements that were combined in an imagineered structure. Photos of more of the building elements would have helped"

Let me dissect this criticism/observation by first reviewing what conformity is according to the NMRA's guidelines, and second by reviewing how conformity is supposed to be judged under those guidelines.

According the NMRA's official guidelines:

"Conformity deals with achieving prototypical appearance or following prototype practice in construction and application of parts."

The words prototype and prototypical are keys here. A prototype is the original thing of which the copy, or in this case, the model, is made. Thus conformity deals with how well the model reflects the intent of, indeed how it mimics, the original. If the model looks precisely like the original structure after which it was modeled then it is prototypical. Likewise, if the model is constructed with materials replicating the types used to construct the original and the parts are positioned in the manner in which the parts of the original structure were put together, the model by definition "conforms."

Judges are, therefore, instructed as follows under the NMRA's guidelines when assessing conformity:

"Look for the efforts made to replicate prototype features including adherence to dimensions, simulation of actual construction materials and practices, choice of components and arrangement of details.....Consider how well what has been included conforms to the prototype"

The NMRA guidelines go on to advise judges when evaluating conformity that, "A model that is logically built and having the design features of a particular prototype being modeled is considered to be conforming to the prototype."

The conclusion to be drawn from the language of the guidelines is that a prototype may be a structure which actually exists, or at one time existed in reality, or one which, as a matter of logic and common experience, may conceivably have existed in reality, but in fact never did. In the latter case the issue of conformity revolves around how well the model replicates the details of the plan for the imaginary structure. Otherwise, no model of a structure which never in fact existed in reality could ever receive

"Conformity" continued on Page 7

MODELING TIP

PROBLEM:

Adding rivet detail to models can be done with a pounce wheel, the "Riveter" by NWSL, or with detail parts from Tichy and Grandt Line. However, a pounce wheel creates square indentations, the Riveter is expensive, and adding individual rivet castings is tedious and not precise.

SOLUTION:

GENERAL TOOLS MANUFACTURERS PRECISION RULERS THAT HAVE MICRO-FINE MARKING HOLES AND SLOTS. MICRO MARK SELLS THESE RULERS AS PART NUMBER 81565 OR 81569. BY INSERTING A DULL PIN OR NAIL INTO THESE HOLES, RIVETS CAN BE EMBOSSED INTO STYRENE OR OTHER MATERIALS.

CONGRATULATIONS

**MASTER MODEL RAILROADER
THOMAS P. PICCIRILLO, MMR 418
WARREN, NJ**

**CHIEF DISPATCHER
J. ANTHONY KOESTER, NER 477
NEWTON, NJ**

**TOM WORTMANN, NER 478
STATEN ISLAND, NY**

**MASTER BUILDER - STRUCTURES
THOMAS P. PICCIRILLO, NER 479
WARREN, NJ**

*** INDICATES FIRST CERTIFICATE OF
ACHIEVEMENT**

**MODELING TIPS CAN BE SENT TO
ACHIEVEMENT PROGRAM CHAIR:
NORMAN FROWLEY, MMR
normanfrow@aol.com**

"Conformity" continued from page 6

points for conformity, and that clearly cannot be the intent of the guidelines.

With the foregoing aspects of conformity evaluation in mind, one would have to conclude that the exterior of my model of Kendall's Country Store and Mill was 100% prototypical. Kendall's is an imaginary structure based on aspects of actual buildings. The outside of the model followed the kit's instructions to a tee. I supplied copies of the photographs taken by the manufacturer of the prototype elements upon which the model was based; these included photos of several different types of country stores located in various towns throughout New England, as well as mills located near foundries as well as the actual Kendall foundry located in New England.

As previously stated, the judges' criticism with regard to conformity was that "Photos of more of the building's elements would have helped." This implied that the manufacturer of the kit (Bob VanGelder) had not supplied a sufficient number of photos of the prototypical elements (and, by the way, he had provided pictures of 6 different building features) and suggested that the kit builder (i.e., this writer) was himself required to travel to New England to take more pictures of the same structures relied on by the manufacturer in designing the imaginary model.

In my opinion, such an approach to the conformity requirement is misplaced, especially considering the fact that Bob Van Gelder, the owner of South River Modelworks is renowned in producing kits which adhere to prototypes or which incorporate prototypical elements.

In addition, the NMRA guidelines specifically recognize that:

"Freelanced models of imaginary prototypes, including structures, should be supported with evidence of conformity to prototype practices (such as photos or drawings of prototypes with similar features) to be awarded more than a few points."

They also advise that "High scores ordinarily require the support of reference photos and/or plans."

These provisions of the rules seem to confirm my conclusion that the judges' critique in my instance was misguided. I had supplied several photos of prototypical elements more than satisfying the guidelines. Also, either photos OR plans support high scores. Both are not required. Yet I supplied both.

Be that as it may, the judges' conformity comment missed an important point which should be considered by all kit bashers. When, for example, one adds the interior of a building which the kit manufacturer had not included, and adds lighting to the interior and exterior of the model as well (as I did), to gain maximum conformity points one should supply the judges with some basis of telling whether the interior conforms to prototype practice. In this respect I was deficient. What I should have done is secure photos of country store interiors similar to the one I had scratch built, and the interiors of machine shops like the one I had added to the second floor of the mill. Alternatively, I might have drawn detailed plans showing the layout of the interior of the store and mill and taken photos of the interior elements during the construction process in order to show adherence to the interior plans. This may have allowed the judges to assess the prototypical nature of the interior of the premises. Most judges, after all, have seen country stores and machine shops and have a good sense of what looks real and what does not in these regards. Had I done either I probably would have been entitled to a much higher score for the conformity element. The judges missed this important aspect of conformity, but I advise all modelers not to make the same mistake I did.

"Conformity" continued on Page 8

“Conformity” continued from page 7

Why, you ask, would I probably have received a higher score for conformity? The reason is as follows. Conformity is assessed, as many of the elements of a judged model, using a "Judging Points Matrix." Along the top or horizontal axis of the matrix are values ranging from 0 to 20, zero meaning the model was not prototypical or only partly prototypical, 10 meaning it is largely prototypical and 20 meaning it is a completely prototypical model. The vertical axis is used to measure whether the model adhered to the prototype. This axis is composed of six columns ranging from "minimally" to "extensively," i.e., measuring how well the model conformed to the prototype. The matrix is reproduced below in illustration 1.

In my circumstance, had I provided prototype information regarding the interior of the structure, the model would have to have been judged as nearly completely prototypical and as extensively conforming to the prototype, entitling me to between 20 and 25 points on the conformity factor rather than the 17 points I received. Since each point for conformity is 4% of the total allowable for this factor I would probably have scored between 12 and 32 percent higher for conformity than I did.

I did not make the same error regarding Threadwell Mill which earned a total of 94 points, 16 for conformity. I provided a number of photos showing the type of mill machinery I had scratch built and included inside the model. The judges' comment here, however, was that "Documentation is limited to two photos of parts of the building. You could have improved this with some photos you took." This statement referred to the fact that in the written instruction booklet which came with the kit manufactured by South River there are only two photographs which show a few of the prototypical features incorporated by the kit's maker into the imaginary mill known as Threadwell Textile.

The judges apparently overlooked what Bob Van Gelder made clear in the very first sentence of the instruction booklet that:


"Threadwell Textile is not based on a single prototype but instead [is] created from an analysis of a number of New England Mills.

We researched mill history in depth, photographed structures, tracked down the owners of abandoned mills and uncovered a lot of old plans, pictures and history."

The judges' written criticism on the conformity issue with respect to this model was in essence a declaration that in order to secure a higher score for conformity I was required to travel to New England and do some of the same exhaustive research performed by Mr. Van Gelder, the renowned creator of craftsman kits. Considering the fact that the Threadwell Mills' instruction booklet had been written in 1992--16 to 17 years ago-- the likelihood of even locating existing mills similar to the ones relied on by the kit maker, and then photographing any of them, was slim to none.

What is more, the National rules require the support of reference photos and/or plans. All of the plans had been provided. This should have been the end of the inquiry on this element. Photos were not necessary. Imaginary prototypes under the guidelines, furthermore, are to be supported with "evidence of conformity such as photos of prototypes with similar features." There is nothing in the guidelines as to how many or what type of photos are required. Photos were provided in this instance by the manufacturer of the kit. The rules do not support the conclusion that those two photos were insufficient. They showed the prototypical features.

In sum, the judges' criticism regarding conformity was, in my opinion, based on a misunderstanding of the intent of the rules. Modelers who construct craftsman kits made by reputable manufacturers, who are known to have extensively researched prototypes, should not be required to do independent corroborative research into prototype practices. If all the plans for the imaginary structure have been submitted and the model is otherwise feasible, high conformity points (between 15 and 20) should be awarded.

In a subsequent article I will explore the issue of "scratch-building" and how that element was judged with respect to my two models. 

CONFORMITY JUDGING POINTS MATRIX

Conformity	Partly Prototypical										Largely Prototypical										Completely Prototypical				
Minimal	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21				
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22				
	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23				
	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24				
Extensive	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25				

NEXT DIVISION MEETING

DATE:

APRIL 19, 2009
12 NOON

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:

ACHIEVEMENT PROGRAM AWARDS
MODEL JUDGING
CLINICS
DOOR PRIZES
TWO GREAT ENGINE RAFFLES
SHOW AND TELL
WHITE ELEPHANT TABLE
LIGHT LUNCH
OPERATING SESSION

COST:

\$6 DONATION

CLINIC CONTACT:

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

ROBERT TUMIELEWICZ
rtumielew@aol.com

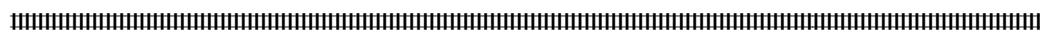


COME TO THE SPRING MEET IN UNION

No room for a model railroad in your house, apartment, or condominium? No clubs in your immediate area? Caught the computer bug? Give virtual model railroading a try. Joe Korman will be presenting a clinic at the GSD division meet on virtual model railroading. Joe will talk about two train simulator programs, BAHN and Microsoft Train Simulator. Joe will also discuss controlling virtual trains with Raildriver.

The meet, hosted by the Model Railroad Club in Union, NJ, will be held on April 19. In addition to Joe's clinic, there will be a special presentation to the Garden State Division's newest Master Model Railroader.

Also, a special raffle will be held for two locomotives that were donated to the division as a fund raiser.



NMRA 2009

Tom Piccirillo's Bucket Coal Loader

Tom Piccirillo submitted this Bucket Coal Loader for Merit Award judging at the Garden State Division's Fall Meet on October 25, 2008.

It is an O scale model of a Milwaukee Road facility that loaded coal into locomotive tenders. There was a large hole in the back wall of the structure. Coal was shoveled by hand through this hole from a gondola parked behind the building into a bin located inside the building. A bucket was lowered into a pit near this bin, and was loaded by raking coal into it. The air-operated crane lifted the bucket high enough so it could be swung around over the tender's bunker. Then, a latch on the bottom of the bucket was released to dump the coal into the tender. The buckets are larger than you think...it took only about 5 bucket-loads to fill a tender!

The model was completely scratchbuilt, including all of the crane parts...air cylinder, pulleys, metal-work and all. The coal is the real thing, pulverized from pea coal that Tom uses to fire his live steam locomotive. The siding and roof sheathing are individual boards. The lag bolts are 1/48 scale miniatures. The bolts really thread into the wood to hold parts together.

Even though the model scored sufficient points for a Merit Award, the judges had a few suggestions for improvement. Tom has followed those suggestions, and thinks the model is now ready to enter in the 2009 National Contest in Hartford, CT.

Tom's model was also one of the entries for the 2008 Paul Mallory Award. 



Virtual NYC Subway

Photo by Joseph Korman

Rounding out the agenda for the meet will be model judging, door prizes, show and tell, a white elephant table, a light lunch, and an operating session on the club layout.

For six bucks, you won't want to miss it! 



Photo by Tom Piccirillo



Did You Miss the Winter Meet?

If you missed the winter meet at the Ramapo Railroad Club in Ho-Ho-Kus, you missed a good one. There were officer elections, awards, clinics, and operations on the club layout.


After serving as the division's representative in the Northeastern Region and as a director in the Garden State Division, Roger Oliver decided to focus his energies on being the division's representative. His director position was filled with a newcomer to the staff, Bruce De Young. Bruce has been a frequent contributor to the *Whistle Post* and is currently pursuing various Achievement Program certificates. All of the remaining officers in the division retained their current roles.

Several awards were presented during the meet. Roger Oliver received his Achievement Program certificate for Association Official. Norman Frowley was awarded the Mallery Award for 2008. In addition to his name engraved on a plaque for the trophy, Norman was provided with a personal plaque. And, certificates of appreciation were awarded to Anthony Piccirillo, Ciro Compagno, Ed Fraedrich, and Bob Tumielewicz for their volunteered time at the annual

Family Railroad Days in Lake Mohawk.

In addition to assuming his director role, Bruce also gave a clinic during the meet. The clinic, "Using Ground Goop" covered Bruce's experiences with this scenery technique. Bruce also provided the recipe for the goop, which has been reproduced in this issue of the *Whistle Post*.

Andy Brusgard presented a clinic on building and wiring the approach tracks to the passenger terminal and coach yards on the "O" Scale layout at the New York Society of Model Engineers in Carlstadt, NJ. There are four track mainline tracks that feed into an interlocking plant with twelve double slip switches and as many single switches. This maze of tracks feeds eight station tracks and seven coach yard tracks. All tracks are wired for bi-directional operation. Andy's clinic highlighted the complexity of building and wiring this section of the layout.

The Ramapo Railroad Club also allowed the participants at the meet to run trains on the club layout. It might not have been the club's normal operating session, but the participants still had a lot of fun running trains and exploring the layout. 



◀ **Bruce De Young**
presenting his clinic
on "Ground
Goop"



Andrew Brusgard
presenting a clinic
on building and
wiring the
approach tracks for
his club's passenger
terminal ▶



◀ **Tom Wortmann (r)**
presenting the 2008
Mallery Award to
Norman Frowley (l)



Norman Frowley (r)
presenting the
Association Official
Achievement
Program certificate
to Roger Oliver (l) ▶

"Winter Meet" continued on Page 11

GROUND GOOP

IF YOU MISSED BRUCE DE YOUNG'S CLINIC ON THE USE OF GROUND GOOP, BELOW IS THE RECIPE:

1 CUP VERMICULITE
1 CUP CELLUCLAY
1 CUP EARTH TONED LATEX PAINT
½ CUP WHITE GLUE
1 CAPFUL LYSOL CONCENTRATE

VERMICULITE MAY BE FOUND IN GARDEN CENTERS. CELLUCLAY CAN BE FOUND IN CRAFT STORES.

SUGGESTED EARTH TONED LATEX PAINTS ARE AS FOLLOWS:

SEARS AUTUMN WHEAT (#600)
SEARS WARM OATS (#131)
PITTSBURGH WHEATLAND (#3609)
DUTCH BOY BASKETWEAVE (#2A-4)
BENJAMIN MOORE COCOA SAND (#1B-1122)

GROUND GOOP CAN BE STORED FOR SEVERAL MONTHS IN A TUPPERWARE CONTAINER



MEETING MINUTES

BY SECRETARY CIRO COMPAGNO

Purpose:

Garden State Division (GSD)
2009 Annual Business Meeting

Date/Time:

January 18, 2009 at 12:00 PM

Place:

Ramapo Valley Model RR Club in Ho-Ho-Kus, NJ

Attendees:

Andy Brusgard, Bruce De Young, Tom Casey, Ciro Compagno, Chuck Diljak, Ed Fraedrich, Norman Frowley, Roger Oliver, Anthony Piccirillo, Bob Tumielewicz, and Tom Wortmann. Numerous GSD and Ramapo Valley Model Railroad Club persons were also present.

Opening remarks by GSD President Tom Wortmann. Motion to accept the proposed agenda submitted by the Secretary was offered followed by second motion. There were no dissenting votes. The order of a proposed agenda was revised at the request of Tom Wortmann. The reports were presented (not in the following order):

Treasurer's Report

Anthony Piccirillo presented a year-to-date transaction and net worth summary. A final written report will be submitted to the Secretary.

Secretary's Report

Ciro Compagno provided a brief summary of the successful GSD events and meetings throughout 2008.

Education Committee and AP Reports

Norman Frowley indicated that 2008 was a successful year in the NMRA Achievement Program within the GSD. Norman asked for continued encouragement in this Program. Tom Wortmann noted that that even giving a clinic can count toward a Certificate of Achievement.

Convention Committee Report

Bob Tumielewicz provided a brief overview of GSD's participation at the November 2008 and January 2009 Greenberg's Train & Toy

Shows in Edison and Somerset, NJ. The continued pleasant surprise was the overall number of names received (approx. 60) that were interesting in joining or learning more about the GSD. Bob indicated that he will continue to need clinics for 2009 GSD venues. There was a general discussion about ways to complete this.

Membership Report

Tom Casey provided a brief summary of ongoing efforts to reach out to the general membership, updating contact information and sharing updates with National. Andy Brusgard provided a detailed summary of his efforts in 2008:

- 100+ members were called by telephone
- 62 e-mail addresses were added and/or updated
- 16 members reached have no e-mail address
- 36 members, using believed correct telephone numbers, were not reached
- 20 members had no published telephone listing
- 5 members we learned to be deceased

In the coming weeks, Andy will reach out to more than 50+ members by mail to confirm contact information. Andy indicated that it is important to keep updated e-mail addresses, as it is the most efficient way to communicate to the general membership.

Whistle Post Report

Chuck Diljak presented an overview of the progress made in 2008:

- Many contributing articles and photos
- Paul Mallery Trophy
- Featured one home layout
- Point and Counter Point articles
- Created for the first time an official GSD logo
- Model product overview

Chuck noted that each new issue continued to get better than the last. There is a good balance with the types of articles and photos. There is good contribution from the membership

All above reports were unanimously accepted.

"Meeting Minutes" continued on Page 12

2009 GSD Elections

Tom Wortmann presented nomination of Officers and Directors for 2009:

President	Tom Wortmann	(2009)
Vice-president	Norman Frowley	(2009)
Secretary	Ciro Compagno	(2009)
Treasurer	Anthony Piccirillo	(2009)
Directors:	Bob Tumielewicz	(2009-2010)
	Ed Fraedrich	(2009-2010)
	Bruce De Young	(2009-2010)

All nominees were unanimously accepted.

We announced and welcomed a new Director Bruce De Young. Bruce replaces Roger Oliver. Roger has decided to focus his efforts on his present role as the GSD Regional Director.

Discussion of any new business:

Roger Oliver emphasized for those are considering going to the 2009 National Convention to register as-soon-as-possible. Excellent activities are planned. There is a continued need for volunteers to assist with many Convention activities.

Several awards were presented:

- Roger Oliver - Achievement Program certificate for Association Official
- Norman Frowley - 2008 Paul Mallory Award
- Anthony Piccirillo, Ciro Compagno, Ed Fraedrich, and Bob Tumielewicz - Certificate of Appreciation for volunteering their time at the annual Railroad Day in Lake Mohawk, Sparta, NJ.

Bruce De Young presented a clinic on Using Ground Goop.

Andy Brusgard presented a clinic on building the yard throat for the passenger terminal on the O scale layout at the New York Society of Model Engineers.

Following the meeting, Ramapo Valley Model RR Club allowed members and guests to operate trains and further explore their layout.

Future Meetings:


Anthony Piccirillo is hosting the next meeting on March 29, 2009.

Norman Frowley offered to host a GSD meeting in June 2009.

Meeting adjourned around 1:15 pm.

Respectfully submitted,

Ciro Compagno, Secretary 


**National Model
Railroad Association
Hartford National
Convention**
www.hn2009.org

**COME TO HARTFORD
FOR A FULL WEEK OF:**

- Model Layout Tours
- Prototype Tours
- Fan Trips
- Over 240 Modeling Sessions
- NMRA Sponsored Contests
- Special Interest Group Activities
- Large Silent Auction
- Modeling With The Masters
- Non-rail Activities
- And much, much more!

**CONVENTION
REGISTRATION
INCLUDES
ADMISSION TO
THE NATIONAL
TRAIN SHOW
July 10-12**

- Operating Layouts
- Manufacturers
- Dealers
- Displays



Information and Registration available at www.hn2009.org
July 5 thru July 11, 2009
Connecticut Convention Center

Exhibiting by Rail Roadman, Various Other Models

THE BIG LITTLE RAILROAD SHOP

63 WEST MAIN STREET, SOMERVILLE, NJ 08876

HOURS: TUESDAY-FRIDAY 11:00 AM-7:00 PM

SATURDAY 11:00 AM-5:00 PM

SUNDAY 12:00 PM-4:00 PM

"NOT JUST TRAINS"

*Slot Cars, Plastic Kits, Modeling & Diorama Supplies
Too!*

908.685.8892

email: jan@biglittle.com

ABOUT THE WHISTLE POST

THE SUBMISSION DEADLINES FOR
THE WHISTLE POST:

JANUARY 10

APRIL 10

JULY 10

OCTOBER 10

CONTRIBUTORS TO THIS ISSUE:

ANDREW BRUSGARD

CIRO COMPAGNO

NORMAN FROWLEY

TOM GRIFFITHS

BOB HAMM

PAUL HARBORD

JOSEPH KORMAN

TOM PICCIRILLO

THANK YOU!

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.

COPYRIGHT:

© 2009 GARDEN STATE DIVISION.
ALL RIGHTS RESERVED.

THIS NEWSLETTER MAY NOT BE REPRODUCED IN PART OR IN WHOLE WITHOUT WRITTEN PERMISSION BY THE EDITOR AT:
gsdwhistlepost@yahoo.com

SUBSCRIPTION COST:

\$10 PER CALENDAR YEAR

CONTRIBUTIONS CAN BE SENT TO:

CHUCK DILJAK

31 KUIKEN COURT

WAYNE, NJ 07470

gsdwhistlepost@yahoo.com

SEND ADDRESS CORRECTIONS TO:

ANTHONY PICCIRILLO

748 WEST SHORE TRAIL

SPARTA, NJ 07871

anthony13trains@ptd.net

Photo Theme for the Next Issue: Coal



▲ A coal trestle on the New York Society of Model Engineer's O scale layout, the Union Connecting Railroad

Photo by Andrew Brusgard

A CELEBRATION OF MODELS, PHOTOS AND CRAFTS

by NMRA National Contest Chairman, Bob Hamm, MMR



You may have noticed we changed the name from "Contests" to "A Celebration of Models, Photos & Crafts" and that's because it's so much more than just the "Contest" of years ago when you look at the range of different events from technically judged to popular vote to show and tell. It is not just about who wins, but also about sharing our accomplishments, discussing techniques, teaching and learning and perhaps most important encouraging and inspiring each other.

We have been working hard to make changes to improve things at the national level and will be working with the regions and divisions to extend the "Celebration" to those levels as well. Here's some of what we've done and plan to do.

1. People's Choice Awards & Model Showcase

The former is a popular vote contest, while the latter is a display-only event, both have virtually no paperwork, (includes only entrant name and item identification, so we can provide the proper security.) Both events were added last year at Anaheim, but unfortunately their premier was not widely known. We hope to change that with increased advertising and internet communication.

The People's Choice Awards applies to not only to models but also to photos and crafts each comprising a number of categories and awards. The Model Showcase provides a nice opportunity for folks to bring in models or other railroad oriented items and want to share. Photographic and crafts items are also welcome. Entries can be finished or in process. In fact sometimes see-

"Models, Photos and Crafts" continued on Page 14

"Models, Photos and Crafts" continued from page 13

ing a work in the construction phase can be more interesting and instructive than the completed item. All participants will receive a certificate of participation.

2. An Afternoon of Meet the Modeler, Photographer and Crafter
This brand new "Show & Tell" event is intended to go along with the Model Showcase and will occur on Tuesday afternoon or any other time the room is open (except for Wednesday, during judging). The idea, stolen unabashedly from our friends who put on the RPM meets, is this. Entrants in any of the contests (model, photo, and crafts; judged or popular vote) and the Model Showcase are invited to come to the contest room on Tuesday afternoon and sit or stand near their entry to show off, explain, discuss, and judging by what the quality the masterpieces that I have seen accept the admiring comments of the attendees who are of course the also cordially invited to the event.

3. Kit Built Model Contest

This new event for Hartford will be run as a separate class of the judged model contest in parallel with the traditional Scratch Built Contest. Models so entered will be judged in accordance with the AP Judging Guidelines in the same manner as the scratch built contest and will be eligible for merit awards in the normal fashion. Models must start out as commercially available kits and while they can be modified and augmented (a great way to add points by the way) the modifications or scratch built parts cannot comprise more than about 50% of the model. There will be a parallel array of place award plaques for the Kit Built winners as well special NMRA and manufacturer's sponsored awards.

Can a kit built model compete with scratch built models for merit awards and top contest honors? The answer is a resounding YES, they can compete. The model contest is about skill and effort. Scratch building is one way to demonstrate that requirement. However that does not diminish the skill and effort evident in the superb modeling demonstrated by large numbers of modelers who enjoy kit building, kit bashing and building models using largely commercial parts.

In terms of points the kit built entry will be limited by the rules to ten of fifteen points on the scratch built judging factor. (Remember to qualify for the Kit Built class the model has to be less than 50% scratch built.) However, scratch built entries seldom max out all of the judging factors anyways. Many in fact score less than ten. So a particularly well done kit built entry which maxes out all the other factors (construction, conformance, details, and appearance) could score as high as 120 points, which is certainly highly competitive including most best-of-show models.

That said, and I don't want to belabor the scoring policy too much, many people (including some judges) are under the misconception that the kit built model should automatically be marked down on other categories. The answer here is NO. However, the kit built modeler will have to demonstrate an equivalent amount of skill and effort to achieve the same point scores as a scratch built model and that does require extra effort. For example consider the construction factor. In constructing and modifying the commercial parts that make up the kit the modeler has to show a similar complexity of construction steps with the

same resulting quality as the modeler who built from scratch. You do not receive point credit for the work a manufacturer has put into a part be it a little piece of detail or a complete diesel shell, so some modifications and scratch building of parts to add to the kit models can really help raise your point scores. And, that equivalence is demonstrated all the time. The two top point scoring models at Anaheim were diesels that used a lot of commercial parts. Duane Buck's GN F-3s took 114 while Giuseppe Aymar's SP SD-45 got 113 points. You can see Giuseppe's superb model in the January issue of Scale Rails. The same is true for conformance, detail, and appearance. You have to do the work, demonstrate the skill and effort; no credit of what the manufacturer supplies.

4. Contest Score Review Period

This will occur Thursday morning with the awards ceremony on Thursday afternoon. During this period entrants are invited to come to the contest room, review their scores and comments and talk with staff and judges. The awards ceremony will then be held right after lunch.

5. New Judge's Training Program (JTP)


Many of the complaints in the past regarding the judged contest, both perceived and real have centered on poor judging. That seems to be a universal theme being echoed to some degree by all discussion groups, so Paul Richardson, National AP Chairman, and I have undertaken to start the JTP.

Working with Paul, we'll be reviewing some of the problems and will be expanding and clarifying the AP Judging Guidelines, which we want to be renamed the AP/Contest Judging Guidelines, to help us to improve the training. As a first task we have already developed a Code of Conduct for Judges and Entrants which sets forth the purpose of the contest as well as what is expected of the participants on both sides of the score sheet.

The working group will be expanded to include the AP and Contest Chairman of all of the regions. In the end we hope to bring new clarity in how to judge to achieve better objectivity, uniformity, calibration and fairness to the process and make it consistent from contest to contest as well as from division to region to the national.

This will involve new training for all judges and possibly a certification process to ensure all are up-to-date and stay up-to-date with the improved guidelines. This will be accomplished by live clinics at the national as well as the region level, and eventually we hope to produce a video clinic that can be sent around as well. While we expect this to take several years to implement, the first such clinic will be presented by yours truly this summer at Hartford, and I would greatly appreciate all those who would like to judge to please set aside several hours for the clinic. It will be given over two time slots on Monday of the convention, from 2:30pm to 5:00pm.

6. Photo, Railroad Pass, Arts & Crafts and Module Contests

All of these great events will be held as well in the same manner as in past years except for the Arts & Crafts event, which as I wrote previously will be decided by popular vote as a part of the People's Choice Awards contest. 

SUPPORTING HOBBY SHOPS

THE BIG LITTLE RAILROAD SHOP

63 WEST MAIN STREET
SOMERVILLE, NJ 08876
PHONE: 908-685-8892
E-MAIL: jan@biglittle.com
www.biglittle.com
TUES-FRI11AM - 7PM
SAT11AM - 5PM
SUN12PM - 4PM

F&M HOBBIES

DENBROOK SHOPPING VILLAGE
3118 RT. 10 WEST
DENVER, NJ 07834
PHONE: 973-361-0042

JACKSON HOBBY SHOP

2275 W. COUNTY LINE RD.
BENNETTS MILLS PLAZA
JACKSON NJ 08527
PHONE: 732-364-3334
www.jacksonhobby.com
TUES, WED, THURS 10AM - 6PM
FRI10AM - 8PM
SAT10AM - 5PM
SUN, MONCLOSED

THE MODEL RAILROAD SHOP

290 VAIL AVE.
PISCATAWAY, NJ 08854
PHONE: 732-968-5696
www.themodelrailroadshop.com
DAILY10AM - 6PM
WED AND FRI10AM - 9PM
SUNCLOSED

THANK YOU!

THE JACKSON HOBBY SHOP SUPPORTS THE NMRA BY PROVIDING A 10% DISCOUNT ON TRAINS AND TRAIN SUPPLIES WHEN YOU SHOW YOUR NMRA CARD. THE REMAINING HOBBY SHOPS SUPPORT THE GARDEN STATE DIVISION BY PROVIDING DOOR PRIZES FOR OUR MEETINGS.



Engine Facilities



▲ Here's something different in engine facilities...it's a transfer table, which is used to move motors (electric locomotives) laterally between shop tracks on Tom Piccirillo's O scale Somerset County Traction System. The scratchbuilt 72 scale-foot-long table has a frame machined from brass bar stock, wood decking with enhanced grain, rivet-embossed styrene control shed with operator, and wheel covers cast from homemade patterns...look closely and you'll even see footprints tracked from the spilled oil. Tom's model earned a Merit Award in divisional AP judging.

Photo by Tom Piccirillo



▲ The coal bunker on the O scale layout of the Model Engineers Railroad Club of North Jersey

Photo by Paul Harbord

The diesel shop on Norman Frowley's HO Scale Jessica Valley Railroad. ►

Photo by Norman Frowley





Chuck Diljak
31 Kuiken Court
Wayne, NJ 07470

*The date in the mailing label corner identifies
when your subscription ends ⇔ 1/09*

Subscriptions run from January to January



THE TIMETABLE

Sunday, 4/19/09, NMRA Garden State Division Spring Meet, The Model Railroad Club, 295 Jefferson Avenue, Union, NJ. 12 Noon. Admission \$5 donation. For directions: www.tmrcl.com

Saturday-Sunday, 5/16-17/09, Great Lehigh Valley Train Show, Merchants Square Mall, 1901 South 12th Street, Allentown, PA. Saturday focuses on Z, N, On3, HO, Brass & all train related items. Sunday focuses on S, O-27, O, Standard & G including repair parts. Saturday, 10AM-4PM, Sunday 10AM-3PM. Admission \$5, children under 12 free. For more information: www.lehighvalleytrainmeet.com

Friday-Saturday, 5/29-30/09, New England/Northeast Prototype Modelers Meet, Canton Community Center, 40 Dyer Avenue, Collinsville, CT. For more information: www.neprototypemeet.com

Thursday-Saturday, 6/18-20/09, 2009 O Scale National Convention, Towson University, 800 York Road, Baltimore, MD. For more information: www.oscaleeast.com/

Saturday-Sunday, 6/27-28/09, 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, 7/5-11/09, NMRA National Convention: Hartford National, Connecticut Convention Center, 100 Columbus Boulevard, Hartford, CT. For more information: www.hn2009.org

Sunday, 8/2/09, Northwest Jersey Train-O-Rama, Dover High School, 100

Grace Street, Dover, NJ. 9AM-3PM. \$5 if preregistered or \$6 at the door. Children 10 and under, \$2. For more information: www.dovertrainshow.com

Saturday-Sunday, 8/8-9/09, Greenberg's Train & Toy Show, New Jersey Convention & Expo Center, 97 Sunfeld Ave, Edison, NJ, 10-4PM. Adults \$7, Children 12 and under, Free. For more information: www.GreenbergShows.com

Sunday, 8/16/09, Annual Railroad Day, Maywood Station Museum, 269 Maywood Avenue, Maywood, NJ. Noon-3PM. For more information: www.maywoodstation.com

Sunday, 8/30/09, NMRA Garden State Division Summer BBQ, Garden State Model Railway Club, 575 High Mountain Road North Haledon, NJ. 12 Noon. For directions: www.gsmrrclub.org

Saturday-Sunday, 9/12-13/09, Great Lehigh Valley Train Show, Merchants Square Mall, 1901 South 12th Street, Allentown, PA. Saturday focuses on Z, N, On3, HO, Brass & all train related items. Sunday focuses on S, O-27, O, Standard & G including repair parts. Saturday, 10AM-4PM, Sunday 10AM-3PM. Admission \$5, children under 12 free. For more information: www.lehighvalley-trainmeet.com

Sunday, 10/4/09, Northwest Jersey Train-O-Rama, Dover High School, 100 Grace Street, Dover, NJ. 9AM-3PM. \$5 if preregistered or \$6 at the door. Children 10 and under, \$2. For more information: www.dovertrainshow.com

Saturday-Sunday, 10/10-11/09, 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