



The WHISTLE POST

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

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THE GREENBERG SHOWS

The Garden State Division (GSD) manned tables at the Greenberg Toy and Train Shows in Edison and Somerset, NJ. The Edison show was held November 29 and 30 at the NJ Expo Center. The Somerset show was held on January 3 and 4 at the Garden State Exhibition Center.



▲ Tom Wortmann and Norman Frowley answering questions about the NMRA at the Greenberg show in Edison, NJ

Photo by Ciro Compagno


Norman Frowley, MMR worked on a craftsman structure kit while Tom Wortmann weathered freight cars during the show.

Members of the GSD answered questions about the NMRA and invited people to the upcoming meet at the Ramapo Valley Railroad Club, in Ho-Ho-Kus, NJ on January 18. The meet will feature clinics and operating the club layout. Tom and Norman's knowledge sharing, the clinics and operating session demonstrate one part of the NMRA's mission statement: Advancing the global model railroading community through education.



▲ Norman Frowley working on the Blackstone Paper Mill, by South River Modelworks

In addition to information on the meet, visitors to the table were informed about the NMRA's Railpass program. The program allows people to join the NMRA for six months for less than ten dollars. The six months allows the new members to experience the benefits of the NMRA on a trial basis.

So, if you see someone you don't know at the January meet, introduce yourself and make them feel welcome. After all, that is another mission of the NMRA: Advancing the global model railroading community through social interaction. 



THE CAB

by President Tom Wortmann

Winter is Here

Winter is upon us. Or, so it would seem by my outdoor thermometer. And with the onset of winter, we are forced to stay indoors a lot. Sounds like train time to me!


On my own layout, I host operating sessions each month and we always have a good time. Not only do we have a good time, operating sessions are also a great way to find electrical problems and bad rolling stock. That is a lot, for one day. I highly recommend holding operating sessions to anyone with a layout. And, if any garden State Division member wishes to attend my operating sessions, please contact me.

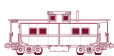
We had our Fall meet in Carlstadt in October and the turnout was fair. There were some fine door prizes to give out as well as a pretty good clinic, at the meet. Now we have Chanukah, Christmas and New Years in front of us. Right after the holidays, we have our annual business

meeting in Ho-Ho-Kus. The meet will be graciously hosted by the Ramapo Club.

There will be coffee and doughnuts, door prizes, a white elephant table and two clinics. We will also hold our annual business meeting at this time and elections of our officers. Any NMRA member that lives within the limits of the Garden State Division can run for office.

We are officially asking for a one dollar donation to attend the meet, but we will accept any amount you can donate. The donation helps offset our costs to hold the meeting.

Of course as always, there will be a fine operating session after the meeting on the railroad itself, which has shown to be a lot of fun each year. I know it is cold outside but this is worth the trip. Believe me. 



THE CABOOSE

by Editor Chuck Diljak

Hartford National

It is a new year, but not just any new year. This year, the NMRA will have its national convention in our neighborhood. Model railroaders from all over the country will meet in Hartford, Connecticut in early July for a full week of clinics, tours, contests, and the grand finale...the National Train Show.

Have you signed up for the convention, yet? If you haven't, it may be quite a few years before you have an opportunity to attend a convention this close to home. I can understand the cost concerns in these economic conditions. So, let me tell you why I am going.

To Learn

The first national NMRA convention I attended was in Cincinnati. At the time, my layout was still wired for DC, but I was very interested in converting to DCC. The problem was I did not have significant knowledge about DCC. During the convention, I attended many clinics that helped me understand how DCC works, learned how to install DCC on the layout, and install decoders in locomotives. Before the convention was over, I ordered my DCC system and within six months, my layout was running on DCC. If I did not attend this convention, I may still be running my layout with DC.

For Inspiration

I really enjoy layout tours. No matter how large or small a layout, there is always something of interest to see.

And, while I enjoy looking at layouts that have a high scenery ratio, it is also fascinating to see how a layout is constructed and designed when it is still in its benchwork phase.

I also enjoy looking at the model structures you see on layout tours. Building structures is my favorite part of this hobby and I am always looking for detailing ideas and inspiration for my own models.




To Buy

The convention is always followed by the National Train Show. And, on the morning of the first day, the Train Show is open to conventioners, only. It is a lot easier to find and buy the items you have on your shopping list when there are less people around. And if you are like most modelers, you had a list before the convention started, and added to the list due to attending clinics and layout tours.

Register Today!

If you are interested in going, but have not registered, take the time to do so, now. The convention committee is basing the number of tours and clinics to provide based on the number of registrations. So, if you do not register soon, they will start cutting the programs.

So, start the new year by registering for the convention. Go to www.hn2009.org for more details. 

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USRA WAR EMERGENCY GONDOLA

PART 2

by Tom Casey

In the Fall 2008 issue of *The Whistle Post*, the history of the USRA War Emergency Gondola, Ulrich cars, and casting center sills was covered.

Disassembly

These "basket-case" models have been assembled using glues that were suitable for the job; they have held up for many

years. The glues used were strong enough but are also brittle. Depending on the material used, some castings this old become brittle and can easily fracture. While I have not encountered this problem, I have bought cars for the parts where the sides were broken. I have been careful not to try to separate the parts by bending or twisting them. I have been successful in separating the parts by forcing either a single edged razor blade or hobby knife between the parts in the plane of the glued joint. Some of the models used small locating pins to guide in the attachment of the sides to the floor. If they are present they need to be removed before attempting to separate the sides from the floor. Generally the bond between wood and metal breaks along the joint; however I have had problems removing the cast metal underbody details as the mounting pins have broken off in the wood floor. Since the glue seeps into the wood's pores, bonds between wooden parts may break along wood grain near the bond. For this project this is not a problem as the only wood part I reuse is the floor. The other wooden parts are not needed.



Floor Width Issues

I have not been able to find a commercially available floor of the desired width to replace the narrow floors originally supplied with some of the kits. While Northeastern Scale Lumber lists a freight car floor, I have not been able to find the dimensions of the floor offered. Rather than ordering a rather expensive part and risk that it is not wide enough for my needs, I choose to simply add strips of bass wood to the sides of the floor to bring it, and hence the car, up to the desired width. The overall width of the prototype over the corner posts is between 10'3" and 10'5" (depending on what railroad's equipment diagrams are referenced). These scale out to between 1.412" and 1.435" for this HO scale model. (10'3" = 123", 123"/87.1 = 1.412" and 10'5" = 125", 125"/87.1 = 1.435") As the cast sides are about 0.1" thick (about twice the thickness as they should be to be scale), the resulting floor width needs to be between 1.212" and 1.235" rather than the narrow width of roughly 1.125" supplied with some kits. (I find a digital caliper handy to use to measure parts, hence the decimal measurements.)

If the wood floor is warped, there is nothing I've been able to do to remove the warp so I either totally replace the floor or simply not buy the car in the first place unless it has other parts I need.

Ulrich printed recommended locations for the centersill, truck centers, and the cross-sup-
"USRA Gondola" continued on Page 4

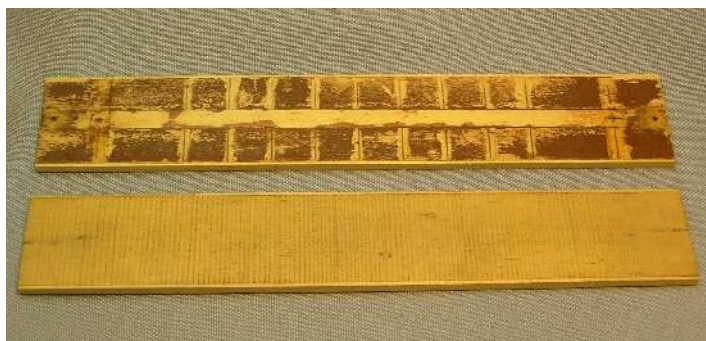
ports on the floor bottoms. Unfortunately, at some point during the production run, this printing seems to have gotten slightly misaligned resulting in the centersill not being centered and the cross-supports not centered on their corresponding side vertical members. While many modelers followed these markings, I ignore them.

Reassembly

If any flash still exists on the side casting, remove it with either a small file or a hobby knife. Remove any residual glue previously used to attach the sides to the floor to get a smoother surface for re-gluing the sides to the floor. Don't sand or file the inside of the castings as there are details cast into both sides.

The floors can be in varying conditions after removing all the parts that were attached to it. Residual glue and rough spots can be removed by sanding. The floor's edges should be sanded to be square to the floor surface. Various holes may exist in the floor. I plug these using round toothpicks glued into the holes. Once dry I file and sand them off to the floor surface. Once I've increased the floor width to between 1.212" and 1.235", using a hobby knife I scribe the top floor surface to simulate floor planking with light cuts perpendicular to the car's centerline using a small machinist's square. Some of the floor ends were cut slightly off perpendicular to the car centerline and need to be squared up as well. The machinist square helps to find this defect.

Check that the car sides are the same length and that match back to back. On a flat surface butt the top chords together



to see if the vertical side members align with each other. I encountered one set of sides where the left end post was thicker than the right. (The kits come with two identical side castings.) If they were attached to the floor, the result would

Tools Used:

Various sized bits, Pin Vise, 2-56 tap

Small Standard and Phillips Head Screw Drivers

Various grades of sand paper, Sanding Blocks, Various Files

Digital Caliber, Calculator, Scale Ruler, 6-inch Ruler

Single Edged Razor Blade, Hobby Knives with various blades

A small piece of plate steel as a working surface

Small Machinist Squares, Pliers, Tweezers

Glue (I used Duco Cement)

Shortened Ball Head Pins,

Paper Towels

be that opposite points would have been slightly offset and the cross supports under the floor would have been on a slight diagonal. My solution was to file down the thicker end post to the size of the other end post; and then attach the sides to the floor. I have also encountered some car sides that are slightly bowed upward. As long as both sides are similarly bowed, I treat it as if the car has slight camber, which is prototypical for an unloaded car.

Attaching the car sides to the floor and getting them square to the floor is tricky. Most of the cars I've purchased show evidence of the difficulty of doing this well. The alignment holes in some kit's car sides ease this task. (I have found these alignment holes to be so useful that I have drilled them into sides not having them.) The length of the floor and car sides should be the same and the ends of the floor square. One must

align the side and the floor both horizontally and vertically. To align vertically, the bottom of the floor must align with the top of the openings along the car's side. To align horizontally the end of the car sides must align with the end of the floor. Once both alignments are achieved, I use a pin to mark the one of the end alignment hole's position onto the floor piece. It has been my experience that the hole should be centered on the floor's side midway between its top and bottom. I use a pin vise with a bit slightly smaller than the pin itself to drill a pilot hole straight into the floor at the marked location. I dry mount (no glue) the car side to the floor using a shortened (3/8") ball headed pin (saved from shirt packaging) pushing it in close to a tight fit to allow for some movement. I repeat this process for the other end alignment hole. Once both ends are done, I press them in to get a firm hold and then repeat the process for the two center alignment holes. If the sides are slightly bowed up I push the floor up to match and install the ball headed pins. Now that I have one side and the floor aligned, I remove the alignment pins, and run a bead of glue along the edge of the floor. With a pin in one of the end car side's alignment holes I insert the pin in its corresponding hole but only push it in about half way. I then do the same at the other end alignment hole and then finally at the intermediate holes. With all the alignment pins in I gently bring the two parts together and push the ball pins in to a firm hold. Square up the side to the floor and remove any excess glue that may have squeezed out. The glue I use (Duco Cement) is workable for a minute or so; sets in about 5 minutes, is firm and can be handled in about an hour and cures in 10 hours. Once

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MEETING MINUTES

BY SECRETARY CIRO COMPAGNO

Purpose:

Garden State Division (GSD) Meeting

Date/Time:

December 7, 2008 at 9:00 a.m.

Place:

Home of Andy Brusgard in Union, NJ

Attendees:

Andy Brusgard, Tom Casey, Ciro Compagno, Chuck Diljak, Ed Fraedrich, Norman Frowley, Anthony Piccirillo, Bob Tumielewicz, and Tom Wortmann.

Open remarks by GSD President Tom Wortmann. The minutes of the September 21, 2008 GSD Staff Meeting were read by Secretary Ciro Compagno. Motion was made to accept those minutes followed by a second motion. There were no dissenting votes. 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 this specific order):

Treasurer's Report

Anthony Piccirillo presented a year-to-date transaction and net worth summary.

Education Committee and AP Reports

Norman Frowley indicated that there is a continued struggle for clinics. A suggestion was made to create a library of clinics. Chuck Diljak indicated he has a list of DVDs available for clinics.

Norman suggested that during GSD events that there is a designated photographer and reporter. This will help ensure that the event is properly covered (i.e., for the GSD website and Whistle Post newsletter). Norman reiterated the importance of having conformity during GSD events; e.g., shirts, tags, etc.

The committee for the 2008 Paul Mallory Trophy Award acknowledged the excellent work presented by the applications for this award. Following the GSD guidelines established for this award, the committee determined that the 2008 winner is Mr. Norman Frowley of South Orange, NJ.

Convention Committee Report

There was a group discussion on the upcoming

Annual Business Meeting and Winter Meet:

- The meet will be hosted by the Ramapo Valley Railroad Club in Ho-Ho-Kus, NJ on Sunday, January 18, 2009 at 12:00 p.m.
- Following the Annual Business Meeting, the Winter Meet will take place and include: clinics, door prizes, and an operating session with Ramapo Valley Railroad Club members.
- Clinics are being solicited at this time. Andy Brusgard and Bruce Young are possible clinicians.
- Anthony Piccirillo will assist with door prizes.
- Providing a White Elephant Table was unknown. Andy Brusgard offered possible assistance.

Bob Tumielewicz provided a brief overview of GSD's participation at the November 2008 Greenberg's Train & Toy Show in Edison, NJ. Several suggestions provided by GSD staff members were used. One pleasant surprise was receiving about 25 names of individuals that were interesting in joining or learning more about the GSD. It was agreed that these 25 persons will be sent a thank you e-mail along with a copy of the latest Whistle Post. Based on this, the consensus was to participate in the upcoming Greenberg Show in Somerset, NJ on January 3 and 4, 2009. Preliminary schedule and plans are underway.

Tom Wortmann offered to follow-up with name tags and check with Staples.

Membership Report

There was a group discussion on the ongoing membership efforts by the GSD:

- Tom Wortmann and Norman Frowley wrote a resolution to address incorrectly assigned members, lost members, boundary issues, etc. Roger Oliver previously offered to present this resolution at the August 3, 2008 Northeastern Region (NER) staff meeting. An update of this NER Staff meeting is needed.
- Andy Brusgard has completed his entire review of the active GSD member list. Significant amount of corrections were made and sent to Tom Casey for updating. Andy Brusgard offered to send a follow-up mailing for those that had neither had a correct telephone number nor e-mail address.
- Anthony Piccirillo offered to continue consol-

"Meeting Minutes" continued on Page 10

"USRA Gondolas" continued from page 4

the first side is firmly attached I repeat the process for the other side. Once the second side is firmly attached this creates the side / floor assembly to which I'll attach the truck / centersill assembly. The ball headed pins are removed after the assembly has cured.

Installing the Truck / Centersill Assembly in the Side / Floor assembly

With the side / floor assembly inverted on my working surface, I dry locate the truck / centersill assembly to be sure that all aligns well and that the truck swivel is not unduly limited. (I place a paper towel on the working surface to reduce the likelihood of scrape marks.) If I'm pleased with the alignment, I then run a bead of glue along the top of the truck / centersill assembly and press it onto the side / floor assembly making sure the components are properly aligned. That is that the trucks are centered between the sides and that the truck centers are centered where the truck bolsters would be. I use the position of the trucks relative to the sides, in effect, to position the centersill to allow for minor imperfections in not perfectly centering the trucks on the centersill. It is more critical that the truck are clear to swivel as much as possible, than the centersill is perfectly centered. I remove any excess glue that may have squeezed out after the glue is firm but not cured. I allow this assembly to cure before installing the cross-supports.

Installation of Cross-Supports

Once the car side / floor / truck / centersill assembly has been allowed to cure, it is time to install the cross-supports. The underbody cross-supports that were on the model originally were most likely destroyed in the disassembly process. If not and the floor had to be widened, then they are too short to re-use anyway. I always have my eye out for potentially useful items to use in for modeling projects. At some point I purchased a bag of craft sticks. Some of these are thinner than the original wood pieces supplied with the kit for the cross-supports. (Wooden coffee stirrers, if you can still find them, may also do.) Making sure that the sticks to be used are roughly the same thickness, I cut them to fit and glue them in place.

Underbody Detail Position / Location

The location for the underbody details (brake cylinder, air reservoir, and triple valve) shown in Ulrich's assembly instructions does not appear to be consistent with where I would expect the prototype to locate these items. The locations shown in the bottom view of the plan are based on the article in Rail Model Journal. I have yet to find drawings for this car showing the location of underbody details. Given the prototypes different manufactures, the type and location

of different components may be road specific. Until I able to determine their proper location I am not going to install them.

Car Ends

The prototype came with either fixed ends or drop ends. The drop ends allow the car to carry loads longer than the car itself. Within a train, idler flats cars were used on either side of the gondola with over length loads. The model's stamped metal ends can be used to nicely model the drop ends. Unfortunately, the model's stamped metal ends are the part most frequently missing from the "basket-case" models I have purchased. The bottom of the stamped metal end has virtually no details to speak of and leaves something to be desired. Photos of the prototype show an end sill extending beyond the end of the car sides. To address this problem I cut the end sills off an Athearn flat car and glued it to the bottom of Ulrich's stamped metal end.

Coupler Installation

I like the look of Kadee's scale head couplers and used their #58 on this model. Rather than using the center hole to mount the Kadee coupler pocket, I used two #1 wood screws in the side mounting holes to attach the coupler pocket to the floor. Since I want to be able to operate these cars without loads, I had to be careful the screws were not long enough to penetrate through the floor. I did not glue the coupler pocket to the car as they take a beating in operation and sometimes have to be replaced.

Paint Matching

Ulrich kits came with the cast metal sides painted but the wooden parts were unpainted. Ulrich indicated in its instructions that it used "410M" paints (either red or black as appropriate) and that it was up to the modeler to paint the



"USRA Gondolas" continued on Page 12

MODELING TIP

PROBLEM:

Painting detail castings can be difficult to handle when painting and weathering them.

SOLUTION:

Drill a small hole in the bottom of the casting. Then, wedge the end of a toothpick into the hole. Hold the toothpick while you are painting the casting. Insert the other end of the toothpick into a scrap piece of extruded foam insulation in order to let the casting dry.

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The Magic of Lighting

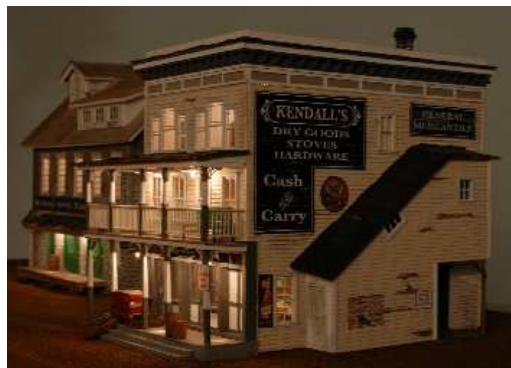
by AP Chairman, Norman Frowley, MMR

Remember the movie "Field of Dreams," with Kevin Costner? Well even if you don't, towards the end of the film there is a shot of the Iowa farmhouse in which Costner's character and his family lives. It was dusk and all the golden yellow interior lights were on. The building, illuminated from the inside, took on a warm and inviting appearance, one completely different from the look of the structure in sunlight. Putting aside the significance of the shot in the film, the ambiance of the scene simply confirmed a long standing belief of mine that a structure only really looks lived in when the sun has set, the interior lights are on and one can see some portions of the inside of the building and perhaps even catch a glance of its occupants at work or play. In view of this belief, when I built my layout, the Jessica Valley Railroad, I promised myself that I'd light up every structure so there could be two different appearances to the railroad, one for day and one for night.

I've carried my passion for lighting forward into the models I have built for exhibition or contest purposes. In the process I've discovered that with attention to lighting detail, one can create dramatic differences to the appearance of models with both interior and exterior lighting. One can see the difference by looking at the two pictures of Kendall's Country Store and Mill; one in daylight conditions (actually quartz halogen lighting) and one in simulated night time light conditions. Of course, once you light the interior you have to be concerned about interior details, and not just those nearest the windows. For example, one can see the entire interior of the country store



▲ **Kendall's in daylight**



▲ **Kendall's at night**

when the lights are on. I therefore had to construct counters, shelves, ceiling fans, fruits, potatoes, a cigar humidor and sundry items throughout the entire interior to make the store come alive. You can put shades or blinds to cover some windows (as seen in the photo of the Kendall Stove Tank Mill), but if you obscure the view of the interior completely you are in effect defeating the purpose of lighting the building.

▼ **Kendall's interior**



▼ **Shaded windows on Kendall Stove Tank Mill**



One has to use the correct materials to complete the illusion the lighting is intended to create. I use 1.5 volt grain of wheat bulbs, Campbell brass shades and 32 gauge wire which can be eas-

"Magic of Lighting" continued on Page 9

Tortoise Modifications

by Tom Griffiths

Many layouts, including my own, are framed with 1x4 lumber. Using 1x4's will leave 3 1/2 inches of clear space below the table top. Owners of many layouts with Tortoise® switch machines will notice that the bottom edge of the printed circuit board extends 3 9/16 inches below the table top. If you want to use the slide on edge connectors for the wiring, you add an inch before clearing the bottom of the assembly.

I recently needed to install a Tortoise® machine in a hurry. However, there was no clearance below the frame work of my layout where it was needed. I built and installed storage shelves under this area of the layout. Even though the shelves are removable, it didn't solve the problem of adequate clearance for the Tortoise® machine. The solution turned out to be quite simple and takes a half an hour to install. Let's see how it is done.

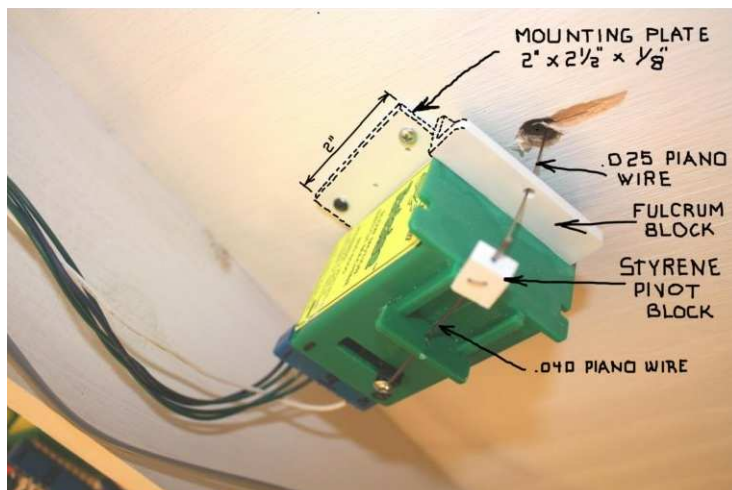
If you examine the Tortoise® machine, you will notice that the top and the back of the machine housing are not flat due to a seam where the two halves join together. This is a result of the casting process and needs to be removed with a few strokes of a coarse file.

After flattening the back of the Tortoise® machine, create a mounting plate using .125 styrene. Score and snap a rectangle that is two by two and a half inches. Drill holes that will fit screws that will be used for attaching the plate to the underside of the layout.

Finally, glue the mounting plate to the back of the Tortoise® machine using Tenax 7R®. Tenax 7R® provides the best bond for styrene and dries rapidly. Next I glued the fulcrum block to the top of the machine. I happened to have a fulcrum block from an old RIX twin-coil machine mounting. You can also make your own from two pieces of 1/8" styrene cut to 1/2" x 2". Before gluing the fulcrum block to the machine, drill a clearance hole through it. Taper the hole on one side. Strengthen the joint between the two pieces by gluing a piece of 1/8 square strip stock at the joint.


Cut a piece of .040 piano wire to a length of 3 1/4". Measure 1/8" from one end of the wire and bend it 90 degrees. The .040 piano wire will not flex when the machine throws. Enlarge the hole in the Tortoise® throw arm in order to insert the new .040 wire. Install the Tortoise® fulcrum block, fit the .040 piano wire into the throw arm, and secure the wire using the screw provided with the Tortoise® machine.

The pivot block was made from a piece of 1/4 x 1/2 strip styrene. Drill a clearance hole for the .040 piano wire thru the length of the block. The hole should provide for a loose, but not sloppy, fit. Drill two additional holes thru the pivot block, at a right angle to the larger hole. The .025 piano wire provided with the Tortoise® machine will be inserted in these holes. The holes should pro-



vide a tight fit for the piano wire. Bend one end of the .025 piano wire into a U shape so that the long end and short end fit into both holes of the pivot block. Secure the wire in the holes with ACC glue.

Slip the long leg of the .025 piano wire thru the hole in the new fulcrum plate on top of the switch machine. Flex the .025 piano wire so that the pivot block slides onto the .040 wire. When holding the assembly with the machine in a horizontal position, the .025 piano wire should flex as the throw arm of the machine travels from one side to the other.

The machine can now be mounted and adjusted. You will find that it only extends 2 1/4 inches below the table top. Now, what should I do with the space I have left over? 

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ANDY BRUSGARD HAD PHOTOS PUBLISHED IN THE NOVEMBER ISSUE OF RAILPACE MAGAZINE. THE PHOTOS WERE TAKEN MONDAY, SEPT. 15, 2008 AT THE MEMORIAL SERVICE HELD IN BAYONNE, NJ WHERE THE CENTRAL RAILROAD OF NEW JERSEY PASSENGER TRAIN FROM LONG BRANCH WENT OFF THE OPEN DRAW BRIDGE 50 YEARS AGO IN 1958 KILLING 48 PEOPLE.

BRUCE DeYOUNG HAD AN ARTICLE PUBLISHED IN THE JAN-MAR 2009 ISSUE OF THE NMRA NORTHEASTERN REGION'S NEWSLETTER, THE COUPLER. BRUCE'S ARTICLE COVERS THE BUILDING OF A WOODEN CLASSIC BOXCAR KIT. THE CAR WAS A COMMEMORATIVE DECORATED FRO THE NER. BRUCE IS SEEKING INFORMATION ABOUT THE CAR. HIS ARTICLE CAN BE FOUND AT WWW.NERNMRA.ORG

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

ROBERT TUMIELEWICZ
rtumielew@aol.com



WINTER MEANS RAMAPO!

Are you looking for some fun? Are you looking to learn new skills? Are you looking for some old and new friends? Then, come on over to the Ramapo Valley Railroad lo-Ho-Kus, NJ on January 18.

Garden State Division will be holding its meeting at this event. And, that's the elections. If you are interested in running for an office in the Garden State Division, contact Ed Fraedrich. Ed, whose confirmation is on page 3, is the chairman of the nominating committee for the elections.



▲A scene on the Ramapo Valley Railroad

the elections and committee reports completed, then we can move from the “business” side of the meet to the “entertainment” side. That means a white elephant table, a raffle, and an operating session.

There will be two clinics at this meet. Bruce DeYoung will present a clinic on "Scenery Goop." Bruce has popularized this scenic method in his many articles and books. Now, Bruce will teach this technique to you during this clinic. You will be surprised at how easy it is to make scenic areas with this technique, with wonderful results. Bruce has earned a Golden Spike for his scenic work, which includes many sceniced areas using "Scenery Goop."

and clinic will be presented by Andy Brusgard. Andy's clinic will cover the design and of the controls used for the New York Society of Model Engineer's O scale passenger. The terminal offers a complex array of turnouts that allow passenger trains to reach k in the terminal. The complex track arrangement required customized controls. interested in electronics will be interested in this clinic.

lly, the Ramapo Valley Railroad Club will host an operating session. This has become
al event that Garden State Division members enjoy. It is an opportunity to learn about
s and see what is new on the club layout.

se join us. We'll be looking for you!

of Lighting” continued from page 7

n. And hiding the wires completely
ck. This takes time and thought in
e. I use soda or mixing straws as
to run wires from upper floors out
m of the building. Sometimes the
glued to the underside of floors or
e tops of walls and painted to
eir obviousness. I have found that
lights, although moiré expensive
12 volt variety, are more realistic
heir size and the amount of light
w off. The picture of the lighted
ch of Threadwell's Textile Mill, with
ng up the outside staircase, makes



▲ Threadwell's Porch

Next time you think about building a structure without interior or exterior lights, think again. The result of lighting is well worth the time and effort.



2008 Paul Mallery Award


The Garden State Division congratulates Norman Frowley by presenting him with the inaugural Paul Mallery Award in 2008. The Paul Mallery Award is awarded each year to a Garden State Division member who exhibits excellence in modeling skills. The modeling work needs to be completed during the calendar year. The models can be structures, cars, or locomotives. This year, all of the entries were structures.

Norman submitted his paperwork for two models that he built in 2008, Kendall's and Threadwell's. Both of these structures evolved from structure kits by South River Model Works. Norman goes beyond building these kits from the instructions. Norman will add exterior and interior lighting, as described in the "The Magic of Lighting" article in this issue. Norman doesn't stop there, however. If you add interior lighting, you need an interior. And, Norman will also modify the doors and windows so the viewers can have a better look at the interior. Norman also makes modifications to the kits in order to fit the scenes of his HO layout, the Jessica Valley.



Photo by Roger Oliver

Since the trophy was in storage for twenty years, it is in need of an overhaul. When completed, the trophy will be on display at the Model Railroad Club in Union, NJ. In addition to his name added to the trophy, a separate plaque will also be presented to Norman. A formal presentation will be made during the Winter Meet in Ho-Ho-Kus, NJ. See page 9 for details regarding the meet.

Not only should congratulations be given to Norman, but also thanks and congratulations to all of the other entrants for this award. The models presented for consideration for this award were all outstanding and we hope the enthusiasm shown in 2008 carries over into 2009. 

"Meeting Minutes" continued from page 5

identing and updating the GSD e-mail distribution list. Anthony will continue to send an e-mail announcing the latest Whistle Post to approximate 250 GSD members. In the e-mail, there is an active link to download the Whistle Post from the GSD website.

- ✓ Treasurer - Anthony Piccirillo
- ✓ Directors at Large: Bob Turnielewicz, Ed Fraedrich, Bruce De Young

- Names of the above candidates were published in the Fall 2008 Whistle Post.

Whistle Post Report

Chuck Diljak thanked everyone for the pictures from the recent Greenberg Show in Edison, NJ. Chuck provide a list of items needed for the upcoming Winter 2009 Whistle Post: December GSD meeting minutes, on-line track photos, line-side industries, etc.

Spring 2009 Whistle Post will feature articles by Tom Griffiths and Bruce De Young.

2009 GSD Election Report

The ongoing efforts for the upcoming 2009 GSD election of officer and directors are:

- Ed Fraedrich is the chairman of the Nominating Committee.
- Andy Brusgard serves on the Nominating Committee.
- The slate of candidates for election at the upcoming Annual Business Meeting is:
 - ✓ President - Tom Wortmann
 - ✓ Vice President - Norman Frowley
 - ✓ Secretary - Ciro Compagno

New Business

The GSD Spring Meet in 2009 will be hosted by The Model Railroad Club in Union, NJ. Tom Wortmann will follow-up with Roger Oliver to confirm date and time.

The GSD Summer Meet in 2009 will be hosted by two neighboring clubs: Garden State Model Railway Club (HO scale) and Model Engineers Railroad Club of North Jersey (O scale) in North Haledon, NJ on August 30, 2009.

Next Meeting

Anthony Piccirillo offered to host a GSD meeting in March 2009.

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

Meeting adjourned around 12:45 pm.

Respectfully submitted,

Ciro Compagno, Secretary 

ABOUT THE WHISTLE POST

THE SUBMISSION DEADLINES FOR
THE WHISTLE POST:

JANUARY 10

APRIL 10

JULY 10

OCTOBER 10

CONTRIBUTORS TO THIS ISSUE:

TOM CASEY

CIRO COMPAGNO

BRUCE DE YOUNG

NORMAN FROWLEY

TOM GRIFFITHS

ROGER OLIVER

TOM WORTMANN

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.

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SUBSCRIPTION COST:

\$10 PER CALENDAR YEAR

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Photo Theme for the Next Issue: *Engine Facilities*



▲ Norfolk and Western number 620, a GP-9 built in 1958, taking a turn on the 100 foot turntable at the North Carolina Transportation Museum

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.

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"USRA Gondolas" continued from page 6

rest of the car after assembly. Some modelers did paint the rest of the kit and some did not. Disassembling the cars mars the paint (if it had not already suffered some paint flaking over the years) and adding strips to the floor sides necessitates touching up the paint. Matching the color of the sides presents a problem. Ulrich says it used "410M" paints but I have no idea what is the current match. The Walther's Catalogs in the 80's listed the matching paints as being Floquil Box Car Red and Engine Black. Also the paint on these cars is more than 50 years old and may have faded. Wanting to preserve the lettering on the car sides and not repaint the entire car, I needed to develop a way to match the paint for touch ups.

The method I came up with to match paint was to create paint chips using Popsicle sticks. On one end of a Popsicle stick I write the paint name and on the other side write the manufacture's code number. Once the paint is thoroughly mixed, I dip the other end of the Popsicle stick into the paint to give it an even coating. After letting any excess paint drip off I set it aside to dry. Once dry I can compare the paint stick to the painted car side to find the best match. With all the colors currently available, I have several Popsicle sticks just to

match the freight car red used. While I expect a perfect match to be near impossible, close enough not to be an obviously touch up is my goal. Paint was applied by hand brushing. Floquil's current Box Car Red does match some of the cars, but others appear to match Oxide Red.

References

Railroad Model Craftsman, August 2001, "War Emergency Gons"

Rail Model Journal, May 2002 "War Emergency Composite Gondolas", pgs 24-29

Rail Model Journal, June 2002 "War Emergency Composite Gondolas", pgs 19-22


Flags, Diamonds and Statues, Vol.14, No.2 pgs 17-19

Pennsylvania Railroad Technical & Historical Society web site and monthly magazine

Official Equipment Rosters, various years

Various Model Railroad Catalogs: Polk's, Walther's, Model Railroad Equipment Supply

Car Height Issues

The overall height of the prototype rode 7'- 2.25" above the railhead. This scales out to roughly an inch in HO scale. (7'- 2.25" = 86.25"; 86.25/87.1 = 0.990") The Ulrich model as originally configured is close enough to this height not to require any additional work. However, some images of these cars seem to suggest that they rode lower on their trucks. Maybe they were fully loaded at the time of the image and the truck springs fully compressed. There is a limit as to how much the model can be modified to sit lower on its trucks without the flanges rubbing against the floor. Lowering the floor also affects the coupler mounting height. As I prefer to use Kadee's scale coupler heads (#58 coupler) rather than their under-shank standard coupler, I would have had to recess the coupler-mounting pocket into the car floor. As such, I chose not to lower the car. 



GSD Fall Meet

The Garden State Division held it's fall meet in conjunction with the the New York Society of Model Engineers (NYSME) annual "All Scale" swap meet in the auditorium of St. Joseph's Church, in East Rutherford.

Achievement Program Chairman, Norman Frowley, presented Tom Piccirillo with his Model Railroad Engineer -Civil certificate and merit awards.

GSD President, Tom Wortmann, presented his clinic on how the Union Pacific builds a crossing. The Union Pacific had concerns about lawsuits stemming from crossings. So, they developed a unique way of having trains cross their main-line.

In addition to all of the train related prizes bought during the swap meet, many members received door prizes that were donated by the The Big Little Railroad Shop of Somerville.

A very nice way to spend an October day! 



◀ **Achievement Program Chairman, Norman Frowley (l) presenting the Model Railroad Engineer - Civil to Tom Piccirillo (r)**

Garden State Division President, Tom Wortmann, presenting his clinic on how the Union Pacific builds crossings.▶



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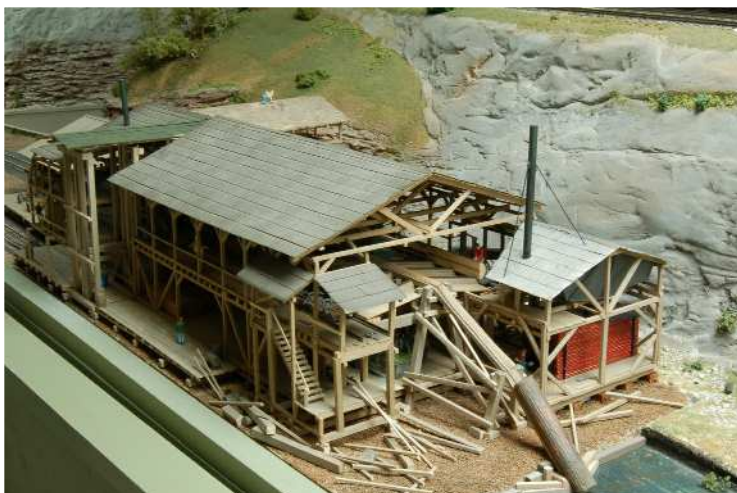
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Lineside Industries



◀ A sawmill on the Pacific Southern Railroad Club's HO layout in Rocky Hill, NJ

The McCabe Pulp Mill on Norman Frowley's HO scale Jessica Valley Railroad ▶

Photo by Norman Frowley



◀ Advertising for the Phoebe Snow on the New York Society of Model Engineer's O scale Union Connecting Railroad.

Photo by Andy Brusgard

The Ships Chandlers on Bruce De Young's HO scale Jersey Highlands Railroad ▶

Photo by Bruce De Young





Chuck Diljak
31 Kuiken Court
Wayne, NJ 07470

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THE TIMETABLE

Sunday, 1/18/09, NMRA Garden State Division Winter Meet, The Ramapo Valley Railroad Club, 620 Cliff Street, Ho-Ho-Kus, NJ. Noon. For more information: www.trainweb.org/nergds/

Saturday-Sunday, 1/24-25/09, The Amherst Railway Society Railroad Hobby Show, Eastern States Exposition Fairgrounds (The Big E), West Springfield, MA. Saturday 9AM-5PM, Sunday 10AM-5PM. Adults \$10, children 15 and under Free. For more information: www.railroadhobbyshow.com

Sunday, 1/25/09, 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, 1/31-2/1/09, 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

Saturday-Sunday, 2/21-22/09, Allentown Train Meet Associates Spring Thaw, Allentown Fairgrounds Agricultural Hall, Allentown, PA. Saturday 9AM-4PM, Sunday 9AM-3PM. Adults \$6, children 12 and under Free. For more information: www.allentowntrainmeet.com

Sunday, 3/1/09, Mother Seton High School Train Show, Valley Road, Clark, NJ. 9AM-3:30PM. Adults \$5, children under 12 Free. For more information: www.jcrhs.org/rshow.html

Friday-Sunday, 3/13-15/09, 3/20-22/09, 3/27-29/09, The New York Society of

Model Engineers Fall Exhibition, 341 Hoboken Rd, Carlstadt, NJ. Friday evenings 7-10PM, Saturday and Sunday afternoons 1-6PM. Adults \$5, children \$1, children under age 5 Free. For more information: www.modelengineers.org

Saturday-Sunday, 3/14-15/09, 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.trainshow.org

Sunday, 3/22/09, 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, 4/4-5/09, 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

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

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, 07/5-11/09, NMRA National Convention: Hartford National, Connecticut Convention Center, 100 Columbus Boulevard, Hartford, CT. For more information: www.hn2009.org

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