



# THE WHISTLE POST

The Official Publication of the Garden State Division  
Of the Northeast Region of the NMRA

Fall 2007

## "Another year of Model Railroading and Railfanning"

Hoping everyone had a great summer I'm happy to report that We had a good turnout for our Summer BBQ at North Haledon this July. Everyone ate well and both clubs put on a great show. Thank you for a great time.

It's nice to know that New Jersey Transit has lifted their ban on taking photographs of their equipment. Rumor has it that the M&E has done the same. But not the PA (see below).

More good news, as you all know

the Union Pacific has finally dropped their licensing fee lawsuits and modelers can freely buy their logos. For our model manufacturers that was some nightmare.

The fall meet is already planned to be in conjunction with the New York Society of Model Engineers scale show so you get to see both and before that we're hoping to do a rolling meet this summer to some member's homes. If you have a layout and would like to open it for

all of us to see, please let us know. There is no layout criteria, other than you welcoming us in. We are hoping that those who were kind enough to open up for the our convention would so for future events such as rolling meets as well as others who for whatever reason could not open for the convention.

I'm looking forward to a great Winter and Fall of model railroading. I hope you are too.

Tom Wortmann

## RAIL FANNING

Rail fanning and taking photos is still fun if you can avoid the police.. NJ Transit says you can now take photos of their equipment from public property and so does the Morristown and Erie, but as my brother and I found out yesterday, no so with the PA police.

Thanks to 911 and a bunch of Arabs, (who by the way don't get stopped by security) My brother, 64 years of age and myself, 59, were taking pictures Sunday of the New York Container loco on Staten Island. We were shooting though a chain link fence with the engine about 40 feet behind that. Oh yes we were also looking at the unfinished track in the container yard too. When a rent-a-cop pulled up in her SUV and asked us

why we were taking pictures. My brother replied that it was our hobby and she asked what hobby is that and I said Model Railroading. "I never heard of that" She said and called another rent-a-cop to the scene. My brother then went to his car and removed the media chip and replaced it with a blank. The second rent-a-cop said we could not take pictures. We then pointed that there were no signs, anywhere stating such. He didn't care and he was going to hold us. I told him then you had better call the police because you are not holding anyone.

I don't know what he said on the radio, but whatever it was, it was terrible as not one, not two but three police cars showed up

at the scene.

It's actually a good feeling knowing that at our ages we still posed a threat to the security of our nation (smile) we explained to the three officers what we were doing, the pictures has been erased and there are no signs anywhere prohibiting the taking of pictures.

THEY heard of rail fans and model railroaders, they admitted there were no signs and that we were shooting outside the fenced area so they let us go. So three cheers for rent-a-cops, our security is safe again. (or so they think).

*That photo is on page 9 (ssssh)*

## AT THE THROTTLE

**President** Tom Wortmann

Staten Island NY

miskyrails@msn.com

**Vice Pres** Norman Frowley

South Orange NJ

Normanfrow@aol.com

**Treasurer** Roger Oliver

Denville, NJ

tangramassoc@netscape.net

**Secretary** Ciro Campango

Staten Island NY

**Trustee** Ed Fraedrich

Fairlawn NJ

**Trustee** Tom Casey

South Hackensack NJ

**Trustee** Anthony Piccirillo

Sparta NJ

anthony-trains@embarqmail.com

**Trustee** George Duve

Washington NJ

George.duve@gmail.com

**WP Editor** Kevin Olsen

Wayne NJ

olesenkbce@jumo.com

miskyrails@msn.com

**NJ NER Director**

Roger Oliver

Denville, NJ

oliverr2@verizon.net

See the website for more details and addresses.

## Clubs around the Division

### THE RAMAPO VALLEY RAILROAD CLUB

Meets Tues. & Fri.

620 CLIFF ST. HO-HO-KUS, NJ 07

Dennis Alderman 845-359-0746

### GARDEN STATE MODEL RY. CLUB, Inc.

Meets Tues. & Fri.

575 High Mountain Rd. North Haledon, NJ 07508

www.gsmrrclub.org

“O” SCALE CLUB

Meets Tues. & Fri. at above

Contact; Karl Geffchen 973-857-2825

### THE MODEL RAILROAD CLUB, Inc.

Route 22 Union, NJ

http://www.tmrcc.com

MEMBERSHIPS OPEN

### NY SOCIETY of MODEL ENGINEERS

HO & O scale club

341 Hoboken Road, Carlstadt NJ

201-939-9212

http://community.nj.com/cc/sme

MEMBERSHIPS OPEN

### GARDEN STATE MODEL RAILROAD CLUB

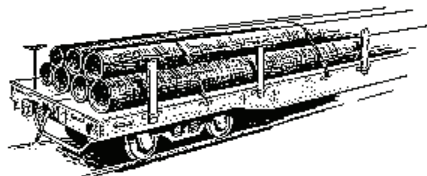
Meets Tues. & Fri.

607 8th Ave. Asbury Park, NJ 07

inlinebob@aol.com

### Did we miss a club?

If so Please  
get us the  
Information  
By  
Emailing  
gsdtrains  
@yahoo  
.com and  
we'll be glad to  
include  
it in the  
next issue



## GSD Youth Program

Judy and Anthony Piccirillo have created a superb program for September 22, 3:00 PM in conjunction with Lake Mohawk's Sleepy Lagoon Beach Community organization. Four model railroading events are planned for the children and teenagers, a TimeSaver contest, model building clinic, a 4x4 HO scale test layout, and a locomotive race.

The Byram Township Boy Scout troop plans to use this program to earn their Railroad Merit Badges.

Dick Flock of the NMRA Educational Committee has arranged for the donation of rolling stock kits as well as 4 cartons of other materials for the event. Gregory Yuskaitis, Presi-

dent of Sleepy Lagoon Beach will provide a large tent so that the scheduled events will take place whatever the weather.

Lake Mohawk Community is a small private lake community in Northern New Jersey. A man-made lake created in 1929 that is 4 miles long and about 1 mile wide. There are 12 beaches each with its own president and event committee.

Judy and Anthony Piccirillo started a Sleepy Lagoon Fishing Derby for kids in 2000 with 9 children and 4 parents. In 2006, we had over 55 children and an equal number of parents and grandparents.

The narrow gauge shunting locomotives pictured in the last issue's mystery photograph have still not been positively identified. George Duve has stated that the "...mystery photo is not from the New York /New Jersey Harbor. It is the Pennsylvania RR Ore Dock in Cleveland. Pictures of these locomotives can be seen on the web under "Hewlett unloaders" Cleveland. Tyler Turpin has expressed the same opinion.

Other correspondents have said that the photograph is indeed of the Lehigh Valley, Claremont Terminal, New Jersey. Rich Chapin writes that the Lehigh Valley had 5 shunters at Claremont, numbered 10 to 14. They were electric, third rail.

The editor is of the opinion that these locomotives are Lehigh Valley. But the conclusive evidence would be the presence of Hewlett Unloaders at the Claremont terminal. The New York Times wrote in 1920, "At the extreme outer end a modern plant for the unloading of ore from vessels to cars will be installed, containing four unloaders. It will be possible to unload ships at the rate of 2,5000 tons of ore an hour...the loaders would be used principally by the Bethlehem Steel Company in connection with the movement of ore from the steamships...to its plant at Bethlehem..."

Thanks to all who have written with their comments!



DEMONSTRATION TRAIN  
State Department of Agriculture

This issue's mystery photograph is for CNJ fans. In the summer of 1928 the New Jersey Department of Agriculture sent a special train to 12 communities on the CNJ lines with agricultural exhibits in the cars. One of the passenger coaches was fitted as a lecture hall for presentations about the latest scientific farming techniques.

Can any readers supply more information about this train?

## NER CONVENTION

Soon the Fall will be with us and with it the Fall NER convention in Albany. If you have attending these events in the past, (like the Comet 2006 in New Jersey) you know there are great layouts, great clinics and great fellowship going on. There are also contests, displays, and a banquet amongst other things. It's a good time for all to enjoy new ideas and meet new friends. If you have never attended a Regional convention, then try one. You learn something, see great layouts and better yet, some great ideas.

A regional is like a mini National. or a very large division meet. It is hosted by the local division and all the members in the area. You will see their layouts in their homes on display and some I am sure will knock

your socks off. I personally think that every NMRA member should at the very least attend one National Two regional's and as many division meets as they can.

These are great ways of sharing the hobby, making new friends and learning a thing or two. Never attended a National? Wow, you have to see it to believe it.

Those of you who know me, I always said that the greatest benefit of being a NMRA member is all the friends you make.

Come to Albany, you won't be sorry.

[www.cnynmra.org/](http://www.cnynmra.org/)

## GSD FALL MEET

As many of you know, the GSD gets great support from the clubs in the Northern New Jersey area. Our winter meet is always hosted by the good fellows of the Ramapo club in Ho-Ho-Kus, Our Spring meet is hosted by the good fellows of the Model Railroad Club in Union, our summer BBQ is now hosted by the good fellows of the Garden State Railway Club in North Haledon and this year we are being hosted by the New York Society of Model Engineers.

The meeting will be held at the New York Society of Model Engineers at their club in Carlstadt, NJ, on October 27th, 2007. Clinics for this meet are already in preparation. We have two tentative talks on railroad preservation, the New York Central Highline on the west side of Manhattan and the PATH Powerhouse and Bergen Arches in Jersey City. Judging will also be available for get your models ready as well. Also Robert Malberri plans to give a clinic on loco detailing. So this should be a great meet.

The price of admission into the swap meet will be your ticket into the meet. Since there is a cafeteria there the GSD will not be offering a free light lunch, but you can buy your own.

If you have never been to a NYSME swap meet, it is scale only, no tinplate and it's a lot of modelers selling off their wares and not a host of dealers that go from show to show. So a lot of hard to find and unusual items may be available, you just never know.

Located in the auditorium of St. Joseph's Church, 120 Hoboken Rd., E. Rutherford. NJ.

1 mile from Giants Stadium and 2 blocks from the Society's headquarters. Parking Available.

<http://modelengineers.org/swapmeet.htm>

### **From the North**

Rt. 17 South to Hoboken Road

Exit (at Meadowlands Diner) before the Paterson Plank Road Overpass.

Swap Meet 4 1/2 Blocks on the left

### **From the South**

Parkway: North to exit 153A

Rt. 3 East to **Rt. 17 North**

1 mile to Paterson Plank Road/Rt. 120 Exit

Make left at top of the ramp

Take 2nd Right onto Jane St. then first left onto Hoboken Rd.

The Swap Meet is 1 1/2 blocks down on the left.

### **From the West**

Rt. 46 East, to Rt. 3 East

To Rt. 17 North for 1 mile

Then follow directions above from 17 North

Don't miss it.



## Prototype news

### NS leases track to WNY&P

HARRISBURG, Pa. - Norfolk Southern announced today that it had leased 98 miles of line in Pennsylvania and New York to short line Western New York & Pennsylvania Railroad. The WNY&P is an Alco-powered Class III short line based in Falconer, N.Y.

The segments included in the lease are the NS' Buffalo Line between North Driftwood, Pa., and Machias, N.Y.; the Farmer's Valley Secondary between Clermont and Farmer's Valley, Pa.; and a small portion of the Olean Secondary in Olean, N.Y. The lease became effective Aug. 3.

Under the lease, the WNY&P interchanges traffic with Norfolk Southern at North Driftwood and Meadville, Pa. The WNY&P is responsible for all rail operations on the leased lines, including track and signal maintenance, as well as customer service. Norfolk Southern will remain responsible for any environmental issues related to the June 30, 2006, derailment and sodium hydroxide spill in McKean County. The WNY&P was created in 2001 to reestablish service on the 190-mile former Erie Lackawanna line between Hornell, N.Y., and Meadville, Pa.

### K4's returning to PA, sort of.

ALTOONA, Pa. - It was long hoped that when Pennsylvania K4s 4-6-2 No. 1361 returned to the Railroaders Memorial Museum from Scranton, Pa., it would be under steam. The engine was undergoing an extensive reconstruction at the Steamtown National Historic Site in Scranton, Pa. But instead, when the engine comes back to Altoona next year, it will be in pieces and still require extensive work before it can run again, despite 10 years of work and millions of dollars spent on restoration. What happened that caused the project to go from triumph to despair?

An extensive article in the Altoona's Mirror newspaper provides some background on what happened to the 1361. Despite speculation from railfans, the project isn't dead, museum Chief Executive Officer Scott Cessna told the Mirror. The project's future is uncertain because Cessna cannot say where, when, by whom, or how the job will get done.

This spring, shortly after he started talking about a media event to mark installation of the driving wheels, signaling the project was nearly complete, Cessna received two pieces of damaging news. First, the state budget office said it would not reimburse the museum for work done on the K-4 as part of a 2006 Redevelopment Assistance Capital Grant until the locomotive is finished. The grant was worth \$1.6 million.

Then a contractor hired to help finish the boiler discovered the boiler roof sheet (the flat outer metal sheet on the roof of the Belpaire boiler) was too thin to allow the required safety factor for a boiler operated at pressure. The roof sheet must be in compliance with FRA regulations in order for the 4-6-2 to operate under its own power. It was also not fastened well enough to meet modern safety standards.

To get the roof sheet right, a crew will need to cut out a section of steel plate, said Bob Yuill of Historic Machinery Services in Springville, Ala., the consultant who discovered the problem. The crew then will need to shape and form a thicker replacement section, weld it in place and add staybolts, either bigger or more numerous than those already in place. The museum needs to do the work according to standards of the American Society of Mechanical Engineers, Yuill told the Mirror. The engineer on the project should have discovered the roof sheet deficiency, he said. Because modern safety standards are higher than when the locomotive was in regular service, the museum must build the boiler better than the original, Cessna said.

### Reward offered for vandalism

RIO GRANDE, N.J. - Tourist railroad Cape May Seashore Lines and the Cape May County Sheriff's Department, through its Crime Stoppers program, are offering a \$5,000 reward for information leading to the arrest and conviction of those who vandalized railroad cars parked near the Route 47 crossing, the Cape May County Herald reported. The vandalism has occurred over the last six months.

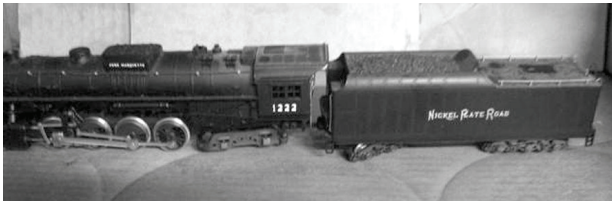
Cape May Seashore Lines President Tony Macrie told the Herald the vandalized trains were "extremely historic in nature, with several pieces built in the mid-1920s while others were built in 1950 and 1951."

One Budd RDC is entirely covered in bright Day-Glo graffiti. Other coaches were covered with graffiti, or had windows broken or parts missing, and in at least one car, seats have been torn from the floor. Macrie estimates the damage at \$500,000 or higher.

"When the trains arrived in Rio Grande, they were in a pristine, immaculate, and spotless condition with no graffiti or broken windows," he told the Herald. "They were categorized as stored serviceable, meaning they were operational." He compared the vandalism to spray-painting someone's automobile in his or her driveway. Macrie said he believed the worst of the damage has occurred in the past year and a half. He said the cost of repairing the cars is very high. All calls to Crime Stoppers can remain anonymous. Those with information are asked to call: 1-866-465-2800 or 465-2800.

## Increasing the span of electrical contact on an old AHM Loco

“More like span of contact” by Anthony Piccirillo



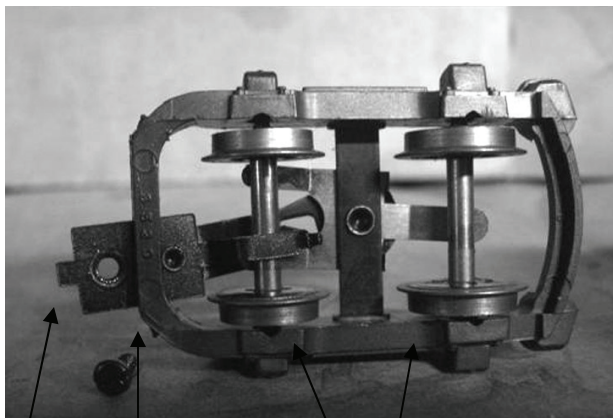
The 1960's and 70's manufacturing of Rivarossi engines did not require many points of contact for DC operations. It would be nice but intermittent electrical connection was not a big deal.

Today, with DCC the intermittent connection causes many problems especially with operational sessions and shows. With “Acceleration” set for small steps, a stopped engine must recycle to the beginning of the start sequence. With small railroads, Double-cross or Double-Slip turnouts it becomes very critical to have continuity of power to the decoder.

Making some small changes to the old Rivarossi engine I was able to have continuous operations across many difficult spots including double cross/ double slip turnouts.

### Making the engine power independent was the first task.

The rear engine truck was removed. Reversing the wheels from right rail (red side) to Black side (left rail). Removing the key way from the truck mount and mounting the truck on a piece of electrical tape; replacing the metal screw with plastic or nylon.



Cut of keyway insulate mounting plate. Use nylon screw and Solder a black wire to the electrical contacts. Reverse wheels

The engine has both Red (right side) and Black (left side) power for a fully independent operation. The engine should be tested fully over turnouts and complex track arrangements.

### Tender Modifications

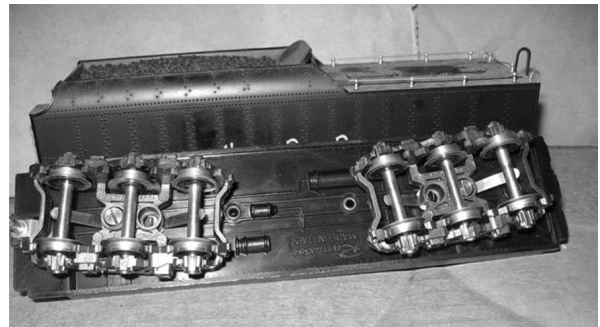


Fig 2 – Cut wire between trucks. Flipping the wheels fpower desired

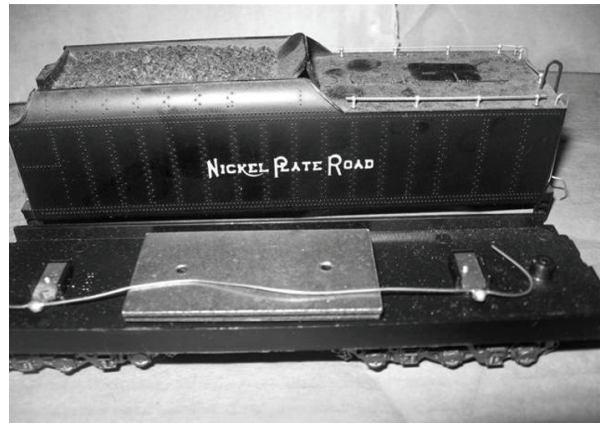


Fig 3 – Reverse rear truck and wheels. Install Kadee #5 to the Tender' body.

Running 2 wires from the Tender to the engine will provide power from both sides of the rails.

Both engine and tender have independent power sources from over 12 to 18 inches of track. In many cases, the number of contacts is as important as the length of the scan to feed power to the engine

### Decoders Installation

If the decoder can fit in engine, no additional wires are needed.

A sound decoder with large speaker must be installed in the tender. The decoder needs power (2), motor (2) and front light (2) from the engine, a total of 6 wires to the tender. With stranded 30 gauge wire, it becomes a little messy, but functional.

Running is smoother, stopping has not happened.

Continued on next page

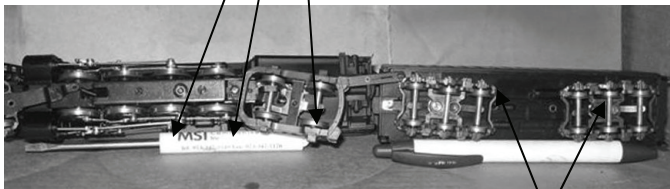


## Increasing the span of electrical contact on an old AHM Loco (Continued)

Illustrated below, before and after modifications

### BEFORE

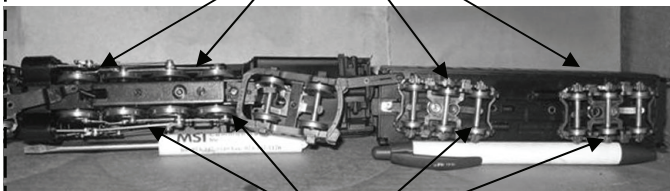
Power right side (red wire)



Power left side (black wire)

### AFTER

Power right side (red wire) Power left side,  
(black wire)



Power right side (red side)

## Some pictures from our summer BBQ



A good time was had by all and a whole lot of food was eaten as well. They came for trains and came hungry. Both clubs did a great job and our thanks goes to both. See you again next year guys.



## MORE PROTOTYPE NEWS

### Restoration on CNJ 0-6-0 No. 113

MINERSVILLE, Pa. - A little-known steam restoration project is quietly making progress in Minersville. Central Railroad of New Jersey 0-6-0 No. 113, one of two surviving CNJ steam locomotives and the official steam locomotive of Schuylkill County, is being restored at its display site next to the Reading depot.

Alco built No. 113 in June 1923 for the CNJ, which sold it to the Philadelphia & Reading Coal & Iron Co. in May 1953. In 1980, Reading Anthracite Co., successor to P&RC&I, donated the engine to Historic Red Clay Valley Inc. of Wilmington, Del. In 1987, volunteers restoring the Minersville depot purchased it from the Wilmington group for \$7,000.

Volunteers from Railway Restoration Project 113 are restoring the locomotive. Robert E. Kimmel Jr., president of the group, told the Pottsville Republican that he is happy with the recent restoration progress. "The efforts are on schedule," Kimmel said. "Hopefully it will be operable by next summer. The locomotive will be 85 years old next year and that's when we hope to run it." The most recent work has been reassembling the firebox on the anthracite-burning locomotive. Kimmel said the firebox repairs have taken more than a year; the next steps include reaming holes and installing rivets.

More than 50,000 volunteer hours have gone into the restoration. Some volunteers are local residents, but others have come from Baltimore, Virginia, and the Pocono Mountains area to assist with the repairs.

"We've spent \$400,000 in cash dollars through grants and donations," Kimmel told the Republican. "Without the volunteers, we'd be looking at millions of dollars to do the whole job."

Railway Restoration Project 113 includes not only the renovation of the steam locomotive, but also the preservation of Reading Railroad depot in Minersville, built in 1913.

### Moodna Viaduct to get quick overhaul

SALISBURY MILLS, N.Y. - The historic Moodna Viaduct will be getting an overhaul this weekend. The viaduct is an iron railroad trestle that spans Moodna Creek and its valley, Route 94 and Otterkill Road at the north end of Schunemunk Mountain in Salisbury Mills. The bridge was constructed between 1904 and 1908 by the Erie & Jersey Railroad and opened in 1909. The trestle spans the valley for 3,200 feet and is 193 feet high at its highest point, making it the highest and longest railroad trestle east of the Mississippi River. Currently, the viaduct carries Metro North's Port Jervis commuter trains and Norfolk Southern freights.

A slow order has been in effect on the east end of the bridge for about two months after an inspection revealed deficiencies in several bridge timbers. The deficiencies did not pose any hazard, but Metro North implemented a 10-mph slow order. Normal track speed is 30 mph. To replace the timbers, Moodna Viaduct will be closed to all train traffic from 6 a.m. Saturday, July 28, until 5 p.m. Sunday, July 29. In case of inclement weather, the work will be rescheduled for the same time on Aug. 4 and 5.

During the work, all Metro North Port Jervis-Line trains will originate and terminate at the Harriman station. Bus service will be provided between Harriman and all stations west to Port Jervis. Buses will run on normal train schedules as traffic conditions allow.

The temporary speed restriction will remain in place briefly after the repairs until a certain amount of tonnage has passed over the new timbers to make sure they have settled in place properly.

In other New York-area news, the Metropolitan Transportation Authority of New York voted July 25 to exercise options to acquire an additional 620 subway cars for New York City Transit at a cost of more than \$1.1 billion. Delivery is to take place in 2008-2009.



## NMRA NEWS

We have some new information for you to share with your members in your next newsletter or at your next meeting... or both! This will be of particular interest to those members who may be in clubs:

The "100% NMRA Club" web pages on the national NMRA website have been completely revised and updated by the program's new coordinator, Chuck Diljak.

The "100% NMRA Club" pages now contain a listing of benefits clubs receive by having everyone as an NMRA member. In addition, the webpage contains a listing of the qualifications clubs need to meet in order to be eligible, and some frequently asked questions about 100% Clubs.

On the page you'll find a link to the "100% NMRA Club" application form, and

a link to a listing of all the 100% NMRA Clubs in the country, organized by state. There are even handy links to those clubs' web-sites.

If your members are in clubs that could use the insurance benefits (and other benefits) of being a 100% NMRA Club, be sure to let them know about the updated web pages.

You'll find the main "100% NMRA Club" web page at: <http://www.nmra.org/100Club/100Club.html>

If you have any questions about the program, contact Chuck Diljak at the email address found on the page.

-Gerry Leone, MMR  
Deputy Chair  
NMRA Membership Services & Promotion Dept.

## CLUB NOTICES

### Ramapo Valley Events;

The revised hours for the

2007 Ramapo Valley Rail Road

Holiday Show are;

**November 25<sup>th</sup>, and**

**December. 15<sup>th</sup>, 16<sup>th</sup> & 30<sup>th</sup>**

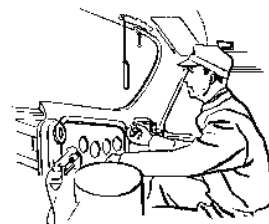
**All running from 1:00pm to 4:00pm**

**IF ANYONE HAS INFO ON ANY GSD AREA CLUB EVENT OR OTHER RAILROAD GROUP, PLEASE LET US KNOW AS WE WOULD LOVE TO SHARE IT WITH EVERYONE BY PRINTING IT HERE.**

*The great security risk photo, remember, you didn't see it, we didn't publish it.*



Does this photo risk national security? Are they concerned that the Arabs will steal Staten Island Garbage? Maybe just maybe if they want it so much, we should just give it to them.



Roger Oliver  
61 Franklin Road  
Denville New Jersey  
07834-1558



<http://www.trainweb.org/nergds>  
Email: [gsdtrains@yahoo.com](mailto:gsdtrains@yahoo.com)

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**Check out the date on your mailing label, if your expired please renew.**

***About the Whistle Post***

The Whistle Post is the official newsletter of the Garden State Division of the Northeastern Region of the National Model Railroad Association, Inc.

The deadline dates for submission to the Newsletter for 2007-2008 are

October 10th, January 10th, April 10th and July 10th.

Articles should be submitted to Kevin Olsen, Editor of the Newsletter, at [olsenkbce@juno.com](mailto:olsenkbce@juno.com) or 1 Shady Terrace, Wayne, NJ 07470.

For those of you just joining or who do not wish to have your Whistle Post mailed to you, or prefer a color copy, please go to our website at <http://www.trainweb.org/nergds/Newsletter.htm>. You will need a Adobe Reader

