



The WHISTLE POST

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



February 25 Event in Oakland, NJ
Featuring Two Clinics and 4 Layouts



The Making of a Meet

The Garden State Division typically meets four times each year. A lot of work goes into preparing a meet, and this is one of the main activities of the Board of Directors (BOD). I thought it might be interesting and revealing to describe what is involved in setting one up.

First the BOD chooses a date, which must avoid conflicts with other events, train shows and swap meets. This is not always easy, as regional and national events are often timed to occur just when we would like to meet. Holidays, and other nearby meets must also be accommodated in our schedule. We often put our date out on the Northeast Region schedule to avoid conflicts with other nearby meets. Some members of nearby divisions like to attend our meets, and vice versa. In addition, our date must be compatible with the New Jersey Division when we hold our annual joint meet in May.

We then choose a venue, rotating by areas within our division's territory. We search for a free venue, often in a public building, or one for minimal charge. This is usually not a problem, because we are a non-profit. The venue must accommodate 40-50 attendees.

We must arrange for clinics to be presented. This can be difficult unless they are prepared in advance. We have one board member (currently Jim Walsh), who is in charge of arranging for clinics. We usually find volunteers who are members to present interesting topics. Occasionally, we have virtual presentations. We usually have two clinic presentations per meet.

Location and availability of layouts for tours in the afternoon must be arranged with hosts. Layouts and hosts in the area of the venue must be identified and contacted.

Preparation of supplies and equipment is typically arranged late in the cycle. Unless provided by the venue, these items must be brought to the venue on the day of the meet. They include a screen, projector, extension cords, audio system, laptop computer, signs, record-keeping materials, and other items. Everything down to coffee and doughnuts needs to be planned for. This includes door prizes, raffle tickets, and a White Elephant table too.

Finally, announcements must be sent out for the membership to be informed. We use Constant Contact for our announcements. One board member is in charge of putting out Constant Contact mailings.

Your BOD follows these steps for each meet. The exception is the joint meet with the New Jersey Division in May. We alternate with them in arranging the meet. This year for example, is our turn to arrange the venue, one of two clinics, and layout tours, in addition to other needs, while the NJ Division does one clinic.

The result is the smooth-running meetings we are all accustomed to. **WP**



Continuing on the Layout: Backdrops

My entire layout is backed up with a sky blue backdrop, which is pretty easy to do. At first, over 20 years ago, I painted several basic landforms that represented hills and tree lines. What an improvement! Then I purchased and installed a commercial backdrop. Another big improvement! Recently I've purchased several backdrops from three different vendors, and the quality of all of them is much better than the original backdrop. The improvements keep coming.

Backdrop tastes vary widely. Basic landforms and forests from the "less is more" school of thought as I originally painted can work very well. These simple backgrounds do not draw attention to themselves, allowing the viewer to focus on the trains and scenery in the front. There are those who can paint a detailed backdrop, but that would not include me.

Searching through the websites of several commercial backdrop companies, it became obvious we have more choices now than ever before. Perhaps more important, the quality of the printing from all three of the vendors I bought from is excellent. It is hard to beat a quality commercial print, placed appropriately and coordinated with the foreground 3D scenery.

The commercial firms all offer some degree of customization. This ranges from blending scenes, and offering extra long prints to eliminate seams, to fully customized prints with elements placed where you need them to match the foreground scenery. This all comes at a price, but compare the impact of a backdrop that everyone will see all the time, vs. a new locomotive that may make one appearance per operating session, and to me it is money well spent.

With advances in computer software there are other options as well. We are now able to create our own backdrops from digital photos using software and a home computer, and there have been articles published on these methods. I intend to try it for one area, but there is a learning curve, and there won't be any money saved on the printing as I'll want that to be of high quality, especially after investing all the time to create the image. What this approach will provide is a unique scene that no one else will have.

The installation and blending of backdrops with the foreground is an art, and much can be written about it. I'll just say that matching shadows, color intensity, and perspective all should be considered in constructing a realistic scene. Not so easy to do, either. But, this is a hobby, and we can put as much time and effort into these things as we like. **WP**

Upcoming Events

GSD Winter Event at the Oakland Library, Oakland, NJ, Saturday February 25, snow date March 4, **Doors open 9:30 AM**, 10:00 AM-1:00 PM. Clinics with layout open houses to follow in the afternoon. Details in this issue of the Whistle Post.

Jersey Central Railway Historical Society NRHS train show at Mother Seton High School, Cranford, NJ, Sunday March 5 9:00 AM-3:30 PM.

New Jersey Division March Meet Saturday March 11, 9 AM-12 PM Switlik Park Recreation Building, 5 Fisher Place, Hamilton, NJ 08620. Works in Progress format for clinics with layout open houses.

NERx Virtual Convention March 20-23, four evenings 6:30-10:30 PM www.NERx.org

Island Ops Annual operating session weekend April 28-30 <http://www.islandops.org/>

GSD Spring Event held jointly with the NJ Division, May 2023, Date and Location TBD, 9 AM- 12 PM Clinics in the morning with layout open houses in the afternoon.

Maritime Federation of Model Railroaders Fundy Rail Fest 2023 St. John, New Brunswick, May 26-28 <https://www.fundyrailfest2023.ca/>

Pacific Southwest Region Convention Grand Canyon Special 2023 June 7-11, 2023 Flagstaff, AZ, See flyer on Page 13

NERPM Meet June 16-18, Springfield, MA. Host hotel is the La Quinta Inn & Suites.

GSD Summer Event July, Date and location TBD

New Jersey Division Special Summer Meet Saturday August 5, 9 AM-12 PM Switlik Park Recreation Building, 5 Fisher Place, Hamilton, NJ 08620 . Program TBD.

NMRA 2023 National Convention 2023 Texas Express in Grapevine, TX (Dallas/Fort Worth area) August 20-26 www.2023texasexpress.com

NER 2023 Convention Cannonball Express, Uniondale, NY, Columbus Day Weekend October 5-8. Hosted by the Sunrise Trail Division.
<https://ner-conventions.org/cannonball-express/>

MER 2023 Convention Altoona, PA, October 19-22. <https://mer2023.org/index.html>



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On the Cover

Our cover photo was taken on the New York Society of Model Engineers (NYSME) layout. This is a view of the O scale trolley line in Jersey City on the Erie RR based O scale layout. The NYSME O scale and HO scale layouts will be open the afternoon of the meet. (Photo by Jim Walsh)

GSD website
www.nergsd.com

NER 
March 20-23
6:30-10:30 PM Eastern
For more information, visit
NERx.org

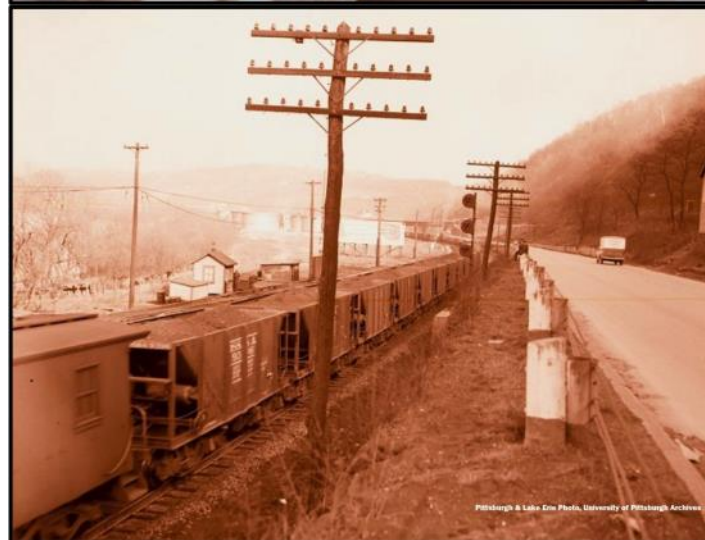
Previous virtual events held by the NER can be found on the [NMRA's YouTube channel](#).
Just look for "NERx" in the video titles.

GSD Returns to Oakland, NJ on February 25

The next event will be held at the Oakland Municipal Library in Oakland on February 25, with a snow date of March 4. This meet will follow our typical format of two presentations in the morning with layouts open in the afternoon. Note the start time is 10:00 AM, as the library doors only open at 9:30 AM. A Bring 'n' Brag segment will also be held where members can discuss their current projects.

Rich Newmiller, MMR, has provided clinics for us previously, and returns with the presentation ***Scratch Building a Lumber Yard***. Lumber yards used to sell much more than just lumber, so included here will be four structures—a coal silo, lumber shed, building supplies, and the office/main building with a full interior. See the photo showing the interior.

Our second clinic will be by Angela Sutton, entitled ***Progress on the Mon Yough Southern: Planning and Early Construction***. In this presentation we will be introduced her ongoing N-scale model railroad project focusing on the Monongahela river valley near Pittsburgh in 1949. The presentation will highlight the historical inspiration for the layout, discuss the planning process, and show how it's coming together now that construction has started.



Above: These photos show the current progress of a scene on Angela Sutton's layout compared to the prototype location that inspired it.

Left: A photo of the interior of the lumber yard main building, which is one of the elements of a lumber yard to be presented by Rich Newmiller.

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Four layouts will be open in the afternoon from 1-4 PM. The Mahwah Museum <https://mahwahmuseum.org/> offers several exhibits including the Donald Cooper Model Railroad. The museum is located at 201 Franklin Turnpike in Mahwah. Two clubs will be open, the New York Society of Model Engineers (NYSME) <https://www.modelengineers.org/> at 341 Hoboken Road in Carlstadt, and the Garden State Model Railroad Club <https://gsmrrclub.org/> located at 575 High Mountain Road in North Haledon. The home layout of Fred Dellaiacono will also be open. Fred's layout is in Oakland and was last open for us several years ago. WP



**FUNDY
RAIL
FEST**



**SAINT
JOHN**





MFMRR CONVENTION
Saint John, NB
May 26-28 2023

- INDUSTRY TOURS
- WORKSHOPS & CLINICS
- OPERATING SESSIONS
- LAYOUT TOURS
- PUBLIC SHOW
- MODEL AND PHOTO CONTEST
- SOCIAL EVENTS AND AWARDS BANQUET





<https://www.fundyrailfest2023.ca/>

Above Left: A lumber yard scene on the Garden State Model Railroad Club layout. (Photo by Paul Harbord)

Left: Rich Newmiller's lumber yard scene as it is located on his layout. Rich will present a clinic on constructing the four buildings that make up this scene. (Photo by Rich Newmiller)

TAKING CARE OF THE NEW GUY

ARTICLE AND PHOTO BY STEVE KAY

(Steve Kay's Lackawanna Terminal Railway is headquartered in Scranton, running on former Conrail trackage. The LT has been open previously for division meets. For more (much more!) on the LT, the corporate website is <https://www.ltths.org/>)

The Ideal Introduction to a Railroad....

When the guys (I use the word guys but girls are equally included for this discussion) gather for a session of hedonistic profit-taking on the Lackawanna Terminal Railway and operations start to wind down, weary operators will wander toward the chip bowl filled with products of on-line shipper Amalgamated Processed Foods and a cooler filled with cans of fuzzy flavored water developed and under testing by our good friends at National Chemical and Refining (also an on-line customer). Fatigue soaked and hunger sated, conversations tend to drift into many different channels. One discussion that has come to the surface recently is how to deal with newcomers, whether modelers or the casually interested.

Ideally, I think, the host should default to the process we, as model railroaders, do with our operating scenarios; look to, and take example from, the prototype railroads. When someone hires out on the prototype (assuming no railroad experience) they know less than nothing about railroad operations on the level that counts; moving freight over the railroad, drilling and blocking cars in yards, and delivering those cars to customer sidings safely and efficiently. Many times their only experience with railroading is having waited at a crossing for a train to pass. To learn those railroad skills they generally go to a company class to learn complex rules and special instructions governing the safe and effective operation of the railroad. Then they are assigned to a crew or paired with a crewman who has experience and, hopefully, the ability to convey that experience to the new guy. It doesn't matter whether the trainee is learning to block cars for the local drill or learning to punch tickets on a moving train, the new guy learns by repeatedly doing the same operations over and again, every day. The more varied the procedures the longer it can take for the learning to become ingrained knowledge. Once the knowledge is ingrained the new guy becomes an old guy and can pass on his knowledge to the next generation of new guys. Even old heads, who have a lot of railroad experience become new guys when they travel to a new railroad or even another division of the same railroad learning new hand signals, customer drills, physical characteristics, rules and special instructions that are germane to that division or railroad. Switching twelve inch to the foot freight cars at customer's sidings is a learned-by-doing skill. So it is in the world of model railroading.

Generally, a newcomer/modeler descends into the basement to be confronted with a miniature universe perhaps filled to overflowing with tracks and scenery; rails run in all directions, trains travel in seemingly random sequence, the purpose of each building, switch, engine, and car incomprehensible to anyone not prepped in advance. Not much different from a new guy showing up for his first day with the Big Guys

For the host, the first priority is to ensure the railroad is running properly with all assignments understood by the regulars and operations set to bring profits flowing into the corporate money bin much like a job briefing held by a railroad crew on the prototype. Then he can give time to the visitor, to introduce the newcomer with a tour and general overview of what is going on and to answer any questions that arise. Maybe the newcomer doesn't feel up to participating the first day. That's fine; he can watch, wander, ask questions, and get somewhat familiar with the operations. The host can also prompt the visitor to match up with an agreeable regular as he works his assignment while explaining how the throttles work, how and why certain cars are placed where they are and, in general, make the visitor part of the operations in a non-threatening, relaxed manner. It is also somewhat incumbent for the host (as it is also incumbent upon real railroad management) to latch the visitor to someone not only with experience but a willingness to impart knowledge to the new and clueless. If the visitor returns then he can follow another operator on the same or different type of assignment for some continuing OJT. If the visitor has now become a regular then he should be introduced to every type of operation from the yard goat to the through freight. Soon the once visitor is now a regular and a positive addition to the group. With experience the visitor can become a mentor to others that come by, perhaps "just to look".

....Now for Reality

Of course, now that we have gotten through the balderdash as it is explained and displayed in the corporate public relations and employee recruiting brochures we can delve into the real world of model railroading where the new guy is handed a throttle, given an assignment, and thrown to the wolves of chance and spirit crushing vagary. This is reality as exhibited on the Lackawanna Terminal Railway where the pressure of the day to day transportation of freight to customers on and beyond the immediate property requires that time is not spend frivolously on training newcomers when the would-be trainers are needed on other assignments directly concerned with, and appropriate to, the primary occupation of the railroad, i.e., garnering profits from the labors of the

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fewest number of whining, overpaid, lazy, insecure, and incompetent employees. The newest and least capable employee will be given a glossy overview of the railroad, where it goes, and what it does, then sent off on his first day dazed and confused and looking for help while other, more experienced operators, smirk behind his back. Blame for all disruptions will bear the name of the newcomer as reports of ineptitude reach ever higher through the labyrinth of offices in the headquarters building until his permanent record is so besmirched that the new guy will forever be called by his newly acquired nickname: "Loose Wheels". WP



Above: A scene on the Lackawanna Terminal. The Lackawanna East Buffalo Yard drill waits in the clear while ex-PC C630 6318 and two ex-PC sisters lead an empty coal train westbound toward East Buffalo Junction and interchange with the CSX in Buffalo. The train is headed back to Kentucky for another trainload of coal for Sulphex Chemical in Groveland, NY.



Notice of Elections

In accordance with the Bylaws, all Officer positions and three Director positions are up for election in 2023. Officer positions are one year terms, while Director are two year terms. To run for an Officer position, the member must be in good standing and have served two years (one term) as a Director. Any member in good standing may run for a Director position.

Becoming a member of the GSD Board is an opportunity to make a difference within the NMRA. It is an opportunity to present new ideas and implement them, creating a stronger organization for the membership.

Interested members should send their name, address, and phone number to Nominations Chairman Andrew Brusgard at ajb1102@comcast.net. The deadline for this election cycle is April 1. Officers and Directors will be installed at the Spring Event to be held in May.

The Certificate for Author

AP Corner By Mark Moritz

Among the eleven Achievement Program certificates available, the Author certificate is among the most impressive to earn, at least for me. It involves producing and publishing materials that are educational in content, in any of various media. These include print publications (published articles), photos or artwork, scale drawings of a prototype or drawings of a track plan, NMRA data sheets, etc., live clinics, instructional videos, or electronic publications.

Currently we have two or three members known to me who are working on this certificate. They each need to earn 42 points toward it. Points are calculated based on the size of a publication and where it appears (national, regional, or divisional publication), for live clinics, where it is given (again, national, regional or divisional meeting). Clinics are given points if they are at least 30 minutes long, and include a handout. Electronic Publications are awarded points based on regional presentation criteria.

For those of you who read the Whistlepost (GSD newsletter), the Coupler (NER newsletter), and the NMRA magazine, all the articles are submitted by members like you, who enjoy writing up their ideas and projects on the hobby. Without submissions from the membership, these publications would not be able to publish. There are regulars, who write columns every month, and those articles that come in individually. All together, they chronicle the status and direction of the hobby and the NMRA organization.

Whenever a clinic is presented at a GSD meeting, it counts toward this certificate the first time it is given. For instance, if it is given first at a regional meeting, it is counted a regional presentation, and given more points than as a divisional presentation. If it is given a second time, say, at a divisional

meeting, the second presentation counts as a point for the Association Volunteer certificate.

Even a fraction of a page can count toward the points count. For those of you who submit text or photos to the Whistlepost or other publication, this certificate can be for you. Anyone interested in pursuing it, please let me know.**WP**

NMRA At-Risk Persons Policy Update

The NMRA recently revised the organization At-Risk policy, which applies to all NMRA sanctioned activities at all levels of the organization.

From the National website: *"At-risk persons are anyone under the age of majority or persons who have legal guardians. Age of majority means the age of legally becoming an adult, which is 18 in the United States."*

Others who are "at-risk" are persons who have legal guardians because they have been judged or deemed incapable of handling their own matters. An example might be a mentally challenged individual who enjoys our hobby."

There is much more to this policy that members should be aware of. The full policy, forms, and a very helpful FAQ section can be found at <https://www.nmra.org/nmra-risk-persons-policy> **WP**

CLUB CAR

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

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

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

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

Ramapo Valley Railroad Club, Allendale Community for Senior Living,
85 Harrenton Road, Allendale, NJ www.ramapovalleyrailroad.com

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

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

FALL EVENT—A GREAT MEET ON A BEAUTIFUL DAY

ARTICLE AND PHOTOS BY JIM WALSH

Our fall event on October 8th was at the Hope Community Center in Hope, NJ. For this meet we had two fine clinics and the opportunity to see some great model railroads in the area. In addition, members were able to enjoy the beautiful fall day as they drove from layout to layout. There was much camaraderie at the meeting, and the meeting and layout tours presented many opportunities to share ideas. I have no doubt that all attendees had a great day of model railroading. WP

Right: In his clinic, David Olesen shared his thoughts and experiences related to the installation of signals and CTC on his layout.



Below: Wearing an American Rock Salt hat and shirt, Bill Schaumburg presented a clinic on his visit to their facility providing insight on how salt gets from the mine to our winter roadways.

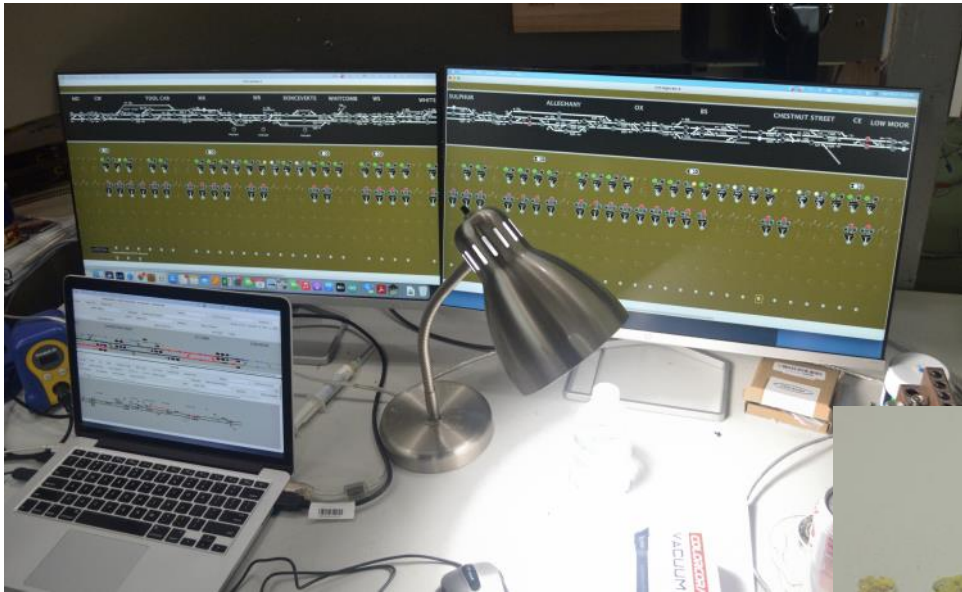


Below: An interested crowd attended the event, enjoyed the clinics and learned something new.



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Left: After seeing his clinic, visitors to David Olesen's layout were able to see his virtual CTC panels and signaling system in operation.

Below: A scene on Tony Koester's layout.



Above: Here is a scene on Joe Valentine's layout.

Right: A section of Thurmond, WV, on Ted Pamperin's C&O layout.



TOOLS AND TIPS: Storage—Keeping Things Handy

ARTICLE AND PHOTOS BY JIM WALSH

Like many model railroaders, I have lots of stuff and it is all-important when I need it. We all seem to have a hobby shop in the basement or in my case, the garage. That stash may vary in size from one modeler to the next but it comes in handy for many model railroad projects. The important part of having an inventory of hardware, materials and parts is retrieving an item when it is needed. You can save time when retrieving items if you are organized and know just where to find things. In my case an added incentive is to find something during winter in my unheated garage before I suffer from hypothermia or turn into an ice sculpture.

I have some classics like those large plastic storage bins (blue tubs) or the plastic shoebox sized containers. Other typical ones are those multiple drawer hardware organizers or the large flat storage containers with internal partitions. However, I have also discovered some containers that are very useful for me.

Screws, nuts, bolts and other hardware are essential for home repairs and renovations. They are also important in model railroading for working on benchwork as well as the models. Talenti gelato jars prove to be a good size for home repair jobs and model railroad benchwork. However, for the small hardware needed in model building, we need a more appropriate size for storage. For years I did what so many model railroaders do and use a large flat container with many compartments. Sometimes the small hardware could migrate between the partitions and so I ended up putting the parts in small plastic zip bags in the compartments. With those containers you can access all the small hardware components in one container but the size of my big flat boxes (14" long, 9" wide and 2" deep) was still larger than needed for such small parts. Then one day my sister offered a small storage solution "Can you use this?" she asked as she handed me the small box. I responded "Oh yeah!" and I realized that this was a perfect solution for all those small hardware parts. It was a clear plastic box with a lid and it contained 24 smaller boxes with lids. The outer box is approximately 4.5" long by 6.75" wide by 1.38" high and each of the 24 smaller boxes measured about 2" by 1.25" by 0.5". In one hand I can carry my inventory of those miniature fasteners. I found a similar container at Michaels craft store.

Above Right: The upper left photo shows an empty Talenti Gelato container and the photo on the right shows one used to store stainless steel hardware. Denatured alcohol will remove the original product information.



Right: Here is a great way to store really small parts. The small box is filled with 24 closed containers to secure the contents. This is better than how items tend to mix together in a partitioned box with a single lid.

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Left: Here is a comparison of the classic flat partitioned container to the smaller storage box. While I used to keep my modeling hardware in the larger box, the new one is more space efficient and much handier.

I still rely on the large flat container for parts that will not fit in the 24 small boxes or I use a Plano 3500 box if I want a smaller version of the flat box. One great feature of those Plano containers is the secure latch. I use a larger Plano model 3730 to store or transport rolling stock. Another craft store find was the scrapbook case. It has space inside intended to hold sheets of paper 12 inches by 12 inches. I use it to hold many of the larger packages of sheet styrene, brick paper, sheets of siding material and other large flat materials. It is a handy size and can be stored in a horizontal or vertical orientation.

Those are some of the storage products that I like to use. Whatever you select, organizing your storage will certainly save you time. Wouldn't you rather spend time model railroading instead of searching for that needed item or traveling to the hobby shop to buy it again? **WP**



Left: For small parts that need more space, I use a Plano 3500 storage box. It is 9.13 inches long by 5 inches wide by 1.25 inches high and can be configured with 5 to 9 compartments. It has very secure latches.

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Right: The Plano model 3730 is a good size to store or transport HO scale rolling stock. Some bubble wrap or foam protects the valuable contents. The latching system prevents accidental opening.



Right: The picture on the left shows a scrap-book case that can hold sheet styrene, brick paper and other large flat materials used in model railroading. The case has supports on the side that allows it to stand vertically as seen in the photo on the right.



Directions:

- I-287 North or South to Route 202 South
- Right on Oak Street
- Left on Memorial Place

MAP FOR THE WINTER EVENT

**OAKLAND PUBLIC LIBRARY
2 MUNICIPAL PLAZA
OAKLAND NJ 07436**

**SATURDAY, FEBRUARY 25
DOORS OPEN AT 9:30
EVENT STARTS AT 10:00**



NEXT DIVISION EVENT

OAKLAND PUBLIC LIBRARY
OAKLAND, NJ

TIME:
10:00 AM TO 1:00PM
DOORS OPEN AT 9:30 AM

DATE:
SATURDAY, FEBRUARY 25
SNOW DATE MARCH 5

LOCATION:
OAKLAND PUBLIC LIBRARY
2 MUNICIPAL PLAZA
OAKLAND, NJ
SEE THE MAP ON PAGE 14

COST:
\$5 DONATION WHICH
INCLUDES REFRESHMENTS

WEBSITE FOR MEETS:
SEE PAGE 3
[HTTPS://WWW.NERGSD.COM/](https://www.nergsd.com/)

AGENDA:
INTRODUCTION
TWO CLINICS
BRING 'N' BRAG
DOOR PRIZES
LUNCH ON YOUR OWN
LAYOUT OPEN HOUSES

National Model Railroad Association Pacific Southwest Region Convention Arizona Division / Flagstaff, Arizona June 7 – 11, 2023



For More Information or to Register, Visit our Website at:
www.psrconvention.org

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

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NMRA PARTNERSHIP PROGRAM

The companies listed below give discounts to NMRA members when orders are placed using a special discount code. You can find descriptions of these companies and their products, links to their websites, and the discount codes on our Partnership Page at nmra.org/partnerships. Remember you need to be logged into our site as a member to see the codes! Go to nmra.org/user/register to register your name on the website.

Bear Creek Model Railroad
CatzPaw Innovations
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Coastmans Scenic Products
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Deepwoods Software
Deluxe Materials
Digikeijs
Dwarvin
East Coast Circuits
Feight Studios
Gatorfoam
Great Decals!
Green Frog Productions
Hot Wire Foam Factory
K.I.S.S. Method
LaBelle Woodworking
LARC Products

Logic Rail Technologies
MAC Rail
Micro-Mark
Mine Mount Models
Miniprints
MinuteMan Scale Models
Model Railroad Benchwork
Model Train Catalogue
Modelers Decals & Paint
Motrak Models
MRC (Model Rectifier Corp)
Nick and Nora Designs
Northlandz
NScaleWorks
Old West Scenery
Ram Track
RR-CirKits
Rusty Stumps

Scale Model Plans
Scalecoat Paint
Scenery Solutions
Showcase Miniatures
Team Track Models
The N Scale Architect
The Old Depot Gallery
Tichy Train Group
Touch of the Brush
Train Installations
Train Show, Inc.
TRAINZ
Trainmasters TV/MRH Store
TSG Multimedia
UGEARS
Unreal Details
USA Airbrush Supply
WiFi Model Railroad



Meeting Reports, past articles, and complete issues of the *Whistle Post* can be found on the GSD website www.nergsgd.com

The GSD now has a Twitter account and a [Facebook page](#). Follow the GSD at [@GardenStateDiv](#)