



The

WHISTLE POST

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

The next Event will be held at the
Somerset County 4-H Center in
Bridgewater, on Saturday, October 26





THE CAB AND THE CABOOSE

BY PRESIDENT AND Editor Jim Homoki



NMRA on Podcasts

I'm not a real big listener of podcasts, but recently there have been some NMRA relevant discussions on Lionel Strang's *A Modelers Life* I will suggest to you. NMRA President Gordy Robinson has been featured several times, and more recently, former NER President and current Eastern District Director John Doehring was on the show. Lionel put John on the spot throughout the show with some tough questions. One issue I'd like to address is Lionel's push for virtual meetings with John's defense of in-person meetings. It can be found by going to www.amodelerslife.com and locating the August 19, 2024 episode.

The GSD is geographically small as most Divisions go, but higher in population density than most. Therefore, I feel we have the combination needed to hold successful in-person events. In less than an hour and a half one can travel from corner to corner in our Division. If you've never seen a map of the NMRA regions and divisions, check it out on the National website. Some of the Divisions are huge!

We held virtual meets during Covid with mixed results. I feel the great majority of our members who attend events prefer getting together a few times a year to socialize, see a live presentation, rummage through sale items, and visit a few layouts when they are open. The occasional special event, like the Sterling Hill Mine tour we held this past summer was very well received and could not be possible in a virtual format. Going forward, I see no major change in the way the GSD holds events. With that said, there is always room for improvement, so let me know if you don't agree or have any suggestions.

For Sale

Your GSD board members recently received and sorted a large and varied collection of HO model railroad items from an estate. Over 30 boxes of stuff! It is stored in my basement and I'd really like it moved out, so bring some extra money to the upcoming event at the 4-H center in Bridgwater on the 26th. All items are priced to sell! I'll be bringing as much as I can fit in my car, which will be less than half of what we have. On Saturday, November 2, the sale will continue at the METCA/



GSD sale items stored in my basement. There is still some stuff on the tables being sorted.

NYSME train show in East Rutherford. I attended this show for the first time last year and found quite a few bargains, as most of the dealers were modelers and not commercial enterprises.

The Layout

Besides the many boxes in the photo above, note the blue tape on the floor. That is the facia outline for the new layout, with Somerville being in this area and Elizabethport above it. Progress has been slow as I'm still working on several other projects, including getting additional electrical outlets installed. The start of construction is overdue, but other work needs to be done first. WP

Upcoming Events

Pacific Southern Railway Annual Show October 19 and 20, Rocky Hill, NJ
Info at <https://rockyhilltrains.org/>

GSD Fall Event Saturday October 26 at the Somerset County 4-H Center in Bridgewater, NJ. There will be one layout tour in the afternoon. Details in this issue.

New York Society of Model Engineers Fall Train Meet November 2 at the St. Joseph Church School Hall, 120 Hoboken Road, East Rutherford, NJ. Doors open 9:00 AM.

New Jersey Division Meet Saturday November 9, Brandywine Town Center, Wilmington, DE. This is a joint meet with the Philadelphia Division.

New York Society of Model Engineers Winter Shows November 30, December 1, 7, 8, 14, 15. Admission Adults \$8, Children 12 and under free. For more information go to modelengineers.org/shows/

Greenberg's Great Train and Toy Show November 23-24, 97 Sunfield Avenue, Edison NJ <https://www.trainshow.com/>

GSD Winter Event Saturday, February 22 at the Oakland Public Library in Oakland. The snow date is Saturday March 1.

New Jersey Division Meet January 2025 Details TBA

Amherst Railway Society show at the Eastern States Exhibition Center in West Springfield, MA, January, 25 and 26. railroadhobbyshow.com

New York Society of Model Engineers Spring Shows March 1, 2, 8, 9, 15, 16. Admission Adults \$8, Children 12 and under free. For more information go to modelengineers.org/shows/

New Jersey Division Meet March 2025, Switlik Park Rec Building, Hamilton, NJ. Details TBA

NERx Virtual Convention March 17-20, 2025 <https://nerx.org/>

Greenberg's Great Train and Toy Show march 29-30, 97 Sunfield Avenue, Edison NJ <https://www.trainshow.com/>

GSG/NJD Joint Event May 2025. Details TBA

NMRA 2025 National Convention July 14-19, Novi, MI <https://nmra2025.com/>

NER 2025 Convention Concord Flyer September 11-14, Concord, NH
<https://convention2025.seacoastnmra.org/>

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On the Cover

Magnificent views and scenery add to the operation on Bill Brown's HOn3 Bill's layout was open to visitors at the Lakeshores 2024 NER convention. (Photo by Jim Walsh.)

GSD website
www.nergsd.com

Visit the GSD Facebook Page:
<https://www.facebook.com/nmragsd/>

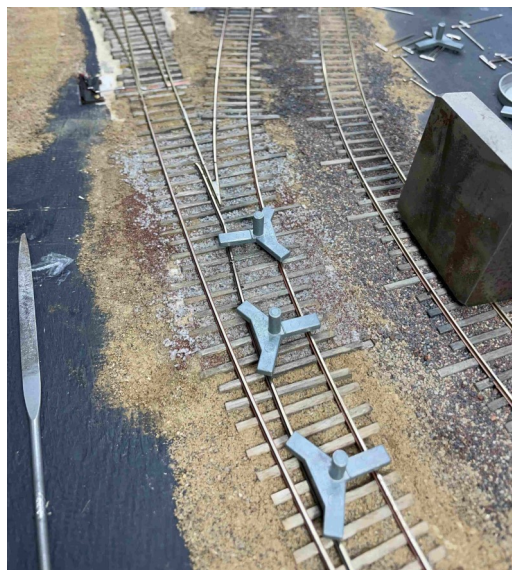


Virtual events held by the NER can be found on the **NMRA's YouTube channel**.
Just look for "NERx" in the video titles.

Clinics, a Layout, and a Big Sale on October 26

The GSD Fall event will be held at the Somerset County Ted Blum 4-H Center on Milltown Road in Bridgewater, Somerset County, on October 26. The doors open at 8:30, there will be two clinics, a really big sale of items donated to the GSD, door prizes, and a Bring 'n' Brag segment. There will also be light refreshments as we usually have. Fr. David Garretson will have his UK prototype layout open for visiting in the afternoon. We had hoped to have Fr. David's layout open in the past but the timing had never worked out. A map will be available at the event.

For our first clinic, **Ciro Compagno** will present ***Hand Laying Track on the Richmond Harbor***. At the Spring 2022 event **Ciro** demonstrated how he used CADRAIL 10.3 to design a new layout. In this clinic, he will share his experience in hand laying track, sharing his track construction methods that include a third rail for electrical (non-operational) pickup on his Staten Island Rapid Transit (SIRT) inspired layout. **Ciro** will review best practices for laying track, discuss common trouble areas and ways to minimize them, and the things he learned by trial and error. You will see how this is all coming together in building the first area - a classification yard. Lastly, he will share installation of manual versus slow-motion turnout control.



Left: A view of a turnout under construction on **Ciro Compagno's** new layout. **Ciro** will present on his methods and experiences on hand laying track at our next event.

The second clinic will be by **Scott Gothe**, who will continue a series on signaling with ***Route-Based Signaling and Interlockings—You Can Get There From Here*** (Parts 1 and 2 covered Definitions and Basic Fixed and Non-Fixed Signals operation). Historically, railroad signals have been, for many modelers, one of the more challenging "aspects" to incorporate on a layout. Regardless of size, complexity, era, or level of sophistication desired, there are very few model railroads (or model railroaders) that would not benefit from adding at least some part of this very important operation of the prototype. This clinic focuses on more complex signal aspects which are available using route-based signaling, and introduces the concepts of common interlocking plant modeling as applied to typical model railroad track elements.

If you've been working on a project bring it along and tell us about it as a Bring 'n' Brag item.

Tables will be available for sale items, and the GSD will have several loaded with goodies that were donated from an estate. There should be something for just about everyone. The sales tables will be open at all times except when presentations are being made.

The following provides some background information on Fr. David's layout and his interest in trains.

Fr. David Garretson's "Severn Tunnel Junction" is based on the primary marshalling yard for the movement of coal, and other merchandise, from Wales into the rest of the United Kingdom. The layout features scratch built models of all the primary structures in use in the mid 1930's. While there are the usual modeler's compromises, the basic track plan includes all of the primary formations of the prototype. Operationally the layout is "point-to-point" from staging yards East of the Severn Tunnel which was the longest railway tunnel (4.3 miles long, opened in 1886) with an additional staging yard representing the "Old" mainline to Gloucester. West of Severn Tunnel Junction the mainline travels through a representation of the Welsh mainline West through the industrial heart of Wales, ending in a West end staging yard. For open houses, etc. there is provision for continuous running. The footprint of the layout is 48' x 32' and is built to be able to be moved when necessary.

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The railway is built to the format unique to UK prototypes with a track gauge of HO and OO scale. The mainlines and staging yards are in operation. The layout is designed for prototype operation and is powered through a Digitrax DCC system. Railways have been a part of Fr. David's entire life. His paternal grandfather (George Garretson) was the General Roundhouse Foreman for the Nickel Plate and was responsible for the building of the new Calumet engine facilities in Chicago. A childhood Marx layout was followed by a HO layout based on Linn Wescott's "A HO Layout that Grows" in sixth grade. During high school he spent a summer painting Wescott figures for Leo Campbell and was first activities director for Cajon Division of the NMRA (Orange County California). Seeing British locomotive kits in high school and reading a biography of Isambard Kingdom Brunel (engineer of the Great Western) has moved his modelling focus to all things GWR.^{WP}



**This Page: The UK prototype layout of Fr. David Garretson will be open the afternoon of the meet. A few views of his layout are featured here.
(Photos by Fr. David Garretson)**



The European Train Enthusiasts SIG

The NMRA and the big U.S. hobby magazines are generally oriented towards North American prototypes, but that doesn't mean "foreign" prototypes are excluded from our activities. With Fr. David Garretson's layout being open the afternoon of our October 26th event, this is a good time to provide some exposure to modelers of European prototypes.

The following is provided by Alan Todd from the Central New Jersey Chapter of the ETE:

European Train Enthusiasts, Inc. (ETE) is the premiere North American organization focused on educating the public on the subject of European Railroading. Founded in 1973, ETE serves modelers, railway fans, related organizations, and the community at-large through public events, working model displays and media presentations. Membership in ETE is open to anyone who has an interest in the railways of Europe, whether model or full scale. Members receive our quarterly journal, the ETE EXPRESS, which is full of railway histories, modeler how-tos and prototype news.

Members are also eligible to join Local Chapters where they can share your interest in European railroading with others. Participating with a local chapter enhances your hobby experience by putting you in direct contact with others who share your interests.

ETE reflects the broad and diverse interests of its members and the communities it serves. Among the membership you will find amateur historians, travel enthusiasts, and preservationists. For modelers, virtually every scale, gauge, and control system (DC, AC, and DCC) is represented. Many chapters also have well-established special interest groups (SIGs) that build and operate transportable Modular Display Layouts at public venues.

ETE is a 501(c)3 tax-exempt organization and a long-standing official NMRA SIG. Central New Jersey is the local ETE Chapter in the Garden State. Contact ammtodd@gmail.com for further information.WP



NOTICE

The National Model Railroad Association (NMRA) nmra.org has recognized European Train Enthusiasts, Inc. (ETE) as a Special Interest Group (SIG).

Please consider joining the NMRA. ETE and NMRA are independent, not-for-profit organizations.

The two organizations have chosen to affiliate for the mutual benefit of their members. Neither ETE nor NMRA is responsible for either publication or action of the other

The Golden Spike (and Work in Progress)

AP Corner By Tom Wortmann

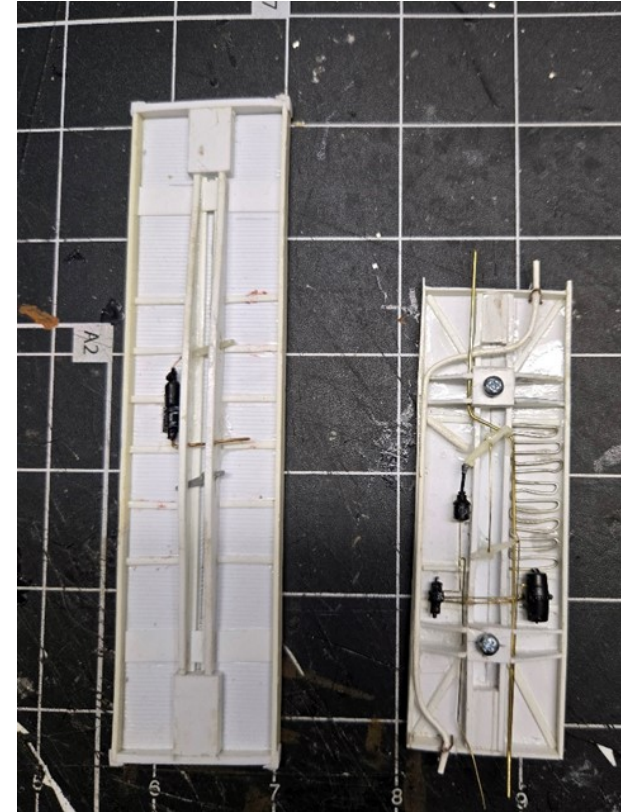
Now it's time to talk about the 'Golden Spike' certificate, something I would like every member to have. Everyone in the hobby should try to earn a Golden Spike Award because it shows everyone and more importantly, you, that you have the skills to do more. Whether you do or not is up to you. Having one certificate on your wall, be it in the train room or wherever is something of pride. You may not think so but to anyone who is in the hobby and does not have one it is.

The requirements are easy, do some wiring, do some scenery and run some trains. 90% of you are doing it now so why not apply. No judging required And the form only needs to be signed by another member of the NMRA.

In my last article I mentioned bringing in your uncompleted work to show off, get suggestions or even help. You can just show us where you are at or point out a problem you are having. I am always here to help and to prove that, here are pictures of my work in progress.

On the left side is a underframe of a 40 foot flat car and to the right is the underframe of a free lanced heater car. I work on two because if I get stuck on one, I move to the other and that many times clears things up and I find the answer to the issue with the other car. Try it, it may work for you too.

Remember, if you have the will, you have the skill.**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>

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>

Sussex County Railroad Club informal meetings and modular model railroads
www.scrcc.com

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

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

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

NJ Hi-Railers Train Club Paterson NJ <https://www.njhirailers.com/>

Morris Plains Model Railroad Club Morris Plains, NJ
<https://www.facebook.com/MorrisPlainsModelRailroadClub>

GSD SUMMER EVENT SUMMARY

On July 27 the GSD held a field event at the Sterling Hill Mining Museum. It was well attended with 39 members and guests touring the mine and museum. Our tour guide was a former employee who provided a lot of details about the history of the mine and the minerals that could be found there.

In the afternoon the layouts of Tony Koester (Nickel Plate Third Subdivision), Ted Pamperin (C&O New River Division), Jim DeYoung's G Scale outdoor layout, and the Jefferson Club at Camp Jefferson were open for members to visit.

Tony was very generous in allowing visitors to take a few trains around the layout. Andrew Brusgard 2nd stated his grandson Andrew 4th, who is also the GSD's youngest member, spent the afternoon there running trains and you could not get the controller out of his hands! **WP**

NMRA Membership and Insurance Policy

If you are reading this you are probably an NMRA member, which also makes you a member of your Region and a member of your Division. If you are not a member, we hope you consider joining!

Guests are welcome at GSD meets, but attendance as a guest is limited to three meets. Why? If we could all get the benefits of clinics, layout visits, and the social aspects of being a member without joining, then why would anyone join? Also, we all pay for insurance through our dues, and insurance is intended for members and those who open their homes for layout tours. National has stated that three free meets is a reasonable number for a potential member to decide on joining. The fee that the GSD charges at a meet is for a different purpose, which is to provide funds for the refreshments, supplies, meeting venue fees or donations, and miscellaneous items like lawn signs to identify home layouts locations.



Above: Andrew Brusgard 4th (left) with Andrew Brusgard 3rd running a passenger train on Tony Koester's Nickle Plate Third Subdivision. (Photo by Andrew Brusgard 2nd)

Do You Have Your GSD NAME BADGE?

The GSD provides name badges to all of our members. If you don't have one, let us know at the event, or contact us at GSDtrains@yahoo.com and we will have one made for you.

LAKESHORES 2024 - NER CONVENTION

ARTICLE AND PHOTOS BY JIM WALSH

In September, the NER held their 2024 convention in Rochester, New York. For me the convention started on the way to Rochester when Mark Moritz and I stopped in Syracuse for an operating session. It was one of the operating sessions available for convention attendees and this operating session was at Bill Brown's HOn3 Colorado Narrow Gauge Layout. A very impressive layout and it was a great operating session. At the convention, the GSD had a good showing and former GSD President Chuck Diljak presented a clinic. It was entitled "Car Tipping or Tips on Building Cars" and provided some advice on scratch building and detailing cars. There were other fine clinics and layouts to visit. In the contest room, Mark Moritz entered 3 models and he was awarded first place for two of them and second place for the other. He received first place in Scratch Built Passenger Car and Kit Built Structure and second place for Kit Built Freight Car. At the award breakfast the NER recognized the attendees who had earned AP certificates and two GSD MEMBERS were recognized. Mark Moritz was recognized for earning Association Official and Chief Dispatcher and Steve Scharfstein was recognized for earning the certificate for Model Railroad Engineer - Electrical. In summary, it was another memorable convention.[WP](#)



Above: The slower pace of operating on a narrow gauge layout includes sometimes waiting for another train to pass. At those times you can really appreciate the workmanship and detail on the scenery and structures on Bill Brown's layout.



Left: This layout depicts the Southern Pacific Railroad over Donner Pass with great scenery and structures. In this scene, a cab forward locomotive pulls a long train of reefers. Peter Darling is the layout owner.

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Above: Modelers being recognized for their accomplishments in the Achievement Program over the past year line up for a group photo. GSD members Steve Scharfstein and Mark Moritz were on that line. Steve is on the left end and Mark is third from the left.



Above: A train is crossing the diamonds at Quebec Junction on the Maine and Western railroad. In addition to some fine modeling, this layout features standard gauge and narrow gauge. The layout was created by Gordon and Jeanne Spalty.



Left: NER President Ed O'Rourke congratulates Mark Moritz for one of his first place finishes in the model contest.

An Uncertain Future for the PSR

BY THE PACIFIC SOUTHERN RAILWAY

The Pacific Southern Railway (PSR) in Rocky Hill, NJ, was founded by Bob Latham in 1963. In the years prior to Carl and Anne Pate's purchase of the home in 2016, it had undergone many technical improvements under former club CEO/Homeowner Geoffrey Green. What Geoff brought to the club during his leadership between 1990 and 2016 was the conversion of a 94'x 46' sprawling layout from DC to DCC operations, culminating with a custom dispatching program that could remotely control 10-12 trains in an operating session under automated train control. During Covid, the layout could be monitored by five on site operator/engineers to reduce the occupancy of the basement while up to five engineers and the Dispatcher could run the railroad from their desktops at their homes.

During Carl and Anne Pate's leadership, it had been their mission to restore the public shows that the PSR had been best known for between 1964 and 2006. Carl's contributions both as a modeler and in his leadership led to many improvements in operations, scenery, and electronics. He also added a modular switching layout based on the NYC 28th Street Erie Yard. While the annual show had a rough start during Covid years, it has since turned a corner and the public have steadily become more aware of it. Most recently, the Club received national attention as it was featured in the November 2023 Model Railroader in an article titled, "A Railroad that Gives Back". The last time it had been featured was in 1982. The club has also been reorganized into a 501(c)3 under the name Rocky Hill Trains.

Sadly, Carl, at age 77, passed away in July from battling stage four cancer. He was miraculously active in the past two years of his life and kept the PSR membership together and moving forward. However as much as he actively managed the PSR, his protracted illness resulted in a period of uncertainty regarding succession and no interested parties or PSR members came forward to purchase the home as had been in the past. Additional efforts by members to find a new CEO/Homeowner outside the membership have not been fruitful.

Anne is now the CEO/Homeowner of the PSR, and has been committed to carrying on the PSR legacy and mission but now has a limited timeframe to find her replacement. She will likely sell the home with or

without the railroad sometime next year. PSR members are actively assisting to find a buyer. In spite of this situation, the current show will take place on October 19 and 20 and we will make the 60th Anniversary issue of the club magazine, the Air Hose, available.

The fact that the PSR has transitioned between PSR members internally had been perhaps due to its built-in pool of railroaders, or luck, but that may come to an end. While there have been over 150 members, only one founding member, Geoffrey Green, is still alive. Geoff resides in an assisted living facility nearby. If the club's efforts fail to find a new CEO/Homeowner by next Spring the result will be tragic to the Club and the hobby at large. "Saving the PSR" is a rallying cry not just for the PSR but for all model railroaders in the hobby. The PSR has in the past defied the odds but now a new "Owner Type" may need to be found.

While the PSR family has grown incrementally under Carl's leadership with both younger members and experienced model railroaders, there is much work to be done in the near future. Not only will the task to find a new CEO/Homeowner be critical, but if the club needs to move, volunteers will be needed to dismantle the layout and place materials in storage. As the Model Railroader title of the article said, "A Railroad Gives Back", we are asking for the broader model railroad community in the NMRA to "Give Back to the PSR" by making a collective effort to save the PSR from its most certain fate next year. If you are interested in helping with marketing, networking activities, becoming a member, or can share information regarding individuals or parties that might be interested in buying the home and layout please contact Ameen Ghannam, PSR Director of Media and Public Relations, at 847-226-9997.[WP](#)

For more information about the PSR find us at:

<https://rockyhilltrains.org/>

<https://pacificsouthern.org/>

Tools and Tips: Making Cattails

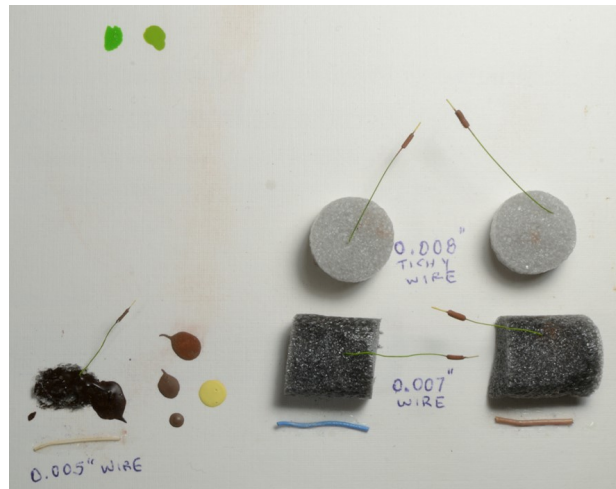
ARTICLE AND PHOTOS BY JIM WALSH

I am on work crews for two layouts and as the scenery started to include water features I realized that cattails should be considered for wetlands. I looked around at what had been done to model cattails for model railroads and decided to create my own method. By reviewing some Google images of actual cattails, I developed an idea of the look I needed to achieve. I would use wire for the long stem and small wire insulation for the head of the plant. I tried using some wire salvaged from components as well as the smallest Tichy phosphor bronze wire (0.008") that I had in my modeling materials.

After comparing a few samples that I assembled, I decided to use the stiffer Tichy wire and insulation from the 8 wires inside a Cat 5 network cable. It seems right to use Cat 5 cable for making cattails. One of the network wires has brown insulation and that was useful for this project. After removing the insulation from the network wire, I cut it into pieces about 1/8" long. Each of the Tichy wires is 8 inches long and it was painted before cutting it to shorter lengths. I used two green paints to color the wire. This helped to assure full coverage as well as providing color variation. First I applied Tamiya Acrylic Light Green and when that dried I added AK Acrylic Frog Green. I cut the painted wire into one inch lengths and then painted about 1/8" of the end with AK Acrylic Pale Yellow. After that dried I glued on the wire insulation piece and positioned it to cover the green/yellow transition on the stem. When the glue set and I could handle the model, I applied the brown paint (Vallejo Model Color Acrylic German Camouflage Pale Brown) to the insulation and then dipped it into pastel chalk powder. I made the powder by rubbing pastel chalk on some fine 220 grit sandpaper. Applying the powder onto the wet brown paint created the texture on the cattail.



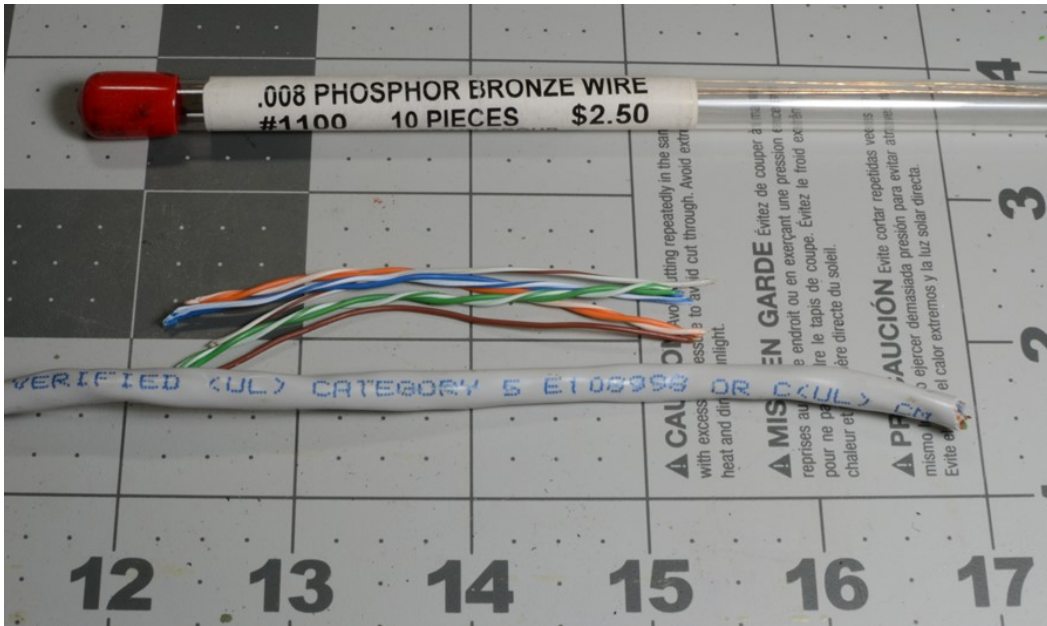
Above: Jim created this group of cattails and reeds using the techniques discussed in this article. The other foliage includes some 12mm static grass and longer plants made from sisal twine fibers stained with fern green Hunterline weathering mix.



Left: Shown here are some of the early trials with various wires and insulation to help in determining the best selection of components to model cattails.

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Left: Tichy 0.008" phosphor bronze wire was selected for the main stem of the cattails since it is thin yet strong enough to remain straight. Insulation from wires of Cat 5 cable are used to make the head of the plant.

In creating a sample planting for the cattails, I began with a thick coat of Liquitex Basics Acrylic Burnt Umber paint. I suspended a 1/4" wire mesh about 1/4" above the paint and I applied a mix of dark and light green 12 mm static grass through the mesh into the wet paint. The mesh prevented horizontal fibers from landing in the paint and helped the others fibers stand up until the paint dried. I also pushed some longer lengths of colored sisal twine fibers through the mesh. The fibers were stained by dipping lengths of twine into Fern Green Hunterline weathering mix and then left to dry. The dried twine was cut to the desired length and separated into individual fibers.

After cutting the cattails to a final length, they were added making sure that they planted into the thick paint layer and remained vertical by using the mesh for support. When the paint dried the mesh is removed while being careful not to pull out any foliage in the process.

I am pleased with how this worked and I look forward to planting some on a layout. By some I mean hundreds so I better start working on making more.[WP](#)



Left: These are the paints used in making the cattails. The two green colors are applied to the stem and the yellow is added to the tip. The brown is applied to the head near the top.

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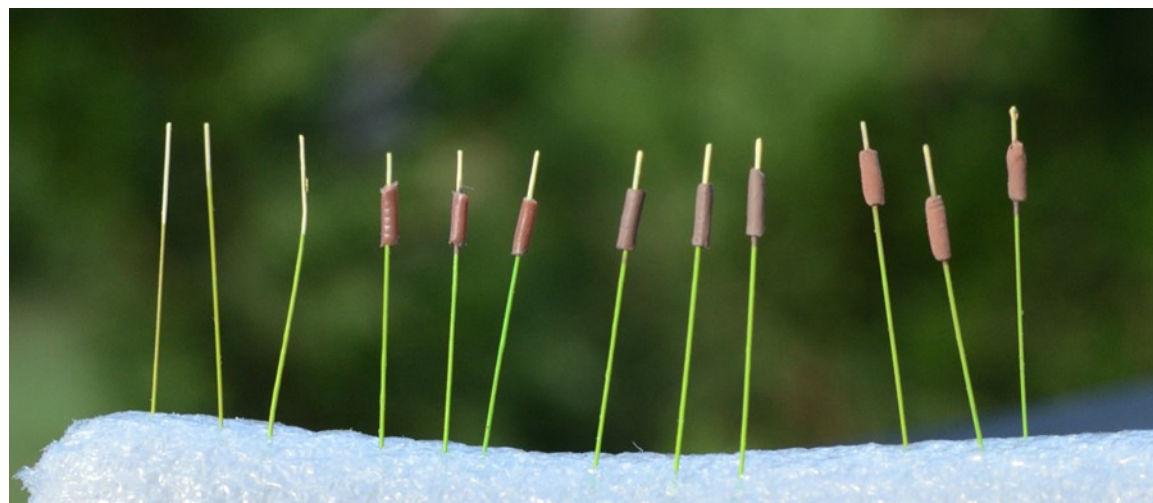


Above: Fine sandpaper was used to create a fine powder from pastel chalk and it provides texture when applied to the wet brown paint.



Above: A good way to paint the wire for the stems is to bend a cotton swab around until the cotton tips touch and put paint on the tips. Pull the wire through the painted tips to apply the paint to the wire. This is done before the wire is cut into short lengths.

Below: This photo shows the development of the cattails in sets of three. Beginning on the left with the stem made with painted wire, next is the brown insulation applied to the wire, then the insulation is painted with the brown paint followed by it being dipped in powdered pastel chalk creating the final cattails.

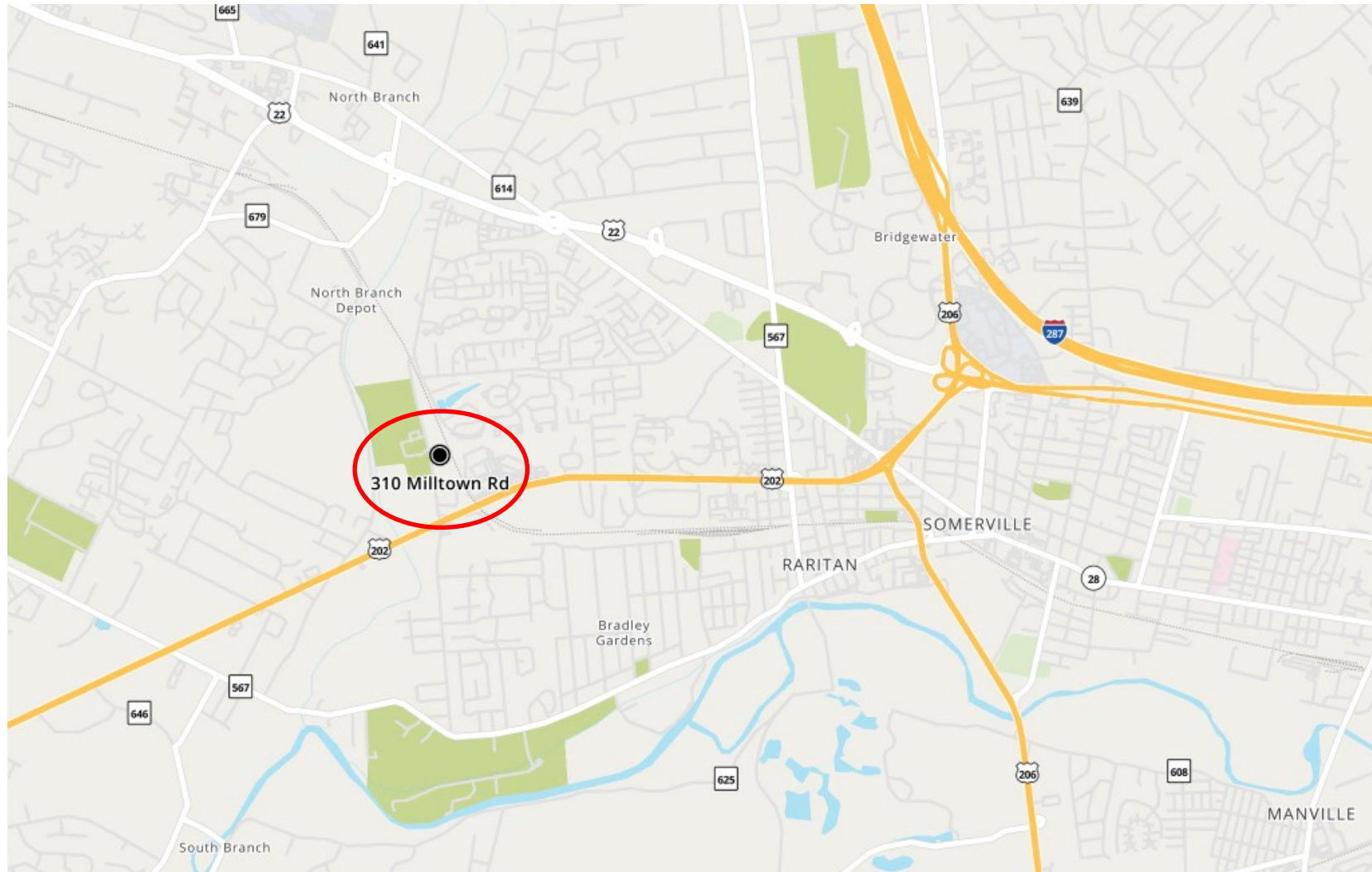


MAP FOR THE FALL EVENT

Note: Park on the left side of the building as you face it from the road.

Somerset County Ted Blum 4-H Center
310 Milltown Road
Bridgewater, NJ

SATURDAY, OCTOBER 26
DOORS OPEN AT 8:30



The 4-H center is located west of Somerville just off of Route 202. It is easy to get to from Routes 202, 22, 206, I-78, and I-287.

NEXT DIVISION EVENT

SOMERSET COUNTY TED
BLUM 4-H CENTER

TIME:

9:00 AM TO 12:00 PM
DOORS OPEN AT 8:30 AM

DATE:

SATURDAY, OCTOBER 26

LOCATION:

310 MILLTOWN ROAD
BRIDGEWATER, NJ
SEE THE MAP ON PAGE 15

COST:

\$5 EVENT FEE

WEBSITE FOR MEETS:

SEE PAGE 3

[HTTPS://WWW.NERGSD.COM/](https://www.nergsd.com/)

AGENDA:

SALE ITEMS!
TWO CLINICS
SALE ITEMS!
BRING 'N' BRAG
SALE ITEMS!
LUNCH ON YOUR OWN
AFTERNOON LAYOUT TOUR



NERx Virtual Convention

March 17 - 20, 2025, 6:30 PM - 10:30 PM Eastern Time

Livestreamed on Facebook and YouTube

Open to everyone at no cost

Convention website: <https://www.nerx.org/>

The GSD welcomes new members:

Michael Maloney
Mark Corigliano
Garrison Vereen II
Anthony Fieres
Frank Chadwick
Michael Kaplonski
William Goffin

NORTHLAND

THE WORLD'S LARGEST MINIATURE WONDERLAND

AT THE THROTTLE

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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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