



The WHISTLE POST

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

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HUNTERDON REJOINS GSD


On February 19, 2010 during the NMRA the focus was to build a solid foundation for the Board of Directors meeting, John Roberts, the Eastern District Director of the NMRA, made a motion to revise the definitions of the Northeastern Region (NER) and Mid-Eastern Regions (MER), relocating Hunterdon County, NJ from the MER to the NER. The motion was seconded by Miles Hale, the Western Division Director of the NMRA. The motion was then put to a vote and passed.

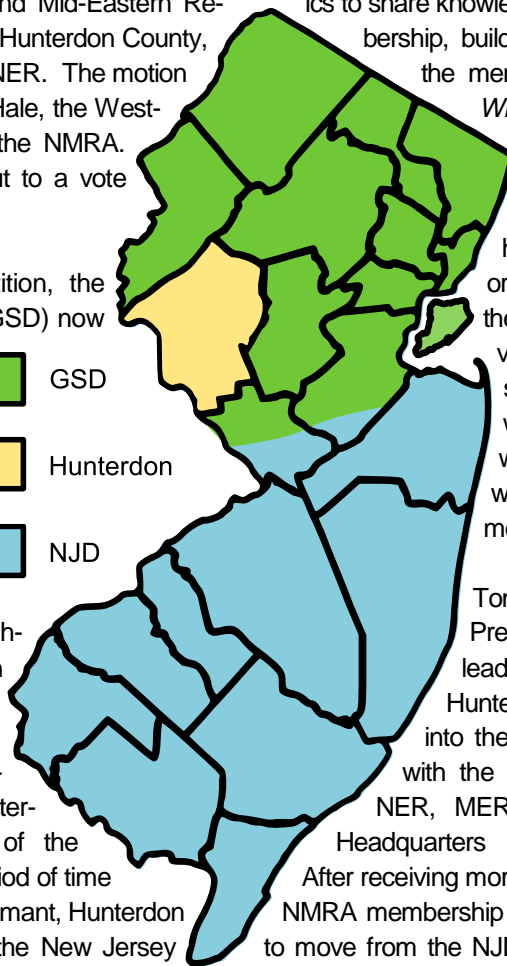
As a result of this petition, the Garden State Division (GSD) now consists of Bergen, Essex, Hudson, Hunterdon, parts of Mercer and Middlesex, Morris, Passaic, Somerset, Sussex, Union, and Warren counties in New Jersey and Richmond County (Staten Island) in New York.

When the GSD was originally formed in 1963, Hunterdon County was part of the GSD. But, during the period of time that the GSD became dormant, Hunterdon County became part of the New Jersey Division (NJD). The NJD is one of many divisions within the MER. This allowed the NMRA members in Hunterdon County to remain active in a local organization.

existing members in the GSD. This foundation included organizing regular meetings, building up the Achievement Program, organizing clinics to share knowledge among the membership, build relationships among the members, publishing the *Whistle Post*, and provide communications that inform the members on what is happening around the organization. All of these things provide value to the membership. And, it was only when this foundation was established could we begin to bring back members to the GSD.

Tom Wortmann, the President of the GSD, lead the initiative to bring Hunterdon County back into the GSD. Tom worked with the leaders of the GSD, NER, MER, NJD, and NMRA Headquarters to accomplish this. After receiving more than 2/3 vote by the NMRA membership in Hunterdon County to move from the NJD to the GSD, it was able to be approved by the NER, MER, and National organizations. Thank you to all involved in making this happen.

Welcome home to the Garden State Division, Hunterdon County! 





THE CAB

by President Tom Wortmann


Summer Plans

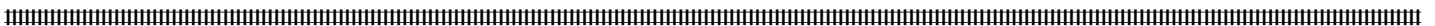
Another project I am working on is building Salem Terminal. When your railroad is called the Mohawk, Salem and Kensington, and there is no Salem, something is wrong. I hope to correct that. I have also fallen in love with scale rail. And therefore Salem Terminal will be completely hand laid in code 70 and 55. Yes, you read correctly and think that I have lost my mind. But, on a visit to Tony Koester's, I was introduced to Central Valley Tie strips and switch kits which really make this task easy. I used the tie strips with code 83 rail to add cut offs and sidings to my existing railroad. I had such a great time, that I went a step further. I installed code 55 rails on some spurs. I had a ball! And, while it is true that I went through over 300 spikes while installing the 80 I needed, I still had a lot of fun. Spikes were everywhere. I laughed at myself for days.

Salem Terminal is a small warehouse district. It will be fed by car ferry and operated by a 70 ton or a 45 ton switcher. There will be no curves or crossings in the district. But there will be seven Central Valley switch kits. The terminal will measure fourteen by seventy inches. The rails for the turnouts are pre-made by B.K. Enterprises. Sadly, B.K. Enterprises is no longer in business. But, their kits are terrific and very easy to use. Together with the tie strips, I plan on having a great little terminal filled with fun.

But, enough talk about my plans for the summer. What are your plans for the summer? Does your vacation include trains? I'm trying to get a group of friends to rail fan Kingston NY this summer. Kingston was once a big railroad town fed by three railroads going back to the civil war. It still has many train routes through it. More importantly, there are tunnels, rail yards, a museum, and many of the original buildings to see in Kingston. I am sure it will be a great weekend trip.

If you are heading to the National Convention, you are bound to have a good time. Those of us that went to Hartford last summer left with great memories. There is also the regional convention to consider in Vermont this year. And, most importantly, are you going to the GSD barbecue in August? We always have a good time and the fine folks from the two clubs are really great hosts. With clinics, layouts, good food and friendships, what more could you want? We also plan on having a white elephant table and door prizes. So come to the barbecue in North Haledon, grab a hotdog and sit for a while.

Enjoy the summer. After this past winter, we all earned it. Have fun, and go see some trains! 



THE CABOOSE

by Editor Chuck Diljak

Someone Else


Have you ever had something happen to you and think, "I thought these things always happened to someone else." Or, have you ever thought to yourself, "Someone else will do that?"

Did you ever find "someone else?" As it turns out, we are all "someone else" to someone else. In other words, "someone else" is you. Take a good look in that mirror.

I am sure you thought, "Someone else will vote for the officers in the region." Or, "Someone else will volunteer for a role in the division." Or, "Someone else will give a clinic at the next division meet." Or, "Someone else will write articles for the *Whistle Post*." Or, "Someone else will bring models for judging or Show and Tell." Or, "Someone else will open their layout for tours."

How about substituting your name for "someone else" in each of those statements. Once you do that, you will find it only takes a

moment to complete the voting ballot for the region. And, you will find volunteering for a role in the division to be very gratifying. And, if you've ever presented something for Show and Tell in grade school, you are ready to talk about a model during Show and Tell at a division meet. You could even present a clinic at a division meet with those skills. And if you can present a clinic, you can just as easily write an article for the *Whistle Post*. Besides clinics, having a model judged is a great way to learn more about building models and yourself. And, sharing your models and layout with the membership is also a way for the rest of us to learn about "someone else."

We're not looking for "someone else" to step up and do these things in the GSD. If we wait for "someone else" to do these things, it will never happen. Instead, we're looking for you to step up and do these things in the GSD. So, take a moment and consider what you can do for your organization. And, hopefully, "someone else" will do the same. 

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WEEHAWKEN QUEST, PART 2

BY LES DAHLSTEDT

It always helps to begin with the big picture. My new layout will model the O&W between Weehawken, NJ and Cadosia, NY. A large part of the 160 miles between these two stations belonged to the Southern Division. The O&W was dispatched as a north-south railroad with 14 intermediate stations between Weehawken and Cadosia.

My 20' x 22' layout dictates modeling only a modest number of locations in order to maintain a semblance of distance between towns. Scenic breaks will be used where possible in order to replicate distance. After considerable research, discussion and head scratching, I decided to model eight operating areas on a two level layout that uses a 40 foot long scenic break to add operating length and gain important elevation. More on this feature later. The eight operating areas are:

Weehawken, NJ

Weehawken is the O&W's southern terminus and the focus of this article. Specific details on design and operations are noted in a future installment of this series.

Cornwall, NY

A stipulation of its trackage agreement with the New York Central West Shore Division prevented the O&W from competing with the West Shore for passenger revenue on the West Shore's own rails. Only northbound passengers out of Weehawken for destinations beyond Cornwall or southbound passengers from points north of Cornwall who were destined for Weehawken were carried. The O&W transitioned to its own rails $\frac{3}{4}$ of a mile further north at Cornwall Tower, M.P. 53.05. I hope to model a portion of the Hercules Paper plant that was served by the O&W and located near Cornwall Tower.



▲ A portion of the O&W System, courtesy of the NYO&W Historical Society



▲ West Shore Cornwall station, looking south. The Hudson River would be to the left, behind the station. Photo courtesy of the NYO&W Historical Society

(Weehawken Quest continued on page 4)

I also would like to operate a limited number of West Shore trains out of Weehawken. They will disappear behind a scenery block at Cornwall Tower and will run back to a dedicated track within the staging yard for Weehawken. Consequently, West Shore trains could be run continuously on the layout's lower level during public showings.

Campbell Hall, NY



▲ Campbell Hall station in 1907, several years after completion of the double track main. Photo courtesy of the NYO&W Historical Society

The O&W double track main was bisected by the Montgomery Branch of the Erie at Campbell Hall. This Erie line then curved east into Maybrook Yard, the New Haven's busy gateway

to New England. The Lehigh & Hudson River also ran on the Montgomery Branch and interchange tracks for both railroads were located to the north (railroad east) of the O&W station. The interchange business was an important revenue generator for the O&W. I plan to model a portion of these interchange tracks.

An interlocking tower was located diagonally opposite the O&W station with a milk collection station nearby. The O&W freight house was located to the west (railroad north) of the station. I hope to have busy interchange switching taking place at Campbell Hall, along with set-outs and pick-ups from the freight house.

Summitville, NY



▲ Summitville station and Jones Hotel in 1913. The extended passenger canopy was added about a year earlier, providing shelter for the increasing number of passengers waiting to transfer between the Southern Division and Kingston branch trains. The Jones Hotel provided overnight accommodations, hearty meals and libations for weary passengers. From the author's collection.

Summitville was a busy junction with the O&W Port Jervis,

Monticello & Kingston Division and in the early years of the 20th Century was often referred to as the "Grand Central of the Catskills". Summitville received its name as a consequence of being the highest elevation on the D&H Canal. However, in reality, Summitville rested at the base of a valley and pusher service was necessary for mainline trains operating in either direction from Summitville. The Kingston branch had a modest sized yard and limited engine facilities here.

Additionally, there were several local businesses in Summitville that relied upon the O&W. I anticipate employing pusher service for departing west-bound (railroad north) trains heading up Red Hill Grade, along with switching and yard operations at this location.

Livingston Manor, NY



▲ The Livingston Manor Station. A freight house was nearby. Photo courtesy NYO&W Historical Society.

Known as 'the manor', there was a fair amount of industry here – a bowling pin factory, cattle pens, coal shed, packing sheds, etc. I expect there will be a moderate amount of switching occurring here.

Hazel, NY



▲ The Thomas Keary Acid factory. Photo courtesy NYO&W Historical Society.

One of the famous acid factory locations on the O&W, where hardwoods were processed into acetate of lime and wood alcohol was distilled. While it is not a station stop per

(Weehawken Quest continued on page 5)

THE CLUB CAR

**GARDEN STATE MODEL
RAILWAY CLUB**
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NORTH HALEDON, NJ 07508
WWW.GSMRRCLUB.ORG

**MODEL ENGINEERS RAILROAD
CLUB OF NORTH JERSEY**
569 HIGH MOUNTAIN ROAD
NORTH HALEDON, NJ 07508
WWW.ANGELFIRE.COM/NJ4/MERRCNJ

THE MODEL RAILROAD CLUB
295 JEFFERSON AVENUE
UNION, NJ 07083
WWW.TMRCL.COM

**NEW YORK SOCIETY OF MODEL
ENGINEERS**
341 HOBOKEN ROAD
CARLSTADT, NJ 07072
WWW.MODELENGINEERS.ORG

**RAMAPO VALLEY RAILROAD
CLUB**
620 CLIFF STREET
HO-HO-KUS, NJ 07423

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(Weehawken Quest continued from page 4)

se on the O&W, it was, nonetheless, a major industrial site.

The Thomas Keery acid factory will provide considerable switching activity as raw materials and supplies arrive and finished goods - carloads of dimensional lumber for furniture-making, bags of acetate of lime and the occasional tank car of wood alcohol are shipped.

Cooks Falls, NY

Cooks Falls was deep in the scenic Delaware River Valley. One of the less often heralded industries that shipped on the O&W was quarried bluestone, and much of it took place at Cooks Falls. Bluestone was cut into slabs about 3 feet by 4 feet in size and sold to New York and other cities for use as sidewalks. There was also a creamery at Cooks Falls. I plan to model both industries and anticipate light to moderate switching at this location.



▲ The Cooks Falls station in 1910. Photo courtesy NYO&W Historical Society.

Cadosia, NY



▲ The Cadosia north yard and station on a quiet day. The Scranton branch is to the left and the third leg of wye is partly hidden behind the water tank. Photo courtesy NYO&W Historical Society

Hidden staging at Cadosia will represent points north, as well as points south along the Scranton branch. I anticipate very heavy switching and yard operations here.

Part 3

The next installment of this series will turn our attention to the design concepts for the Weehawken portion of my layout. I will also flesh out how I envision that the Weehawken facility will operate and how it will operationally relate to the rest of the layout. (W)

Cadosia was a very busy junction point where northbound trains from the Scranton branch terminated. Other trains continued north to Oswego on Lake Ontario or to intermediate stations and branches. There was a major coal storage and loading facility at Cadosia, along with the capability for engine service that could do nearly as extensive repair work as the shops at the Mid-



Another Successful GSD Spring Meet

The Model Railroad Club in Union, NJ proved, once again, that it is a fantastic location for the GSD's Spring Meet.


Tom Wortmann started things off by introducing the new GSD website. You can read more about that on [page 10](#) of this issue.

Tom also presented a clinic on looking at photos containing scenery. Often, photographers ignore the scenery surrounding the prototype subject. Tom showed how you can look at the scenery in those photos to improve the scenery on your layout.

In addition to a live clinic, a DVD was shown on basic layout construction techniques.

The clinics were followed by a light lunch and homemade brownies baked by Anthony Piccirillo's wife, Judy. Thank you, Judy!

Many members of the GSD and the host club spent the next couple hours working off those wonderful brownies with an operating session on the HO scale layout.

It just doesn't get much better than that! 



▲ GSD Vice President, Norman Frowley, addressing the members at the meeting.

▼ Following the meeting, clinics, and lunch, the Model Railroad Club hosted an operating session on their HO scale layout. The picture at the bottom shows many of the people who participated in this fun part of the program.



MODELING TIP

PROBLEM:

ARE YOU LOOKING FOR A COST EFFECTIVE WAY TO MODEL COAL LOADS FOR YOUR HOPPERS, LOOSE COAL AROUND MINING SCENES, AND LOOSE COAL AROUND COAL DISTRIBUTORS?

SOLUTION:

MICHAELS HAS A PRODUCT CALLED "BLACK COARSE SAND." A TWO POUND BAG WILL COST APPROXIMATELY THREE DOLLARS, OR ABOUT SEVEN CENTS PER OUNCE. THE SAND AVERAGES BETWEEN 1-1.5 MM IN SIZE.

MALLERY AWARD

THE MALLERY AWARD IS AWARDED EACH YEAR TO A GARDEN STATE DIVISION MEMBER WHO HAS EXHIBITED EXCELLENCE IN MODELING CRAFTSMANSHIP DURING THE PRECEDING YEAR. IF YOU ARE INTERESTED IN APPLYING FOR THIS AWARD, THE RULES AND FORMS CAN BE FOUND ON THE GARDEN STATE DIVISION WEBSITE AT:

WWW.NERGSD.COM/ACHIEV.HTML

MODELING TIPS CAN BE SENT TO:

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OF PAINTBRUSHES & ACADEMIES

BY AP CHAIRMAN NORMAN FROWLEY, MMR

I've been thinking a lot lately about my overall modeling experience and ability. Through the AP program I've learned much about how to build contest quality models. But most, if not all, of that learning came and continues to come on an ad hoc basis. That is to say, if I need to know something about a particular aspect of a project, I spend time researching it. In this hobby one can turn to many and varied sources of information about a myriad of techniques, skills or procedures. There are books, hobby magazines, clinics, DVD's and of course the computer, to name a few. But there is no one place which I know of to which the model railroader may turn in order to obtain all the information he or she may need on a particular subject of interest. For example, for years I've been using paint brushes and different types of paints. For years I've known about the sizes of brushes and have been aware of the fact one should use only certain types of brushes for oil based paints and other types of brushes for acrylics. Only recently have I taken the time to learn more.

I was surprised how much additional and important information there is to know about brushes. There are, for instance, basically seven different brush shapes. There is the "round," "flat," "filbert" (best for dry brushing), "mop," "fan," "liner," and "spotter." Each has its own usefulness.

Then there are synthetic brushes. White synthetic art brushes are soft like sable and are good for smooth stroking and blending. There are also the orange synthetic art brushes. By comparison there are several different types of natural hair art brushes. Everyone has heard of "sable" brushes. But did you know there are two types. One is "Kolinsky sable" hair brushes which come from Russia. They're the most expensive but are extremely elastic and soft. The other is "pure red sable" which should be used with oils or Floquil type paints. They can be used with acrylics but must be carefully cleaned or will become useless. There are also "squirrel hair" brushes

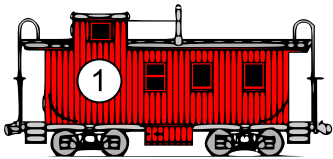
and "bristles." Each again has its own utility.

I could go on about the use and care of brushes, but the point is a simple one. The amount of information about even a relatively simple matter such as brushes can be substantial, and without guidance of some sort one could spend a lifetime learning about brushes and their effectiveness in different modeling situations. Wouldn't it be nice, I thought, for the hobbyist to have some place to go, other than an art school, to learn about the proper use of brushes when building quality models? Likewise, wouldn't it be nice for the model railroader to have one place to go to learn about building model trees. Heaven knows there dozens of varied methods on how to build almost every type of tree imaginable. However, the information is all over the place in books, magazine articles etc. Unless you've been cutting out articles from RMC and the like for the last 15 or 20 years, you probably are unaware of more than several different tree making methods. What if there was a "course" about tree making. The course would last more than one session and include virtually all of the popular ways in which to build trees.

Wouldn't the NMRA be the likely body to issue such a course?

My idea is this, and it's a big one, perhaps too big and then again perhaps not. Why not have an NMRA Academy set up on a national basis. The purpose of the academy would be to develop courses in various subjects of interest to the model railroader. The course material in each course would be available to NMRA Divisions and Regions only. The course materials would be accompanied by instructor manuals. Each course could be taught by clinicians over a number of sessions over a period of time. Or segments of any particular course could be used as a basis for a clinic at a single meeting. Not all clinicians are created equal. With course materials and instructor manuals giving guidance on what to stress, the playing field (with respect to interesting

(Paintbrushes Continued on page 9)



FINAL DETAILS FOR PRINCETON JUNCTION 2010

By BOB CLEGG, NEW JERSEY DIVISION SUPERINTENDENT

Detail! Details! Details! We now have finalized the last piece of the puzzle that is the Princeton Junction 2010 MER convention, the Prototype tours!

The convention offers two prototype tours. First, on Friday morning we will travel to the Perdue grain elevator facility in Bordentown.

Originally built for GLF in 1950, and run by Agway for many years, it is the last mono-pour concrete grain elevator in New Jersey.

What is "mono-pour", you ask? This massive structure was poured as a single unit moving the forms up the structure as the concrete began to cure. The effort was so great for the time that a concrete supplier that is still in business, incidentally, was established in the area for the sole purpose of supplying the concrete to build the elevator silos.

Now owned by Perdue, the grain elevator is still very active, with rail service daily by Conrail Shared Assets.

We will tour the entire facility including a climb up the stairs to the head house to see the operation from the inside. Join the tour and hear the story of this historic structure!

Please note that this is a working facility and hard hats and shoes are required. Also note there are no handicapped accommodations in the facility.

Our Saturday tour will take us across the Delaware to the New Hope and Ivyland Railroad where we will travel over the length of the railroad in a first class vintage dining car. The journey requires about 2 1/2 hours round trip.

During our trip, we will enjoy the beautiful autumn color scenery of Bucks County, PA as well as a light lunch in that vintage dining car.

When you make your reservation, be sure to specify your choice of sandwich. Chips and drinks are also included. Seating is limited so make your reservation early to avoid missing this great rail tour.

The self directed home layout tours are always a big part of any MER convention and Princeton Junction 2010 is no exception. What is different is that we are offering some of these home railroads for your viewing on Thursday afternoon so that you may stop in and see them on your way to the convention.

The names and addresses of these will not be published in keeping with the privacy policies of the NMRA, the region and the NJ Division, but after you register for the convention, a list and directions will be yours for the asking.

The convention also offers a large number of slots for those of you who enjoy the OPS sessions, operating trains on a host's railroad. With more than seventy of these slots at Princeton Junction 2010, if you ever thought you'd like to try your hand in one of these operating sessions, take this opportunity to sign up and join the fun.

Slots are available Thursday, Friday, Saturday, and even Sunday beginning after the MER meeting.

We will have clinics, too! Most will be presented twice, so you can get to see those you want and still do that tour or operating session! On Saturday afternoon a type of clinic that we've not before will be presented.


We call them "Work in Progress" clinics. There will be eight to ten clinicians presenting clinics at the same time in the same room. You can move from one to another and join the discussions or move on to another as you prefer. Sounds like chaos, but it works really well. The NJ Division has done these at a division meet and they have been well received.

General clinic topics will include everything from Animation to Weathering, Australian Railroads to Working with Styrene. There will be something for everyone regardless of level of skill in model railroading.

If you prefer, on Saturday, the Northeastern Fallen Flags RPM group will be holding their annual one day meeting only about twenty minutes from the Princeton Junction 2010 convention hotel.

For those not familiar with the RPM (Railroad Prototype Modelers), it is a group loosely affiliated with the NMRA, but with no membership requirements. The format of their meets is similar to those of the MER and NJ Division. There will be more clinics and displays of members' models, but no judging. The admission fee is not included in the convention fare.

Saturday night's banquet will feature one of the NJ Division's favorite presenters. Mr. Mitch Dakelman will regale us with a slide show currently planned to feature the railroads of the New Jersey area in the 60s and 70s. This will be followed by a selection from his seemingly limitless video library of vintage railroad subjects.

Come and join us for what promises to be a most enjoyable, if not completely exhausting, three days of tours, operating sessions, clinics, fun, and fellowship at the Princeton Junction 2010 Mid Eastern Region Convention. Visit the convention website for more information and to register at mer.nmra.org/MERConv/MERConv.html. 

MEETING MINUTES

Purpose:

Garden State Division (GSD) Staff Meeting

Date/Time:

March 14, 2010 at 10:00 a.m.

Place:

Home of Anthony Piccirillo in Sparta, NJ

Attendees:

Andy Brusgard, Tom Casey, Ed Fraedrich, Anthony Piccirillo, Tom Piccirillo and Tom Wortmann.

Opening remarks by President Tom W.: We can invite non-NMRA members to give clinics at our meets. If they decide to remain or are interested in going on home layout tours, if available, they will be required to pay the non-member fee of \$10.

Secretary's Report

Ed read the November 22, 2009 GSD staff meeting minutes. Report was accepted by Tom P. There was a second motion by Tom C. to accept. There were no dissenting votes.

Treasurer's Report

- Anthony reported paying \$100 to Tom W. for the purchase of a laptop computer.
- He also reported Chuck had donated to the GSD treasury money earned for the December 2009 Scale Rails Article The Youth Program in the Garden State Division.
- The remainder of the Treasurer's report was read and accepted.

BY SECRETARY CIRO COMPAGNO

Events Report

The group agreed there will be a \$6 admission fee for the upcoming April Spring Meet at The Model Railroad Club in Union, NJ. The Spring meet will have a light lunch, door prizes, white elephant table, Q&A table, a clinic and video if possible. This will be followed by an operating session hosted by the The Model Railroad Club.

The Summer Meet will be hosted by the Garden State Model Railway Club (HO scale) and Model Engineers Railroad Club of North Jersey (O scale) in North Haledon, NJ on August 29th. Admission is free. GSD will provide food and soda at bargain prices: \$1 for a hot dog or soda and \$2 for a hamburger. Salads and desserts are free.

Membership Report

- Tom C. provided an updated membership report that included all revisions by Andy.
- Tom C. will provide Andy a list of 5 yr. past dues to begin working on.

Whistle Post Report

- Ed read the report and asking for digital pictures be taken at the upcoming Spring Meet.
- The presentation of the Paul Mallory Trophy Award is postponed until the Summer Meet.

Next staff meeting will be at the home of Norman Frowley in June 2010.

Meeting adjourned around 12:30 p.m.

Respectfully submitted,

Ed Fraedrich, Director at Large 



The GSD Introduces a New Website

The Garden State Division has a new look and new address on the internet.

According to Tom Wortmann, GSD President and GSD webmaster, "The main reason for the new website is storage space. The old website limited the number of *Whistle Post* issues and staff minutes that could be available. And, it also limited the number of photos that could be posted for the website. The new website provides 200GB of space while the old website was limited to 115MB. Simply stated, the new website provides over 1000 times the space versus the old website."

And, remember those pop-ups that you found to be annoying on the old website? They were so annoying, that many times they appeared in front of articles and photos. And, when users turned off their pop-up blockers, they often could not see the old website. The new website does not have any pop-ups.

So, take a look around the new website at www.nergsd.com. We think you will be visiting it more often! 



▲ The home page of the new GSD Website.

ABOUT THE WHISTLE POST

THE SUBMISSION DEADLINES
FOR *THE WHISTLE POST*:

JANUARY 10
APRIL 10
JULY 10
OCTOBER 10

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THANK YOU!

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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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PHOTO THEME FOR NEXT ISSUE: *PASSENGER EQUIPMENT*




▲ Morristown & Erie railbus number 10, shown in its as-delivered paint scheme, was restored in 1999 and is on display at the Whippany Railway Museum in Whippany, NJ. The restored railbus includes a feature that was not original: a custom-built turntable on the bottom of the bus so it can be turned anywhere. More information can be found at www.whippanyrailwaymuseum.net. 

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.

Achievement Program Awards

Bruce De Young, shown on the left, is presented with his Achievement Program certificate for Author from Norman Frowley, MMR, the GSD Achievement Program Chairman.▶

Photo by
Ciro Compagno





NMRA **INFONET**

by NMRA Communications Director,
Gerry Leone, MMR

- Renowned railroad artist Larry Fisher has been commissioned to create a very special painting for the NMRA's 75th Anniversary. This official commemorative painting, now completed, depicts the Milwaukee railroad station as it appeared at the time of the NMRA's founding in 1935. The original painting will be displayed at the convention in Milwaukee, and special limited edition art prints will be available for purchase at the National Train Show. A detailed report on how the painting was researched and developed will appear in the August issue of *Scale Rails*.
- Most members received the special Diamond Club mailing from the NMRA. Please consider this worthy cause, which will help bring the contents of our Kalmbach Memorial Library to the internet and keep the NMRA viable in this new century. This fund raiser will continue throughout the year.
- The NMRA 75 convention committee reports that it's received registrations from attendees who'll be coming from 11 countries outside of the United States, including Australia, Canada, England, France, Germany, Japan, Luxembourg, The Netherlands, New Zealand, Norway and Switzerland.
- NMRA Vice President Allen Pollock announced that he will resign effective with the conclusion of the Board meeting at the Milwaukee convention. According to NMRA regulations, the Board will select a




replacement at that meeting. Any member interested in being considered for the VP office for the remaining two-year portion of Allen's term should immediately send his/her qualifications statement to NMRA Secretary Bob Gangwish at secy@hq.nmra.org

- If you are in either O scale or N scale, take notice of the special Heritage and Living Legend Car sale going on right now at NMRA headquarters. In an effort to reduce inventory, all O-scale cars are being sold for just \$10 each, and N-scale cars are going for \$5 each. *Note that these prices are cheaper than the retail price of the trucks on the cars!*

The annual Board of Directors meeting will begin at 9:00 a.m., Friday, July 9, at a meeting room yet to be determined (but which will most likely be in the Convention hotel). As always, interested members are encouraged to attend. If you have any ideas or issues you feel should be addressed by the Board, please contact your

District Director. Their names are listed on www.nmra.org and in *Scale Rails* magazine.

- Standards and Conformance Department Head Didrik Voss reported that he has been working with the major manufacturers of Large Scale model railroad equipment on Recommended Practices for Large Scale couplers, as well as Standards for track and wheel. 

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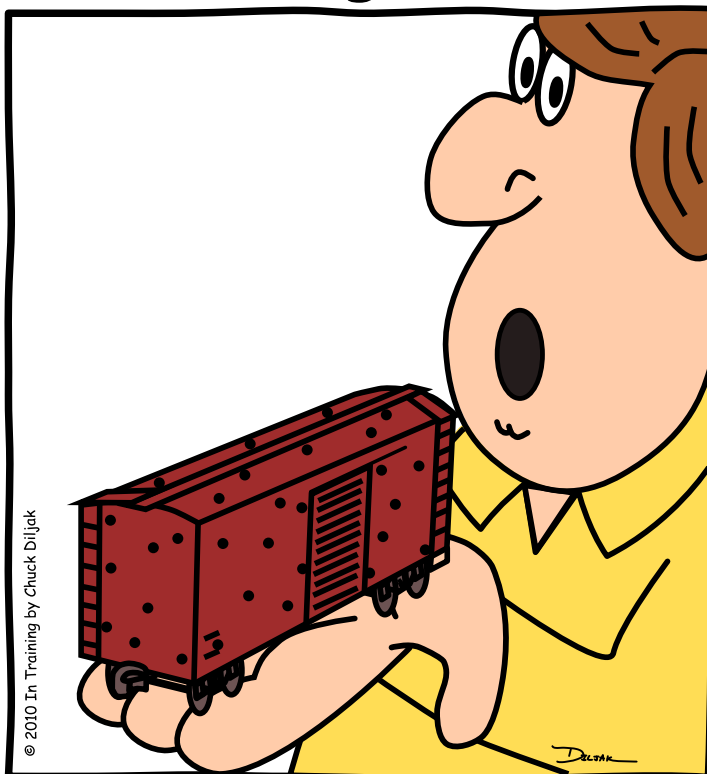
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In Training

by Chuck Diljak



I lost control of the Riveter

© 2010 In Training by Chuck Diljak

CIRO'S CORNER

THE RICHMOND HARBOR IS AN HO SCALE LAYOUT I AM CONSTRUCTING IN MY BASEMENT.

THIS SERIES OF ARTICLES WILL FOLLOW THE PROGRESS BEING MADE ON THE LAYOUT.

THIS SIDE COLUMN HIGHLIGHTS THE WEBSITES OF ITEMS OF INTEREST THAT ARE MENTIONED IN MY ARTICLE, TO THE RIGHT. CLICK ON ANY OF THE HIGHLIGHTED LINKS LISTED BELOW.

MY LAYOUT AT A GLANCE

NAME: RICHMOND HARBOR

OWNER: BALTIMORE & HARBOR RR

SUBDIVISION: ARLINGTON
(NORTH SHORE)

SCALE: HO

SIZE: 12 X 18 FT.

THEME: PROTO-FREELANCED
URBAN FREIGHT AND
PASSENGER SERVICE

LOCALE: STATEN ISLAND, NY

PERIOD: 1952

STYLE: WALK-IN

MINIMUM RADIUS: 26 IN.

MINIMUM TURNOUT: NO. 5

MAXIMUM GRADE: 1%

SOFTWARE: CADRAIL 9

THE TRACKPLAN SHOWN IN THIS ISSUE OF THE *WHISTLE POST* WAS DRAWN USING INKSCAPE BY THE EDITOR, A SOFTWARE FOR GRAPHIC ARTISTS. INKSCAPE IS NOT RECOMMENDED FOR DESIGNING TRACKPLANS. THE SOFTWARE CIRO USED FOR CREATING THE TRACKPLAN IS CADRAIL 9. CADRAIL IS FOR MODEL RAILROADERS AND CAN BE FOUND AT:

WWW.SANDIASOFTWARE.COM



QUESTIONS REGARDING THIS SERIES CAN BE SENT TO:
CIRO COMPAGNO
GSDSECRETARY@VERIZON.NET

BUILDING

RICHMOND HARBOR

BY CIRO COMPAGNO

The task of designing a layout is not an easy one. It is both an art and science. To learn the fundamentals, I first read books and articles in print and on the internet. I judged the value of these by how many times I return to it. By far, I returned repeatedly to *Track Planning for Realistic Operation* by John Armstrong. It is chock full of useful design information and modeling concepts. While researching, I also visited as many home layouts as possible. This gives you a close-up and personal look at what others did, to see what you like and did not like, listen to important lessons, and learn from their mistakes. I learned quickly that no matter how hard you try, you cannot have everything. This is the important "givens and druthers" concept introduced by John.

The layout was designed to operate three to four crews. Ideally, there would be two yard crews working Arlington and St. George. In addition, two road crews will operate freight and passenger service along the mainline. This allows a person to be stationary at a yard or walk with their train, and switch if desired at the next trick. Crews would operate using timetables to make it meaningful in a prototypical setting. Major features include large industries, roadway bridges, a viaduct, the St. George retaining wall, residential homes, churches, and a New York harbor scene. Moreover, the layout will have all of this with the look and feel of Staten Island in the early 1950s.

The first step is the "negotiated space". This took several discussions with my better half on where to locate and by how much. Fortunately, I was able to negotiate a 12x18 ft. section in the basement. This allowed me to take advantage of an 18 ft. back wall that could be fitted with a future lower level. The layout then continued onto a 5 ft. wide table divided in half with a scenic divider. Because of the two yards at opposite ends, a point-to-point layout was ideal.

The next design consideration was the mainline. A double-track mainline was ideal to simulate the prototype operations by the Staten Island Rapid Transit (SIRT) in the early 1950s. The two-track mainline simplified train movement between the Arlington and St. George Yards. Industry tracks along the mainline are served by trailing-point, spring switches. Freight trains crossing over to the "other side" needed to be aware of these spring switches. I would like to

model these spring switches if the design is simple and operation is reliable. The next design consideration was the minimum radius. This critical step determines mainline length and size of equipment. The longest piece of running equipment is the 67 ft. EMUs. The second is the venerable 45 ft. Alco S-2 loco. The SIRT had a fleet of both. After careful review, the decided minimum radius for the mainline was 26 in. This afforded a reasonable curve for the EMUs and Alcos. A larger radius, albeit nicer, would have affected the mainline length and number of industries.

Lastly, without doubt I wanted a comfortable layout space. After visiting many home layouts, I was adamant about having a comfortable wide aisle width – even at the cost of less layout space. Fortunately, the layout room and track plan afforded a generous 4 ft. aisle space. On the surface, this appears very wide, but I learned firsthand how quickly a space could fill up with operators and viewers and effect comfort.

Arlington is the western terminus of the mainline. Because of the 13 ft. length, I needed to add two important yards – Arlington and Proctor & Gamble. After careful review, I settled with a "combination" yard servicing Arlington and Procter & Gamble on opposite sides. The design calls for mirror ladder tracks where the ladder track on one side becomes the run-around track for the other side and vice versa. A drill track is located on the opposite sides of the yard. This creates a compact and very usable "combination" yard. Critics are quick to note this is not prototypical arrangement. However, I am modeling the Richmond Harbor Railroad, a proto-freelanced layout to give a feel of the SIRT in the 1950s. Similar to the real railroads, layout design is about making the most of your available space that includes making many compromises.

After much iteration, a good working layout plan was created. The next important step is sharing your draft plan with experienced modelers. You need to do this with an open mind and accept the fact that advice will be coming from all angles. Some notable advice resulting in important plan revisions are:

Bob Goffin – Using a slightly less than full-size plan laid on the basement floor, Bob used a few HO scale model trains and simulated


operations by hand. This was a great way to see how a design holds up to simulated train movements. As a result, several important improvements were made to yard areas.

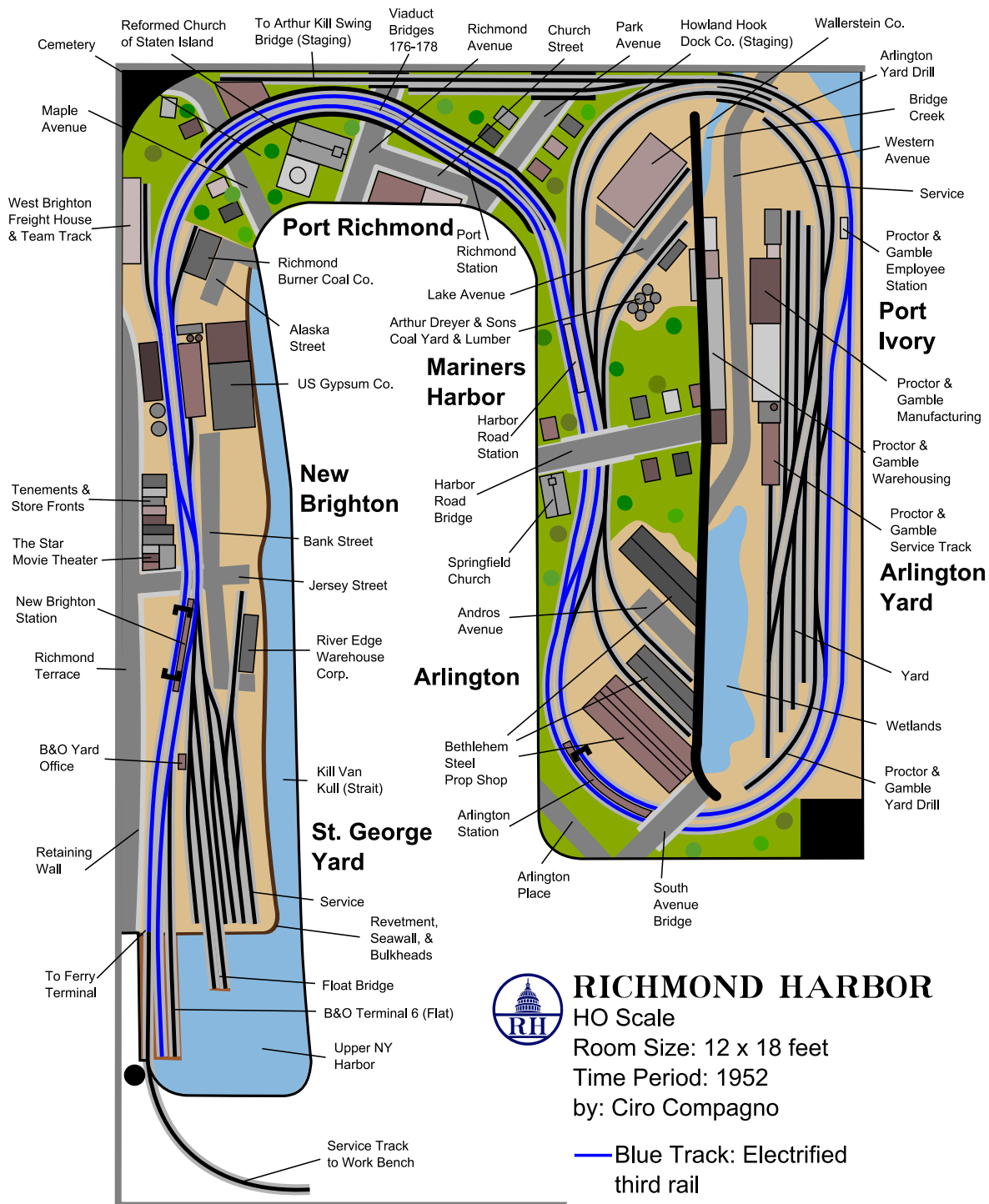
Tom Griffiths – Correct the number of car floats in service in the 1950s. Suggest adding Pier No. 6 as a building flat. This flat adds a well-known prototype structure, a hidden storage area for EMUs, and allows a track behind the scene that ends at the hobby bench.

Dean Taylor – Add a continuous loop somehow someway. It does not need to be fancy, but simply allow trains to

move continuously. This allows breaking in and exercising locos, and allowing a means to sit back and watch trains run continuously.

Tom Wortmann – Your mainline is parallel to the layout edge. Curves were extended and straight track runs shifted on a slight angle relative to the edge. It breaks up the perfectness and adds perceived length as trains move in and out of scene.

In summary, study from the masters, visit home layouts, negotiate a space, know your equipment sizes, provide comfortable aisle space, and share your draft plan with experienced modelers. Let the journey continue! 



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ROLLING STOCK



◀ North Carolina's box car from the Merci Train, on display at the North Carolina Transportation Museum, in Spencer, NC. According to the Merci Train website, "The Merci Train was a train of 49 French railroad box cars filled with tens of thousands of gifts of gratitude from at least that many individual French citizens. They were showing their appreciation for the more

than 700 American box cars of relief goods sent to them by (primarily) individual Americans in 1948. The Merci Train arrived in New York harbor on February 3rd, 1949 and each of the 48 American states at that time received one of the gift laden box cars. The 49th box car was shared by Washington D.C. and the Territory of Hawaii." For more information about the NC Transportation Museum and Merci Train, visit these websites: www.nctrans.org and www.mercitrain.org. Photo by Chuck Diljak

This car started out as an HO_{N3} Carter Brothers Flat Car kit from Evergreen Hill Designs. Bruce added the end racks and the wood load. He also cut and split the wood from branches from Mountain Laurel bushes in his yard. The car is lettered for his HO_{N3} Slate Run Railroad.▶

Photo by Bruce De Young



◀ A pair of home road boxcars appear in Kensington on Tom Wortmann's HO scale Mohawk, Salem & Kensington.

Photo by Tom Wortmann



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THE TIMETABLE

Sunday-Saturday, 0711-18/10, NMRA National Convention: NMRA 75th Anniversary Convention, Midwest Airlines Center, Milwaukee, WI. For more information: www.nmra75.org

Sunday, 8/1/10, 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, 8/14-15/10, Greenberg's Train & Toy Show, New Jersey Convention & Expo Center, 97 Sunfield Ave, Edison, NJ, 10-4PM. Adults \$7, Children 12 and under, Free. For more information: www.GreenbergShows.com

Sunday, 8/29/10, NMRA Garden State Division Summer BBQ, Garden State Model Railway Club, 575 High Mountain Road North Haledon, NJ. 12 Noon. For directions: www.gsmrrclub.org

Thursday-Sunday, 9/9-12/10, NMRA Northeastern Region Convention: The Champlain Flyer, Burlington, Vermont. For more information: www.greenmountainnmra.com/champlainflyer/

Saturday-Sunday, 9/11-12/10, Great Lehigh Valley Train Show, Merchants Square Mall, 1901 South 12th Street, Allentown, PA. Saturday focuses on Z, N, On3, HO, Brass & all train related items. Sunday focuses on S, O-27, O, Standard & G including repair parts. Saturday, 10AM-4PM, Sunday 10AM-3PM. Admission \$5, children

under 12 free. For more information: www.lehighvalleytrainmeet.com

Thursday-Sunday, 9/30-10/3/10, NMRA Mid-Eastern Region Convention: Princeton Junction 2010, Princeton, NJ. For more information: mer.nmra.org/MERConv/MERConv.html

Sunday, 10/3/10, 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, 10/9-10/10, 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

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