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WEBSITE

www.nergsd.com

New contact email addresses can be found on Page 5 and on the website.

Note that the GSD will no longer be using the Yahoo email accounts.

The WHISTLE POST

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

Spring Dual Meet in Hillsborough on May 9th

Our Third Annual Dual Meet with the NJ Division

On Saturday, May 9, join the GSD for a dual meet with the NJ Division to be held at the Hillsborough Township Municipal Building. Hillsborough is in Somerset County with the location 10 minutes south of Somerville and the Routes 202/206 circle. The address is 379 South Branch Road, off of Amwell Road and only a few minutes from Route 206. The meet will feature two clinics, being contributed by one GSD member and one NJD member, with home layouts in the afternoon. White elephant tables will be available. The GSD will also hold a brief Annual Business Meeting and introduce the Officers and Directors for the upcoming year. Directions and a map can be found on Page 11. Maps for nearby lunch spots and self guided tours to four layouts in the afternoon will be available at the meet.

Mike Prokop will present *Light Up Your Layout With LEDs!* This clinic demonstrates the many kinds and types of LED strip lights that are available, along with neat ideas and the techniques for using them to illuminate your railroad. If it's new construction or an existing layout, LED lighting can provide an easy and cost effective method of making your layout shine! Light up dark hidden trackage, staging yards, under the table storage areas, and display cabinets. Working hardware samples of the LED strip lights will be shown along with power supplies, controlling devices, and mounting products.

The second clinic will be *Sheet Styrene Backdrops* by **Jim Fawcett**. Jim has created flowing and seamless backdrops on his two deck layout from styrene sheets. (cont. on Page 8)

A Successful Winter Meet in Staten Island

Article and Photos by Jim Walsh

With the many snowstorms this winter, we caught a break and managed to have our Winter Meet as planned at the Marine Corps League on Staten Island. For the 44 attendees, the meeting provided a good blend of clinics, "Bring 'n Brag", general information, and the 2014 Paul Mallory Award presentation.

We began with several important business updates. Announced was Jim Homoki as the Whistle Post Editor, with a general invite to all to submit articles. Also announced

was the upcoming GSD election in May and a call for nominations, which are due by April 1st (nominations are now closed; see Page 4). The GSD website (www.nergsd.com) now includes a page for past newsletter articles. Many articles were uploaded to kick-off the new page. Lastly, the GSD is now on Twitter: GSD of NMRA@GardenStateDiv.

Two fine clinics were enjoyed by those attending. Joe D'Agostino provided several live demonstrations of how to weather buildings found on his layout. (continued on Page 3)



What's In It For Me?

Happy Spring to fellow members and model railroaders! With severe winter weather behind us, the 50 and 60 degree temperatures never felt so good. We can even open a window or door to get some fresh air into the layout area.

Did you enjoy our Winter Meet in February on Staten Island? Our third time at this venue was another success. The turnout was very good. There were two interesting clinics, and an opportunity to see progress on a few home layouts. I am sure we will return to Staten Island and see the other layouts that were unable to open this time around.

In May, we have our third dual Spring Meet with our sister New Jersey Division. This year we will host at the Hillsborough Municipal Building in (you guessed it) Hillsborough, NJ. This will be our first time at this venue with planned clinics in the morning, and a home layout tour in the afternoon. Two layouts are very local, and two are to the south but not very far away in Mercer County. Please visit our website for more information and latest update.

Our Summer Meet, in northwestern NJ, is also being planned. We have a confirmed date of Saturday, August 1st. Mark your calendar. Because of the MER Convention and RPM events this Fall, we are not having our normal Fall Meet. This will allow us to fully support these two major events.

So, back to the question: what's in it for me? A great opportunity to earn greater value for your paid NMRA membership, engaging fellow hobbyists and learning something new. Or better yet, just have fun. When was the last time you can truly say you had fun with your hobby?

Lastly, I am stepping down as your President. No worries. I am not quitting the NMRA, GSD or the hobby as some have asked me. I am stepping down for personal reasons. I will continue to contribute to the GSD to the best of my ability. Bruce De Young and Jim Fawcett have stepped up and are running for President and Vice President, respectively. They are ready to carry the torch, and do great things for this Division in the future.

I hope to see everyone in May. It's going to be another great event! Join us on this planned fun-filled day! **WP**



Prototype Modeling

I'd like to discuss two of my favorite aspects of model railroading: prototype modeling and Railroad Prototype Modeler (RPM) meets.

There are many different ways to spend our hobby time, and so many activities in and near the GSD to attend. Of the many groups and activities (such as operating sessions) I'm involved in, RPM meets are near the top. There is no "RPM group", no formal structure, no newsletter. It is a concept where local modelers put on a one or two day event to promote prototypical modeling. This also includes prototype practices and modeling from a historical perspective. Some presentations are quite specific and not what most people model, but all are done to share knowledge. I have found these events to be as social and friendly as any railroad meet, and no one I've met has ever been there for the purpose of talking about how much he (thinks) he knows.

There are several elements the meets have in common, and I'll start with model displays. HO locomotives and freight cars are a staple, but I've noticed more and more structures and modules being displayed. Projects under construction are quite welcome as well. An unpainted model with all kinds of contrasting parts added can be very interesting.

Presentations cover a wide range of prototype based subjects, from locomotives and freight cars to vehicles to industries to prototype practices, as well as some slide shows strictly for entertainment. There is much available for modelers to take and apply to their modeling, even if freelancing.

What you will not find at an RPM meet is contests and awards. Not that many of the models would not earn an NMRA Merit Award, but that is not the point of the meets.

My modeling has increasingly followed prototype practices. Locomotives and freight cars are obvious, but this includes the layout setting and operations as well. I find RPM meets to be inspiring.

Meets convenient to GSD members are in Collinsville, CT, at the end of May, Scotch Plains in November, and every other year the Philadelphia Division sponsors a meet in Malvern, PA. Many others are located throughout the country. I highly recommend you carve out a day or two and check one out. Learning about the prototype will only improve your modeling, and I've never heard of anyone attending and going away disappointed. **WP**

(Winter Meet continued from Page 1)

His presentation thoroughly covered from start to finish the weathering of several sample HO scale industrial buildings. He also explained how the Life-Like Belvedere Hotel has great potential for kit bashing, as it was used as the basis for several buildings on his layout. Sample work was passed around the room. He invited the attendees to see many of the weathered structures on his layout, which would open in the afternoon.



Joe D'Agostino presented methods to weather structures using water based paints and washes.

Jim Fawcett's presentation traced the history of the B&O Old Main Line to explain the basis of his layout concept and demonstrate how important elements of the prototype were integrated into his layout plan. He also provided insight into how plans evolve when combined with collaboration of other layout designers. We all learned his lesson to get the design right before it's too late.

Bruce De Young presented the prestigious Paul Mallery Award for 2014 to Howard Lash. The winning model was a scratch built O-Scale Motorcar entered at the NER Convention last September. A photo of Howard's model appeared in the previous issue of the Whistle Post. Congratulations to Howard for a job well done.

(continued on next page)



Above: Jim Fawcett during his presentation on building a layout based on the B&O Old Main Line. Below: Howard Lash (left) receives the Paul Mallery Award plaque from Bruce De Young.



NEXT DIVISION MEETING

TIME:

MEET.....9 AM TO 12:00 NOON
LAYOUT TOURS 1-4 PM

DATE:

SATURDAY, MAY 9, 2015

LOCATION:

TOWNSHIP OF HILLSBOROUGH
MUNICIPAL BUILDING
379 SOUTH BRANCH ROAD
HILLSBOROUGH NJ 08844

WEB SITE FOR MEETS:

[HTTP://WWW.NERGSD.COM/
UPCOMING.HTML](http://www.nergsd.com/upcoming.html)

DIRECTIONS CAN BE FOUND ON
PAGE 11

AGENDA:

TWO CLINICS
GSD BUSINESS MEETING
BRING 'N BRAG
WHITE ELEPHANT TABLES
LAYOUT TOURS

ACTIVITY DONATION:

\$5 (EXCEPT FOR PAID NJD
MEMBERS)

GSD ANNUAL ELECTIONS

In accordance with the revised Bylaws, the terms of office and Annual Business Meeting have been moved to the Spring Meet. All Officer positions are up for election, as well as three of the Director positions. Officer positions are one year terms, while Director positions are two year terms.

A slate of candidates has been assembled as follows:

President: Bruce De Young—Bruce had served as Director and then Vice President of the GSD, and also serves the GSD as the Achievement Program Chairman. At the national level he currently serves as the Manager of the NMRA's Education Department. He models in both HO and HOOn3.

Vice-President: Jim Fawcett—Jim has served as a Director of the GSD for two years and has been a regular contributor to the Whistle Post, has given several clinics and organized last year's successful Works-in-Progress meet in Scotch Plains. He is faithfully modeling a portion of the B&O's Old Main Line circa 1960 in HO scale.

Treasurer: Bob Dennis—Bob has served as a Director since 2011, assuming the role of Treasurer in 2013. This past November, Bob was elected to the board of the NER serving as the New Jersey Director. He is an active modeler constructing a shelf and table layout in his garage. Bob models the NYC in the late 1950's in HO.

Secretary: Jim Walsh—Jim had previously served as a Director and is now the GSD Secretary. He prefers to model in HO but has recently started work on a small N scale layout. Jim is also the designated photographer for our meets.

Director: Anthony Piccirillo—Anthony is long time member and Director of the GSD and until recently served as Secretary. He would like to continue serving GSD members and promoting model railroading.

Director: Jim Homoki—Jim has been a Director for two years and is currently Editor of the Whistle Post. His home railroad is the HO scale Newark Terminal, which is based on the Penn Central and CNJ. He is also a member of several historical societies, including 9 years as President of the PCRRHS.

Director: Mark Moritz—Mark will be new to the board, but has been active with model railroading since childhood. He has just moved to a new walkout basement and train room (a house came with them) and is planning his new HO/HOn3 layout. He looks forward to directorship and more involvement in the GSD.

Director (1-year term to fill a vacancy):Ciro Compagno—Ciro has served the Division since 2004 in various roles and is currently President. Because of increased work and family commitments, he will not run again for President and would like to continue servicing the Division as a Director. His current focus is making additional progress in the NMRA Achievement Program for his Richmond Harbor RR layout.

Members interested in running for office in the next election cycle are encouraged to speak with any Officer or Director. **WP**

(Winter Meet continued from previous page)

The meet was closed with announcements of upcoming events for our Division. On March 28th and 29th, the GSD will have a booth at the World's Greatest Hobby show at the New Jersey Convention and Exposition Center in Edison, NJ. Our Spring Meet will be our third annual dual meet with the New Jersey Division, to be held in Hillsborough, NJ, on May 9th. The Summer Meet is being developed and is expected to be in the northwest section of NJ. Preliminary plans anticipate having two home layouts open. We will not have a Fall Meet but will be supporting the Mid-Eastern Region convention in Mount Laurel, NJ, hosted by the New Jersey Division, and the Garden State Railroad Prototype Modelers (RPM) meet which is being co-sponsored by the GSD.

For the afternoon, three local home layouts were open for self guided tours: Joe D'Agostino's Pennsylvania and Erie, Bob Dennis's New York Central Sanilac Division, and Ciro Compagno's Richmond Harbor. **WP**

AT THE THROTTLE

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Treasurer and NER Director
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whistlepost@nergdsd.com

Director and Webmaster
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Director and Clinic Chair
Jim Fawcett
jimfawcett@comcast.net

Modeling a HO Scale PRR P70fbr Coach

By Thomas W. Casey

Editors Note: Tom has prepared a detail description of how he upgraded the basic Alco Models/Eastern Car Works kit. There are also references included so one may do their own research. This article is a first for the Whistle Post in that due to the length we will print a portion of it here, with the entire article available on the GSD website.

The P70fbr was a PRR commuter car and some lasted into the early '80s. Many stayed in PRR paint but they also wore PC Green or were marked with PC or MBTA heralds.

Introduction

While only a few may be interested in modeling a Pennsy P70fbr coach, many of the techniques and problems discussed in this article will be of use in other modeling projects.

Project Motivation and a Brief History of the P70:

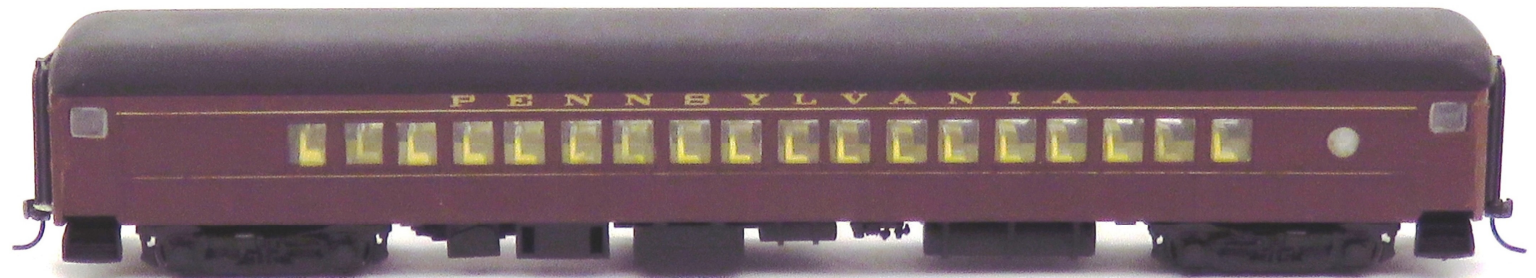
I was looking to model a northern New Jersey 1960s/1970s commuter train for operation on my club's layout. I had previously kit-bashed a Pennsy Passenger Shark. They ended their days hauling New York and Long Branch (now North Jersey Coast Line) commuter trains. Pictures of these trains from this era show a large number of P70fbr in their consists.

The first Pennsylvania P70 was built in late 1907 (Ref 1), after only a few previous experimental all steel coaches had been

built. By 1929 the railroad had built over 1000 of them. As a result of the Depression the railroad, rather than continuing to build new cars, started a rebuilding program to upgrade and modernize their existing fleet of P70 coaches. The various rebuilt cars were classified with suffix letters indicating the model. This program was suspended by the needs of World War II with the last P70far built in 1942. After the war the railroad resumed this rebuilding program in 1948 with the P70fbr. It was to be the last rebuilt P70 that was a recognizable descendent of the P70. (Subsequent rebuilds of P70 were smooth sided streamline coaches, which while sharing the same basic dimensions, did not show their P70 heritage.) By the end of this rebuilding program in 1952, 156 cars had been rebuilt as P70fbr for the Pennsylvania Railroad (1600-1749, 1760-1765). Another 40 were rebuilt for the Pennsylvania-Reading Seashore Lines. I believe all were originally built with clerestory roofs but as leakage problems developed they were rebuilt with arched roofs or retired. As of February 1968, 87 of them remained in service with 80 of them conveyed to Penn Central. By 1971 the fleet was down to 66. (Ref 2). I don't have any information as to when the last of them were retired. In addition to the Pennsylvania-Reading Seashore Lines and New York & Long Branch line, I have seen images of P70fbrs on Northeast Corridor trains and (Continued on next page)

Below: Tom's completed P70fbr model.

(Photo by Christos D. Kavvadas)



(P70 continued from previous page)

in suburban service out of both Boston and Chicago. Several of these cars survive in tourist railroad operations. Drawings of Pennsy P70s can be found in several publications (Ref 3,4, & 5) as well as the following web site: <http://pr.railfan.net/diagrams/PRRdiagrams.html>. These are all based on the railroads equipment diagrams, which give basic dimensions, but should not be viewed as scale drawings and do not show a lot of details.

I downloaded the equipment diagrams (side and floor plans) for the original P70fbr with clerestory roofs (Ref 8). Using Microsoft Paint I cleaned up the drawings, modified it to show an arch roof and added additional information (underbody detail locations) from various images to develop the drawings I used as my guide for the assembly of this car. While the dimensions are accurate, I tried to maintain proper proportions; but, it should not be viewed as a scale drawing.

Nomenclature

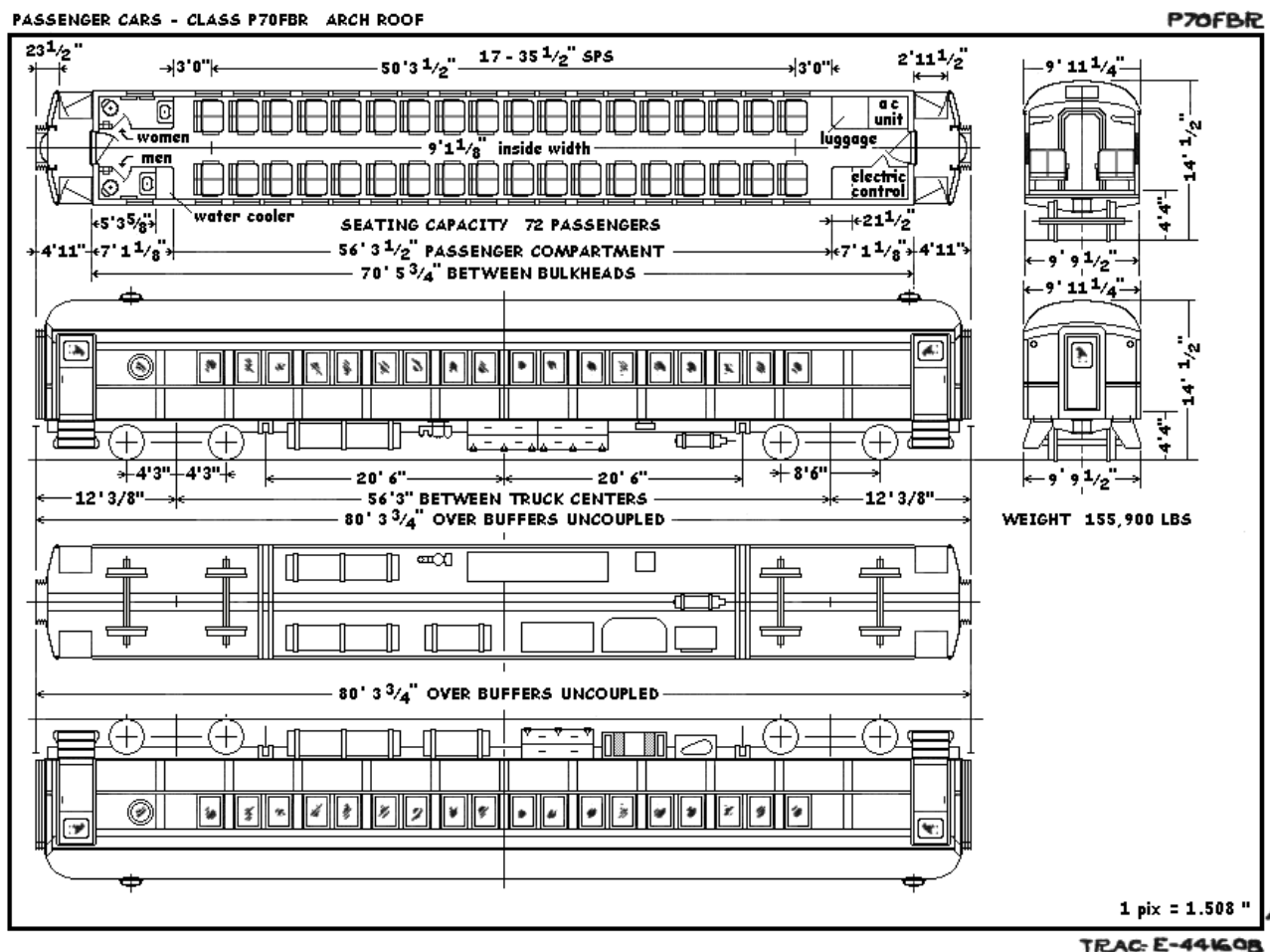
The designation of P70 is a generic designation for a railroad coach with a passenger or revenue compartment (that is between the internal vestibule walls or bulkhead walls) nominally 70-feet long. The Pennsy P70s were more than 80-feet long over the buffers uncoupled. Each vestibule used roughly five feet of car length. Washrooms, luggage storage, electrical cabinets, etc. were considered to be within the passenger compartment. On the Pennsy the first letter suffix (starting with "b") designated the class (or model type) of P70 coach. The letter "r" denoted refrigeration (a.k.a. air conditioning).

Introduction – Alco Models/Eastern Car Works

Alco Models (AM) produced a series of plastic model kits of Pennsy P70 coaches and related cars (PB70 Combine, Z74 Business Observation, etc) composed of mostly flat pieces. In addition to an early P70 and a P70far, they also produced a P70fbr. At sometime Eastern Car Works (ECW) acquired the line although I believe only

unpainted kits. At some point during their production improvements were made to the floor piece and possible other pieces as well. The P70fbr kit was offered with either the earlier clerestory roof or the later high arch roof. I keep an eye open at swap meets and have successfully found P70fbr with arch roofs. More recently Bachmann has produced its Spectrum series Pennsylvania Railroad ready-to-run passenger car models. I have some of these cars and have used similar techniques to enhance them; but I find the first run of the Spectrum models have overly pronounced rivets and rivet strips. As such, I prefer the AM/ECW kits for their more subtle details. However, the most recent release of the Bachmann/Spectrum cars have been improved with finer detail in some areas including the rivets.

(To continue reading please go to www.nergsd.com. The entire article is posted on the GSD website.)



THE 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://tmrci.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
620 Cliff Street
Ho-Ho-Kus, NJ 07423
www.ramapovalleyrailroad.com

Bound Brook Presbyterian
Railroad Club (BBPRR)
Bound Brook Cemetery
Office Building
500 Mountain Avenue,
Bound Brook, NJ 08805
Riley1644@verizon.net

SEND CLUB INFORMATION TO
MEMBERSHIP AND CLUB CONTACT:
TOM CASEY
members@nergds.com

AP Corner

By Bruce De Young, Achievement Program Chair

We Make House Calls! On one of the coldest evenings of the year, with temps in the single digits and wind chills below zero, Chuck Diljak and I visited the home of Fred Dellaiacono to evaluate a structure for the AP Program. So yes, we do indeed make house calls.



**Chuck Diljak (left) and Fred Dellaiacono (right).
Notice Fred is ready with his paperwork!**

The subject of our attention that evening is that neat white structure in the corner of Fred's HO scale layout. Fred's structure is scratch built of wood, with a stone foundation that he cast himself. It is a structure of his own design, representing a cabinet maker's establishment, and everything except the windows and 'people doors' are made by Fred – including the roof shingles and the neat dust collector on the roof.

At the end of the session, Fred had earned a well-deserved Merit Award for this model. This is Fred's sixth Merit Award for structures, so expect him to receive his AP Structures Certificate in the near future.

The Garden State Division now has sixteen (16) qualified AP Judges that among them cover all the AP Categories and our entire geographic area. So, if you have an interest in having your layout, diorama, or module(s) evaluated for either the Golden Spike or one of the A.P. Certificates, send me an email. If we were willing to head out in sub-zero wind chills, just imagine how quickly we would show up in nicer weather!

WP



The GSD Welcomes New Members

The following have joined the NMRA and GSD within the last few months. Please welcome them:

Joseph Witkowski
Roger Binger (family)
Robert Ziegler

Cheryl McGarry
David Garretson

Members are reminded that guests attending a meet can join the NMRA as a new member through the Railpass program, and the GSD will pay for it! National, Regional, and Division membership is included.

(Spring Meet continued from Page 1)

He will show you how four distinctly different applications were used. All attachments are what Jim calls “temporarily permanent”; very stable and seamless, but removable. Also, the benefits of styrene include it being light, easy to clean and cut, handle, and attach. It can be used for backdrops on layouts, modules, and dioramas. As a bonus the leftover pieces are great for model making.

Home Layouts

There will be four home layouts open after the meet. **Rick and Linda Spano's** N scale **Sceniced and Undecided** is well known to many as it has been published several times including in *Great Model Railroads* 1999 and they have hosted many open houses. Animation is what the S&U is known for, and being done in N scale takes some fine engineering and patience. The large layout features long trains passing through the Canadian Rockies, an operating rotary coal dumper with live loads, a sea port on the banks of a large city, special lighting and sound effects and much more.

Ed Sproles' New England & Western Railroad is a freelanced HO scale New England railroad set roughly in the late 60's to early 70's. Motive power is leased from other regional railroads, mainly BM and MEC, operating

Below: This is one of several mountain scenes that can be found on the Scenic and Undecided.



with NCE DCC. The double track mainline goes around the walls of a 30' x 34' basement, with one major city and freight yard. Elsewhere two industrial switching areas service a number of large commercial buildings. A connection to the north brings in Canadian traffic. The visible mainline is signaled and scenery is basically complete. An operating session typically requires 6 operators and about 2 hours.

(continued on next page)



Above and Below: Ed Sproles will have his New England & Western open to visitors during the afternoon of the meet.



(continued from previous page)

Jim Grill's Neshanic River Railroad is an N-Scale Layout based on the Lehigh Valley and Central Railroad of New Jersey running side by side through eastern Pennsylvania. It has been designed and built with operation as its basic theme. The model transportation system has been in operation since 1984 but has been rebuilt three times. The first was done because of a move to a new house. The second and third rebuilds were due to floods caused by Floyd and Irene.

The present layout is still under repair from Irene, but is fully operational. Several scenes are being refurbished. The operations group meets twice monthly for a two hour operating session. During the open house several of the crew will be operating a typical session to provide visitors with a full appreciation of N-Scale operating capabilities.

The **Newark Terminal** of **Jim Homoki** features Penn Central and CNJ equipment and operations in the 1969-1974 era. Each main line runs as its' own railroad, with interchange in the Newark area. Operating sessions are held monthly and with a recent extension to Jersey City, now lasts about 3 hours. Most locomotives are sound equipped, with control by Digitrax.

Maps to the layouts as well as to local eateries will be available at the meet.
WP

Below: A CNJ cab car leads a push-pull set on the CNJ mainline of Jim Homoki's Newark Terminal.



Above: Bert Edwards appears to be having a great time operating on Jim Grill's Neshanic River Railroad.

Below: Covered hopper traffic is heavy at the Alpha Cement Plant on the Neshanic River Railroad.



The Timetable *Upcoming Events*

Franklin Model & Toy Train Show and Sale Sunday May 3 at the Littell Community Center (Old National Guard Armory), Route 23 and Route 517, Franklin, NJ 9:00 AM—3:00 PM, \$5 admission.

GSD Spring Dual Meet with the NJ Division Saturday, May 9 in Hillsborough, NJ (details in this newsletter).

Wayne Train Show, National Collectors Club Sunday May 17 at the Wayne PAL Hall, PAL Drive, Wayne, NJ www.eastcoasttrainparts.com

13th Annual New England/Northeast RPM Meet Friday and Saturday, May 29-30, 2015 at the Canton Community Center, 40 Dyer Road, Collinsville, CT. This meet is an annual event for many, including your Whistle Post Editor. Two days of clinics, model displays, evening prototype presentations, vendors, and home layouts on Sunday. Admission \$25 in advance/\$30 at the door/\$10 Students. The website is www.neprototypemeet.com and on Facebook: www.facebook.com/NERPM.

GSD Summer Meet Details are being developed for a meet in the Northwestern area of our Division to be held on Saturday, August 1.

NMRA National Convention Portland, Oregon, August 23-29, 2015. www.nmra2015portland.org

GSD Fall Meet No meet to be held. The GSD will support the NJ Division with their MER Fall Convention in October and the Garden State RPM Meet in November.

NJ Division, MER Mid-Eastern Region Fall Convention —The NJ Division is hosting the 2015 Fall Convention, the Delaware Valley Turn, for the MER. It will be held in Mt. Laurel, NJ at the Hotel ML on Route 73 between I-295 and the NJ Turnpike from October 22-25. There will be all the features you expect at a regional convention including clinics, prototype layout tours, model railroad tours, contests, the Operations Callboard, and more. The convention website is www.delawarevalleyturn.org.

Call for Clinicians

If you are interested in presenting a clinic at the MER Fall Convention, now is the time to submit that request. Presentation opportunities have been filling up but there may still be some available. Contact information at www.delawarevalleyturn.org.

Garden State RPM Meet November 14-15 at the Union County Vocational-Technical School in Scotch Plains. If you haven't been to an RPM meet, this local event is a great one to start with. Clinics, model displays, layout open houses, and vendor tables. Registration and clinics for this year's event are not yet available, but there are photos from previous meets can be seen at <http://hansmanns.org/ld-op-nj/index.htm>. This is a GSD/NMRA co-sponsored event.

GSD at the WGH Show

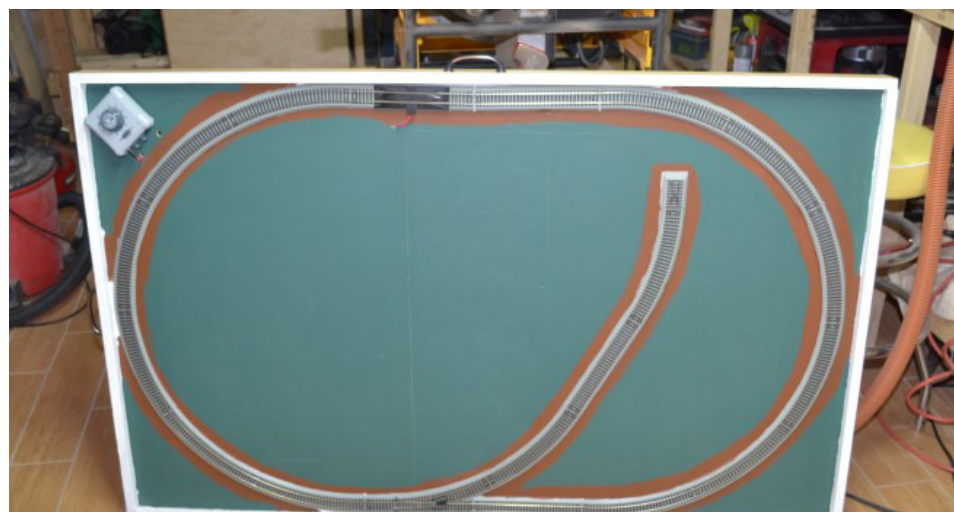
The GSD participated in the World's Greatest Hobby on Tour show held on March 28 and 29 in Edison. This show was intended to introduce the general public to model railroading in an entertaining, lively and family-friendly atmosphere. The GSD represented the NMRA by offering rail passes to those interested in becoming members, promoting the NMRA, and conducting a live demonstration on how easy it is to build a simple under-the-bed layout. The material for the layout was prepared in advance and the layout was actually constructed right at the booth using simple hand tools. On Sunday afternoon the layout was raffled off to one lucky attendee.

GSD members participating over the two day event included Bob Dennis, Tom Wortmann, Andy Brusgard, Al Taylor, Ciro Compagno, Frank Russo, Bob Tumielewicz, Joe D'Agostino, Bruce De Young, Jim Walsh, Tom Casey, Jim Fawcett, and Jim Homoki.

Besides promoting the NMRA and model railroading, there was sufficient manpower to allow the volunteers to visit the rest of the show. **WP**



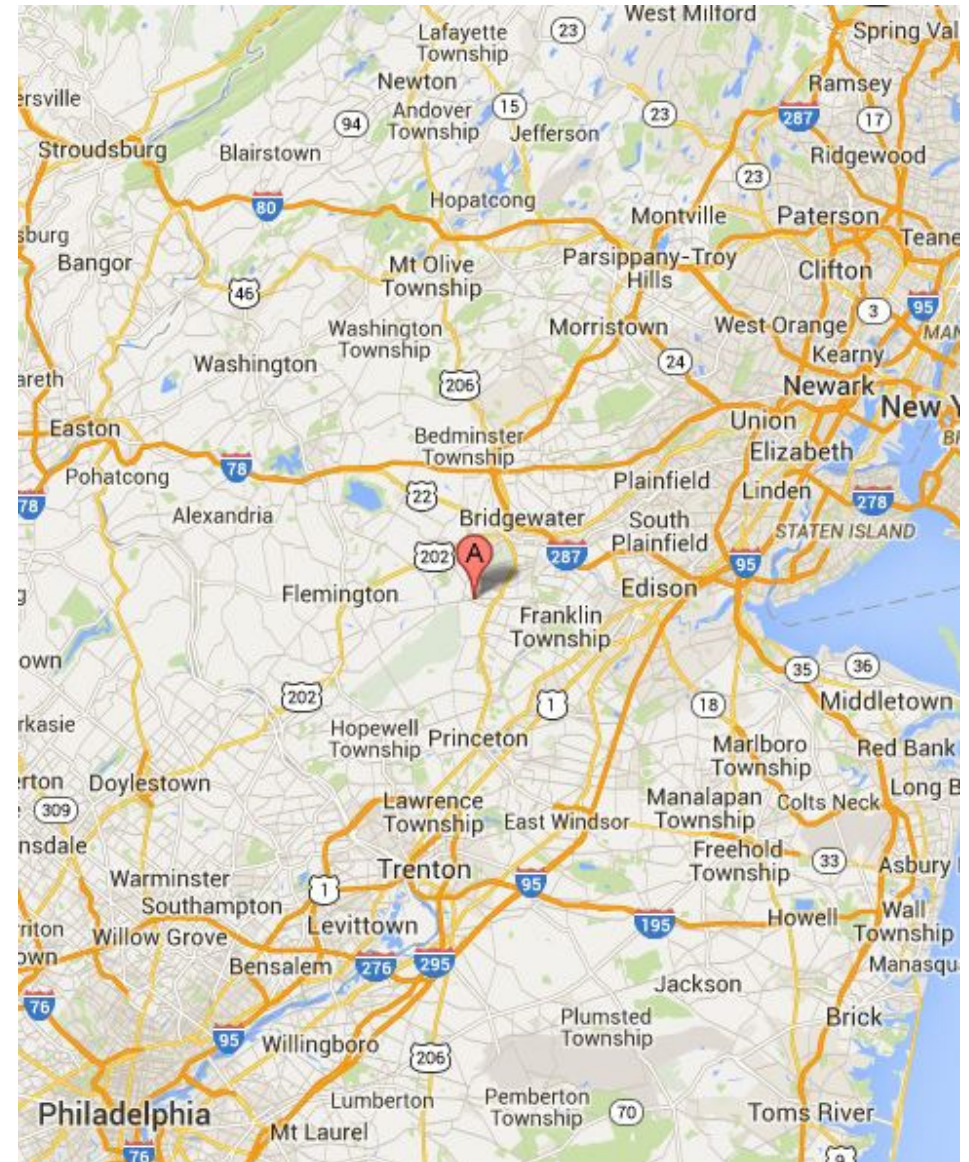
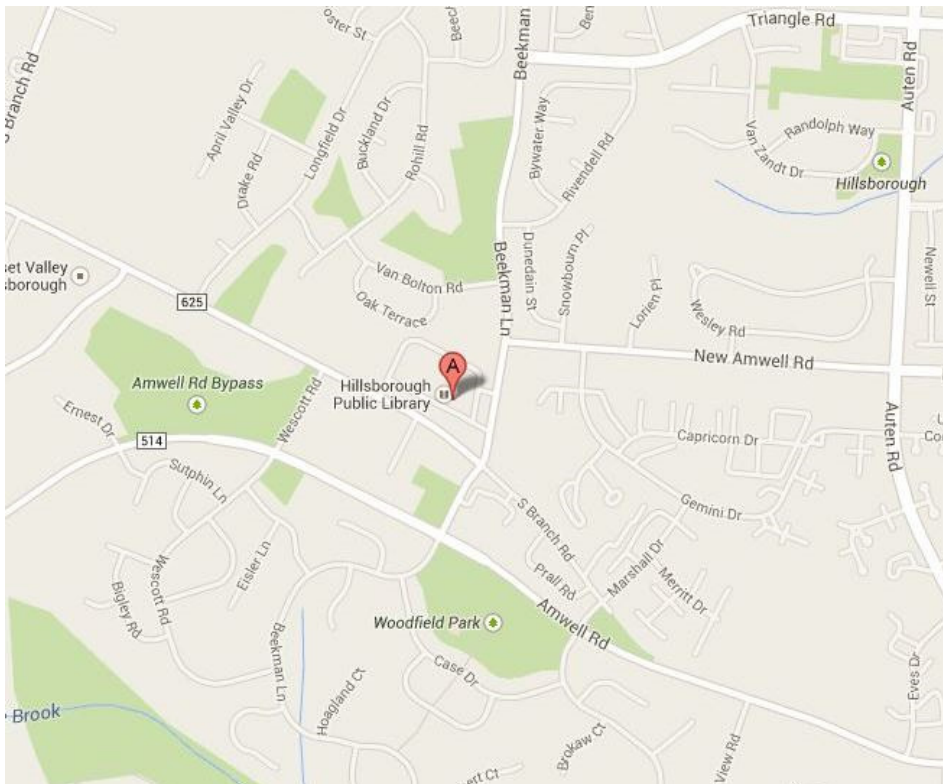
A complete under-the-bed layout is shown below. It was built twice; once on each day of the show.



Directions to the Spring Meet

From the north and east the best route takes you through the Somerville Circle, then Route 206 south to Amwell Road. From the south and west, back roads will be faster to Amwell Road than staying on a major highway. Be aware your GPS directions may not be the fastest way to the meet as it tends to keep you on the major highways.

- Reach Route 206 from the Somerville Circle (Routes 202/206/28), or back roads from I-287 through Franklin, or Route 206 from Route 1 and Princeton.
- If on Route 206, take Amwell Road west.
- Turn right on Beekman Lane at traffic signal
- Turn left on South Branch Road at traffic signal.
- The Hillsborough Municipal Building is on the corner. The library and Police are located in the same building. Turn right into the driveway and drive to the back of the building. There is an entrance adjacent to the meeting room.



ABOUT THE WHISTLE POST

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Deadlines for submissions to the Whistle Post are January 10, April 10, July 10, and October 10.

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The Meeting Minutes have now been moved to the GSD website and a selection of past articles have now been posted. Please support the hobby dealers on the right panel that support the GSD.

GSD Board
Meeting Minutes



Past Whistle Post
Articles



New Members Wanted!

No room for a home layout? Not sure you have the experience?
We will teach.

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Not getting the bi-monthly NMRA eBULLETIN?

The new **NMRA eBulletin** comes out every other month near the 1st of the month. Either your SPAM filter is blocking it, or you need to update your email address. Go to:

<http://www.nmra.org/nmra-magazine>

The GSD now has a Twitter account! Announcements and updates can be made more quickly than on our website.

Follow the GSD at "GSD of the NMRA@GardenStateDiv"

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Book Announcements

(The Editor welcomes notices of original work on historical or modeling subjects that are located within the boundaries of the GSD.)

Staten Island Rapid Transit

Marc Pitanza is an active member of the GSD and has recently written a book on the Staten Island Rapid Transit, soon to be released from Arcadia Publishing. Marc is a modeler and historian of the SIRT, and you may have seen some of his modeling work at GSD meets. Developing a book is a labor of love, especially when on specialized or regional topics. Arcadia is well known as a publisher of local history, with more than 9,000 titles in print.

This is the first book in 50 years to cover the little known Staten Island Rapid Transit. Reaching Staten Island from Cranford, NJ, it was controlled by the B&O for most of its' existence, with the Staten Island trackage now part of the New York City Transit Authority. The book will be released on June 22, 2015 and an event will be held at Barnes and Noble on Staten Island on Saturday, June 27th at 1 PM.

More information can be found on the Arcadia website:

<http://www.arcadiapublishing.com/9781467123389/Staten-Island-Rapid-Transit>

Rahway Valley Railroad

On the north side of the Lehigh Valley and CNJ main lines in Cranford, nearly opposite the SIRT interchange, was the Rahway Valley Railroad. Although it did not directly interchange with the SIRT, members may also find this railroad to be an interesting read. Volume I of the history of the RV was recently released and Volume II is scheduled to be released on May 17. The author, Richard King, is an impressive young man, having just turned 21!

The Garbely Publishing website is:

<http://www.garbelypublishing.com/>

