



The Official Publication of the
Garden State Division

THE WHISTLE POST



Volume 1, Issue 1

Fall 2002

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Submissions to the newsletter can be by email, diskette, CD, letters, photographs, or hand it to me.

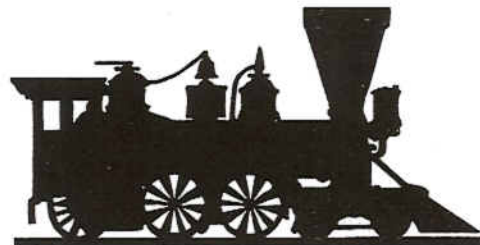
Welcome to the GSD

Hello, My name is Tom Wortmann and I have taken over the new editor of the division's newsletter. Roger Oliver did a fine job but personal matters just took up too much of his time to fully develop this newsletter so he asked Tom Matthews a while back to find another editor. Someone hollered "Free trains", I stood up and got this job. All kidding aside. I have some experience in doing this, having done a newsletters for PTA's, a few model railroad clubs and the Marine Corps League on Staten Island. In case you're wondering, I do live on Staten Island.

A little about me. I have a HO, layout set in the late 60's and I named it the "Mohawk, Salem and Kennisington". It's a point to point layout that uses the Aristo-Craft controllers. I belong to two clubs, the Staten Island Society of Model Railroaders, and the Iggemeisters. I have a website, <http://MSKRR.tripod.com> The pictures need updating, but otherwise it will tell you a bit more about my layout.

Enough about me....

Now as with any group, I know that without the membership, there is no newsletter. I firmly believe that any newsletter is the voice of the membership. It is your way of getting your view presented to the members. Use it. Sure, I get info from the officers, but the best info comes

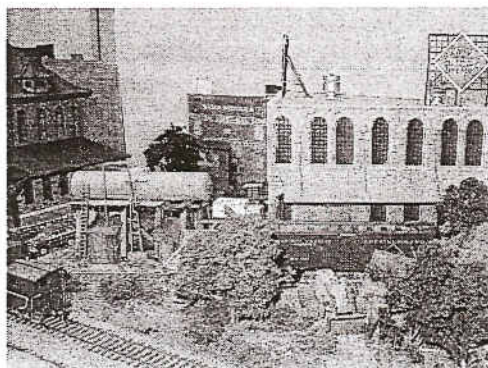


A new look and a new Editor

from you, the membership. Send me anything and everything you have. Photos, articles, cutouts clip art, stories, adventures and more. Don't think it's too short, too boring, too simple or anything like that. Let me be the judge of that. That's my job. Going on vacation? Taking pictures of a trains? Tell me about it, send me the pictures. I have software that allows me to clean up photos for use in the newsletter. Having a problem on your layout? Tell us about it, maybe others are too. Help me help others. Together we can do it. Thank you.

WINTER CONVENTION

No set location as of this printing, but I highly recommend you stop by. Member or not, (maybe we'll sign you up). There will be videos to watch, a white Elephant table and a model / Photo contest. Use the contest available there. Bring something in to sell or watch a video. Afterwards we're going to hold our annual meeting and elect a new Trustee and a Vice President. Motions will also be made to change the by-Laws so all members can vote and hold office. Coffee and Doughnuts available.



One of the many layouts visited at the Recent NER convention in Syracuse NY More details inside

THE - HEAD - OFFICE

From The Director

Here we are approaching Model Railroad Month in November. There will be many activities in our hobby as we get ready to hibernate in the train room for the winter. Traditionally clubs hold shows in November and December and expose the public to our wonderful hobby.

As we continue to try to get the Garden State Division back on track, I'll take this opportunity to encourage you to join a club and stretch your legs a little by actively participating therein. Many of you already participate in round-robin groups. I also encourage those groups to look for new members as you make your weekly pilgrimage to the hobby shop. Some of the shop owners must think we only stop by to talk and read the magazines. Do them a favor. While you are there talking and looking, do some buying too. We can't have enough happy hobby shop owners.

Activity at the national and Regional levels of the NMRA.

Changes will occur over the next year

which will bring us closer to a structure in which ALL members will automatically BE members of their respective Regions and Divisions. The petition to move Staten Island back to the GSD has exposed some holes in the By Laws of the NER. Those are being addressed by the NER BOD. Some work will be needed on our end to amend our By Laws to adjust to this.

The Conformance and Recommended Practices Committee is working on new projects. Some interest has been shown in Standards for High Rail. The Committee needs people who are interested to step forward and join the work. "S" Scale folks have told me that some work needs to be done on Standards there too. So, those of you that would like to see improvement (or standards set) in your scale, step up to the plate. Contact the Technical Department director, Rutger Friberg at TECH@HQ.NMRA.ORG.

We will be having some model contest judging at our GSD Annual meeting in January, so those interested get your work ready. Mel Ponton, mponton@ptd.net

will have more on that as it approaches.

The GSD will again be at the Greenberg Show in Edison on Nov. 23-24. Don Jennings will have his switching layout up and running. Don, a Merit Badge Counselor for the Boy Scouts has invited the Scouts to stop by and see about the Rail-roading Merit Badge. Greenberg Shows will be admitting all Scouts Free of Charge. What a great chance for us to show off our hobby. I realize that many of you may think this show is just High Rail and collectibles. It seems to have more "Scale" lately and hopefully that will continue to change as we show our interest. The Greenberg folks are very much interested in a much broader participation. I hope to see many of you there too. Members who are willing to spend a couple of hours at our display and talk to the public can have a free pass, contact me (owenwrr@aol.com) or 201-556-0373 and I'll send you a pass.

Tom Matthews

A - L T T L E - H U M O R

One afternoon, a wealthy lawyer was riding in the back of his limousine when he saw two pathetic men eating grass by the road side.

He ordered his driver to stop and he got out to investigate, and asked, "Why are you eating grass?"

"We don't have no money for food," the first man replied. "Oh, well, you can come with me to my house," insisted the

lawyer.

"But, sir, I got a wife and three kids here."

"Bring them along!" replied the lawyer.

"But how 'bout my friend?"

The lawyer turned to the other man and said, "You come with us, too."

"But, sir," said the friend, "I got a wife and six kids!"

"Bring them as well!" answered the lawyer as he headed for his limo.

They all climbed into the car, and once underway, one of the poor fellows says: "Sir, you are too kind. Thank you for taking all of us with you."

The lawyer replied, "Glad to do it. You'll love my place. The grass is almost a foot tall."

RAILROAD - NEWS

The latest news buzzing around the old pot belly stove, (Ok gas burning heat pump) is the return of the old Lackawanna Cutoff. In short this means that trains could run from the Hoboken Terminal in (where else?) Hoboken to Scranton PA. The home of Steamtown (and a

whole bunch of people and shops and churches and well, you get the picture) Of course this is still in the hands of the politicians so anything could happen. The land has been purchased, the contracts drawn up and more, but like I said, this could end real fast. Let's pray it doesn't.

I can see a fan trip already. We'd board at Hoboken or anywhere else along the line for a day full of rail fanning at Steamtown the rail fanning could start the moment we board the train!



G S D NEWS



The Staten Island on hold

The big item brought up this year at the BOD meeting in Syracuse this was the petition raised by the NMRA members on Staten Island requesting to be returned to the GSD from the Sunrise Trail Division.

I'll give you a quick history. Way back when the divisions were formed the Sunrise Trail Division comprised of all of Long Island and New York City, not too much later the NMRA members on Staten Island requested to be moved to the Garden State Division since it was so much closer to Staten Island. All this was fine and even when the GSD became inactive many Staten Island people simply floated (no pun here) over to some the activates out on Long Island with the STD while still went south to the NJD. I was even asked to hold office and for a short time as the membership chairman. But attending the meetings was very hard as so many of them were very far out on Long Island.

Then without anyone on Staten Islander knowing, the STD requested that Staten Island be moved back to the STD so they could serve them better. I'm sure they meant well, but never ran a ballot or asked anyone on Staten Island if this is what they wanted.

Being one of these people I one day noticed that my Bulletin address label now read 2101 instead of it's usual 2104. It seems the same shock came to other Staten Islanders. A few people were questioned about this, a few emails were sent and finally a petition was written and signed by almost every Staten Islander. There was much debate before the convention but the bottom line is that we simply want to go to whoever is closer and for us Staten Islanders, and the GSD is! Sadly there was no final out come as the issue The Sunrise Trail Division, wants time to get out a newsletter to their members and also to dig up some more documentation. All in all it was a good meeting. Both sides affected by the issue spoke and everyone was given a chance to be heard. I had hoped this whole thing would be over and done by

now. One thing I personally feel is that in any issue, the people, of any organization should have some say over any changes that effects them.

Last word is that the NER BOD is going to poll every Staten Island NMRA member and ask which division they want to be in. As a Staten Islander, I feel this is a fair way to do it and I hope it ends the issue once and for all.

ANNUAL MEETING

At the next annual meeting of the GSD a motion is going to be put on the floor to change the GSD's by-laws to read that ANY member in good standing be allowed to vote, make motions and hold office in the division. It is believed that this is not only best for all, but will bring us in line with most NMRA divisions. All members are requested to attend to cast their vote.

My personal feeling on the matter is that an NMRA member can join as many regions and divisions as he wants and as long as he pays the dues in all of them.

What is your feelings on this? I plan on a "Blowing Off Steam" type column which I plan on calling "The Regulator"

Feel free to send me any thoughts you have about the Division. Remember this is YOUR newsletter.

EMAIL

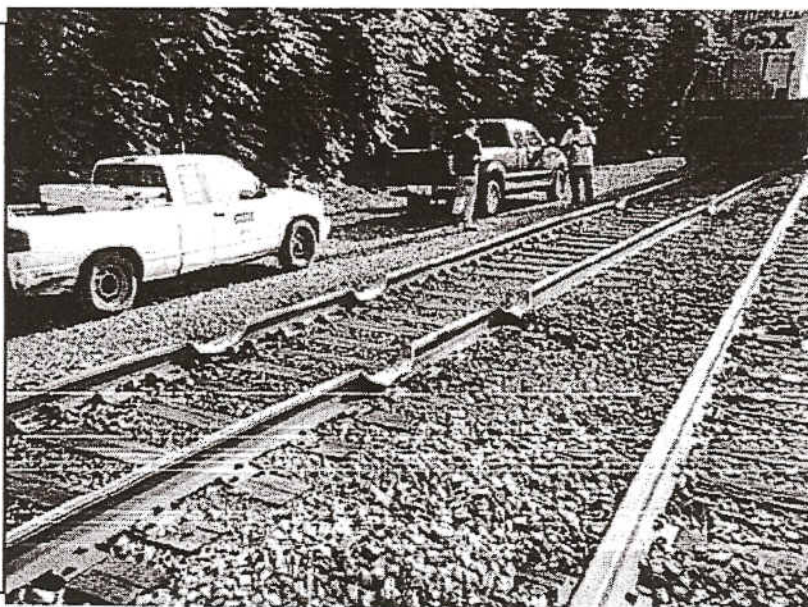
The GSD is collecting members email addresses so to better contact you about events, changes and important issues within the division. You could send it to me, Roger or use the division's email address: gsdtrains@yahoo.com.

**A little wheel slip?
This Picture was taken on
the Norfolk Southern
Main line in Virginia
last year.**

Notice anything strange besides
the obvious?

There are only three sets of ex-
cess wear. One motor must not
have been working.

I wonder how long the engine
sat there while this wheel slip
took place.



 **Clubs around the Division** 
THE RAMAPO VALLEY RAILROAD CLUB

Meets Tues. & Fri.
620 CLIFF ST.
HO-HO-KUS, NJ 07
Dennis Alderman 845-359-0746

GARDEN STATE MODEL RAILWAY CLUB, Inc.

Meets Tues. & Fri.
575 High Mountain Rd.
North Haledon, NJ 07508
www.gsmrrclub.org
"O" SCALE CLUB
Meets Tues. & Fri. at above
Contact; Karl Geffchen 973-857-2825

NORTHERN NEW JERSEY N-TRAK

Meets Fridays
GARFIELD, NJ
Harry 2001-460-7290 or Ric 201-939-2134
<http://members.aol.com/awOL/ntrak.html>
E-mail trackcrew@aol.com

THE MODEL RAILROAD CLUB, Inc.

Route 22
Union, NJ
<http://www.tmrcc.com>

GARDEN STATE MODEL RAILROAD CLUB

Meets Tues. & Fri.
607 8th Ave.
Asbury Park, NJ 07
inlinebob@aol.com

STATEN ISLAND SOCIETY of MODEL RAILROADERS

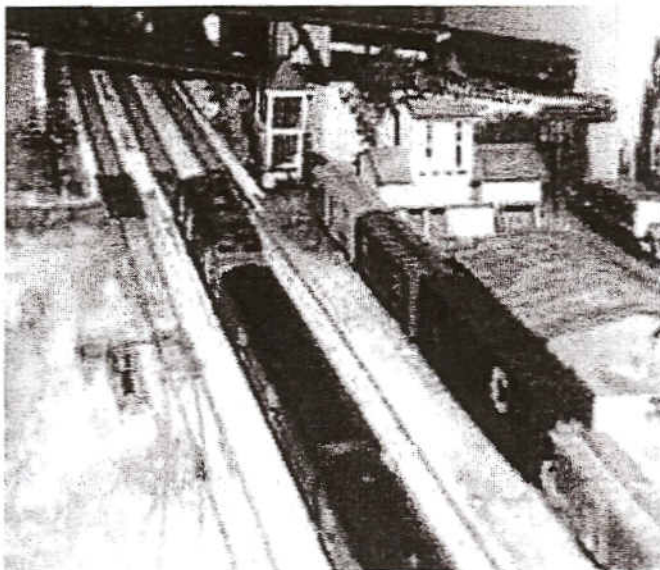
HO Modular Club, Round Robin Meets
once a month.
Contact Willie Butler
Pennsy39@aol.com
<http://members.tripod.com/MSKRR/SISMR>

NY SOCIETY of MODEL ENGINEERS

HO & O scale club
341 Hoboken Road, Carlstadt NJ
201-939-9212
<http://community.nj.com/cc/sme>

The Staten Island Society of

Model Railroaders is getting ready for their upcoming display at the Edison show in the Ratain Convention Center and their upcoming Christmas display at the Marine Corps league, on Staten Island. Membership is open to all. This is a HO module club.

**MEMBERSHIPS OPEN**

The Model Railroad Club
Union NJ

NY Society of Model Engineers
Carlstadt NJ

The Ramapo Valley Club

Contact these clubs for details

Did we miss a club? If so Please get us the information
and we'll be glad to include it in the next issue



**Always check the Event
Calendar on the back
page for club events**

THE - N - SCALE - CORNER

A couple of issues ago I wondered what happened to Northern New Jersey N-Trak. Well, I've got news for you! N-TRAK is very much alive and operating on a weekly basis in Garfield N.J.

In late August, Tom Matthews and I were invited over to see their operation and came away with the impression that here was a fine group of working railroaders, doing what was necessary to get their club rolling, as their slogan suggests.

The club is building a layout which has both typical N-Trak modules connected in a semi-permanent manner and a new permanent section along one wall. According to Harry Leifer, the club's president, they now have about 900 feet of track, with more come. They have established a junior division for young modelers ages 10 to 17, work with a Boy Scout troop with the help of one of

their members, Allen Lawrence, and put together traveling outside show layouts at least four times a year. These guys are busy!

The club operates in a large pleasant basement room in the Holy Trinity Lutheran Church in Garfield. This was arranged with the help of VP Rik Rieker.

I got the impression that these guys like to run trains - long trains! Members bring their own equipment, and as long as it runs properly and doesn't foul up the railroad, everyone's happy. There doesn't seem to be much nit-picking about road names, or type of equipment, etc. Still, I could see that these were serious modelers.

They want new members. Harry, the Prez, is a big convincing guy, and almost had me signed up in about a minute and a half. They've got a lot going for them. Check them out. Phone 201-460-7290, or web site:

<http://members.aol.com/aw01/ntrak.html>

On another matter, Harry Leifer mentioned that an unfortunate situation exists with Atlas' new code 55 track and Micro-Trains standard wheels.

The track conforms to NMRA standards. The track measures .030 from the top of the spikes to the rail head. Micro-Trains wheels have flanges .033 deep. The result is that the flanges bump on the spike heads and this ain't good! The solutions are: Change your wheel sets to low profile types now offered in bulk amounts by Micro Trains, or use different track. (See Paul Schmidt's Product review in the Sept issue of Model Railroader P 23) It's too bad. The track is beautiful. See you in the next issue. Comments to sanonja@nji.com

Rich Brown

MEMBER - P I C T U R E S



This quarter we feature the HO layout of member Don Jennings. Thanks Don, Looking Good. Lots of local road names. Keep us informed



THE - A P - P R O G R A M

So, you're interested in model railroad-ing, eh? You subscribe to a couple of model railroading magazines too, huh? How about the National Model Railroad Association? Oh, you're a member! And a member of the NER and GSD too! Wow! You ARE involved!

Have you given any thought to actually building a model railroad? You already have one! With tracks? Yeah? How about rolling stock (I think that's what they call engines, freight cars and the like) – do you have that kind of stuff as well? Yeah, but does it run – I mean without you having to push them by hand? Wow, you've done a lot!

Ok, how about scenery; do you have any scenery – you know, dirt, trees, rocks – that sort of thing? Really! What about structures – houses, factories, things like that, I mean? You have some of them too!

Sounds like you've put a lot into it. You know, you might be entitled to one of those NMRA Achievement Program awards. In fact, I'd be willing to bet on it.

They have this one called the Golden Spike award. And you don't have to be Dave Frary or have an acre of modeled railroad to get it, either. Let's go down the list of requirements and see how close you are.

First, is the rolling stock – things that pull or push and things that are pulled or pushed. You need to display 6 – an engine and 5 cars makes it. Pretty much any kind will do. The catch seems to be that you need to have done something more than just assemble the kits – but not much. The easiest thing to do is to add a little weathering. So, try spraying the 5 cars with some diluted India ink – you know, the tablespoon (or 2 or 3) of India ink added to a 16 oz. bottle of rubbing alcohol. This will take some of the "right out of the box" look off of them. You could also brush on some rust colored weathering powder and follow that with a light spray of Testor's Dullcote to "fix" the powder to the model. Another option

would be to dry brush on some rust colored paint – and, don't forget the trucks. That's about all that is needed in this regard. By the way, if you change the couplers be sure to mention that in the documentation you submit. It all counts.

One last note on rolling stock. None of the rolling stock needs to have won any prizes. It only needs to be displayed. And, on your layout is as good a place as any. Also, not all of your rolling stock needs to have additional treatments. Only the required 6 pieces.

The second thing is setting. It needs to be 8 square feet or larger. So, a standard sized (2' X 4') HO module is plenty. A small switching layout will do nicely. Also, they want a little scenic detail. Some grass. A tree or 2 would be nice. Again, it doesn't have to be a Dave Frary, George Sellios or Lou Sassi (all heroes of mine and residents of our region) masterpiece. By the way (there will be a number of "by the ways") the whole layout does not need to be sceniced (is that a real word?) – only the portion satisfying the minimum size requirement.

Third, you will need 5 structures. Again, they will need a little personalization from you. Painting does it. So does weathering – the kind I mentioned in the part about rolling stock. No works of priceless art. Just a little extra treatment that

you did in addition to applying the glue. By the way, a bridge is a structure. So is a trackside shed. We're not talking \$200.00 kits here and size is not the issue.

Fourth is track. You need some track. 3 types will do. What types? Well, how about straight track. One down, 2 to go. Got a switch? That's 2. How about a crossing track? Done! By the way, track that goes up (or down) an incline counts. You got curves? Them too. About the most stringent requirement is that you will need a "proper" roadbed and some

ballast. In this case, "proper" means "raised" (i.e. higher than the adjacent terrain). Notice that there was no mention of handlaying. Snap track and switches right out of the bag or box will do just fine.

Fifth is that the layout needs to be electrified and capable of running a second train without having the operation of one interfere with the operation of the other. There are many ways to do this. About the simplest is to have 2 circles or lengths of track that are not connected in any way – 2 straight lengths are okay. So are 2 circles or ovals. In these cases, by the way, you don't really have to have a second power supply although that would be the easiest. With one power supply, you will need to be able to "choose", usually by throwing a switch, which hunk of track is getting the power at any given time. If you are dealing with a single oval, you will need some sort of a siding that is isolated from the rest of the track and a couple of electrical "blocks". In that case you would be able to run 1 of your engines onto the siding, cut power to the siding and run the other train past the siding and onto another "block" before bringing the other engine out of the siding. Most of you folks understand this

"Have some trains, some buildings? Got a switch, some straight track? You've done a lot!

stuff so I feel a little awkward presenting this in this way. The overriding point to remember here is the fundamental nature of the requirements for this award. You don't need anything on the scale or sophistication of Harold

Werthwein's Erie Railroad.

Note that, for the electrical requirement, you don't actually need a second engine. Having the track wired so that you could run 2 engines independently is all that is needed. And, DCC eminently satisfies the requirement without the need for any fancy wiring.

Lastly, you need to have one other electrical feature not included in the fifth item (above). A battery powered street lamp will do. So will a remotely operated

AP Program Continued

switch.

That's it. So, let's assume you have all of the above. What's the next step? Well, just get the form and fill it out and send it to me. You can find the form on the NMRA web site in the section on the Achievement Program or you can call (908-479-4345) or write (713 Warren Glen Road, Bloomsbury, NJ 08804 or mponton@ptd.net) me and I'll send one to you. It would probably be a good idea to include a photograph and a diagram (for indicating electrical blocks and the like). You will also have to have someone (preferably an NMRA member – you know, someone who can talk the talk) to affirm that you actually have all the things you have indicated on the form. If there is no one close by get in touch with me and we'll work something out. There is always more than one way to skin the proverbial cat.

A couple of parting thoughts:

- Your railroad, such as it is, doesn't have to be a prototype. That is, it doesn't have to be a real railroad or a real place.
- You don't have to have won any prizes with any of it.

- The requirements don't have to all be satisfied on a single layout. You could have a 2' X 4' sceniced (there's that non-word again) layout that doesn't satisfy the electrical requirement (the fifth) and another one with no scenery that does. Theoretically, you could have 6 "layouts" each satisfying a different requirement. Why is layouts in quotes? Because there is nothing saying that the rolling stock has to be sitting on track. It could be displayed on a bookcase in your living room. The key word is "displayed" in this case.

So, try not to read anything into the requirements that is not literally specified. Give yourself the benefit of the doubt. Make someone else tell you it's not enough. You will probably be pleasantly surprised. The intention of this award is to acknowledge and reward your efforts and encourage you to expand your capabilities in this wonderfully rewarding hobby.

I have set myself the task of creating a matrix of the AP requirements. My intention is to give you the means necessary to plan your modeling efforts so as to incorporate all (or as many as possible) of the various requirements into your model

railroad rather than having to do them as separate activities solely for AP purposes. I figure that, if you have something on the wall that has checkmarks indicating all the things that you have done that are included in the various AP requirements, you will be able to see what you are closing in on and what you have left to do. That will be something I hope to get to during the long cold winter.

Next time we'll look at another of the AP challenges. I'm not sure which one at this point. Motive power is the next one in my loose leaf binder but I still haven't made up my mind.

In the meantime, if I can do anything to help you in your AP or modeling efforts, please don't hesitate to get in touch. If I don't have what is needed, I probably know where to get it. And, if I don't know, I'll find out. As I have said before, there is a tremendous amount of willing and eager support available through the NMRA and its membership. Let's tap into it.

Mel Ponton
mponton@ptd.net



At the next Garden State Division Annual meeting which will take place at the end of the Winter Convention, we will holding elections for two offices. We have a few people holding office and running the division. We will have an opening for Vice President and one Trustee for the next 2 years. Be sure to attend to cast your vote and while you're

planning the date, think about running for an office. It takes people and time to run a division, but if more people chip in, the work will be easier for all. It has been said, that many hands make easy work.

This is true no matter where you apply it and no more truer than in a 100% volunteer organization. Sadly right now only

members living within the boundaries of the division can vote and hold office, but we hope to change that too. Now we're not asking for that much or a lot of your time, so please think it over and if you interested or just want more information, contact Tom Matthews





NER CONVENTION SYRACUSE 2002



We just returned home for the Fall 2002 North East Region Convention and what a convention it was.

Clinics? You like clinics? There were bunches of them. Everything from Prototype history to how to carve your plaster castings. One great idea this year was that all the clinics were video taped and will be available for sale on the NER's web site. I for one plan on getting a copy of it because I sure did not make as many as I would have liked as I was busy out with a bunch of other GSD members running around seeing all the layout that were open for your viewing. N scale to live steam G gauge. Friday night alone we managed to visit 5 great layouts. And we did not by far get to see all of them. There was simply so many that you could not see and do everything. Tried, feet ache? Grab a seat in the video room and watch some neat train videos. Grab a cup of coffee and a doughnut in the hospitably room and buy some chances. For \$5.00 we could buy a arms length of chance tickets and then

took those and placed them at the prize you hoped to win. For \$5.00 I won a free renewal with Model Railroader. Not bad. The contest room beckoned for your models, didn't have any to enter? Well then come see what the other fellow has done and get some great ideas. Take pictures of your trains or prototypes? Enter them. Yours truly took third place in the Black & White division with a picture of a Ma & Pa bridge in York Pa.

The local American Legion hosted a train show and what a show it was two full floors of things to buy and things to see. Talking about seeing, there was a huge model railroad club there as well which had an open house for those attending the train show plus a modular club was also set up there as well. Oh did I mention? Convention attendees got in the show for free. Indeed there was much to do and much to see. Satur-

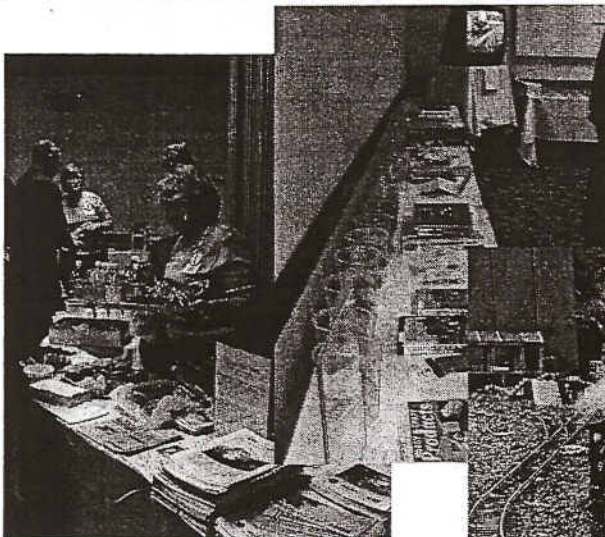
day night was the banquet with a wide choice of selections. The contest awards were handed out then and after dinner we had the swearing in of our new regional officers. The last day we had our annual membership meeting for the most part it was a normal meeting with the reading of the officers reports and such. New business was the petition of the Staten Island members moving to the GSD and you can read my report on that elsewhere in this issue.

Now look over the pictures of the convention and please consider attending one. You'll have a good time, I promise. Look for more

Tom W.

"Hosted a train show and what a show it was, two full floors plus a train club's layout."

SYRACUSE 2002 PICTURES



Welcome Room, Raffle prizes in the video room



Some GSD members enjoying the banquet.



WHY NOT JOIN US



MEMBERSHIP APPLICATION

Name _____

Address _____

City _____, State _____ Zip _____

NMRA # _____ (Required) NER # _____ (Not Required)

Scale _____ Email _____

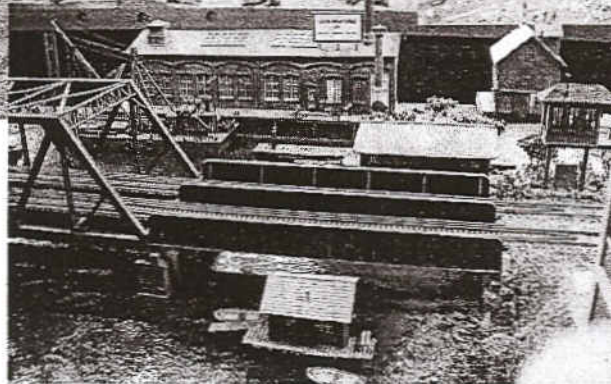
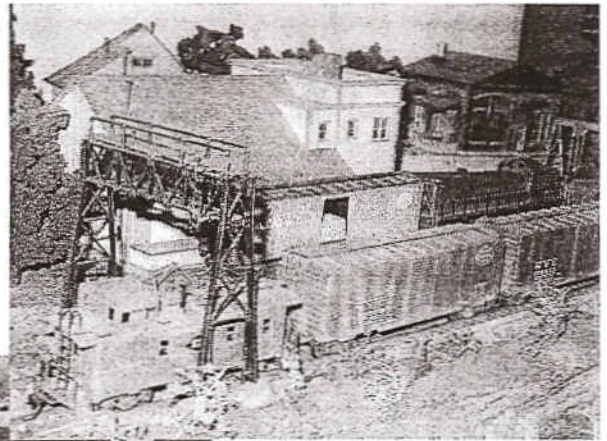
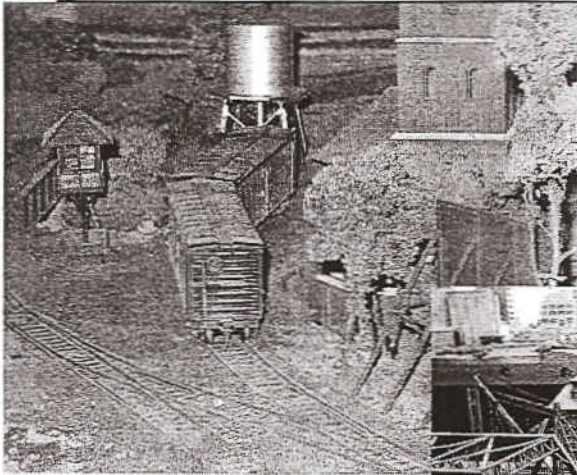
\$10.00 Per year membership, \$5.00 Whistle Stop Subscription Total = \$15.00

Amount Enclosed _____

Please make your check out to the GARDEN STATE DIVISION
Mail to Roger Oliver, 61 Franklin Road Denville, NJ 07834-1558

Won't you please join us? Together we have a great division in a great hobby. Look for our upcoming events, conventions and more.

SYRACUSE FALL 2002



A small sampling of some of the layouts we saw. You had to see them yourself to fully enjoy the workmanship.

Three fine HO layouts

The Whistle Post
Tom Wortmann
68 Carmel Ave.
Staten Island NY 10314

ALWAYS
USE ZIP
CODE



<http://home.att.net/~gsd-ner/home.htm>
Email: gsdtrains@yahoo.com

**THE OFFICIAL PUBLICATION OF THE
GARDEN STATE DIVISION**

The Whistle Post is now published quarterly and will soon be
available on our web site in PDF form on our website



**Happy Holidays and
Happy New Year to all**



UPCOMING EVENTS

NY Society of Model Engineers
is having their "All Scale"
Swap meet on October 26th,
St. Joseph's School, East Rutherford.
Call 201-939-9212 for details.
<http://community.nj.com/cc/sme>

Greenburg Show Nov, 23rd & 24th
Raritan Expo Center, Edison N.J.
Lend a hand and help man the GSD table.
The Time server will be set up.

The Model Railroad Club
Union, is having their annual show November 29, 30 Dec 1,
6, 7, 8, 13, 14 & 15. Tickets on sale at the club starting Octo-
ber 5th, Memberships are open. A number of different mem-
bership plans are available see the web site for details.
www.tmrcl.com

NY Society of Model Engineers Show
Nov 29,30 Dec 1, 6,7,8,13,14,&15
O & HO layouts, 341 Hoboken Road
Carlstadt call 201-939-9212
[Http://community.nj.com/cc/sme](http://community.nj.com/cc/sme)

**The Garden State Division
Winter Convention**

Will be held sometime in the last two weeks of
January near Chester NJ.
Details to follow
Contests, White Elephant, Videos
and Elections will take place.

The Garden State Model RR Club
North Haledom NJ
Is having their annual open house November 29,30
Dec 1st, 6th and 8th, 13th and 15th.
www.gsmrrclub.com

NMRA National Convention,
Toronto, Canada. July 13th to July 19th, 2003
E-mail: registrar@ml2003.com
E-mail: info@ml2003.com

GSD Spring Convention.
April ? 2003
Still looking for a place,
Anyone have suggestions?