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WEBSITE

www.nergsd.com

Contact email addresses can be found on Page 9 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

Ramsey, NJ, Winter Event Scheduled for January 23

The next GSD event will be held on Saturday, January 23, at the Dater Elementary School cafeteria in Ramsey, NJ. The start time is 9:00 AM. Dater Elementary is located at 35 School Street. There is plenty of parking on site and it is within walking distance to several lunch locations.

As usual, coffee and donuts will be provided, along with a few door prizes. There is a nominal activity fee requested.

Two clinics are featured: Tom Wortmann will present a method of making rock walls from styrofoam trays, and Fred Dellaiacono will discuss a new approach to making background buildings.

Additional activities include the Bring & Brag, where you are invited to show off an interesting feature or two of a recent project, White Elephant sales tables, and A.P. evaluation for models.

There will be at least four layouts open in the afternoon with the possibility of others being added. These include Fred Dellaiacono's HO scale Ramapo Central, the Donald Cooper Club HO layout located in the Mahwah Museum, the HO Ramapo Valley Club in Ho-Ho-Kus, and the New York Society of Model Engineers. NYSME is located in Carlstadt and both the O Scale and HO scale layouts will be open for viewing.

Remember that guests are always welcome. The recent NMRA policy on limiting attendance without being a

member is only directed toward those who attend event after event (now limited to three) with no intention of joining.

(continued on Page 3)



Fred Dellaiacono's Ramapo Central layout will be one of several layouts open in the afternoon. Fred has been "working on the railroad" and would be happy to show you the changes. (photo by Bruce De Young)



On Growing Our Membership and Other Thoughts

With the arrival of winter, many of us are now spending more time on our hobby. As you work on your current model, run trains on your layout, or simply sit in your favorite chair reading the latest modeling magazine, please spend a few moments contemplating how we can grow the membership in the Garden State Division. The idea of any one of us recruiting 50 or 100 new members is daunting, but the thought of recruiting one new member is something that most of us could accomplish. Many of us know of someone in the hobby that is not currently a member of the GSD. Reach out to them and invite them to attend one of our events with you. In fact, if you bring a non-member with you to our Winter Event in Ramsey on January 23rd, we will pay for his/her Rail Pass Membership if they haven't used that option before. How about it? Can you recruit just one new member?

A second topic which I thought I would discuss is that of the clinics which we all enjoy at our events. I know that not everyone likes standing in front of a group and talking. In fact, if you search the Internet for lists of personal fears, you will almost always find the fear of public speaking in the top 10 – often it is #1. However, if you don't think of it as a public speech, but rather a discussion with a group of friends about a common interest, the fear level becomes manageable. Yes, I am asking you to consider presenting a clinic at one of our upcoming events. Although many of our clinics are based on a Power Point presentation, we also have those that are simply demonstrations of a technique, or even a 'works in progress' demonstration. The latter is particularly non-threatening as they are organized as a group discussion around a table. We will be needing clinics of all types this coming year. If you have an area of interest or expertise that you would like to share, please contact Jim Fawcett, our VP and Clinic Chair. Jim can be reached at vp@nersgd.com.

It is remarkable at my age that I can actually have three different thoughts in my head at one time, but here is the third – and final thought. Our newsletter, the WhistlePost, is one of the most important benefits of membership in the GSD. As with the clinics at our events, the content of our newsletter depends on members of the Division taking the time to share their knowledge with other members. The good thing about a Division newsletter is that the articles can be just a page or two with a few digital photos. So, if you have a bit of research, a modeling technique, a layout idea, or any other topic related to our hobby, jot down your thoughts and forward them to the editor of our newsletter, Jim Homoki. Jim can be reached at whistlepost@nersgd.com.

Well, that is it for now. In closing, I want to wish all of our members and their families a healthy and happy New Year! **WP**



Locomotive Sounds

A popular and occasionally contentious topic among modelers is sound in locomotives. I like it—a lot. However, I have some preferences that need to be met. If you are completely set against sound then I'm not going to convince you to change and you may not care about the rest of this column. I'm also going to limit my comments to diesels, as I own no steam locomotives.

For some time I've been trying to roster at least one sound equipped locomotive of an appropriate type (switcher, fast road freight, passenger, etc) leading each train. I have almost reached that goal, and use a variety of brands, both factory installed and aftermarket.

My first preference, in no particular order, is volume. Most factory installations come set WAY too loud. With several locomotives running at one time I like the volume set fairly low. Even though operators shouting across the room seems to be common (too common sometimes), hearing a locomotive across the room shouldn't be.

The quality of sound matters as well. Early sound was better than no sound, but as chip technology has advanced the older decoders are no longer satisfactory. Along with adding sound to previously silent locomotives, I'm also replacing the decoders in older locomotives that have generic sounds or just have poor sound quality. This is no different than other areas of the hobby such as upgrading with more accurate freight cars.

If running multiple locomotives with sound in a consist I've found that different prime mover sounds tend to muddle together. You may find multiple locos with the same prime mover are more pleasing than a mix of sounds.

Manual programming is frustrating and tedious "on the main" or on a programming track, so I use DecoderPro to simplify this exercise. DecoderPro is one of several free software computer tools from JMRI <http://jmri.sourceforge.net/>. I couldn't imagine working without it, and once you try it you may change your mind about expanding the use of sound. DecoderPro may be used to set every CV in your locomotive, from four-digit addresses to lighting effects to speed curves.

Sound decoder installations, speaker selection, decoder brands, and the selection of replacement headlights as part of a sound installation upgrade are all related topics, but we are out of space for this issue. These are also all potential topics for short articles in future issues of the WhistlePost; I'd welcome an article on one or more of these **WP**

NEXT DIVISION EVENT

TIME:

9:00 AM START

DATE:

JANUARY 23

SNOW DATE IS FEBRUARY 6.

LOCATION:

DATER ELEMENTARY SCHOOL
CAFETERIA,
35 SCHOOL STREET,
RAMSEY, NJ. 07446

WEBSITE FOR MEETS:

SEE PAGE 5 AND

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

AGENDA:

COFFEE & DONUTS

TWO CLINICS

BRING & BRAG

WHITE ELEPHANT TABLE

OPEN HOUSE LAYOUT TOURS

(continued from Page 1)

Right: The Donald Cooper Club Layout is located in the Mahwah Museum. Donald Cooper worked for the Erie Railroad. When he passed, his widow donated his layout and the equipment to the Museum. (photo by Bruce De Young)



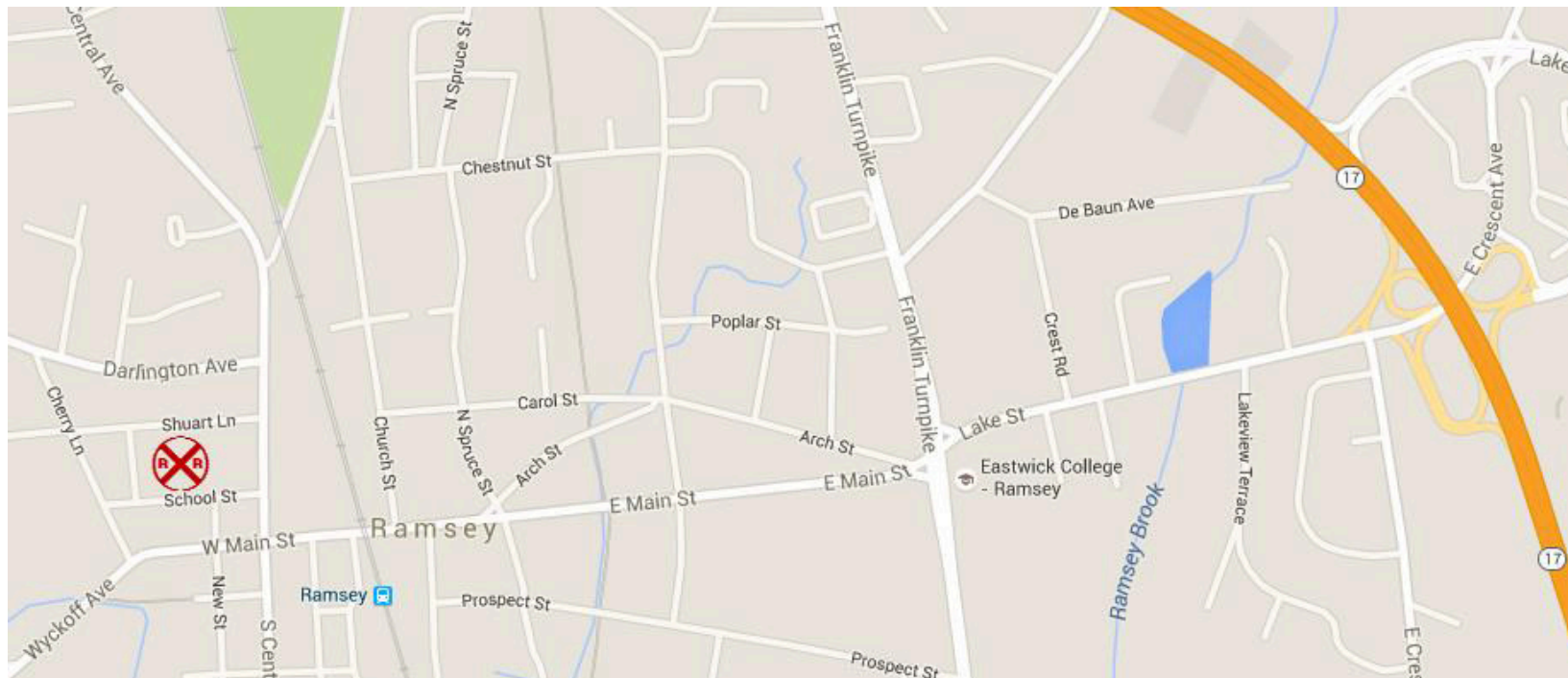
Left: The HO scale Ramapo Valley Club layout is located in Ho-Ho-Kus. NCE control is used under the direction of a central control tower during operating sessions. (photo by Bruce De Young)

(Winter Event continued from previous page)

Right: The large O Scale and HO Scale layouts of the New York Society of Model Engineers in Carlstadt will be open Saturday afternoon. Turn to Page 10 to see changes being made on the NYSME HO layout.



Below: The January 23 event location at the Dater Elementary School in Ramsey. It is a short distance from Route 17 along Lake Street, East Main Street, and West Main Street.



The Timetable *Upcoming Events*

GSD Winter Event Saturday January 23 in Ramsey, NJ. See details in this issue.

Amherst Railway Society "West Springfield" MA show January 30-31, 2016. The largest on the east coast. www.railroadhobbyshow.com

Great Scale Model Train Show, aka "Timonium" The Winter edition of this show will be held February 6-7 at the Maryland State Fairgrounds, 2200 York Road, Timonium, MD. www.gsmts.com

Greenberg's Train and Toy Show February 13-14, Garden State Exposition Center, 50 Atrium Drive, Somerset, NJ www.GreenbergShows.com

Allentown Train Meet Associates Spring Thaw Train Meet February 27-28 at the Allentown Fairgrounds Agricultural Hall, Allentown, PA www.allentowntrainmeet.com

Jersey Central Chapter NRHS Train Show Sunday March 6 Mother Seton High School, Clark <http://jcrhs.org/rrshow.html>

Railroad Prototype Modelers—Valley Forge The 7th semi-annual meet will be held March 17-20, 2016, at the Desmond Hotel in Malvern, PA. 305 attended the 2014 meet! www.rpmvalleyforge.com. A registration form is provided on Page 12.

New Jersey Division March Event March 12, Switlik Park, Hamilton Twp., NJ

GSD Spring Event May 14 Joint Meet with the NJ Division. Location TBA.

MFMR/NER Convention "Port City Rails", St. John, NB, Canada May 19-22 http://pcr2016.weebly.com/store/c1/Featured_Products.html

NE Railroad Prototype Modelers Meet June 3-4, 2016 at the Holiday Inn, 1 Bright Meadow Blvd., Enfield, CT. <http://www.neprototypemeet.com/Welcome.html>

GSD Summer Event Date and time to be announced.

NMRA 2016 National Convention "Highball to Indy" Indianapolis, IN July 3-10 <http://www.nmra2016.org/>

NER 2016 Convention "The Pacemaker" September 15-18 at the Desmond Hotel and Convention Center in Albany, NY. <http://www.hbdpacemaker.org/>

MER 2016 Convention "Tracks to the Triangle" October 20-23 at the Marriott Research Triangle Park, Durham, NC <http://www.mer2016.org/>

Proposed Constitution Changes

Position of Immediate Past President is Proposed

This year in addition to the usual election of officers and some directors on the Board of Directors, a change will be offered to the vote of the membership. The change involves adding a new position of Immediate Past President to the Board of Directors. As the name implies, the GSD member who preceded the current president will fill the position. The member will remain in the position until the current President is replaced and becomes the Immediate Past President. Presidents are limited to a term of 5 consecutive years, so that would also be the maximum term for an Immediate Past President. This will allow our Board of Directors to benefit from the experience of the previous president without him (or her) occupying a position as Director or other officer. This also allows opportunity for other GSD members to step forward and become Directors. A provision for Past President is part of the operation of several organizations including the Northeastern Region of the NMRA. In fact, we have modeled our Immediate Past President position from the one in the NER.

Prior to our 2016 Annual Business Meeting in the Spring, GSD members will receive information that details the changes to the Constitution that define the Immediate Past President position. At that time, all current members will have an opportunity to vote on the Constitution modifications. The results will be announced at the Annual Business Meeting. **WP**

In Memorial

NMRA Life Member and GSD Member Joseph F. Bellavio

Joe Bellavio, 68, of Pequannock, passed away on December 3rd at his home. Joe served in the U.S. Air Force for 20 years, retiring in 1985 as a Staff Sergeant. In civilian life he was in the financial field for over twenty years and recently retired. Joe could always be seen at GSD meets and had a personality and a heart that matched his size. He was active in the NY Society of Model Engineers and the NYSW RR Historical Society, as well as railfanning. **WP**

The GSD Welcomes New Members

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

Warren Walsh

Dave Abeles

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.

DELAWARE VALLEY TURN THE MER 2015 CONVENTION

by Robert Dennis

This past October I and other GSD staff and regular members had the good fortune to attend the MER's Delaware Valley Turn Annual Convention in Mount Laurel, New Jersey. The convention was billed as a joint MER/NER convention but the NER was not really represented on staff. We did have a number of our members attend, run clinics and participate in judging, but it just never felt like it was a joint convention. Anyway, on Thursday night I had the opportunity to operate on Geoff Green's Pacific Southern Railway (this always blows me away) in Rocky Hill, a club layout. Throughout the convention, Tom Wortmann and I found ourselves pulled into the Silent Auction Room where we had a great time operating a large point to point modular layout.

We all had the opportunity to participate in the "silent auction" which was just full of bargains from both Regions. In most cases it was a bargain hunter's dream, but there were a number of items we felt were overpriced. I believe there were over 1,000 items available to be bid on. This was great for the attendees but an absolute logistical nightmare for the committee tasked with running this function. As there was no fee to enter your items, and no fee associated with the sale of your items, I don't know how the MER did it.

I did get a chance to go to the Conrail Operations Center (just down the road a piece from the convention hotel) and was amazed by the control boards used by the Dispatchers, as they passed traffic from one to the other while the train was in their district.

The clinics were great. Our own Tom Wortmann, Bruce DeYoung and Jim Fawcett gave clinics as did some others from the NER (Chip Stevens & Bill Brown). These clinics were well attended and were, I'm sure, appreciated by the MER. There were a number of NER members in attendance coming from the GSD, HUB, Little Rhody, Seacoast and Sunrise Trail (apologies if I missed any Divisions that were in attendance and I didn't mention them).

Open houses in both individual homes and railroad clubs were great. We saw everything from small, basic layouts to large and very well done layouts and in every case; the owners were openly friendly with a lot of information about their layouts.

Our Sunday morning business meeting was also well attended and we all got the opportunity to congratulate Bruce DeYoung, Dave Metal and Tom Oxnard on their MMR achievement. Bill Brown spent a few minutes talking about how many achievement awards the NER achieved this past year – 46.

This was my 5th Regional convention and I loved every minute of it. I can't wait for "Port City Rails", up in New Brunswick, Canada. That convention will be held from May 19th to the 22nd. Of course, I've already made my reservations. **WP**

The Garden State Division was well represented in the Contest Room at the Delaware Turn. This N-Scale On-Line Display was entered by Steve Ascolese and earned both a Merit Award and the Sunrise Trail Award for gaining the highest point total for a new modeler. (photo by Jim Walsh)





Left and Right: Dr. Mark Moritz scratchbuilt this beautiful O Scale wooden ore car which took First Place in the Freight Car category with 119 points, as well as taking home the MER's Blue Lantern Award and the HUB Division Award for the model earning the second highest overall point total. The Blue Lantern Award is given to the model best representing branch or private line equipment or facilities and which contains no more than 40% commercial parts. (car photo by Chuck Diljak, award photo by Jim Walsh)



Below: This HO Scale Freight Terminal was modeled by Chuck Diljak. The resin walls and chimney are from a Magnuson Models kit with just about everything else scratchbuilt. The model earned 100 points and a merit award. Chuck also took the photo.



Below: A few GSD and NJD members enjoy the banquet. (photo by Jim Walsh)



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, MMR - Achievement Program Chair*

A team of AP Program evaluators recently visited the layouts of two GSD members to evaluate some structures. As is always the case, a number of questions arose regarding how the models are judged and how to fill out the documentation. So, I thought that I would devote the next two columns to answer those questions.

Although I will be using structures as examples, almost all of the comments and suggestions are also applicable if the models evaluated were cars (rolling stock) or motive power.

First of all the models are looked at in five categories: Construction (40 pts); Detail (20 pts); Conformity (25 pts); Finish & Lettering (25 pts); and Scratch Built (15 pts). If you add up the points in those five areas, you get a total of 125. To earn a Merit Award, the model needs to achieve a total of 87.5 (or 70%) during the evaluation.

In this segment, I will try to explain how points are earned during the evaluation in all areas except Conformity. In the next installment I will turn my attention to Conformity and preparing the documentation.

In order to give evaluators a frame of reference, and to help guarantee point consistency between teams of evaluators and between one model and another, matrices have been developed to show how points should be allocated in each of the five categories. These matrices can be used when evaluating structures, cars, and motive power.

I will use the matrix for the Construction area as an example because (1) Construction is the area with the most points, and (2) the Construction matrix is the most complex.

(continued on next page)

CONSTRUCTION JUDGING POINTS MATRIX

Quality & Workmanship	Simple Model	Somewhat Complex					Moderately Complex					Very Complex or Difficult				
Poor to Mediocre	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Ordinary	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Good	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Very Good	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Outstanding	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
Exceptional	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
Exceptional	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40

AT THE THROTTLE

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(AP Corner continued from previous page)

If you look at the overall structure of the matrix, you see that columns reflect the complexity of the model (from simple to very complex), and the rows reflect the quality/workmanship shown in the construction of the model.

So, an exceptional modeling job on a very simple structure (say a 3 – sided shed with a slant roof) will earn a maximum of 25 points. On the other hand, an exceptional modeling job on a very complex model (say a large Victoria House with octagonal tower, multiple roof lines, covered wrap-around porch, dormers, etc.) can earn a maximum of 40 points. Other models of varying complexity and quality of workmanship would fall elsewhere in the matrix.

What this matrix shows is that you have the potential of earning more points as the complexity of the model increases. Similarly, you have the potential of earning more points as the quality of the workmanship increases. Although I doubt that the second statement is a surprise, we have run in to members who did not know the complexity side of the matrix.

I will add a few more observations/conclusions on the Construction Matrix, and then finish up with some comments on the other four areas.

When looking at a model from the quality/workmanship point of view, an evaluator looks for quality in areas like glue marks, gaps in joints, walls not plumb or square, etc. Don't overlook glue showing in the window glazing, etc.

As for complexity, clearly complexity increases as the number of walls increase, as the roof becomes more intricate (valleys, dormers, varied roof lines, etc.), as the structure gains 'additions' like porches, loading docks, covered entrance ways, etc.

Enough on the Construction area for now. There are a lot of points that can be earned in the remaining areas: Detail, Conformity, Finish & Lettering, and Scratch Built. Remember that I will cover Conformity in my next column.

There are 20 points in the area of Details on the model. The judging matrix has the amount of details in the columns (running from Little Added to Extensive & Complete) and has the Complexity of the Details in the rows (running from Simple

& Easy-to-Add up to Complex & Hard-to-Add). Examples of details on a structure that can be added include: fascia boards, gutters, downspouts, scuppers, eave vents, lightning rods, shutters, porch railings, bolt heads, nail heads, door knobs, hinges, etc. Don't forget the interior of the structure as an area for detailing – just make sure any such details are visible to the evaluators through open windows or doors, or a removable roof.

The matrix for Finish and Lettering (25 points total) has the complexity of the finish & lettering running down the rows (from Simple to Complex), and the quality of the finish & lettering going across the columns (from Poor to Outstanding). Things to watch out for are brush marks in the paint, runs in the paint, decals that have not settled down on the model or where the carrier sheet is overly visible to the eye. As for complexity, a model that is painted all in the same color, including the trim, windows, doors, etc., is less complex than a multi-colored paint job – even if it is prototypical. I'm not suggesting that you paint your model in a non-prototypical manner, but rather explaining why such a model might earn a few less points in this area if it is monochrome. You will have to earn those few extra points elsewhere.

Although there are only 15 points in the area of Scratch Building, you don't need to lose all those points, even if your model was built from a kit. The Scratch Building matrix measures Complexity of the scratchbuilding (from Simple to Complex) to the quantity of scratchbuilding (from Little to Completely Scratchbuilt). Even if you are building a kit, you can scratch build all of your details. You could also replace the kit's roof with a scratch built roof with different lines – or dormers. You could scratch build a loading dock or porch. You get the idea.

Before I close, we often get the question "Can I earn a Merit Award with a model built from a kit". The answer is "Of Course!" Now using what you have learned in this article, you know that it all depends on the complexity of the model, how well it is constructed, how it was finished/lettered, the quantity and quality of any details you added, and what scratch built items you added.

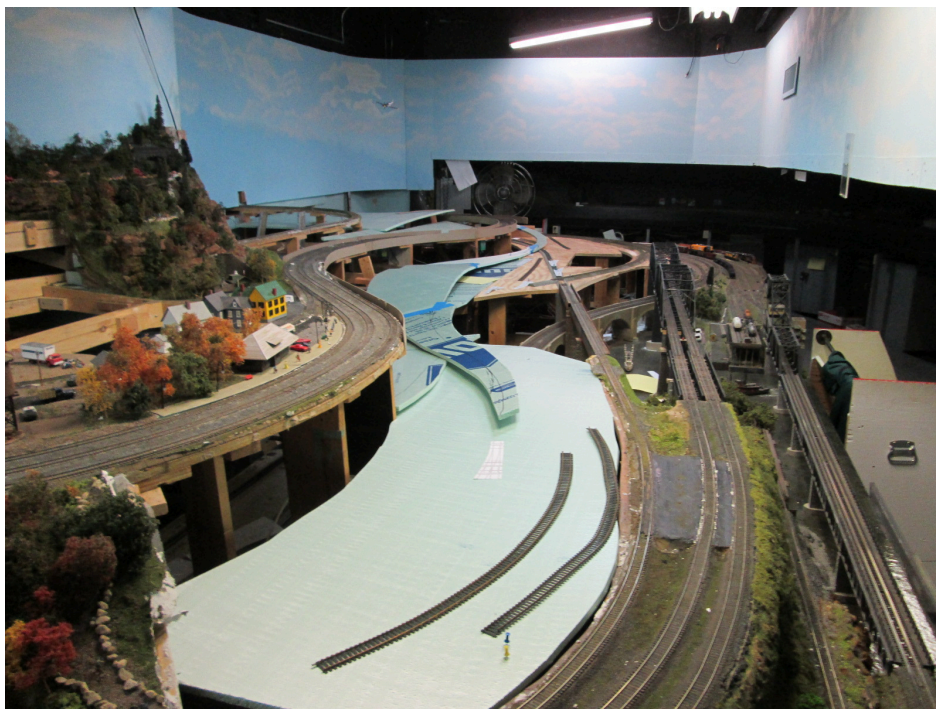
In the next installment we will look at the often misunderstood area of Conformity and some tips on making the paperwork easy. **WP**

Club News

Work in Progress at the NYSME

As can be seen in the accompanying photos, the New York Society of Model Engineers in Carlstadt is doing a major renovation of their "HO" Scale layout. Looking at the size of the area in the photos may give the impression that the entire layout is being remodeled. Not so, the area, which is about 12 feet by 18 feet, is less than 20% of the entire layout. If you visited the club in the past, you may recall a very large cement works that dominated the area. The concept, now in planning stage, is to develop a number of smaller industries with sidings. It is believed that this will greatly increase the number of set out locations and enhance operation sessions on the railroad. In the mean time, new track plans, benchwork, electrical wiring with NCE-DCC and scenery are needed.

If you find what is being done interesting and would like to get involved, we could use your help. NYSME is less than a mile from MetLife stadium. We own a 5,000 square foot building with two layouts "HO" and "O" Scale, a full machine shop and extensive library. All this for only \$15.00 dues a month. See: ModelEngineers.org or e-mail Andy Brusgard at ajb1102@comcast.net. WP



Notice of Elections

Deadline for the Ballot is April 1

In accordance with the Bylaws, this year all Officer positions and four Director positions are up for election. Officer positions are one year terms, while Director are two year terms. To run for an Officer position, the member must be in good standing and have served two years (one term) as a Director. Any member in good standing may run for a Director position. Current Directors Tom Wortmann, Andy Brusgard, and Tom Casey intend to run again, with one Director position open.

Interested members should send their name, address, and phone number to Nominations Chairman Ciro Compagno as shown as the Contacts Page. The deadline for this election cycle is April 1. WP

The below photos show the section of the HO layout that is being renovated at the New York Society of Model Engineers. You can see the latest progress in person at the January 23 open house.



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 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**”

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

Communications and Webmaster Help Wanted!

The GSD would like additional help with our electronic communications and website. Please contact
Bruce DeYoung:
pres@nergds.com

RAILROAD PROTOTYPE MODELERS VALLEY FORGE

Sponsored by a 100% NMRA Club

March 18 - 20, 2016. The weekend starts on Thursday night with an operating session. Registration opens 5:30 P.M. Friday with first clinics starting at 7 P.M.
<http://www.rpmvalleyforge.com>

New Members Wanted!

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

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