

# The WHISTLE POST

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

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## GSD MEMBER RECOGNITION

2010 was a terrific year for GSD members. Recognition to these members is presented in the order in which they occurred, chronologically.

To begin, GSD President, Tom Wortmann, was appointed the NER's Nomination Chairperson. This year, many of the positions in the NER were open since the current holders were not running for re-election. Therefore, Tom's role was very important to make sure we had candidates for every NER position.

Norman Frowley, MMR, is replacing Paul Allard as the NER's Achievement Program Chairman. Norman already has this responsibility in the GSD. His passion for the program, as witnessed in the GSD, will help the program grow in the region.

At the 2010 National Convention in Milwaukee, Chuck Diljak was presented with the President's Award by Mike Brestel. Chuck's work with the Membership Services and Promotion Department, with the NMRA InfoNet, the NMRA Editors and Region and Division Officers distribution lists, and for content development in the coming nmra.org "Members Only" section led to this honor.

At the GSD Summer BBQ, the Paul Mallery Awards for 2008 and 2009 were formally presented. Norman Frowley, MMR, received his plaque for 2008 and Chuck Diljak for 2009. In addition, their



▲Chuck Diljak (l) and Norman Frowley, MMR (r) received their Paul Mallery Award plaques at the GSD barbecue.

▼The formal Paul Mallery Award is engraved with their names and displayed at The Model Railroad Club, in Union, NJ.



(GSD Member Recognition continued on page 9)



***by President Tom Wortmann***

## My NER Convention Experience

It was a New England in the fall. Well almost in the fall. You see, the convention was actually geared to be right before the leaf turning and before the prices in the restaurants hotels and shops sky rocket.

Another GSD member, Mike Bowler, showed up very late with his model. By the time I found out, my camera was not with me. Sorry Mike! But, congratulations on doing well in the contest!

Having never been there before, my wife and I relied on our old TomTom GPS to get us there. And, I have to tell you, I have always felt my daughter in Dutchess County, NY was near nothing. But, this trip changed my mind. In following the GPS, it took me through places where people would have to drive for an hour to get to nothing! So up and down we went heading to Vermont. And, we got a surprise along the way.

Being a city boy, my idea of crossing a lake is by bridge. And, my idea of a ferry takes me to Manhattan. This one takes you to another state! Needless to say, I didn't expect to find a ferry in Vermont!

Once we crossed the lake the rest of our journey was really uneventful. The hotel was a Sheraton and while it was big, they had the convention spread out.

After checking into the hotel, we went to the registration desk and I loaded up with our convention name tags, map book and guide book. Clinics and layouts, is there anything else I could want? Oh yes, I nearly forgot about my wife. She was busy, too, with three nice clinics on making picture frames, boxes and a book review. The ladies were also supposed to get free manicures but they were canceled for fear of lawsuits.

The clinics that I went to were good and fruitful. The problem at any convention is being torn between layout tours, clinics, and operating sessions that have conflicting schedules. But I worked it out as best as I could.

The contest room had three structures from our very own Norman Frowley. And, of course, they all took prizes. If they didn't I would have wondered who was impersonating Norman.

A local club brought in a portable timeserver actually based on the yard in Bellows Falls and anyone was allowed to operate it, even me! Of course I never completed a full train as I kept getting called in to judge in the contest. But it was a nice design based on a FREMO standard and compressed yard plans. The layout has a moveable yard section, which allows you to pick and choose what you want on the layout.

I attended an operating session Friday afternoon with 7 other guys at a gentleman's house who had O and HO scale layouts. Three gents operated the O scale and the rest of us operated the HO. He was located back in New York so we got sea legs again.

We got lost looking for one club. We followed other convention folks right to it and guess what? It's located right next to Tony's Trains!

The banquet was pleasant. Our table consisted of Norman Frowley, Ed Fraedrich, Roger Oliver, three gentlemen and one wife from the Sunrise Trail Division, the newly appointed NMRA Vice President of membership Dave Thornton, my wife, and I. Tony K received his four AP certificates, the new NER Officers were installed, and Norman took over as Regional Achievement Program Chairman.

The contest awards and president's Awards were handed out. After dinner, a gentleman gave a talk on steam trains around the world.


The convention wrapped up with the annual business meeting with the new NER staff. Now it is time to look forward to the next NER convention will be in Providence, Rhode Island.

Photos from the convention are on Page 15. 



**by Editor Chuck Diljak**

## Lighting your Holidays

I always try to do something to the *Whistle Post* masthead for the last issue prior to the holidays. And, this year is no different. But, in addition to decorating the masthead with lights, I also included lights on the back page to set a festive mood. So, enjoy the issue, the holidays, and may there be many trains in store for you in 2011! 

## AT THE THROTTLE

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# WEEHAWKEN QUEST, PART 3

**BY LES DAHLSTEDT**

After covering the history of the railroads serving Weehawken in Part 1 and the scope of my layout in Part 2, it is time to cover the design and operational aspects of my layout. Many prototypical features are planned for the layout, separated by scenery.

## Scenic Breaks

As I noted in an earlier segment, scenic breaks between towns will be very important for physical separation between towns and to give operators a sense of distance being covered on their 160 mile trek. Several of the scenic breaks will replicate well known locations along the right of way:

**Iona Trestle** – on the West Shore, south of Cornwall. While rebuilt some years ago, Iona Trestle continues to host CSX trains on a regular basis, more than 120 years after the O&W first ran a train over its timbers.

**High View Tunnel** – between Campbell Hall and Summitville. High View was a single track bore through the Schwangunk Ridge, the natural western boundary of the Hudson River Valley.

**Red Hill Grade**. Lying to the west of Summitville, it is a snaking hill that makes an elevation change of about 1000 feet during its five mile ascent. In lieu of a helix, my layout will model Red Hill Grade as a narrow 40 foot long shelf, where trains will slowly grind their way uphill between the lower to the upper level. Keep your sanders working!

## Weehawken

Weehawken will be the first portion of the layout visitors see upon entering the layout room. The scene will be linear, offering a panoramic view and is planned to be 16 feet in length. Operators will stand 'in the Hudson' (don't get your feet wet).

The Weehawken yard will receive cuts of cars at its left end from a double-ended staging yard on the lowest level of the layout's peninsula. Arriving trains from points north will enter the yard from the right. Just like the prototype, both O&W and West Shore trains will call Weehawken 'home' and an engine from the New Jersey Junction Railroad will be used to move cuts of cars to and from the Erie (staging yard).

## Weehawken Staging

The six track, double-ended staging yard will be positioned on the lowest level of a 16 foot long peninsula and is designed to handle trains in either direction.

The Weehawken yard will be physically large and busy enough to mandate at least two full-time operators to keep traffic flowing. Its 16 foot length and average 4 foot depth will necessitate one operator on either side of the bench work...a yardmaster will classify cars and a hostler will move cuts of cars to and from the A/D tracks and facilities within yard limits.

A third operator may be occasionally needed for interchange work.

## Weehawken's Major Track Elements

Track design elements, capacities and lengths within the Weehawken yard will include -

- Two Milk Unloading Platform Tracks – capacity for up to eighteen 40 or 50 foot cars
- Four Passenger Platform Tracks – capacity for up to twenty 60 to 70 foot cars, supported

*(Weehawken Quest continued on page 4)*

by a four track coach yard that can hold another fifteen cars.

- Two Coal Pier Tracks – capacity for up to eighteen 36 foot cars
- Two Elevator Tracks – capacity for up to eighteen 50 foot cars
- Four classification tracks
- Engine maintenance facilities – lead, table, roundhouse, three garden tracks and a coaling / sanding / watering track.
- The yard will have a 200 car capacity

### Structures

Replicating a recognizable prototype facility demands lots of scratch built structures. Thankfully, this is one of the most enjoyable parts of the hobby for me and I welcome the diversion from less enjoyable parts of the hobby (like troubleshooting electrical problems).

The challenge will lay in gathering sufficient photographic evidence of each structure. Most will be rare as hens' teeth. Might just as well forget about engineering drawings for the obscure stuff and plan on building something generally representative of what shows in the photo.

#### The Primary Structures

- 90' turntable
- 3 stall roundhouse, capable of holding 90' engines
- Terminal maintenance buildings
- Water tank
- Coaling tower
- Sand house
- 3 milk platforms
- 3 covered passenger platforms
- 2 coal piers
- Grain elevator and associated pier
- Car float aprons

### Operational Objectives

My initial thought was to set the layout's timeframe as June 1928, simply because of precedent. My last layout was set in the same month and year and had been picked because the prototype's financial health had still been robust at that time. However, I've decided to advance the calendar by exactly ten years for some practical reasons:

I'd be able to use the railroad's Y2 class (Heavy Mountain) engines and use these on long coal drags.

Several years earlier, the railroad had purchased a large fleet of GLa hoppers that became the backbone of the still-viable coal operations coming from the Scranton branch. I've built the first dozen of these cars and will probably need a lot more.

By 1938, the railroad developed a unique First Class passenger consist and launched the Mountaineer Limited amid considerable fanfare. I plan to make this the shining star of my passenger ops.

So even though the railroad had been operating under trusteeship since 1937, there was still considerable hope that the railroad would turn an economic corner along with the rest of the country.

Operators who work Weehawken will address two groups of needs:

- Making up departing trains and breaking down arriving trains
- Serving industry, interchange and maintenance activities within yard limits

These two functions will keep two operators very busy throughout a 6 hour operating session and break down as follows.

- Passenger: Making up and breaking down three trains per session. This will include moving head end cars to the appropriate loading and unloading docks
- Interchange: Creating cuts of cars to be put into West Shore trains. Making transfer runs to the Erie (staging) via the New Jersey Junction Railroad
- Coal Dock: Moving cuts of hopper cars to and from the coal dock
- Grain Ops: Moving cuts of cars to and from the West Shore #7 elevator
- Milk Ops: Moving cuts of bulk and can cars to the milk platforms. A portion of the milk will leave the terminal on trucks; the rest will move on car floats. Conversely, empty cars will arrive on car floats, to be switched into departing trains. Northbound cleaned and empty cars will be cut into mixed trains or into milk unit trains
- General Freight: Making up outbound trains and breaking down incoming trains
- Moving engines to and from servicing tracks
- Moving cars to and from cleanout tracks
- Moving cars to and from car float aprons

### Motive Power

The layout will operate at the apex of the modern steam era and thankfully, prototypically correct or reasonably good / commercially available stand-ins are readily available. I have been acquiring both.

The following classes of locomotives will serve the layout at the locations noted

### O&W

- (2) L Class 0-6-0 Camelback yard switcher (slope backed ten-

(Weehawken Quest continued on page 5)



## THE CLUB CAR

GARDEN STATE MODEL  
RAILWAY CLUB  
575 HIGH MOUNTAIN ROAD  
NORTH Haledon, NJ 07508  
[WWW.GSMRRCLUB.ORG](http://WWW.GSMRRCLUB.ORG)

MODEL ENGINEERS RAILROAD  
CLUB OF NORTH JERSEY  
569 HIGH MOUNTAIN ROAD  
NORTH Haledon, NJ 07508  
[WWW.ANGELFIRE.COM/NJ4/MERRCNJ](http://WWW.ANGELFIRE.COM/NJ4/MERRCNJ)

THE MODEL RAILROAD CLUB  
295 JEFFERSON AVENUE  
UNION, NJ 07083  
[WWW.TMRCL.COM](http://WWW.TMRCL.COM)

NEW YORK SOCIETY OF MODEL  
ENGINEERS  
341 HOBOKEN ROAD  
CARLSTADT, NJ 07072  
[WWW.MODELENGINEERS.ORG](http://WWW.MODELENGINEERS.ORG)

RAMAPO VALLEY RAILROAD  
CLUB  
620 CLIFF STREET  
HO-HO-KUS, NJ 07423  
[RAMAPOVALLEYRAILROAD.WORDPRESS.COM/](http://RAMAPOVALLEYRAILROAD.WORDPRESS.COM/)

## THE NMRA

NMRA NATIONAL  
[WWW.NMRA.ORG](http://WWW.NMRA.ORG)

NMRA NORTHEASTERN REGION  
[WWW.NERNMRA.ORG](http://WWW.NERNMRA.ORG)

GARDEN STATE DIVISION  
[WWW.NERGSD.COM](http://WWW.NERGSD.COM)

NEW JERSEY DIVISION OF THE  
NMRA MID-EASTERN REGION  
[WWW.NJDIVNMRA.ORG](http://WWW.NJDIVNMRA.ORG)

SEND CLUB INFORMATION TO  
MEMBERSHIP AND CLUB CONTACT:  
TOM CASEY  
[TCASEY@CO.BERGEN.NJ.US](mailto:TCASEY@CO.BERGEN.NJ.US)

*(Weehawken Quest continued from page 4)*

der), to be used at Weehawken & Cadosia. These will have to be kitbashed from available models as they were never commercially available in brass or plastic.

(2) U-1 Class 4-6-0 Camelback – Road Engines / Freight. I acquired both as used. These brass models were imported in the 1970s by Nickel Plate Products. Both will need to be generally refurbished and have sound decoders installed.

(2) E Class 4-6-0 “Teakettle” – Road Engines / Passenger. I acquired both from Howard Zane. These are brass models that were imported in the 1980s by Nickel Plate Products. Both have been extensively reworked and are showpiece models, thanks to Al Massi.

(2) W Class 2-8-0 Consolidation – Road Engines / Freight. While brass models had

been imported in the past, they are very rare and almost unavailable. It is likely that I will modify Bachmann Consolidations to create reasonable stand-ins for the W class engines.

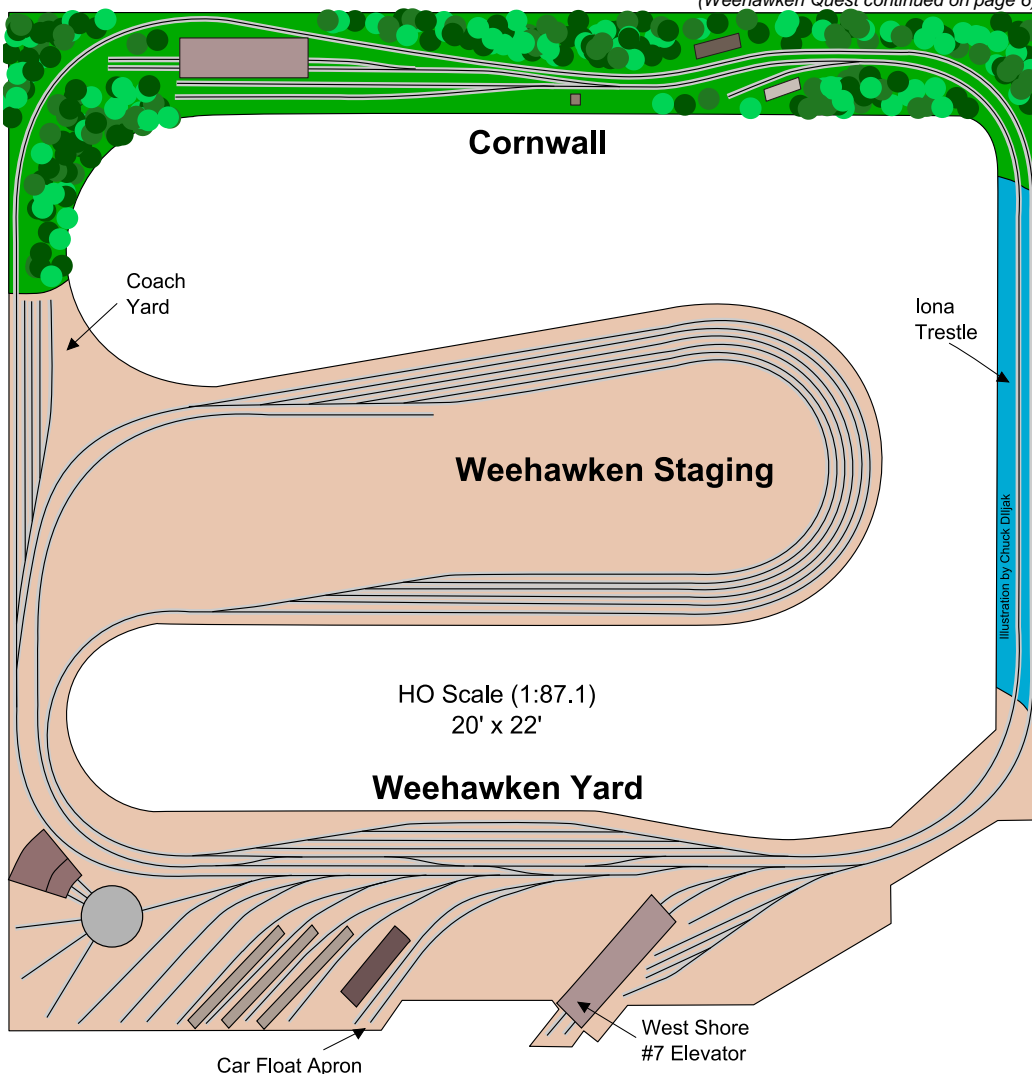
(4) Y Class 4-8-2 Light Mountain – Road Engines / Passenger. I acquired and had one prototypically correct brass import extensively reworked by Al Massi and until I can locate the balance of three, I’ll use Bachmann 4-8-2 models as stand-ins.

(4) Y2 Class 4-8-2 Heavy Mountain – Road Engines / Freight. While brass models had been imported in the past, they are very rare and virtually unavailable. Both Proto 2000 Heritage and BLI offer reasonable facsimile models that will probably be used.

### West Shore and New Jersey Junction

I will need to make decisions about what motive power might be needed beyond one

*(Weehawken Quest continued on page 6)*



Proto 2000 0-6-0 switcher I've already acquired.

### Construction Timeline – Year One

#### Phase One: 3 months

Preparing the layout room: building walls, ceiling, installing electrical outlets and room lighting, painting walls/ceiling and laying floor covering. This work will be done by a building contractor in order to expedite the process and ensure the highest quality and safety standards.

#### Phase Two: 6 - 9 months

- Taping bench work outlines on the carpet, protecting aisle carpets with rolled rubber mats.
- Installing & painting backdrop material around room perimeter.
- Build Weehawken (south) staging yard, lay turnouts and track, wire and test.
- Build Weehawken bench work, lay turnouts and track, wire and test.

### Construction Timeline – Year Two

- Build balance of first level bench work, transition grade, lay turnouts and track, wire and test

- Build basic scenery on lower level and transition grade.


### Construction Timeline – Year Three

- Build upper level bench work, lay turnouts and track, wire and test
- Build basic scenery for upper level
- Build Cadosia (north) staging yard, lay turnouts and track, wire and test

#### In the meanwhile:

- Build about 200-300 more freight cars
- Start construction of 100+ scratch built structures
- Buy / build about 250 various vehicles
- Populate with 500-1000 figures and 300 pounds of other sundry details
- FIRST OPERATING SESSION!!!

#### In Closing:

I hope you've enjoyed the first segments of Weehawken Quest. I'll be returning sometime in the future with another segment of the story, once the actual construction gets underway. I'd like to thank Byron Henderson and Bob Osborne for providing guidance in the design of the Weehawken yard and staging concept. They have made a great contribution to what I hope will be an enjoyable operating portion of my new layout. 

## HOLIDAY TIMETABLE—INFORMATION

### Amherst Railway Society Railroad Show

Eastern States Exposition Fairgrounds (The Big E)  
West Springfield, MA  
[www.railroadhobbyshow.com](http://www.railroadhobbyshow.com)

### Craftsman Structure Show

Holiday Inn, 31 Hampshire Street  
Mansfield, MA  
[www.craftsmanstructureshow.com](http://www.craftsmanstructureshow.com)  
See website for details

### Essex Steam Train Santa Special

One Railroad Avenue  
Essex, CT  
[www.essexsteamtrain.com/santa.html](http://www.essexsteamtrain.com/santa.html)  
Coach: \$20, Parlor: \$40

### Great Scale Model Train Show

Maryland State Fair Grounds  
2200 York Road  
Timonium, MD  
[www.gsmts.com](http://www.gsmts.com)  
Adults \$9, Children 15 and under Free, Family \$18

### Garden State Model Railway Club

575 High Mountain Road  
North Haledon, NJ  
[www.gsmrrclub.org](http://www.gsmrrclub.org)

### Greenberg Show in Edison, NJ

New Jersey Expo Center, 97 Sunfield Avenue  
Edison, NJ  
[www.greenbergshows.com](http://www.greenbergshows.com)  
Adults \$7, Children under 12, Free

### Greenberg Show in Somerset, NJ

Garden State Exhibit Center  
Somerset, NJ  
[www.trainshow.org](http://www.trainshow.org)  
Adults \$7, Children under 12, Free

### Model Engineers Railroad Club of NJ

569 High Mountain Road  
North Haledon, NJ  
[www.angelfire.com/nj4/merrcnj](http://www.angelfire.com/nj4/merrcnj)  
Adults \$5, Children free with adult

### Model Railroad Club, The

295 Jefferson Avenue  
Union, NJ  
[www.tmrcl.com](http://www.tmrcl.com)  
Adults \$7, Children under 16 \$5, Seniors over age 59 \$6  
\$1 discount on advanced tickets.

### New Hope & Ivyland Railroad

32 West Bridge Street

New Hope, PA

[www.newhoperailroad.com](http://www.newhoperailroad.com)  
Weekend and Weekday rates vary

### New York Society of Model Engineers (NYSME)

341 Hoboken Road  
Carlstadt, NJ  
[www.modelengineers.org](http://www.modelengineers.org)  
Adults \$5, Children \$1

### NYSME Scale Only Swap Meet

St. Joseph's Church  
120 Hoboken Road  
East Rutherford, NJ  
[www.modelengineers.org](http://www.modelengineers.org)  
Adults \$5, Wives and Children, Free

### Northwest Jersey Train-O-Rama

Dover High School, 100 Grace Street  
Dover, NJ  
[www.dovertrainshow.com](http://www.dovertrainshow.com)  
\$5 if preregistered or \$6 at the door

### Ramapo Valley Railroad Club

620 Cliff Street  
Ho-Ho-Kus, NJ  
[ramapovalleyrailroad.wordpress.com/](http://ramapovalleyrailroad.wordpress.com/)  
Adults \$4, Children \$1, family maximum \$10

## MODELING TIP

### PROBLEM:

LOOKING FOR AN INEXPENSIVE SUBSTITUTE FOR SILFOR?

### SOLUTION:

SILFOR IS A GREAT PRODUCT FOR MODELING CLUMPS OF WEEDS IN YOUR SCENES. BUT, IT CAN BE EXPENSIVE, IF YOU NEED A LOT OF THE MATERIAL. THERE IS AN INEXPENSIVE SUBSTITUTE THAT CAN BE FOUND IN CRAFT STORES, LIKE MICHAELS, CALLED "POT TOPPERS". A TERRIFIC DISCUSSION ON HOW TO PREPARE THIS MATERIAL FOR USE ON YOUR LAYOUT CAN BE FOUND ON THE RAILROAD-LINE FORUM:

[http://www.railroad-line.com/forum/topic.asp?TOPIC\\_ID=27798](http://www.railroad-line.com/forum/topic.asp?TOPIC_ID=27798)

## MALLERY AWARD

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

[WWW.NERGSD.COM/ACHIEV.HTML](http://WWW.NERGSD.COM/ACHIEV.HTML)

### MODELING TIPS CAN BE SENT TO:

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## MY CHAMPLAIN FLYER CONVENTION REPORT

BY AP CHAIRMAN NORMAN FROWLEY, MMR

Northern Vermont is quite picturesque with judging teams as well.

its rolling hills, meadows and imposing mountains. It made for a wonderful setting for a fall NER regional convention. The Green Mountain boys did the NER proud. The Sheraton Hotel and Convention Center was outstanding.

Getting to the convention, however, was an adventure. My car's GPS did not recognize the fact that one of the bridges it suggested I take, to cross from New York over Lake Champlain to Vermont, no longer existed. When I got to the non-existent bridge I was diverted to a free car ferry which fortunately only delayed the trip by 15 to 20 minutes. The roads from the ferry thereafter meandered through hill and dale some 30 miles up to Burlington. Some of the "highways" were rutted, and imagine my dismay as I traveled along these bumpy routes with three delicate models in my back seat. (They happily made it there unscathed). Incidentally, I called Tom late Thursday afternoon to see whether he had checked into the hotel as yet. Guess what. His GPS was as ignorant as mine with respect to the imaginary bridge. He and Maureen were on the ferry I had the pleasure of riding only hours earlier. On the way home I avoided this ferry for another not so free one which put me directly onto the northway south. But I've digressed.

Over 200 NER members attended including five from our division: myself, Tom Wortmann, Ed Fradreich, Roger Oliver and Mike Bowler. Roger is the NER Photo Contest Chair and he gave out the Photo Contest awards at the dinner Saturday night.


As the new NER AP Chair I was pleased to present at the dinner, in addition to other awards, four AP Certificates to our own Tony Koester.

We had four GSD members serve as model contest judges. I headed the "construction" judging team for craftsman models, while Roger, Tom and Ed participated on other

I entered three models in the Masters category (from which I recused myself as a judge). I took first place in the structures category for my version of the Spencer Paper Box Complex. There was a battle of the "Masters" in the diorama category. I took a third place and an honorable mention for my Franklin Watchworks and Bartholow Coal Company dioramas, respectively.

Rich Walz who won the top prize at Hartford national in 2009 for his diorama of a roundhouse won again at Burlington for his version of a factory complex, a diorama which was composed of structures from the South River Modelworks Lamson and Goodnow model. He also won for the second straight year the coveted Baldwin trophy for best in show. He's a dynamite modeler and if you ever get a chance to go to a regional convention you've got to see his work.

I'm most gratified with the fact that Mike Bowler won third place in the craftsman category for his scratch built machine shop. Mike showed up in the contest room, out of breath, at about 12:15 PM on Saturday after virtually all the judging had been completed. Indeed some of the judges had already left for parts unknown. Mike took a bus which had taken 10 hours to reach Burlington. I told Mike it might be too late since some of the judges were no longer available, but Bob Hamm, the regional and indeed national model contest chair was gracious enough to appoint substitute judges on the spot to look at Mike's work. And lo and behold Mike won an award. Great job Mike!

In all, the regional experience is one of which all GSD members should partake. The clinics are informative, the layouts enjoyable, the fellowship immeasurable. The next one is in Rhode Island. A hop skip and a jump by comparison to Burlington. Mark it on your calendar now and look for more detailed information in future Couplers, Whistle Posts and on our and the region's websites. 





# Scanning of the KML Photos Begins


by NMRA Communications Director, Gerry Leone, MMR

If you're a subscriber to *NMRA Magazine* (formerly *Scale Rails*) you've seen the "Timeframes" series of photographs printed on the magazine's last page. Those are all shots taken from the Kalmbach Memorial Library (KML) archives. The fact is, our NMRA Library has over 100,000 images, negatives, slides, plans and drawings, and only a handful have ever been seen by NMRA members because it would have entailed making a personal trip to Headquarters in Chattanooga, Tennessee, to flip through the files.

Soon that will all change, thanks to the NMRA's Diamond Club. The Diamond Club is a fundraiser specifically designed to support adding enhanced content to our website at [www.nmra.org](http://www.nmra.org). The first item on the list of is scanning those 100,000 images and making them available for download.

The good news is that scanning of the photographs has begun! In August of 2010, Historical Archives Services (HAS), the firm the NMRA Board of Directors hired to do the scans and design the photo website, began receiving and cataloging shipments of photographs from KML. HAS estimates that the first batch of photographs will be available for viewing online sometime in the first quarter of 2011, after a short period of beta testing late this year.

Putting the entire library online will be a costly, time consuming task, since each photo's listing will also contain highly detailed, searchable metadata, which is being added by the railroad experts at HAS. This detailed metadata will make it easier and faster for users to find exactly the photograph they're looking for. Current plans are to make the low-resolution thumbnails of the photographs available to everyone via the website around the clock. Users will be able to download high-resolution files, and NMRA members will receive a substantial discount. Proceeds from the scans will help fund the remainder of the project and future Diamond Club web projects.

As promising as this sounds, it's important to remember that the Diamond Club still hasn't reached its projected goal of \$75,000. If you haven't contributed to this worthy cause, please send your donation now to The Diamond Club, NMRA, 4121 Cromwell Road, Chattanooga, TN 376421, or do it online at [www.nmra.org/diamondclub](http://www.nmra.org/diamondclub). 



**▲Railroading experts at HAS begin the daunting task of scanning the Kalmbach Library's massive collection of photographs, drawings, slides, and plans. The first photos should be available online in early 2011.**

**▼Each of the 100,000 photos in the Kalmbach Library must be digitized, and important metadata added to each scan to aid in fast, efficient user searches. It's a time consuming process that will be an invaluable resource to members.**





## NEXT DIVISION MEETING

LOOK FOR INFORMATION ON THE NEXT GARDEN STATE DIVISION MEET IN THE NEXT ISSUE OF THE *WHISTLE POST*.



# LOTS TO EAT AT THE ANNUAL BBQ

What more could you ask for? It was a gorgeous day to have a barbecue. Both North Haledon model railroad clubs opened their doors to the NMRA Garden State Division. Many of the club members provided the desserts and salads. They complimented the burgers and hot dogs with no problem!

And, we had a couple clinics during the meet. Phil Monat, the editor of the NER's Coupler newsletter and President of the Operations Special Interest Group (OPSIG) presented a clinic on the benefits of OPSIG. Visit OPSIG's website to learn more at [www.opsig.org](http://www.opsig.org). In addition to Phil's clinic, Bob Savino presented a clinic entitled "Signals for Dummies".

Club member Bob Putt opened his house for tours of his HO scale Pennsylvania Railroad., following the BBQ. For those who made the drive, it was worth the trip. Nearly everyone had the opportunity to operate Bob's layout.

A special thanks to all the club members, NMRA members, and spouses who donated their time, baking skills, cooking skills, and door prizes to make this year's barbecue a success! 🍷



**Scenes from the HO Scale Garden State Model Railway Club ▲ and O Scale Model Engineers Railroad Club of New Jersey ▼. The clubs are located next door to each other in North Haledon, NJ.**



(GSD Member Recognition continued from page 1)

names are engraved on the permanent award that is on display at The Model Railroad Club in Union, NJ. Recognition must also be given to the restoration work performed by Anthony Piccirillo on the award and the design of the plaques. Prior to renaming and restoring the award as the Paul Mallery Award, it was known as the Delaware Trophy II. It was created by Paul Mallery in 1963 when the name plaque on the original Delaware Trophy was filled.

Since this article started with elections, it will end with elections. Roger Oliver was re-elected as the NER's NJ Director. The NJ Director represents all members in the GSD, including Staten Island, at the regional level.

Congratulations to everyone for a fine 2010! 🍷



## GSD Elections

The Garden State Division is seeking nominations for the following positions on the board:

- President
- Vice-President
- Secretary
- Treasurer
- Directors (3 positions for the 2011-2012 term)

Nominations can be e-mailed to Andy Brusgard at [ajb1102@comcast.net](mailto:ajb1102@comcast.net).

The election of officers will take place during the annual business meeting in January 2011. Look for the next issue of the Whistle Post for details about the meeting and the candidates. 🍷

### CLINIC CONTACT:

IF INTERESTED IN PRESENTING A CLINIC AT A DIVISION MEETING, PLEASE CONTACT EVENT CHAIR:

ROBERT TUMIELEWICZ  
[RTUMIELEW@AOL.COM](mailto:RTUMIELEW@AOL.COM)

BRUCE DE YOUNG  
[BDEYOUNG@OPTONLINE.NET](mailto:BDEYOUNG@OPTONLINE.NET)



# MEETING MINUTES

BY SECRETARY CIRO COMPAGNO

**Purpose:** Garden State Division (GSD) Staff Meeting

**Date/Time:** June 13, 2010 at 12PM

**Place:** Home of Norman Frowley in South Orange, NJ

**Attendees:** Andy Brusgard, Tom Casey, Ciro Compagno, Bruce De Young, Ed Fraedrich, Norman Frowley, Anthony Piccirillo, Tom Piccirillo and Tom Wortmann.

## President's Report

- Tom W. announced and congratulated to Norman for accepting his future position as AP Chairperson for the Northeastern Region. He will make the GSD proud.
- Tom W. summarized his proposed change to the Executive Handbook. This will be reviewed and voted on at the upcoming National Convention in July 2010. Tom proposed changes in Section A.B.1 Page 5 Paragraph A:

Existing:

*"Two thirds of the Region members residing within an area definable using the criteria in Article VIII – 7 above and adjoining another region must sign a petition to change their Region affiliation to the adjoining region and submit said petition to the governing bodies of both Regions involved."*

Revised:

*"Two thirds of the VOTING MEMBERS residing within an area, ROUNDED OFF TO THE NEAREST WHOLE NUMBER, using the criteria in Article VIII - 7 above and adjoining another region must sign a petition to change their Region affiliation to the adjoining region and submit said petition to the governing bodies of both Regions involved."*

## Secretary's Report

The March 14, 2010 GSD staff meeting minutes were read and accepted.

## Treasurer's Report

Anthony presented and reviewed the YTD income and expenses statement for the GSD.

## Education Committee and AP Reports

Norman presented Bruce an AP Award for Model Railroad Author.

## Events Report

August 2010 – General discussion on upcoming GSD Summer Meet with individual commitments on food, supplies and activities.

## Membership Report

- Tom C. and Andy provided an update on the membership.
- Hunterdon County members are still not available on NER membership list.

## Whistle Post Report

- Ciro read report by Chuck Diljak, Editor. Comments are:
- Andy will send an e-mail to GSD member asking for a story about the upcoming National Convention.
- Bruce will write a story about the upcoming MER Convention. Others volunteered to take photos.

## Discussion of old business:

- Contact model railroad companies within the Division in search of a good venue for future GSD meets. Tom P. accepted Tom W. offer to be the GSD model manufacturer's liaison.
- Solicit home layouts in northwest section of New Jersey in late March 2010. Bruce will take the lead on contacting individual home layouts near a GSD venue.

- Solicit layout photos from the GSD membership to possibly include in future Whistle Post newsletters.
- Summarizing and tracking AP merit awards for the GSD. Ciro presented an idea to add to the GSD website a summary of AP awards earned by GSD members. An example by the NJ Division was handed out. The summary included AP category, recipient, year earned, etc. Norman welcomed the idea. It promotes the AP program, and may persuade GSD members to earn additional awards.

## Discussion of new business:

- Tom P. will present the idea of a GSD Fall meet hosted by the New Jersey Live Steamers at an upcoming meeting. He will share the result.
- Norman discussed and handed out several website printouts of possible future GSD venues: Mount Tabor Volunteer Fire Department Hall, Parsippany, NJ (Ciro); East Hanover, NJ (Anthony); and Pacific Southern Railway Club, Rocky Hill, NJ (Bob). Additional locations were given to Bruce to follow-up on.
- Andy agreed to Tom W. suggestion to solicit the Hudson–Bergen Light Rail for possible a tour their facilities and/or stops as GSD rolling meet.
- Andy presented a nicely done card promoting New York Society of Model Engineers. Andy volunteered to create a similar card for the GSD.
- Tom W. and Andy agreed to look into GSD golf shirts and its cost.

Next staff meeting to be determined.

Meeting adjourned around 1:40 p.m.

Respectfully submitted,

Ciro Compagno, Secretary 

## ABOUT THE WHISTLE POST

THE SUBMISSION DEADLINES  
FOR *THE WHISTLE POST*:

JANUARY 10

APRIL 10

JULY 10

OCTOBER 10

### CONTRIBUTORS TO THIS ISSUE:

CIRO COMPAGNO

LES DAHLSTEDT

NORMAN FROWLEY, MMR

GERRY LEONE, MMR

TOM WORTMANN

### THANK YOU!

### MISSION STATEMENT:

THE WHISTLE POST, THE NEWSLETTER OF THE NMRA'S GARDEN STATE DIVISION, SEEKS TO SERVE AS A VEHICLE FOR COMMUNICATION AMONG THE DIVISION'S MEMBERSHIP, SHOWCASE ACTIVITIES OF THE MEMBERSHIP, AND PROMOTE THE HOBBY OF MODEL RAILROADING.

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## PHOTO THEME FOR NEXT ISSUE:

# PASSENGER EQUIPMENT



▲ The Wyoming Valley Railroad's business car, "Susquehanna", visits a friend's layout in Phoenix, Arizona. The business car is an HO scale Kato model, owned by the editor.

### Note:

Pictures from the NER convention were included in this issue instead of the planned "Passenger Equipment" theme. Look for "Passenger Equipment" in the next issue. Of the *Whistle Post*. 

**Photo Theme** is a one or two page feature in each issue of *The Whistle Post*, based on a theme. Photos and captions can be e-mailed to [gsdwhistlepost@yahoo.com](mailto:gsdwhistlepost@yahoo.com).

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The date in the corner of the mailing label shows when your subscription ends ⇨ 1/11

All subscriptions run from January to December



- ◀ As I know you're aware, the NMRA now has a new logo. Several of you have emailed asking for an explanation of the logo and how it came to be. If you're interested in seeing the inspiration for the new logo, click on this link: <http://dl.dropbox.com/u/3964520/Wheel-Logo.gif>
- ◀ There were six candidates for the office of Vice President, vacated by Allen Pollock. Two of the candidates appeared at the Board meeting in person, and five of the six submitted written statements. All statements were read aloud at the meeting. The Board opted to divide the VP workload into two positions, and thus selected two of the candidates to fill those spots: Dave Thornton (former Central District Director) becomes Vice President of Administration, and Bill Kaufman becomes Vice President of Special Projects. The Board's decision for two VPs was based on the fact that a "multiple vice president" model is more in keeping with modern business practices, versus a "single vice president" model, which is based more on our political system. A new Central Director will be selected within the coming weeks to fill out Thornton's term, which expires in July 2011.
- ◀ The Board listened to final bids for the 2014 National Convention from representatives of Memphis, Cleveland, and Calgary. After intense deliberations and much discussion, Cleveland was selected as the convention city.
- ◀ Milwaukee's National Train show was larger than the last three Train Shows, and all 345 booths had been sold by the time the doors opened on Friday, July 16. However public attendance at the Train Show was down from past years.
- ◀ An anonymous benefactor has promised to donate \$250,000 toward the creation of a tribute to scale model railroading at the California State Rail-

road Museum. This donation represents approximately one third of the funding needed, providing that the amount is matched by other fundraising efforts. None of the National Model Railroad Museum's exhibit costs will be funded by NMRA member dues or non-dues income. A mockup of the proposed exhibit is expected to be available for viewing at the 2011 convention in Sacramento.

- ◀ The Board also adopted the proposed Recommended Practice for large scale couplers. For those interested, the RP is posted on our website.
- ◀ Scanning of photos for the Diamond Club project has already begun. The project is spearheaded by Paired Rail Railroad Publications and Historical Archive Solutions (a division of PRRP). Members can see how the NMRA's photo archives will look by visiting another PRRP/HAS website for the Santa Fe at [www.atsfry.com](http://www.atsfry.com). The NMRA's system is expected to go into beta testing in November, and initial posting of images will occur in early 2011.
- ◀ Hundreds of orders have come in for the NMRA's 75th Anniversary Car, which is featured in an ad in NMRA Magazine. The cars are 50-foot plug door HO scale boxcars by Accurail, and feature the new "wheel on rail" NMRA logo on one side, and the classic "wheel and coupler" on the other. We're producing a limited run of these cars, so if you or your members would like one, have them call Headquarters at 423-892-2846. The price is \$21 plus \$3 shipping.
- ◀ NMRA Membership remains constant, with approximately 19,700 members as of the end of August, 2010. This is about 1100 more members than at the end of August, 2005. 

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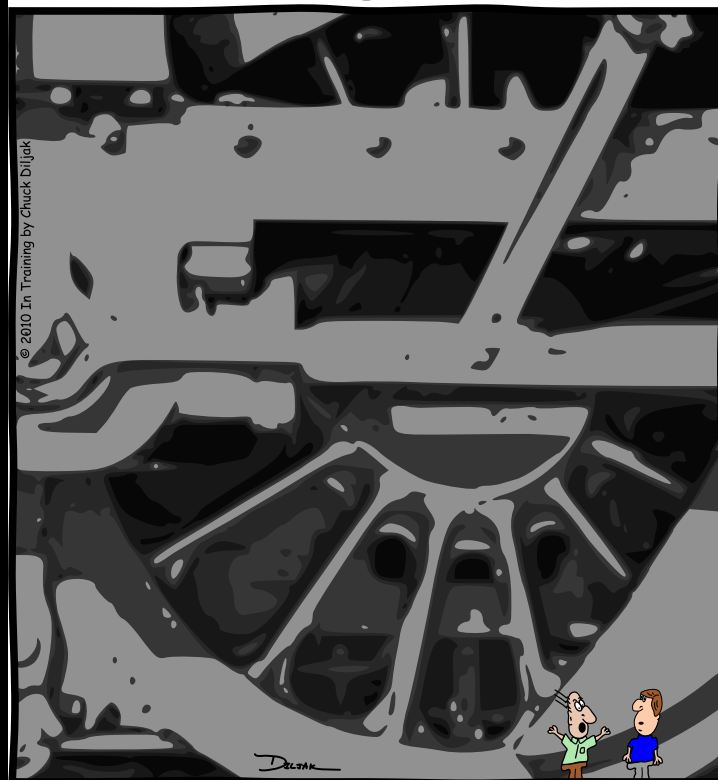
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## In Training

by Chuck Diljak



I misread the scale. It was 1:48, not 48:1

## CIRO'S CORNER

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

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

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

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[WWW.DEWALT.COM](http://WWW.DEWALT.COM)

STANLEY DEEP ORGANIZER  
[WWW.STANLEYTOOLS.COM](http://WWW.STANLEYTOOLS.COM)

TITEBOND III  
[WWW.TITEBOND.COM](http://WWW.TITEBOND.COM)

HOW TO BUILD MODEL RAILROAD BENCHWORK, SECOND EDITION  
[WWW.AMAZON.COM](http://WWW.AMAZON.COM)

BASIC MODEL RAILROAD BENCHWORK  
[WWW.KALMBACHSTORE.COM](http://WWW.KALMBACHSTORE.COM)



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## BUILDING

# RICHMOND HARBOR

BY CIRO COMPAGNO


With the major room preparation and track design work behind me, it was time to roll up the sleeves, fire-up the power tools and build the benchwork. First order of business was addressing a few tool issues. My existing No. 8 quick changer was problematic. I have used different makes over the years with limited success. At the advice of a contractor, I purchased a DeWalt version, and have been using it with success. A quick changer is an extremely valuable tool when building benchwork. In fact, it is a must have. Next, was addressing the rapid blinking light on my cordless-drill battery charger. I noticed my new battery was not holding its charge like it used to (lights on the charger actually mean something). Replacing the charger was the needed fix. Lastly, was screw organization. I need a lot of drywall screws, few different sizes and quick access. If you are like me, the original cardboard boxes gets beat up, falls apart, and eventually screws are falling out. To solve this, I found a very useful Stanley Organizer to put all my screws. This organizer goes beyond benchwork building. It is great for home improvement projects as well.

With these and other tools on hand, I was ready to start building the benchwork. The benchwork comprises of three major pieces in a basic "U" shape. I used the time honored L-girder style benchwork first developed by Linn Westcott in the early '50s. The goal is to minimize the sag in the middle of the benchwork, use the least lumber and maximum the span between legs. This results in less cost and faster build time (like the real railroads would do). Because of the 13 and 17 ft. spans involved with the larger tables, I carefully followed "Tilt and sag: proper sizes for girders and joists" in *How to Build Model Railroad Benchwork* Second Edition by Linn Westcott. An important engineering concept is to place the table legs one-fifth (of the girder length) from the ends. I generalize this as the one-fifth rule. By positioning the legs one-fifth from the ends, it provides better load balance, and minimizes middle sag and end tilt (using maximum 1:500 slope). One could question: why 1:500 slope? Why not 1:400 slope? One could theoretically use a lesser slope, and then, through experimenta-



tion, determine a shorter leg distance from the ends. However, the time involved and materials expended are not worth this extra effort. We can take advantage of Linn's contribution to model railroading and the work already completed. Another helpful guide with excellent photos is *Basic Model Railroad Benchwork* by Jeff Wilson.

For the 13 and 17 ft. tables, I constructed the L-girder using good quality 1x2s (flange) and 1x4s (web) lumber. To make long lengths, I added 1/2 in. plywood splices on the inside and outside of the web. The key is to make sure the splice length is four times the width, or about 14 in. All pieces were attached together using high-quality wood glue and course dry-wall screws. Some of modeling friends questioned the need for glue and two splices. I decided go the extra mile knowing this was going to the foundation to build upon.

The last 9 ft. table connects to the two larger tables at the ends. At first, it was built as a four-legged table using 1x2s (flange) and 1x3s (web) lumber. During a work session, a fellow modeler (Frank Russo) took a proverbial step back, stared and simply said: four legs are not needed. I stopped, stared and responded: you're absolutely right. Why did I do that? Any building project can lead at times to tunnel vision. It is great to have friends who provide a fresh look and chime in their experiences. That observation allowed me to remove two legs and its bracing. It opened up the entire bottom area for other uses. With the foundation benchwork completed, the next job to tackle is the backdrop and scenic divider. 

## Holiday Timetable - Dates and Times

Saturday, Oct. 23	9 AM—3PM	NYSME Scale Only Swap Meet	<a href="http://www.modelengineers.org">www.modelengineers.org</a>
	9 AM—4 PM	Great Scale Model Train Show	<a href="http://www.gsmts.com">www.gsmts.com</a>
Sunday, Oct. 31	10 AM—4PM	Great Scale Model Train Show	<a href="http://www.gsmts.com">www.gsmts.com</a>
Daily, Nov. 10 to Nov. 13	Times vary by day	Craftsman Structure Show	<a href="http://www.craftsmanstructureshow.com">www.craftsmanstructureshow.com</a>
Daily, Nov. 19 to Dec. 23	See website for times	New Hope & Ivyland Railroad	<a href="http://www.newhoperailroad.com">www.newhoperailroad.com</a>
Friday, Nov. 19	7—10 PM	New York Society of Model Engineers	<a href="http://www.modelengineers.org">www.modelengineers.org</a>
Saturday, Nov. 20	1—6 PM	New York Society of Model Engineers	<a href="http://www.modelengineers.org">www.modelengineers.org</a>
Sunday, Nov. 21	1—6 PM	New York Society of Model Engineers	<a href="http://www.modelengineers.org">www.modelengineers.org</a>
	1—4 PM	Ramapo Valley Railroad Club	<a href="http://ramapovalleyrailroad.wordpress.com/">ramapovalleyrailroad.wordpress.com/</a>
	9 AM—3 PM	Northwest Jersey Train-O-Rama	<a href="http://www.dovertrainshow.com">www.dovertrainshow.com</a>
Friday, Nov. 26	Noon—10 PM	Model Railroad Club, The	<a href="http://www.tmrcl.com">www.tmrcl.com</a>
	1 PM and 2:30 PM	Essex Steam Train Santa Special	<a href="http://www.essexsteamtrain.com/santa.html">www.essexsteamtrain.com/santa.html</a>
	7—10 PM	Model Engineers Railroad Club of NJ	<a href="http://www.angelfire.com/nj4/merrcnj">www.angelfire.com/nj4/merrcnj</a>
	7—10 PM	Garden State Railway Club	<a href="http://www.gsmrrclub.org">www.gsmrrclub.org</a>
	7—10 PM	New York Society of Model Engineers	<a href="http://www.modelengineers.org">www.modelengineers.org</a>
Saturday, Nov. 27	10 AM—4 PM	Greenberg Show in Edison, NJ	<a href="http://www.greenbergshows.com">www.greenbergshows.com</a>
	10 AM—8 PM	Model Railroad Club, The	<a href="http://www.tmrcl.com">www.tmrcl.com</a>
	1 PM and 2:30 PM	Essex Steam Train Santa Special	<a href="http://www.essexsteamtrain.com/santa.html">www.essexsteamtrain.com/santa.html</a>
	1—5 PM	Garden State Railway Club	<a href="http://www.gsmrrclub.org">www.gsmrrclub.org</a>
	1—5 PM	Model Engineers Railroad Club of NJ	<a href="http://www.angelfire.com/nj4/merrcnj">www.angelfire.com/nj4/merrcnj</a>
Sunday, Nov. 28	1—6 PM	New York Society of Model Engineers	<a href="http://www.modelengineers.org">www.modelengineers.org</a>
	10 AM—4 PM	Greenberg Show in Edison, NJ	<a href="http://www.greenbergshows.com">www.greenbergshows.com</a>
	11 AM—6 PM	Model Railroad Club, The	<a href="http://www.tmrcl.com">www.tmrcl.com</a>
	1 PM and 2:30 PM	Essex Steam Train Santa Special	<a href="http://www.essexsteamtrain.com/santa.html">www.essexsteamtrain.com/santa.html</a>
	1—5 PM	Garden State Railway Club	<a href="http://www.gsmrrclub.org">www.gsmrrclub.org</a>
	1—5 PM	Model Engineers Railroad Club of NJ	<a href="http://www.angelfire.com/nj4/merrcnj">www.angelfire.com/nj4/merrcnj</a>
Friday, Dec. 3	1—4 PM	Ramapo Valley Railroad Club	<a href="http://ramapovalleyrailroad.wordpress.com/">ramapovalleyrailroad.wordpress.com/</a>
	1—6 PM	New York Society of Model Engineers	<a href="http://www.modelengineers.org">www.modelengineers.org</a>
	7—10 PM	Garden State Railway Club	<a href="http://www.gsmrrclub.org">www.gsmrrclub.org</a>
	7—10 PM	Model Engineers Railroad Club of NJ	<a href="http://www.angelfire.com/nj4/merrcnj">www.angelfire.com/nj4/merrcnj</a>
Saturday, Dec. 4	7—10 PM	New York Society of Model Engineers	<a href="http://www.modelengineers.org">www.modelengineers.org</a>
	10 AM—8 PM	Model Railroad Club, The	<a href="http://www.tmrcl.com">www.tmrcl.com</a>
	1 PM and 2:30 PM	Essex Steam Train Santa Special	<a href="http://www.essexsteamtrain.com/santa.html">www.essexsteamtrain.com/santa.html</a>
	1—5 PM	Garden State Railway Club	<a href="http://www.gsmrrclub.org">www.gsmrrclub.org</a>
	1—5 PM	Model Engineers Railroad Club of NJ	<a href="http://www.angelfire.com/nj4/merrcnj">www.angelfire.com/nj4/merrcnj</a>
Sunday, Dec. 5	1—6 PM	New York Society of Model Engineers	<a href="http://www.modelengineers.org">www.modelengineers.org</a>
	9 AM—3 PM	Northwest Jersey Train-O-Rama	<a href="http://www.dovertrainshow.com">www.dovertrainshow.com</a>
	11 AM—6 PM	Model Railroad Club, The	<a href="http://www.tmrcl.com">www.tmrcl.com</a>
	1 PM and 2:30 PM	Essex Steam Train Santa Special	<a href="http://www.essexsteamtrain.com/santa.html">www.essexsteamtrain.com/santa.html</a>
	1—4 PM	Ramapo Valley Railroad Club	<a href="http://ramapovalleyrailroad.wordpress.com/">ramapovalleyrailroad.wordpress.com/</a>
	1—5 PM	Garden State Railway Club	<a href="http://www.gsmrrclub.org">www.gsmrrclub.org</a>
Friday, Dec. 10	1—5 PM	Model Engineers Railroad Club of NJ	<a href="http://www.angelfire.com/nj4/merrcnj">www.angelfire.com/nj4/merrcnj</a>
	1—6 PM	New York Society of Model Engineers	<a href="http://www.modelengineers.org">www.modelengineers.org</a>
	7—10 PM	Garden State Railway Club	<a href="http://www.gsmrrclub.org">www.gsmrrclub.org</a>
	7—10 PM	Model Engineers Railroad Club of NJ	<a href="http://www.angelfire.com/nj4/merrcnj">www.angelfire.com/nj4/merrcnj</a>
Saturday, Dec. 11	10 AM—8 PM	Model Railroad Club, The	<a href="http://www.tmrcl.com">www.tmrcl.com</a>
	1 PM and 2:30 PM	Essex Steam Train Santa Special	<a href="http://www.essexsteamtrain.com/santa.html">www.essexsteamtrain.com/santa.html</a>
	1—5 PM	Garden State Railway Club	<a href="http://www.gsmrrclub.org">www.gsmrrclub.org</a>
Sunday, Dec. 12	11 AM—6 PM	Model Railroad Club, The	<a href="http://www.tmrcl.com">www.tmrcl.com</a>
	1 PM and 2:30 PM	Essex Steam Train Santa Special	<a href="http://www.essexsteamtrain.com/santa.html">www.essexsteamtrain.com/santa.html</a>
	1—5 PM	Garden State Railway Club	<a href="http://www.gsmrrclub.org">www.gsmrrclub.org</a>
	1—4 PM	Ramapo Valley Railroad Club	<a href="http://ramapovalleyrailroad.wordpress.com/">ramapovalleyrailroad.wordpress.com/</a>
Saturday, Dec. 18	1 PM and 2:30 PM	Essex Steam Train Santa Special	<a href="http://www.essexsteamtrain.com/santa.html">www.essexsteamtrain.com/santa.html</a>
Sunday, Dec. 19	1 PM and 2:30 PM	Essex Steam Train Santa Special	<a href="http://www.essexsteamtrain.com/santa.html">www.essexsteamtrain.com/santa.html</a>
	1—4PM	Ramapo Valley Railroad Club	<a href="http://ramapovalleyrailroad.wordpress.com/">ramapovalleyrailroad.wordpress.com/</a>
Saturday, Jan. 15	10 AM—4 PM	Greenberg Show in Somerset, NJ	<a href="http://www.greenbergshows.com">www.greenbergshows.com</a>
Sunday, Jan. 16	10 AM—4 PM	Greenberg Show in Somerset, NJ	<a href="http://www.greenbergshows.com">www.greenbergshows.com</a>
Saturday, Jan. 29	9 AM—5 PM	Amherst Railway Society Railroad Show	<a href="http://www.railroadhobbyshow.com">www.railroadhobbyshow.com</a>
Sunday, Jan. 30	10 AM—5 PM	Amherst Railway Society Railroad Show	<a href="http://www.railroadhobbyshow.com">www.railroadhobbyshow.com</a>



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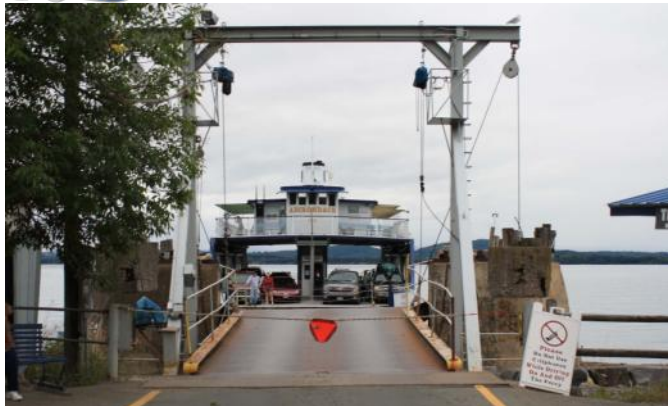
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# CHAMPLAIN FLYER



◀ The ferry that crosses between New York and Vermont.

Photo by Tom Wortmann

The portable Timesaver layout that was set up for operations during the convention. GSD member, Ed Fraedrich, is standing on the right. ▶

Photo by Tom Wortmann



◀ The Bartholow Coal dealer kit, by Fine Scale Miniatures. Norman Frowley built the kit and received an award for it, in the model contest.

Photo by Tom Wortmann

A scene on one of the layouts on tour. ▶

Photo by Tom Wortmann





**Chuck Diljak**  
**31 Kuiken Court**  
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