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www.nergsd.com

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



The WHISTLE POST

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

GSD to Host a Joint Event with NJD on May 13th

This year the GSD will host the Spring Event as a joint activity with the New Jersey Division. We will return to the Ted Blum 4-H Center in Bridgewater at 9:00 AM on Saturday, May 13, where we met once before in the Fall of 2015. The center is located south of Somerville off of Route 202 and a short distance from Route 287. Directions and a map are provided on Page 12.

After a brief annual business meeting, two clinics will be featured in the morning. We will again have model judging and sales table space available. The Bring 'N Brag feature will also be held, where modelers can briefly discuss and show off their latest projects. Maps for nearby lunch spots will be available at the meet. In the afternoon, two home layouts will be open for visiting.

Chris Conaway will be presenting a clinic on using static grass. As Chris explains, "I started experimenting with using static grass a year ago. My model railroad is over ten years old and much of the scenery was starting to show its age. After spending some time on YouTube watching other people use it on their railroads I decided to give it a try. I put down a carpet of static grass on over 90% of my railroad and it made a big difference in how it looked. There are a lot of different products to use so I will talk about them and show how I learned to do it."

Right: At the Spring Event, Chris Conaway will present methods and materials used to create static grass on his layout.

The second clinic will be presented by Bill Frankenfield on constructing lightweight and removable scenery. Bill will revisit the rapid scenery style that made Zip Texturing popular. While traditional foam scenery is dependent upon layering solid blocks of foam and long drying periods, this system can be used to make light weight scenery that is strong and fast to build. Large areas can be built and scenicked with little waste and can be made removable for tunnels and hidden access areas. One can build upon the scenery and add detail and finishing touches without having to strip down the existing scene. **WP**





THE CAB by President Bruce De Young, MMR

A Passion or an Obsession?

Well, spring has arrived and soon the weather will be conducive to those outdoor activities that compete with my modeling time. Did I accomplish all that I had hoped to accomplish on my Jersey Highlands RR this winter? Not even close. I'm not sure why. Then again, I never am. My dear wife Bonnie suggests that in addition to being a Master Model Railroader, that I am also a Master Procrastinator. As always, she has a point!

One of the ways that I procrastinated this time was to convince myself that organizing my stacks of 'stuff' would be a good way to be more efficient moving forward. I have 'stuff' on several open shelves, stacked behind closed doors in two large steel cabinets, and stored in numerous cardboard boxes under the layout. As I tried to organize this mess collection of treasures, I began to find a Campbell kit here and there. Soon, they made this stack of kits. So now, in addition to being a Master Model Railroader and a Master Procrastinator, I am apparently a Master Hoarder. Some questions came to mind: "At what point does something become an obsession?", and "Is there such a thing as Campbell Mania?" *(Continued on the next page)*



THE CABOOSE by Editor Jim Homoki

Collecting or Accumulating?

I was kicking around topics for this issue when Bruce's column (to the left) arrived. Bruce seems to think he has too much stuff, and perhaps he does, but in either case I would say he has a lot of company. Is he collecting or accumulating? Probably a little of both.

I have about twice the equipment I need for my layout, and that may be below average. At least I can rotate cars on and off my layout if I choose to. There are also larger projects such as unpainted locomotives that are there for "someday", which of course may never come.

I know of two modelers that by their own estimate have over 2000 freight cars, many of them kits, but not even a layout to put them on. Using a speedy two hours average per car (without weathering), that's two full years of work! I would put these fellows in the accumulating category.

To address the issue of my extra "stuff" that I do not plan on using "someday", I have been slowly disposing of it. Several years ago I decided to stay focused on an era and primary railroad to model, which is a great way to not accumulate. A little buying discipline in that area helps to turn an accumulation into a collection, at least the way I look at it. I know I will never build all the kits I have, but at least if I did they would fit in with my layout. That makes me feel better about it. There is also the issue of equipment that was quite satisfactory 20 years ago that doesn't stand up to current day offerings. Those items are continuously thinned from the collection.

An entirely different way to look at collecting would be to acquire a large amount of something that could be displayed or shown off. For example, that could be a complete set of every Campbell kit ever produced. It wouldn't surprise me if a few model railroaders already have a complete set of Campbell kits. I'm aware that craftsman kits are considered by many to be collectible.

Now for the average modeler, let's say you've finally decided the accumulation needs to be weeded down to a collection. There is always Ebay, which generally works but can take some time. For items valued at only a few dollars it may not be worth that time. Then there are always the sales tables at NMRA events, like in the GSD. Maybe you can donate a few items as door prizes at the next event? Do you know of a young modeler with limited resources? As long as your equipment (or kits, or books, etc) are in good condition you may get much more satisfaction in donating them to someone who will really appreciate it than from a few dollars from the swap table. **WP**

The Timetable

Upcoming Events

Island Ops 2017 A weekend of model railroad operations April 21-23, with layouts located throughout the Metropolitan area. <http://islandops.org/>

GSD/NJD Joint Spring Event Saturday May 13, 9 AM-12 Noon at the Ted Blum 4-H Center in Bridgewater. Details in this issue.

NE Railroad Prototype Modelers Meet June 2-3, 2017 at the Holiday Inn, 1 Bright Meadow Blvd., Enfield, CT. <http://www.neprototypemeet.com/Welcome.html>

NMRA 2017 National Convention "Orange Blossom Special" Orlando, FL July 30-August 6, 2017. <http://nmra2017orlando.org/>

GSD Summer Event Saturday July 1, 9 AM-12 Noon at VFW Post 7172, 49 The Boulevard, Staten Island, NY

Greenberg's Train and Toy Show August 12-13 New Jersey Expo Center, Edison, NJ www.GreenbergShows.com

Mideastern Region 2017 Convention "The Susquehannock" October 12-15, 2017 Sheraton Harrisburg-Hershey Hotel, Harrisburg, PA , www.mer2017.org

Garden State Railroad Prototype Modelers Meet November 2017 at Union County Vo-Tech, 1776 Raritan Road, Scotch Plains, NJ. Details to be announced <http://gsrpm.org/>

Northeastern Region 2017 Convention "Rails to the Gilded Age" November 9-12, Newport, Rhode Island. Hosted by the Little Rhody Division. www.newport2017.org

NMRA 2018 National Convention to be held in Kansas City

Northeastern Region 2018 Convention "The Erie Limited" September 13-16, Mahwah, NJ. Hosted by the Garden State Division.

NMRA 2019 National Convention to be held in Salt Lake City

(The Cab continued from the previous page)

In my defense, I have actually built four Campbell models and have them on the layout. They include a deck girder bridge, the Quincy Traveling Crane, the Columbia Gazette Office (as my Bangor Slate Company Office), and DeWitt's Depository (as Ellie's Electrical Supply).

I would like to tell you that this stack of Campbell kits is the extent of my unbuilt kit collection. But you wouldn't believe that. The fact is that the stack is just the tip of an iceberg. A very large iceberg. I would also like to tell you that I will not buy any more Campbell kits – but you wouldn't believe that either.



Now I am sure that no other GSD member failed to meet his modeling goals this past winter, that no other member is a procrastinator or kit hoarder. But just in case there is one out there somewhere, I hope that this might help you feel better! WP

NEXT DIVISION EVENT

TIME:

9:00 AM TO 12:00 PM

LAYOUT SELF GUIDED TOURS

1:00 PM TO 4:00 PM

DATE:

SATURDAY, MAY 13

LOCATION:

TED BLUM 4-H CENTER

310 MILLTOWN ROAD

BRIDGEWATER, NJ

EVENT FEE: \$5

WEBSITE FOR MEETS:

SEE PAGE 3 AND

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

[UPCOMING.HTML](http://www.nergsd.com/upcoming.html)

AGENDA:

REFRESHMENTS

GSD ANNUAL BUSINESS MEETING

TWO CLINICS

WHITE ELEPHANT TABLES

BRING 'N BRAG

DOOR PRIZES

MODEL JUDGING

LAYOUT TOURS

OP SESSION PHOTOS FROM THE WINTER EVENT

Photos by Jim Walsh

Following the morning activities at The Model Railroad Club, members were invited to stay for an operating session on the club railroad. This page includes a few photos from the afternoon.



AT THE THROTTLE

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WINDOWS BY THE ROLL

By Jim Walsh

Industrial and warehouse buildings are common structures on model railroads. The railroad tracks are usually found near these buildings. One important feature of these buildings are windows, rows and rows of them. If you build a large building, you will need many windows. I noticed that some industrial windows look like the roll of fiberglass drywall tape that I had in my shop. The tape comes as a grid of small squares formed by the crossing of the white fiberglass material. If I can make it work as windows, I can create windows by the roll.

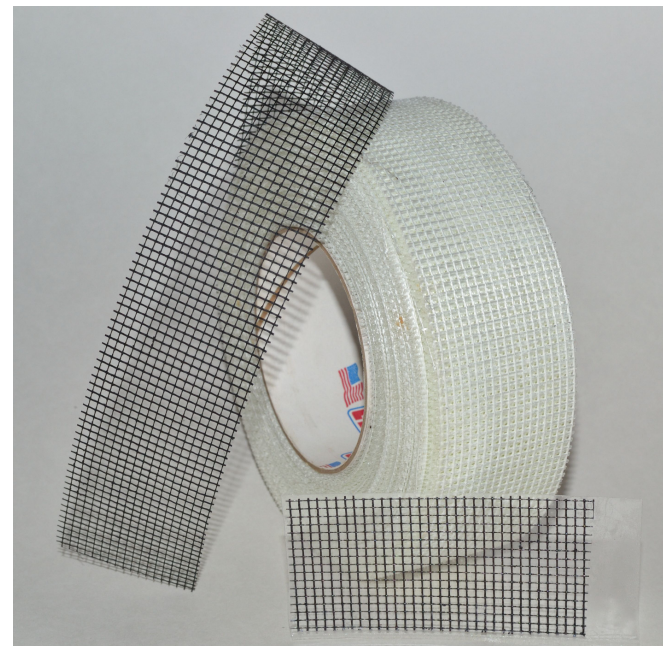
Many buildings have windows with black frames so I start by coloring the fiberglass using one of two methods. I use a black magic marker or Sharpie pen or I apply spray paint. When the ink or paint has dried thoroughly, I create the window glazing. There are several model products that are available to "make glass" and I tried three:

1. Pacer Formula '560' Canopy Glue
2. Micro Krystal Klear from Microscale Industries Inc.
3. Testors Model Master Clear Parts Cement and Window Maker

I used a toothpick to apply the products inside the frame of each window square and fill it in completely. Sometimes during curing, a hole would open in the "glass" and additional product was applied with the toothpick.

(Continued on the following page)

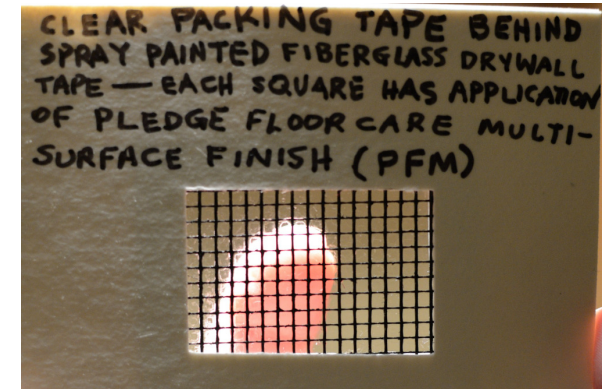
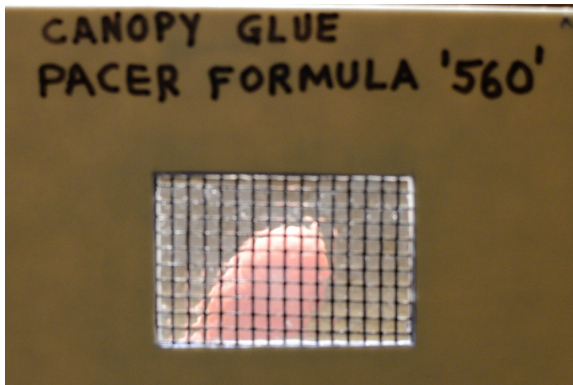
Right: A roll of fiberglass mesh drywall joint tape was the inspiration for Jim Walsh to create large sections of industrial windows. The size of the squares are about right for HO scale.



Right: There are several products that can be used to make the 'glass', as shown below and described in the text.



(Continued from previous page)



Above and Left: Test samples of the various window making products in completed windows.



Below: A finished building wall using the “windows by the roll” technique is shown complete with a photo interior.

Another product that I used was not made for modeling but it is an acrylic liquid used to finish floors that was once identified as “Future Floor Wax”. The packaging is now labeled as Pledge Floor Care Multi-Surface Finish and called PFM in Fine Scale Modeler magazine. This material is not thick enough to apply like the three products mentioned above. A method to apply PFM is to use masking tape to attach clear packing tape to a piece of glass with the tape’s adhesive side out. Lay the painted fiberglass tape onto the adhesive of the packing tape then apply a thin coat of PFM within each square and cover the adhesive. A similar but faster technique starts with the packing tape secured to the glass on all sides with masking tape. Then the PFM is brushed over the adhesive in a layer no thicker than the surrounding masking tape. Finally, the colored fiberglass drywall tape is gently pressed into the coat of PFM and settled against the clear packing tape. The sample in the photo with the roll of drywall tape was created this way. Don’t worry about brush strokes since the coating is self-leveling but keep the assembly on a flat level surface. Be sure to keep dust away from the Pledge material during its long drying time. [WP](#)



FRED'S BOXCAR CHALLENGE ENTRIES

Photos by Jim Walsh



Six entries were brought to the Winter Event for Fred's GSD Boxcar Challenge. All are shown on this page. The winner was Chuck Diljak, with his Fred's Drive Through Beverages entry. Thanks goes out to all the members that made this a competitive event.



THE LAST TRAIN OUT OF HO-HO-KUS

By Rene Mack

HO-HO-KUS, NJ, April 1, 2017 -- It's the end of the line for the Ramapo Valley Railroad. At least for now and at the VFW Hall in Ho-Ho-Kus, New Jersey.

Without much ceremony, the RVRR Club conducted its last operating session on Saturday January 28, 2017, with its members and invitations to local and regional railroad clubs and model railroad enthusiasts. Over a period of three days the fast clock ticked and the trains rolled, many following the finalized digitally controlled signal system that was expanded to the entire layout.

On Tuesday evening, January 31st, the final train was "off the board" and the power was officially turned off. Over the next few weeks work trains and a few extras ran as non-essential train scenery and details were systematically pulled off of the layout, including yards, sidings, towns, trees, people, cars, etc. The last work train will most likely roll in April or May before main power supply is cut and the main line pulled up.

The operating session followed record-breaking attendance for the 2016 holiday shows.

Over the years, The Ramapo Valley Railroad has been featured in publications such as *The Record*, 201, *The Villadom Times*, *The Town Journal* and even *The New York Times*. The state-of-the art layout featured more than 500 feet of mainline track and the multi-tiered



Above: Al and Jordan (l. to r.) keep the trains running during the last operating session of the RVRR Club starting on Saturday the 28th and ending on Tuesday the 31st of January 2017, which attracted members and visitors of all ages and generations.

layout boasted a wide variety of bridges, tunnels, mountains, yards, engine facilities, and industries from traditional farms and modern wind farms to the Ho-Ho-Kus railroad station itself. Express passenger trains and slow freights with the occasional maintenance -of-way trains delighted people of all ages and professions.

The entire layout was controlled by Digital Command Control (DCC) and the entire main-line was under the command of a central control tower and dispatcher during operating sessions.

The name "Ramapo Valley" was chosen, as it is a central geographic feature in Northwest Bergen and Northwest Rockland County; where most of the original members lived. Without a railroad in the Ramapo Valley, it gave the club the ability to freelance their model railroad without being tied to the practices of any specific prototype or location.

Founded in 1962, the Ramapo Valley Railroad Club (RVRR) has been an active member of the Ho-Ho-Kus community since 1994 when the non-for-profit organization was invited by the Ho-Ho-Kus VFW to occupy its building at 620 Cliff Street to build an HO scale model railroad.

For more information on the future of the Club as we search for a new home, visit us at www.ramapovalleyrailroad.com .WP

THE RAMAPO VALLEY RR LAST OPERATING SESSION

By Tom Wortmann

On Saturday, January 28th, 2017, four GSD members met at my house, Al Taylor, Rich Martin, and Bobby Schmitt, to journey with me to Ho-Ho-Kus, NJ, to participate in the last public operating session of the Ramapo Valley Railroad held at their clubhouse.

Bobby was kind enough to drive and we headed out to Ho-Ho-Kus around 11:30 AM. We did not hit much traffic and arrived at the club around 12:30. Since the session ran from 1:00 to 4:00 PM, the place was locked up tight so we waited. Three other gents showed up within minutes from an upstate club in Liberty, NY, and we used the time to chat with them and exchange information while waiting for the club to be opened.

A few minutes to 1:00 the doors were opened, and we quickly went inside to warm up and allow the members to power up the railroad. In a short time, we all were given a tour of the railroad and found out that the building will be torn down and most likely the land will be used to build low income housing as required in each town by the State of NJ. The club must be out by November of this year.

Once everything was up and running, we were divided into teams of two and assigned a club member to help guide us through the towns, signals, and all other aspects of the railroad.

The fast clock was explained to us and all teams were assigned trains and headed off to follow our train orders. Al and Rich of our group teamed up while Bobby and I formed another group. While Rich and Al were handling freight trains Bobby and I ran a passenger local. After a brief break, we started out again but this time with an express Amtrak intercity express.

A little before 4:00 the group was worn out so we thanked everyone, said our goodbyes not only to this fine layout but a nice group of guys who kindly invited us to this last operating session.

It was a little sad as I remember operating on this layout when they were in the parking lot of a large shopping center in Ramapo NJ back in 1977. It was there I first encountered this great group of people. I can say that because I only saw them once a year and yet they not only remembered me but let me run a train.

They were evicted from that area when the shopping center was sold and they moved to Ho-Ho-Kus about 21 years ago, I have enjoyed several operating sessions here and GSD meets at this location and brought my grandkids to their Christmas Open Houses. In fact this was the first club that Tom Matthews and others met with Glen Glasstetter, then President of the NER, in regards to reorganizing the GSD.

The club will have their very last member only op session next week and then the next day work will begin on dismantling the railroad.

We were given directions to a local place to eat but of course as soon as we pulled out of the parking lot, we forgot them and were hungry. Our driver knew of an I-Hop along Route 17 so we headed there where we discussed the day and afterwards headed home.

In short, as sad as the closing is, all had a good time. The club will be missed. I can only hope they succeed in locating a new home soon.WP



2017 NER Convention Sponsored by The Little Rhody Division
Newport, RI, November 9-12, 2017

<http://www.newport2017.org/>

and

<https://www.facebook.com/NERNewport2017/>

LAYOUTS FOR THE SPRING EVENT

For the Spring Event there will be two home layouts open for self guided tours. Both of these are located within the New Jersey Division.

Dick Genthner, MMR, will be opening up the 7th version of his Arpee & Western for the first time. His railroad is a freelanced line set in the 1950s Northeast. The Editor had the opportunity to operate a few times on A&W V6, so although the current version is much smaller I'm sure we can expect some very nice scenes.

Joe Garsick will also have his layout open. Joe has been constructing a 1949 era HO scale layout that is about 75% complete with mostly steam power. All trains are controlled with NCE DCC. It features many craftsman kits built by his good friend Bill Rose.

Driving and parking directions will be provided at the event.

Below: Dick Genthner has constructed another version of the Arpee & Western after moving to a smaller home a few years ago. Two photos of his switching layout are shown below.



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
billandmartha3@verizon.net

Staten Island Society of
Model Railroaders
Train Club Room, 3rd Floor
Staff House, Seaview Hospital
460 Brielle Avenue
Staten Island, NY
[http://sismrinc.tripod.com/
index.html](http://sismrinc.tripod.com/index.html)

AP Corner *By Bruce De Young, MMR - Achievement Program Chair*

On Saturday March 4th, at our Winter Event at the Model Railroad Club in Union, we recognized two of our members for their accomplishments.

Director and Editor of the *Whistle Post*, Jim Homoki was presented with two A.P. Certificates. Jim has earned both the Association Volunteer and the Model Railroad Author Certificates.

Right: Bruce De Young presents Jim Homoki with his Association Volunteer and Model Railroad Author certificates.



Another of our members, Steve Ascolese, was awarded the 2016 Paul Mallery Award. The Mallery award has two main purposes – the recognition of superior modeling, and the promotion of the Model Contests at NMRA Regional or National Conventions. The recipient of the Award must have entered one or more models in one of those contests. The full rules of the Mallery Award can be found on the GSD website. In Steve's case, he entered three of his N-Scale structures in the contest at the National Convention. All three earned Merit Awards. In addition, he also earned 3rd Place in Kit Built Structures for his Maschio Bros. Woodworking. We congratulate Steve on earning the Mallery Award! **WP**

Right: Steve Ascolese receives the 2016 Paul Mallery Award from Bruce De Young.



Directions to the Spring Event

MAP AND DIRECTIONS FOR THE SPRING EVENT

From Route 287 North:

1. Exit 14B to Route 22 West
2. Route 22 West to Route 202/206 South
3. Follow signs to Route 202 South though the Somerville Circle
4. Route 202 South approximately 3 miles to Milltown Road. Milltown Road is the next intersection after the railroad underpass
5. Turn right onto the ramp to Milltown Road
6. The 4-H Center is approximately 1/4 mile on the right

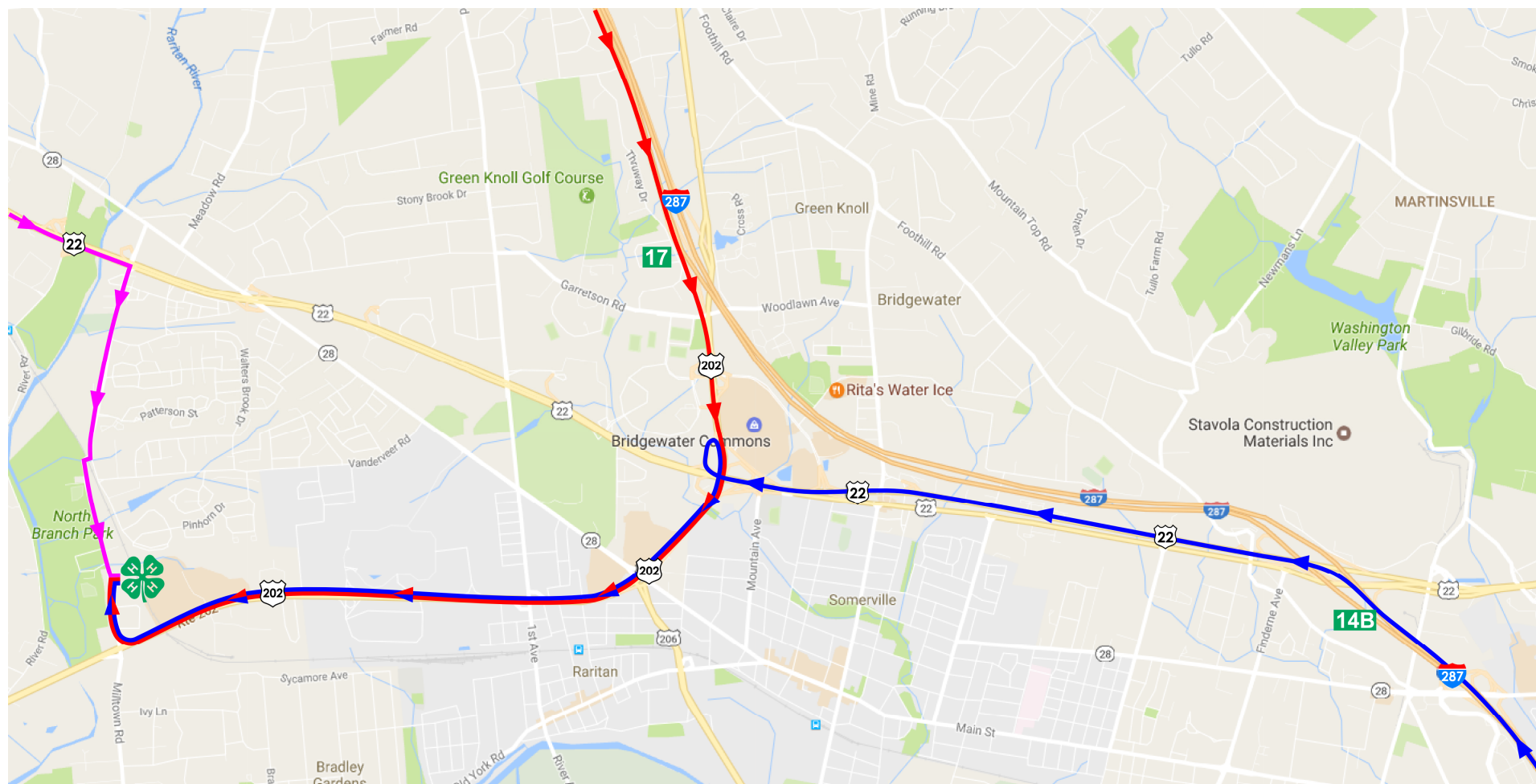
The Ted Blum 4-H Center
310 Milltown Road, Bridgewater, NJ 08807

Or, From Route 287 South:

1. Exit 17 to Route 202/206 South
2. Follow #3 above to the 4-H Center

Or, From Route 22 East:

1. Turn right onto Milltown Road
2. The 4-H Center is 1.5 miles on the right



ABOUT THE WHISTLE POST

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Deadlines for submissions to the Whistle Post are four weeks prior to the next Division event, as announced in the prior Whistle Post.

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The GSD now has a Twitter account and a Facebook page

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.nergdsd.com

The GSD has added a new page to its website featuring YouTube clinics made by GSD members

<http://www.nergdsd.com/videoclinic.html>



MidEastern Region 2017 Convention, Harrisburg, PA October 12-15 www.mer2017.org

Not getting the bi-monthly NMRA eBULLETIN?

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

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

NER Convention Mahwah, New Jersey



September 13-16, 2018

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