



The **WHISTLE POST**

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

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GSD GETS STEAMED!



"Ah, there is nothing like the smell of burning coal on a fall day." This is exactly what Garden State Division (GSD) members enjoyed when they accepted the invitation to attend a live steam meet on a beautiful October day.

The meet featured 7-1/4, 4-3/4, 3-1/2, and Gauge 1 gauges for the rails.

Approximately twenty-five GSD members spent the morning and afternoon talking to live steamers about their locomotives and riding many of the trains that were operating that day.

The meet could almost be considered an all-day clinic. GSD members were able to learn about how steam locomotives worked, constructed, maintained, and how they operated on the right-of-way. In addition to the learning experience, many of the GSD members took advantage of

the opportunity to ride the rails. Most members rode the larger gauges, but it was possible to ride one of the smaller gauges, as well.

And, not only were steam locomotives running this day, but also battery powered diesels. It may seem strange to have a battery powered diesel, but it really isn't any different than the smaller scale electric "diesels" on your layout. Some of these diesels even had sound systems to disguise their source of power. That is also very similar to what model railroaders do in their much smaller scales.

And, just like with DCC, the engineers needed to remain aware of where other trains were to avoid any incidents on the railroad.

To see more photographs of this enjoyable day, turn to [page 10](#). 



THE CAB

by President Tom Wortmann


Farewells...

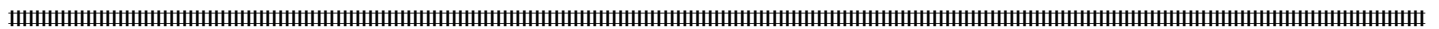
As the year ends, I want to thank everyone on my staff for an outstanding job of supporting the Garden State Division and the NMRA itself in all the very many things you do. They have made me look very good in the eyes of the hobby. The division would not be where it is today, known nationwide thanks in a big part to our editor and newsletter, the membership, to our PR staff and membership committee and so many more. I thank you for six years of service to you as your President; we have done much to bring what was an inactive division to what it is today. We hope to reach out to more of you and to get you involved with us, come to the meets, show off your layout, give a clinic and anything else you are willing to do.

We have straightened out our borders with our sister division, the New Jersey Division and now no one living in New Jersey will be without a division, and therefore no more confusion. In doing so we have also taken in Hunterdon County by a vote of their members and we welcome them into our fold as well. Whoever the next President is will bring new ideas and new

directions for us to go and we need that. We need new blood and new ideas to always keep the division alive and active. Rolling meets, hands-on clinics and so much more so don't miss out, be part of it and be active in your division.

The only sad thing that happened this past year was the loss of our friend and director Ed Fraedrich. If you did not know Ed, you missed out. He was a kind gentle man who would give anyone the shirt off his back. He always laughed at a good joke and smiled at a bad one. He never had a bad word to say about anyone. Ed was a C&O fan and enjoyed modeling that railroad. He was a golfer too and while we never played together, we shared some great stories. We also both served in the Marines, while at different times; we still had much in common. He is missed by all who knew him, no doubt.

So I wish the next President the best of luck and will support him in any way I can, but he needs your support as well so please lend a hand by being active in your division. 



THE CABOOSE

by Editor Chuck Diljak

...and Losses


The model railroading hobby lost three good individuals in the last two months, two known nationally and the other within the Garden State Division. In my role as editor, I never imagined that one day I would have to include news about these losses to our hobby in the *Whistle Post*.

Dean Freytag has been an ambassador to the hobby over his lifetime. At every NMRA National convention I attended, I saw Dean "holding court" outside the clinic areas. Dean was an invaluable resource for modelers of the steel industry.

Another model railroader we lost that was known nationally and was within the GSD is Jim Boyd. Jim was editor of *Railfan & Railroad*, published by Carstens Publications, from 1974 to 1998. Jim had significant knowledge about railroading and his many contributions to the magazines will be missed.

The other loss is of Ed Fraedrich. Ed was a former

secretary of the Garden State Division and was currently serving as a director. Ed always had nice things to say about everyone. In fact, I was in my position as editor for about a year when Ed paid me some compliments about the *Whistle Post* newsletter. In essence, he said he didn't know how I found the time to produce a nice newsletter. He said he always looked forward to receiving it. Ed didn't often contribute content to the newsletter. Most frequently, he would act as secretary when Ciro was unable to attend a Garden State Division meeting. I always plan for the minutes to these meetings to fill at least a page of the newsletter. But this is where Ciro and Ed differed in their roles as secretary: Ed was brief. So, instead of being challenged with how to fit Ciro's minutes into the *Whistle Post*, I was always challenged with what else I can fill the newsletter with when Ed was acting secretary. I will miss those challenges! And, more importantly, I will miss his kind comments. Thank you, Ed.

So, while Dean, Jim and Ed may no longer be among the living, please keep their memories alive. 

AT THE THROTTLE

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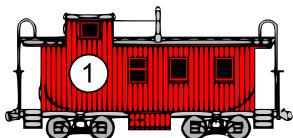
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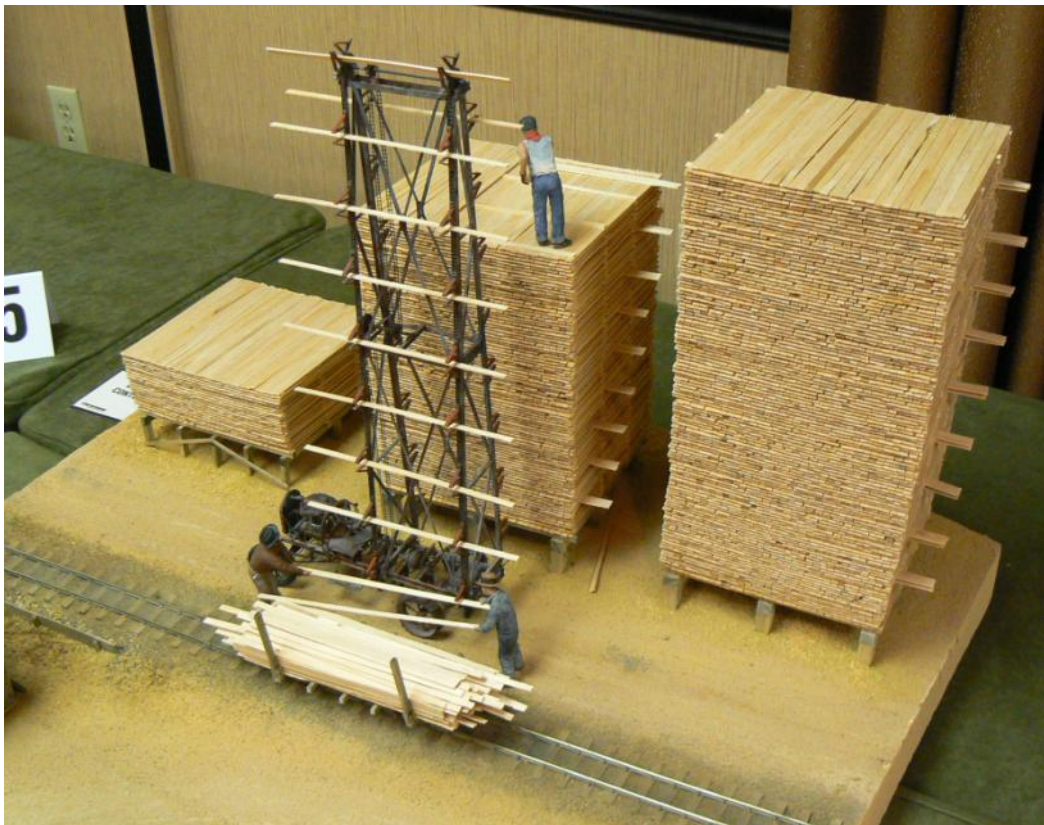
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PRINCETON JUNCTION

BY BRUCE DE YOUNG



▲ This scratchbuilt lumber stacker, modeled by Ken Hamilton, did very well in the modeling contest.

The New Jersey Division of the Mid-Eastern Region recently held their 2010 Convention, Princeton Junction, in Princeton, NJ from September 30 to October 3, 2010. Since this year's MER convention was held at the very northern part of the region, many Garden State Division members had the opportunity to attend this well organized event.

The usual array of Convention offerings were available to attendees: Layout Tours, Operating Sessions, Prototype Tours, Clinics, Model Contests, White Elephant sales and a healthy dose of fellowship. I was both an attendee and a clinician at Princeton Junction, and found the event to be well organized. The Doubletree Hotel was more than able to handle the demands of the Convention, and there were plenty of great eating establishments within a few miles of the Hotel.

More and more conventions are arranging Layout Tours to coincide with arrival and departure routes of attendees, with layouts open early on Thursday for those arriving early and open late on Sunday to accommodate those driving past the layouts on their way home. There were 31 great layouts open for visits with many of them also holding official operating sessions.

(Princeton Junction Continued on page 4)

From my count, there were 36 clinics on the schedule including several ‘hands-on’ offerings. One nice twist was the “Works in Progress” collection of mini-clinics. In this offering, eight different presenters were arranged around the perimeter of a large room and attendees could rotate to different presentations every 30 minutes during the 3-hour session.




▲ GSD President Tom Wortman visiting the layout of Joe Calderone (far left). Joe is a member of the GSD.

▼ The Judges hard at work in the contest room.



Although the raw numbers of models displayed in the contest rooms was not great in numbers, there was some pretty impressive modeling among the entries.

Overall I enjoyed the entire Princeton Junction experience. Its closeness to our own region made it a great opportunity to support our neighbors to the south and to have a great convention experience at the same time. 



▲ The author presenting a clinic at Princeton Junction.



THE CLUB CAR

GARDEN STATE MODEL
RAILWAY CLUB
575 HIGH MOUNTAIN ROAD
NORTH HALEDON, NJ 07508
WWW.GSMRRCLUB.ORG

MODEL ENGINEERS RAILROAD
CLUB OF NORTH JERSEY
569 HIGH MOUNTAIN ROAD
NORTH HALEDON, NJ 07508
WWW.ANGELFIRE.COM/NJ4/MERRCNJ

THE MODEL RAILROAD CLUB
295 JEFFERSON AVENUE
UNION, NJ 07083
WWW.TMRCL.COM

NEW YORK SOCIETY OF MODEL
ENGINEERS
341 HOBOKEN ROAD
CARLSTADT, NJ 07072
WWW.MODELENGINEERS.ORG

RAMAPO VALLEY RAILROAD
CLUB
620 CLIFF STREET
HO-HO-KUS, NJ 07423
RAMAPOVALLEYRAILROAD.COM

THE NMRA

NMRA NATIONAL
WWW.NMRA.ORG

NMRA NORTHEASTERN REGION
WWW.NERNMRA.ORG

GARDEN STATE DIVISION
WWW.NERGSD.COM

NEW JERSEY DIVISION OF THE
NMRA MID-EASTERN REGION
WWW.NJDIVNMRA.ORG

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TOM CASEY
TCASEY@CO.BERGEN.NJ.US



MEETING MINUTES

BY SECRETARY CIRO COMPAGNO

Purpose

Garden State Division (GSD) Staff Meeting

Date/Time

September 26, 2010 at 9:15 a.m. Place:
Home of Tom Piccirillo in Warren, NJ

Attendees

Ciro Compagno, Bruce De Young, Chuck Diljak, Ed Fraedrich, Norman Frowley, Tom Piccirillo, Bob Tumielewicz, and Tom Wortmann.

President's Report

Tom W. wants to send a note to Bob Hamm about contest judging and their comments. Tom W. provided an example of a contest judge's negative comments at a Regional Convention in Syracuse, NY. This example lead to a general discussion about model building, contest entry and judging.

Secretary's Report

Motion to waive reading and accept June 13, 2010 GSD staff meeting minutes were made. Second motion made. Meeting minutes accepted.

Treasurer's Report

Ciro handed out and reviewed a summary of open items and reports provided by Anthony Piccirillo for the meeting.

Education Committee and AP Reports

Norman, as NER AP Chair, will be announcing in the NER Coupler that 2011 will be the "Year of the Car" in the NER. The idea is to have all the divisions in the region focus on the building and scratch building of cars through AP, contests, clinics, and other means of communication with the membership about the basics of model car construction.

Events Report

Ed asked we should provide GSD event guests a form to provide feedback. This may lead to insight of was liked and not

liked.

● GSD Summer Meet

- There was a general discussion about the recent meet, particularly the low attendance as compared to last year.
- Ed raised concern about the amount of food beverages left over from the meet. We should have used the same procedure that we did in previous two years. Buy the soda from the club and resell it.
- Ed raised a concern about the lack of prompt payment for BBQ gas and food. The consensus was payment should be made at the end of the event.
- There was discussion not to have a clinic next time, possibly offering a free hot dog, etc.
- Norman indicated we should re-think the entire venue for all GSD meets. We need to differentiate ourselves from other model railroad events with a focus on hands-on clinics. To often, clinics are an after thought. It should be the focal point and main attraction to draw more GSD members to attend meets.

● GSD Fall Meet with New Jersey Live Steamers (NJLS):

- Bruce will give a clinic – Modeling slated roof or modeling tips - in the event of rain
- Food and beverages will be provided by NJLS
- Careful fee collection of GSD versus NJLS guests
- 25 to 30 attendees are anticipated
- There will be a 50/50 raffle
- There will be 1 raffle prize from Bachmann and 3 from Micromark
- Tom W. will add a link to the GSD website providing an address of the NJLS
- GSD members should arrive around 10:30 am

(Meeting Minutes continued on page 6)

- GSD will give NJLS a \$100 donation
- GSD is planning to attend the Greenberg Show, November 27-28, in Edison, NJ.
- Bob will initiate and maintain the schedule for the show, and make plans for two tables (\$70 cost) and sharing power.
 - Norman indicated the schedule is important. It is recommended to have minimum three for the two shifts (6 total).
 - Norman will bring a model to show-n-tell
 - Laptop need from Tom C./Andy
 - Tom W. will bring a CD with photos to run on the laptop
 - Chuck will update the GSD tri-fold brochure and bring copies
 - Display copies of the *Whistle Post*
- GSD is planning to attend the World's Greatest Hobby, February 26-27, 2011, in Edison, NJ. Discussion and preparation was tabled for the next staff meeting.
- GSD Winter Meet 2010
 - Bob provided summary of his meeting with Pacific Southern Railway Club in Rockaway, NJ
 - Club purchased a ranch style home with a layout in the basement
 - Club would offer clinics, operate trains, etc.
 - Site offers street parking only, offsite parking with shuttle van is an option
 - Two months advance notice is needed
 - Motion was made to vote on have the January 2010 Business Meeting at this club. Second motion was made and accepted. The majority vote was yes.
 - Tom W. will speak with Tom C. about the decision to have the January Business Meeting at this club.

Whistle Post Report

Chuck provided an update. Following is the upcoming Fall issue:

- Articles are needed from Tom W., and Ciro
- Final June 2010 meeting minutes
- Holiday schedule from Andy
- Election announcement

Winter 2011 issue will cover the Princeton MER Convention and Fall Meet.

Old Business

- Contact model railroad companies within the Division in search of a good venue for future GSD meets. Update: Tom P. indicates vendors are ready to support GSD. He will also make contact with *Railroad Model Craftsman* magazine.

- Solicit home layouts in northwest section of New Jersey in late March 2010. Update: Bruce will take the lead on contacting individual home layouts near a GSD venue. Focus will be in the Phillipsburg, NJ area.
- Solicit layout photos from the GSD membership to possibly include in future Whistle Post newsletters. Update: Tom W. will send available photos to Chuck
- Summarizing and tracking AP merit awards for the GSD. Update: Norman will provide a summary for Tom W. to add to the GSD website.
- Norman discussed and handed out several website print-outs 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. Update: Immediate focus is with Pacific Southern Railway Club.
- 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. No Update.
- Andy presented a nicely done card promoting New York Society of Model Engineers. Andy volunteered to create a similar card for the GSD. No Update.
- Tom W. and Andy agreed to look into GSD golf shirts and its cost. No Update.

New Business

Election 2011

- Tom W. appointed Andy as chairperson of the Nominating Committee.
- Andy needs to appoint at least one other member to serve on the Nominating Committee.
- Nominating Committee shall prepare a slate of candidates for election with at least one name for each elective office in accordance with Article 7 of the Constitution of the GSD by the next GSD staff in late November.
- Positions up for election in 2011:
 - President (2011) – 5 yr. term limit is in affect
 - Vice President (2011) – 5 yr. term limit is in affect
 - Secretary (2011)
 - Treasurer (2011)
 - Directors: Bob Tumielewicz (2011 and 2012), Ed Fraedrich (2011 and 2012) and Bruce De Young (2011 and 2012)

Next staff meeting at Tom W. home in late November
Meeting adjourned around 11:20 a.m.

Respectfully submitted,

Ciro Compagno, Secretary 

MODELING TIP

PROBLEM:

HOW CAN YOU GET LED'S TO SHINE LIKE A REGULAR BULB?

SOLUTION:

LED'S PROJECT THEIR LIGHT STRAIGHT FROM ITS TIP. HOWEVER, IF YOU GENTLY SAND THE SIDES AND END OF THE LED, IT WILL DISPERSE THE LIGHT IN ALL DIRECTIONS, JUST LIKE A BULB.

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

MODELING TIPS CAN BE SENT TO:

CHUCK DILJAK, EDITOR

GSDWHISTLEPOST@YAHOO.COM



JOIN THE NER's "CORPS"

BECOME AN ACHIEVEMENT PROGRAM JUDGE

BY AP CHAIRMAN NORMAN FROWLEY, MMR

The Achievement Program (AP) depends for its very existence upon the availability of NMRA members who are ready, willing and able, when necessary, to visit the homes of other members to do merit judging. We call these home visitors AP judges. Of course, on occasion, participants in the AP bring their models to meets or conventions to have them judged. So the AP judge does not have to make home visits all the time. But on occasion they do, and their effect on other members, especially during home visits, can be enormous. AP judges sometimes constitute the first real contact a new member has with the NMRA membership. Sure the new member might have attended a meeting or two, but to have a member in their home.... The AP judge can make it or break it with respect to the new member's interest in and or commitment to the NMRA. That's why I call the AP judges the Corps. They make "beachheads" in membership commitment and lay the groundwork for virtually every-thing that follows in the member's NMRA experience. This is true whether they are interacting with the AP aspirant at a meet or at his or her residence. The AP judge, accordingly, has to be smart, savvy, committed and prepared. He or she needs the tools to make sure the NMRA makes a positive impression on the members with whom he or she makes contact while performing the merit judging function.


What's involved in becoming an AP judge, you ask? Initially very little. I have a short questionnaire I can send you which asks about your modeling experiences. You fill it out, send it to me and I'll tell you what categories (i.e., cars, structures etc.) you're approved in. You'll then receive a Certificate of Approval (suitable for framing, as they say) from the NER AP Manager, along with a set of business cards identifying you as an approved judge, which cards you can use as your "credentials" for those who might question whether you are an appointed judge.

Contrary to what you may think or what you might have heard, you don't have to have an Achievement Certificate in any area in order to qualify as a judge. You don't have to have entered a contest or have earned a Merit Award yourself. I'll assess your overall modeling experience and I guarantee you, you'll be surprised how really qualified you are to do the work necessary to be an AP judge.

Once appointed, you will be able to do merit judging under the supervision of an experienced AP judge. You'll receive on the job training. You will not be expected to do it on your own. As a matter of fact, merit judging has to be done by two or more judges and they have to confer before awarding any scores. You will learn how to score in the process of talking the issues of scoring over with your fellow judges. In addition, there are written guidelines and graphs you use to calibrate the scoring. It's not hard. Indeed, it's loads of fun meeting new members and getting to know them better in the process of assessing their work.

Your role as an AP judge, moreover, is not to "criticize." Rather it is to help your fellow modeler become better modelers through gentle, affirmative, helpful suggestions in how to improve their model. The goal is to get the modeler to do what is necessary to earn the Merit Award. You can take pride in that.

Furthermore, as an AP judge you are rendering an important service to the membership of the NMRA. Just think how you would feel if you did wonderful modeling work, wanted to obtain an Achievement Certificate and had no one to turn to in order to get the merit judging accomplished.

So join the corps today. Send me an email and I'll get you started. WE WANT YOU to be part of the NER's Corps of AP judges. 

Ed Fraedrich, 1931-2010

By Former GSD President, Tom Matthews

I met Ed Fraedrich when I joined the Garden State Model RR Club. I was traveling a long distance to work and Ed suggested that I stay at his home in Fair Lawn a few nights a week. That act of kindness may have saved my life or at least gave me some much needed rest.

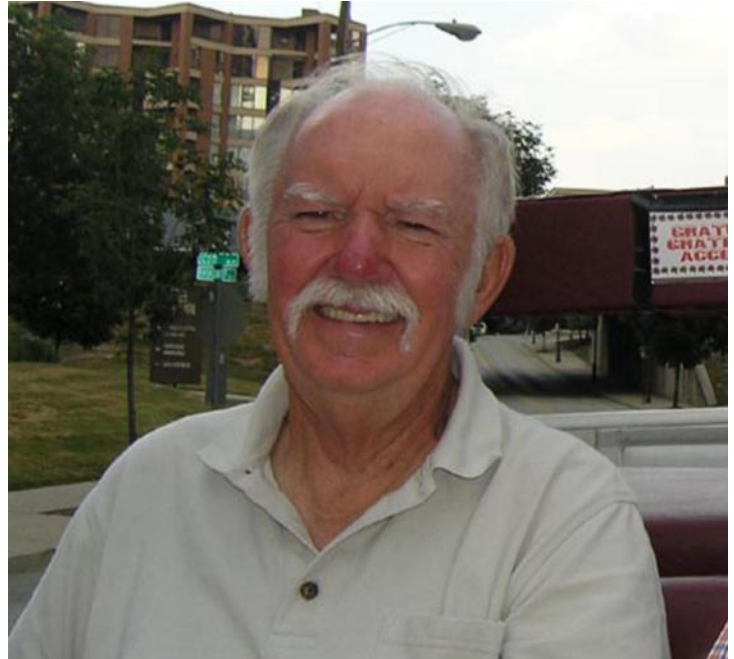
As time went on, our interest in the iron horse took us in many directions. I was trying to get the NMRA Garden State Division back on track. Ed was a great help as we sat at the dining table, preparing for mailing, the newsletters that we hoped would bring some on board as we planned organizational meetings.

Setting up the first few meets back in 1998 brought in some great helpers and things have taken off since then and the division is now one of the best around. Others can tell you all Ed has done since my departure from the area in 2002.

Ed remained my side kick as we journeyed to several NMRA Conventions both regional and national.

In 2003 we drove to Toronto never fearful of whatever influenza was forecast to ruin it. Along the way we spotted a Chessie caboose on some side track in the Elmira area. We should have stopped to snap a picture as it was gone when we returned a week later. Ed had a fondness for C&O and all related to it. He wasn't sure why but he stuck with Chessie.

On our trip to Cincinnati in 2005 we took an off the beaten Interstates path ride basically along U.S. 50 to see if we would see anything Chessie. The station at Cumberland was a highlight. Further along we were entering Ohio and stumbled upon a C&O diner (see pix). I told Ed that it was only another two hours and we would arrive in Chillicothe. I told Ed it was Iroquois for 'Place where many iron horses meet'.



Well, upon arrival we were greeted by the abandoned station and only a simple mural on an abutment representing a train. The downtown did have a Crispy Cream and some nice DPM (Magnuson) buildings. The convention was great. One small irritation was there seemed to be no Dunkin Donuts around. We found one which made Tom Wortmann happy.


On leaving, the parking lot toll machine went crazy and Ed looked like those guys in the recent TV commercial with the coins flying in their faces. When it finally stopped Ed had at least 5 inches of quarters all around his feet.

Ed traveled with Tom Casey by rail all the way from Fair Lawn to the convention hotel for the '06 convention in Philadelphia. I could only make it for two days due to work but did

(Ed Fraedrich continued on page 14)

Obituary

FRAEDRICH Edward, 79, passed away on December 11, 2010. Born in Brooklyn, NY he settled in Fair Lawn 54 years ago. He was a US Marine veteran, having served during the Korean War. He was a manager with NY Telephone for 39 years retiring in 1990. Edward was a member of St. Anne's RC Church in Fair Lawn. Mr Fraedrich enjoyed playing golf, spending time with family and friends, and collecting model trains, he also was a member of the Garden State Model Railway Club, located in North Haledon. Beloved husband of the late June (Geng) Fraedrich. Devoted father of Patricia DiRosa and her husband Joseph, Carol Wilson and her hus-

band David, Laura Fraedrich and the late Edward M. Fraedrich. Cherished grandfather of Jeannine, Tracey, Kristen, Katie and Jennifer. Great grandfather of six. Brother of the late Raymond Nilsen A funeral mass is planned for Wednesday December 15, 2010 at 9:30 AM at St. Anne's RC Church, 15-05 St. Anne's Street in Fair Lawn. Interment will follow at Maryrest Cemetery in Mahwah, NJ. The family will receive relatives and friends at the Vander Plaat Colonial Home Inc., 13-31 Saddle River Road, Fair Lawn (201-797-3500) on Tuesday December 14, 2010 from 2-4 and 7-9 PM. For additional information visit www.vpfairlawn.com. 

NEXT DIVISION MEETING

TIME:

12 NOON

COST:

\$5

DATE:

FEBRUARY 13, 2011

SNOW DATE:

FEBRUARY 20, 2011

LOCATION:

PACIFIC SOUTHERN MRR CLUB
26 WASHINGTON STREET
ROCKY HILL, NJ

DIRECTIONS:

FOR A GOOGLE MAP, CLICK ON
THE GOOGLE LOGO, BELOW:



PARKING:

PLEASE PARK ON MERRITT
DRIVE, AROUND THE CORNER
FROM THE CLUB ON WASHING-
TON STREET, OR IN THE SHOP-
PING CENTER ACROSS THE
STREET IN BACK OF THE BANK
OF AMERICA. THE DRIVEWAY
AT THE CLUB IS FOR CLUB MEM-
BERS, ONLY.

AGENDA:

BUSINESS MEETING
CLINICS
OPERATING SESSION

CLINIC CONTACT:

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

BRUCE DE YOUNG
BDEYOUNG@OPTONLINE.NET

COME TO THE GSD WINTER MEET AT:


PACIFIC SOUTHERN MRR CLUB

BY BOB TUMIELEWICZ

Our next Division meet will be hosted by the Pacific Southern Railway. This Club is more than 40 years old and the 45' by 91' HO model railroad occupies the entire basement of a private home located in Rocky Hill. The layout was highlighted in the November 1982 Model Railroader. Near the center of the room is a six-sided tower containing a CTC computer that operates 70 switches and signals on the main line. Four other towers control another 100 switches and signals. The owner, Geoff Green, wrote the operating computer program in CC Plus.

Opened for many Holiday Seasons, ticket sales allowed the Club to make donations to the Rocky Hill First Aid Squad and Fire Department. However, for the past few years, the Club remained closed for the public shows so it could upgrade the layout to DCC. Completion was just in time to be open for the 2010 MER Princeton Junction Convention.

As of this writing, Club members plan to present 3 clinics. The first clinic will present a short history of the Club and the reasons why they decided to go DCC. The second clinic will show how numerous row houses were quickly made using molds, following an article that appeared in "Railroad Model Craftsman". The third clinic picks-up where the first leaves off, by discussing problems encountered and unique solutions. Space for Show-N-Tell and models for judging will be available. At the conclusion of the Meeting, the Club will host an informal operating session for those interested.

You are able to park on Merritt Drive, around the corner from the club on Washington Street, or in the shopping center across the street in back of the Bank of America. No parking is permitted on the club's property. Entrance to the home and basement is thru a door around the back side of the garage. The layout is not wheelchair accessible. This home also serves as a residence, so please be very respectful by keeping to the living room and basement only. 





LIVE STEAM PHOTOS



▲Norman Frowley guiding Tom Piccirillo's diesels into the yard.



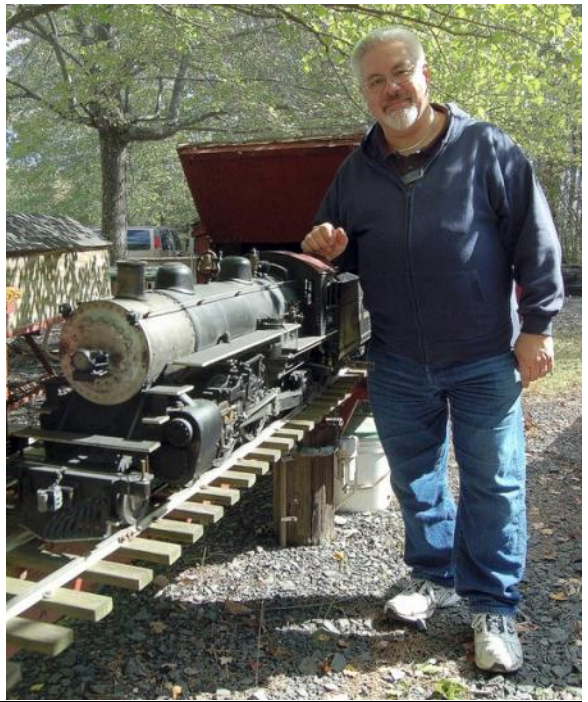
▼ A Pennsy boxcab at the railroad crossing

◀Tom Wortmann getting a ride on one of the smaller scales

▲Wabash #774, a Mogul, is moving freight around the line.



▼Tom Piccirillo beside his steam locomotive.



ABOUT THE WHISTLE POST

THE SUBMISSION DEADLINES
FOR *THE WHISTLE POST*:

JANUARY 10
APRIL 10
JULY 10
OCTOBER 10

CONTRIBUTORS TO THIS ISSUE:

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BOB TUMIELEWICZ
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: *MAINTENANCE OF WAY*



▲ A small piece of Maintenance of Way equipment rests on a few sections of rail at the Whippany Railway Museum.


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 gswdwhistlepost@yahoo.com.



NOMINATIONS FOR OFFICE

The following Garden State Division members have been nominated for office. The number of Directors is being expanded by two positions. Therefore, there will be voting for four directors to the board.

Nominations can still be e-mailed to Andy Brusgard at ajb1102@comcast.net.

The election of officers will take place during the annual business meeting. More information regarding the business meeting is provided on [Page 9](#). 

Position	Name(s)
President	Norman Frowley, MMR
Vice-President	Tom Wortmann
Secretary	Ciro Compagno
Treasurer	Anthony Piccirillo
Director-at-Large	Joe Calderone Bruce De Young Richard Ross

—Huge progress is being made with Diamond Club scanning. Craig Sutherland, the man in charge of the project, reports that they have about 500 sets of diesel loco plans (average size: 24"x30"). In addition, he and Stephen Priest brought about 50 boxes of photographs (with about 700 photos each) back to Historical Archives Services (the company doing the scanning) from our Kalmbach Memorial Library. They mentioned that there are a lot of black and white steam loco shots, some early diesel shots, and a lot of photos that caused these seasoned pros to say "wow." Stephen called the collection "an unknown treasure."

We're finding out that our archives are even more vast than we thought! So if you or your members haven't made a donation yet, please do so so we can get these railroad treasures on the web... and eventually into your hands.

—The winter Board Meeting is being held concurrently with the Budget and Operations meetings this year in Las Vegas at the Palace Station Hotel (about 5 miles from the airport). The Budget and Operations meetings, which are by invitation only, begin on Tuesday, February 22 at 9 a.m. The Board Meeting runs from 9 to 5 (or later) on Wednesday, February 23, and 9 to 5 (or later) on Thursday, February 24. All NMRA members are welcome to attend.

—As you probably read in the October of NMRA Magazine, the X2011 West NMRA Convention committee is making extensive use of social media to promote their Sacramento convention. Over the next several months they'll be posting detailed information about layout and prototype tours, clinics, sights to see, and other pertinent facts. If you haven't visited them on Facebook or signed up to follow them on Twitter, this is the perfect time to get your feet wet and see what the "social media" buzz is all about! Both Facebook and Twitter are free.


—NMRA Magazine will soon be running a "help wanted" column each month. As you know, we're a volunteer organization and always in need of able bodies to lend a hand. Now that we're going to be putting more emphasis on our website, we especially need help in that area. Here are the positions we're looking for -- if any of your members fit the qualifications below, please pass the their names along to us!

—Electronics engineers with experience in setting up control systems needed to take part in discussions and development of NMRANET. Current bus is designed using CAN. Time commitment: several hours per week.

—IT staff volunteer with experience in Content Management Systems. Able to program in PHP and PostGreSQL/MySQL, and good experience in HTML and CSS. IIS and VB experience a plus. Time commitment: ~3 hours per week.

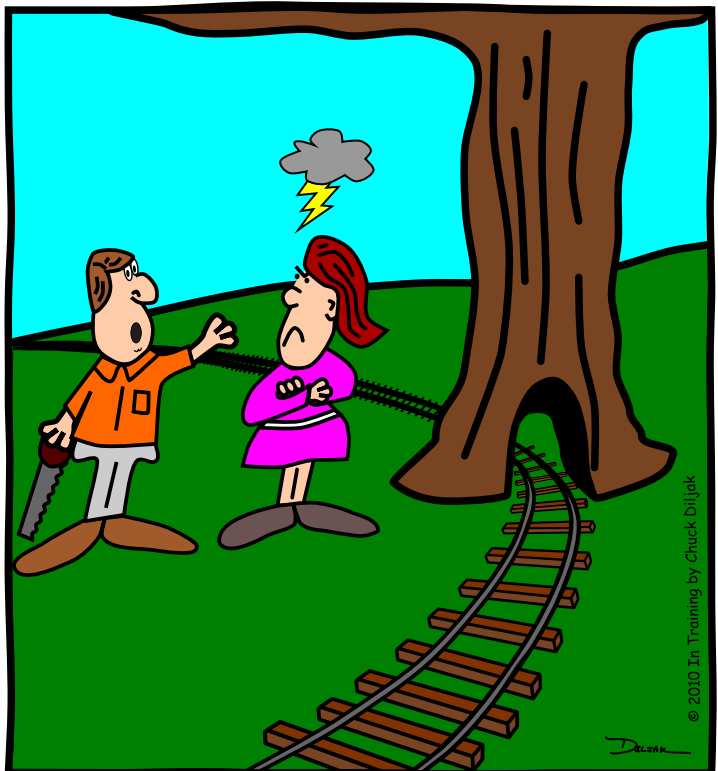
—"Members Only" content manager who can oversee our website's "Members Only" section by finding content (e.g. scanning articles from past issues of Scale Rails, uploading finished data sheets, etc). Time commitment: ~6 hours per month.

—Data Sheet program manager with some technical and editorial background to identify new topics to cover as well as older Data Sheets that will benefit from updates and upgrades. Help locating subject-matter experts will be provided. Time commitment: a few hours per week.

—John Stevens, our national Boy Scout coordinator, wanted me to forward this to everyone: In order to create the most secure environment possible for its youth members, the [Boy Scouts of America \(BSA\) has developed numerous procedural and leadership selection policies](#) for its adult leaders. Effective June 1, 2010, those policies included Youth Protection Training. After that date, no adult may register with the BSA as an adult leader in any capacity without first completing this training. The training is good for two years and can be accomplished online. The training can be found at www.scouting.org. Across the top of the page find and click My Scouting. You will be required to create an account which will then allow you access to the training. Upon completion of the training, you will be able to print a certificate of completion which should be included with your next Adult Leader Application. The whole process should take less than an hour. If you have any questions, contact John Stevens at scouts@hq.nmra.org. 

In Training

by Chuck Diljak



But honey, I model a railroad in the redwood forests

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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QUESTIONS REGARDING THIS SERIES CAN BE SENT TO:
CIRO COMPAGNO
GSDSECRETARY@VERIZON.NET

BUILDING

RICHMOND HARBOR

BY CIRO COMPAGNO

If you recall from the first article, I decided to finish the concrete walls with a good quality waterproofing paint. You cannot tell you are looking at concrete walls until you are only a few feet away and under bright light to see any imperfections. Overall, I was very pleased with the results. It was not until I was

planning the backdrop did I realize the true value of having a drywall finish. Without it, I was faced with attaching the backdrop framework directly to the concrete. That raised a question: would I drill hundreds of holes into a wall that I just spent hours prepping and

painting? The answer was easily no. My fellow modelers questioned the entire approach, and said I should have provided a drywall finish. However, at the time due to ongoing water seepage issues, I did not want to cover it. I wanted to have bare walls so I can monitor water seepage over time and address it promptly. This decision proved to be critical last Spring. After record February snowfall followed by a March Nor'easter, my basement nearly flooded. After this jolting experience, I "bit the bullet" and installed interior French drains around the basement perimeter. Not having a drywall finish made the French drain installation less destructive and costly. I got lucky.


The next option was installing a backdrop frame to the benchwork. The frame comprised of 1x2 lumber attached to the rear L-girder that varied from 24 to 30 in. high around the basement walls. The challenge was to negotiate various ceiling level objects; e.g., HVAC ductwork, two different ceiling heights, windows, etc. The frame for the peninsula, scenic divider comprised of similar 1x2 lumber supported by 2x3 lumber up-rights spaced 24 in. on-center. The up-rights were attached to 1x3 joists supported by underlying L-girders. This provided good freestanding support. During a Friday-night gathering, fellow modelers inspected and

commented on my handiwork. One recommended change was adding a third (middle) horizontal-frame member to provide additional hardboard support. They explained hardboard movement is not a good thing when finished. It may lead to unwanted movement and seam cracks.



A local home improvement center provided the 1/8 in. thick, S1S, service-tempered, Eucatex hardboard. S1S is smooth-one-side. Service-tempered is neither the best nor the least quality hardboard. Per the American Hardboard Association, service-

tempered is classified as a three (one is the best and five is the least). Service Grade has good strength, but somewhat less strong than Standard (Class 2). It has substantially same form as from press, except for humidification and trimming size. Before installing, hardboard pieces were primed on both sides with Bulls Eye 1-2-3, water-based primer. The primer helps seal and prepares the surface for future painting. With the help of friends, the installation was manageable and went smoothly. You need many hands to help hold, plumb, measure, mark, trim and eventually screw the hardboard into the frame. Friends can also bring extra cordless screw guns to drive in the many screws that are needed. Boards are screwed along the top and bottom horizontal-frame members, and along 24 in. spaced vertical-frame members. Screws were spaced about 12 in. o.c. horizontally, and 12 to 18 in. o.c. vertically subject to final frame layout. Before screwing end laps, Loctite Power Grab adhesive glue was applied on the underlying vertical frame. The screw and glue method helps reduce thermal movement at the seams, as the relative humidity in a basement can fluctuate dramatically from season to season.

With the hardboard up, next job is painting the backdrop. 

(Ed Fraedrich continued from page 8)

catch up with Ed for lunch (see photo on page 14).

Similarly, Ed made the most of the Hartford 2009 convention and many other regional and division meets.

Tom Wortmann summed Ed up very well in saying "If you told him a good joke he would laugh, if not so good he would smile.

Ed Fraedrich never had a bad word for anyone. He could even keep a smile when dropping small parts.

I have been, for the last few years, meeting Ed on Monday evenings for dinner at several diners in the vicinity of or on the way to Model Railway Post Office. We would then go to MRPO, well fed and ready to spend lots of money.

Ed would usually have something waiting, pre-ordered, at MRPO. Maybe they were just a few details that he would use on the layout at the Garden State Model RR Club. Or, maybe they were something bigger, like a C&O locomotive he could not resist. As Ray at MRPO would put it on the counter and wait to see if Ed wanted to grab anything off the shelves, I would sneak some C&O car or loco into the pile. Ed always had a hardy laugh as Ray would start ringing up



the sale and find MORE Chessie stuff than one could imagine. Sometimes he would 'cuss' me; sometimes he would buy the extra "stuff". Well, Ed never really cussed anyone. That was an amazing thing, because he certainly had reason to, occasionally. He sort of gave me an extra smile when he realized that I had slipped an extra item under his pile of stuff to be bought. This partly explains why he had over four hundred C&O hopper cars.

My buddy Ed will be sadly missed. W



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PASSENGER EQUIPMENT

This former VIA car is now lettered for the New York and Greenwood Lake and was spotted by the photographer in Port Jervis.

The photo to the right shows the interior of "The Pride of the Delaware." ►

The exterior of the car is shown, below. ▼

Photos by Bruce De Young



A Pennsy GG-1 is leading its passenger train across the viaduct on the New York Society of Model Engineer's (NYSME) O scale Union Connecting Railroad. ►

Photo by Andy Brusgard





Chuck Diljak
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Wayne, NJ 07470

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THE TIMETABLE

Sunday, 1/23/11, Northwest Jersey Train-O-Rama, Dover High School, 100 Grace Street, Dover NJ. 9AM-3PM. \$5 if preregistered or \$6 at the door. For more information: www.dovertrainshow.com

Sunday, 1/29-30/11, The Amherst Railway Society Railroad Hobby Show, Eastern States Exposition Fairgrounds (The Big E), West Springfield, MA. Saturday 9AM-5PM, Sunday 10AM-5PM. Adults \$10, children 15 and under Free, parking \$5. For more information: www.railroadhobbyshow.com

Saturday-Sunday, 2/5-6/11, Great Scale Model Train Show, Maryland State Fairgrounds, 2200 York Rd, Timonium, MD. Saturday, 9AM-4PM, Sunday 10AM-4PM. General admission \$9 Saturday, \$8 Sunday, children under 15 Free, family \$18. For more information: www.gsmts.com

Sunday, 2/13/11 (Snow date, 2/20/11), NMRA Garden State Division Winter Meet, The Pacific Southern Model Railroad Club, 26 Washington Street, Rocky Hill, NJ. 11AM. For more information, see [page 9](#).

Saturday-Sunday, 2/26-27/11, Allentown Train Meet Associates Spring Thaw, Allentown Fairgrounds Agricultural Hall, Allentown, PA. Saturday 9AM-4PM, Sunday 9AM-3PM. Adults \$7, children 12 and under Free. For more information: www.allentowntrainmeet.com

Saturday-Sunday, 2/26-27/11, World's Greatest Hobby on Tour, New Jersey Convention & Expo Center, 97 Sunfeld Ave, Edison, NJ. Saturday, 10AM-6PM, Sunday 10AM-5PM. Adults \$10, Children under 16r, Free. For more

information: www.wghshow.com

Saturday, 3/12/11, NMRA New Jersey Division, Toms River Division Meet, Ocean Fire Company 1, 400 Arnold Avenue, Point Pleasant Beach, NJ. 9AM-12 Noon, Clinics. 1PM-5PM, Layout Tours. For more information: www.njdivnmra.org

Sunday, 3/20/11, Northwest Jersey Train-O-Rama, Dover High School, 100 Grace Street, Dover NJ. 9AM-3PM. \$5 if preregistered or \$6 at the door. For more information: www.dovertrainshow.com

Friday-Sunday, 4/1-3/11, 4/8-9/11, 4/15-17/11, The New York Society of Model Engineers **85th** (and that is not a misprint, it is **85** years!) Anniversary Exhibition, 341 Hoboken Rd, Carlstadt, NJ. Friday evenings 7-10PM, Saturday and Sunday afternoons 1-6PM. Adults \$5, children \$1, children under age 5 Free. For more information: www.modelengineers.org

Saturday-Sunday, 4/2-4/3/11, Greenberg's Train & Toy Show, New Jersey Convention & Expo Center, 97 Sunfeld Ave, Edison, NJ, 10-4PM. Adults \$7, Children under 12, Free. For more information: www.greenbergshows.com

Saturday-Sunday, 4/9-10/11, Great Scale Model Train Show, Maryland State Fairgrounds, 2200 York Rd, Timonium, MD. Saturday, 9AM-4PM, Sunday 10AM-4PM. General admission \$9 Saturday, \$8 Sunday, children under 15 Free, family \$18. For more information: www.gsmts.com

Sunday, 5/1/11, NMRA Garden State Division Spring Meet, The Model Railroad Club,, 295 Jefferson Avenue, Union, NJ. Look for details in the next issue of the *Whistle Post*.

To have a show or meet listed, please e-mail the information to gsdwhistlepost@yahoo.com