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The WHISTLE POST

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

My First Model Railroad Convention

By Bob "Dean" Dennis
Photos by Ciro Compagno

The NER Fall 2011 Convention in Warwick, Rhode Island was aptly named the Roger Williams Express because, I for one, never stopped. There was much to see and so little time to see it all. When attending any convention there are always too many activities to choose from. Which clinic do I attend? Though I wanted to sit through all I could only fit in 3. Interested in ops sessions? Yep they had them. Which home layout do I see? There were over a dozen to choose from. There was the contest room; I had to fit in time to see the model competition. Someday I want my work displayed. Will I get time to see Narragansett Bay? The convention location was close by and a great opportunity to go sightseeing.

Several of the clinics I attended were geared towards craftsman and scratch model building. Watch out Norman I'm coming around the corner! The clinics provided me all the dos and don'ts and I hope I can remember them!

I travelled to the convention with my fellow Staten Islander and GSD Secretary, Ciro Compagno, the official photographer for the trip. On Friday, we participated in an ops session on Don Irace's Providence and Worcester RR. Don's railroad is enormous. The layout is spread over three rooms in the basement and with the tracks passing through the bathroom (a very interesting use of space).

Saturday was the most fun of all as I was able to operate the main yard on Bob Davis' Mashamou Valley and Western Rail-



▲ Wood Chip loader on Don Irace's Providence and Worcester RR

way. We arrived on time for the 2:00 session. When everyone was gathered for the crew assignments Bob started to ask "Who would like to operate the yard at.....". He didn't even need to finish as I yelled "I'll do it". Operating the yard was an incredible experience. The yard had 8 tracks with a center


(Convention continued on page 6)



NER convention wrap up

This year the NER Fall Convention was held in Warwick, Rhode Island. You have no idea what you missed. In fact, I'd say that the vast majority of the membership of our division and others is unaware of what they miss when they decide not to attend a fall conference, since they've likely never attended one in the past. So let me give you some idea of what you could have enjoyed. The Convention was held at a hotel which should have cost \$250 a night. Instead, I had an expansive room with a king sized bed. The room was almost twice the size of hotel rooms I have stayed in over the years. The hotel itself is very modern and well appointed, with a pool, sauna, exercise rooms and the other amenities one would expect to find in an upscale hotel, including a very decent restaurant and separate bar. The room cost me \$109 per night. Then there were the clinics. Good friend Bill Brown MMR, of the Central New York Division demonstrated his great product (LARC Products). The program allows you to print gorgeous backdrops using your own inkjet printer at home! The disk also provides photos of indoor scenes you which you can size on your home computer. Additionally, you will find hundreds of signs from various eras which you can size on your home computer. I've never seen anything quite so comprehensive and easy to use. Scotty Mason was also there presenting clinics on how to use an airbrush and on how to build craftsmen structures. Jack

Ellis showed how to make the back couple of inches of your layout as interesting as possible. Jeff Hanke explained all you ever wanted to know about decals and how to use them properly. And I haven't even scratched the surface of the number and type of clinics that were available. Love operating? Just ask GSD members Ciro Compagno or Bob Dennis how much fun they had operating on Don Irace's layout. Do you like displaying your models or photographs? How about having your model entered for the Achievement Program or just personal pleasure? Ask Bob Hamm MMR the contest chair or our own Roger Oliver, the Photo Contest Chair!

What you will have missed most of all was the pleasure of spending a weekend with peers who share your love for the hobby. There were laughs, honors, questions, discussions, solutions, ideas of every kind for an extended weekend. All this centered around model railroading. Where else can you experience such an immersion in the hobby only a car ride away, through New England when the green foliage is just beginning to change into brilliant colors. The Fall Conference always leaves me with an afterglow about the hobby which lasts for weeks if not months. So go ahead and start making plans for next year's NER fall convention in Syracuse NY or the 2012 NMRA national convention in Grand Rapids. 

Jersey Style, Baby!

I admit it. I like watching the TV show, "Cake Boss." And, many times, the star of the show will exclaim, "That's how you do it Jersey style, baby!"

So, what do cakes have to do with trains? Nothing, unless you are serving cake at an open house or operating session.

But, the expression is very appropriate to trains. In November, Joe Calderone and I attended the NMRA New Jersey Division's (NJD) joint meet with the Philly Division in Delaware. The NJD is very successful with their meets, regularly drawing at least 70 or more people. They are so successful that the membership does not hesitate to spend a couple hours in the car to get to the meet.

So, what are they doing that makes them successful? I can think of several things. Their meets are almost like mini-conventions. The meet starts in the morning with clinics. In-between the clinics, they have members talk about the models they brought for "Bring 'n Brag" Even though the modeler may only spend five minutes talking about their model, they often end up being mini-clinics by themselves.


The second thing our neighbors to the south do is dedicate the afternoon to home layout tours. They provide attendees to the meet with information on the

layouts that are open in the area. Joe and I saw five layouts that afternoon.

In between the morning and afternoon sessions, the members were free to have lunch at many of the restaurants in the area.

By the time I got home that evening, I was pumped up to do something on my layout!

So, for this meet, Tom Wortmann and Ciro Compagno have worked with the Staten Island crew to develop our Winter meet using the proven formula the NJD follows. Hopefully, you received the two page *Whistle Post Extra* in the mail. There is also an eight page version of the same *Whistle Post Extra* on our website. The additional pages provide insight to each of the layouts open for touring and details of the three clinics. There is even a video of the layouts on the website! We are working furiously to make this meet a wonderful experience for our members and to insure all of our members are aware of the meet. So, check out our website to get more information.

So, bring a model to "Bring 'n Brag", program your GPS unit, and I will see you at the meet on January 21! And even though our Winter meet is technically in NY, I will close by saying, "And, that's how you do it Jersey style, baby!" 

AT THE THROTTLE

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BUILDING SOUTH RIVER MODEL WORKS ROBINSON'S ELECTRIC - PART 2

BY NORMAN FROWLEY, MMR

Having painted the major wall components of the kit, my next task was to do the windows. The windows have to be impeccably clear to allow for viewing of any interiors, so great care must be taken at this point. I primed and painted the windows while they were still on the sprue. When the paints were thoroughly dry (a day or two later) I cut the windows off the sprue with a chisel blade and gently sanded the ends to eliminate any remaining plastic projections. I use a digital caliper to measure the width of the windows and carefully cut out clear styrene strips (.005 mil in thickness) to size using a cutting mat and a fresh number 11 blade. I actually lay the clear strip on the window pane itself and mark it with a blade to the correct length for each and every pane. Each separate window pane is cut to fit the top sash on each window and a separate window pane is cut for the bottom sash. The miniscule difference between the depth of the top and bottom sashes is actually noticeable on the final model so the effort is worth it. I cut each window pane to length using an X-Acto blade as a mini chopper (rocking the blade with force from top to bottom, preferably in one clean stroke). I do not use a Chopper for my windows because I've found it produces inconsistent results. Sometimes the material, being so thin, slides slightly under the gizmo intended to stop the material at the correct length (the angled "fence"?). Sometimes the material buckles during the cutting process. In any event, I usually end up re-trimming each piece cut with a Chopper. Hand "chopping" saves me one step. Or at least it feels like less work in the final analysis.

The windows are "glued" in place using Future Floor Wax, an acrylic liquid wax which dries crystal clear. I have a tool I acquired at a "Modeling with the Masters" clinic years ago. It's a sewing needle with half its eye cut off. The needle is glued into a short dowel. The "y" shape of the cut-off eye holds the fluid; in this case the floor wax.



I apply the wax to the interior of the frame and carefully place the window on top of it using a pair of tweezers. It was suggested at the Masters clinic I attended that you place the window in the frame first and then allow the floor wax, which you apply to the exterior of the frame, to flow under the window by capillary action. In theory that's great. In practice I've found it to be "iffy." Sometimes it works. Sometimes it doesn't. Applying a small amount to the interior of the frame works all the time, if you're careful to lay the pane down into the frame from top to bottom in one motion and with conviction, and you don't flood the frame with wax so as to cause an inevitable overflow. Hesitate in this task and the window pane will get completely or significantly covered with wax and you'll have to start again with a new pane of styrene. I "cement" only one pane on each window and allow it to dry before coming back to do the other pane on that window. You'd be surprised how many times the drying pane (which is still easily removable until the wax completely

(SRMW continued on page 4)

(SRMW continued from page 3)

sets) can and is disrupted by your efforts to apply the second pane to that window.

Once the windows were in, I started to construct the walls which sat on top of the store front styrene castings. Again, only several walls were glued in place in a doll house fashion so I could work on the interior. At the front of the model the walls meet on angles. Additional care had to be taken to make sure the seams were tight given the obtuse angles.

I started the interior flooring at the ground level by gluing in place large pieces of strip wood to serve as the floor joists. These would not be visible on the final model so rough cutting was all that was required. Neither flooring, nor interior detail came with the kit. So at this point, with regard to the interior, I was on my own.

I then measured and cut the first floor of the ground level part of the structure out of scribed siding. The flooring on that portion of the structure which rides below the remainder of the building (or below "ground level") would have to wait until later, since those walls were not in place and I needed to assess where the floors in this portion of the model would be with the walls in situ.

As I started to install the flooring my mind turned to the interior lighting: where the wires would run, where the lighting fixtures would be located and how many and what kind of lights I would use.

To overcome the problem I've found using 1.5 volt lights, I decided to use 12 volt lights in brass shades, two to three to a room depending on the room's size. The brighter light would make the interior more visible under actual contest room light conditions. I also decided to limit the number of wires exiting the model to two, one positive the other negative. This would require use of a "bus" panel inside the model to which all the lamps wires would be run. Then only two wires need leave the building from the bus panel. Placement of the

wires and panel became a major concern, but I saw a natural opening in the interior of the model and situated



or ran all the wires so that they would be hidden yet easily lead to the central bus panel location (see photograph annexed as Figure 1).

I then turned my attention to the interior detail, which portion of the project would have to be completed before the remainder of the floors and walls were designed and constructed. I took my cue from the signs which came with the kit and advertised the products sold in the stores. I had to have tools, electrical supplies, paints, work shirts, window shades, wall paper rolls, in addition to sundry counters, display shelves, storage racks and figures. I set about making the paint cans, window shades, wall paper rolls and storage racks out of various dimensional sizes of styrene. Painting many of these small parts was accomplished by throwing them, in large quantities, into a small bowl of paint and then picking them out to dry on a piece of wax paper. It made the job go faster. Since these parts would be visible through window "glass" only, I used bright colors on the paints cans etc, which would allow the parts to be easily seen in the interior of the building with the lights illuminated. The tools presented a more perplexing challenge. I ultimately decided to get commercially available laser-cut HO scale tools (really miniscule) and place them outside the stores on some sort

of display on the sidewalk so that they would be clearly visible to the naked eye.

As each floor was completed, including full interior detail, I would close it in and go to the next floor. Other than the ground floor, the flooring was made of cardboard which I scribed to simulate wood planks. I stained the cardboard the same color as the wood scribed floor I had used for the most visible portion of the model, the interiors of the stores themselves.



Now here are the problems I encountered during construction. I foolishly trusted that the template provided with the kit for placement of the foundation strip was

(SRMW continued on page 5)

THE CLUB CAR

**GARDEN STATE MODEL
RAILWAY CLUB**
575 HIGH MOUNTAIN ROAD
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CLUB OF NORTH JERSEY**
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ramapovalleyrailroad.com

**SEND CLUB INFORMATION TO
MEMBERSHIP AND CLUB CONTACT:
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(SRMW continued from page 4)

accurate. It was not. I could have pre-fit the whole building together first to check the correctness of the template. But guess what. I didn't, mostly because it would take too long, and be too cumbersome. The building's walls thus did not sit on the foundation in the rear of the building as they should. The rear wall left a ridge of about 1/16th of an inch on the top of the foundation showing. The fix: paint the top of the foundation the same brick red as the brick paper used on the outer side of the strip wood foundation, and hope no one notices the error. In addition, because of the foundation template, the left side wall which fit partially over the stone and brick lower section was too short by almost an eighth of an inch. The fix: fill the gap with strip wood painted the same color of the wall and hope it looks like it was supposed to be that way. Next, the rear walls did not meet correctly in a corner. The fix: use another piece of molding in between the walls, again as if the building was supposed to look that way. Finally the worst problem you could imagine. Light up a building and you run the risk of gaps in walls and other places that will allow light leaks. There were dozens of such leaks as I began to close the building in. Putty and strip wood (scale size 1"X 4"s) painted to match the wall color and used as trim eventually sealed all the light leaks. The result was good (see photo 2). Hopefully, again, however, no one would notice the remedial work. Lastly, one sign on the

side of the building did not sit properly into the grooves of the clap board. The fix: weather the sign using a dry brush technique and off white paint. With the sign having as a result a faded appearance the fact it did not "sink" into the wood would be less noticeable.

Finally I added all the roof detail and threw in some of my own for good measure. An additional scratch built wood ladder was added to one roof, and some clutter strewn here and there on portions of the main roof. I built displays (actually planks of wood on barrels) for use along the sidewalk, added the tools to the displays and I was essentially finished.

Epilogue

I heard a long time ago that the good modeler doesn't necessarily in fact build the best model. The good modeler learns how to hide his mistakes. The proof is in the pudding. Despite all the construction flaws, only some of which I related in this article, Robinson's Electric, scored 112 points (39 out of 40 for construction), and took First Place for structures in the Masters Category at the 2011 NER Model Contest held at Warwick, Rhode island. To boot, the model entitled its builder to the Hub Division prize which recognizes the model awarded the second highest score of any model in the contest. 

AROUND THE DIVISION


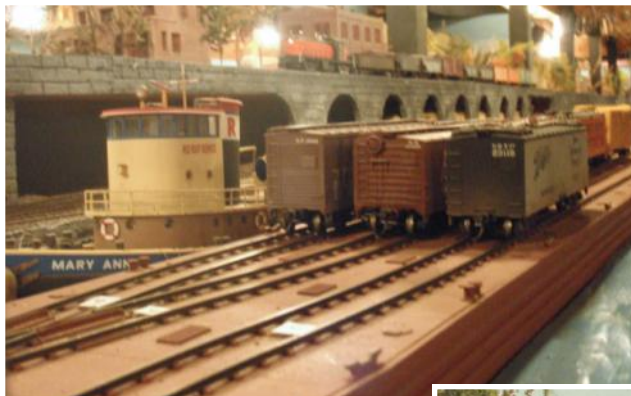
Scenery guru Dave Frary (that's him on the right) and Hal Reynolds visited with GSD member Tom Piccirillo MMR (that's him on the left) on September 11, 2011. Dave and Hal had a great time running trains on Tom's O scale Somerset County Traction System. 

Photo by Hal Reynolds



(Convention continued from page 1)



▲ A car float and tug on Bob Davis's Mashamu Valley and Western Railroad

classification track. Each of the tracks was about 12 to 15 feet long. For freight forwarding Bob used a train order system. When the session ended for the rest of the crews, I was still plugging away. I had lost track of the time

▼ A completed switching move during Bob Davis' operating session.



and would still be there if Ciro didn't drag me away!

Before leaving the session I asked Bob if I could return with my Staten Island buddies for a "private" ops session. Bob was very gracious, giving me his number and assuring me that it would be fine. This is really what it is all about.

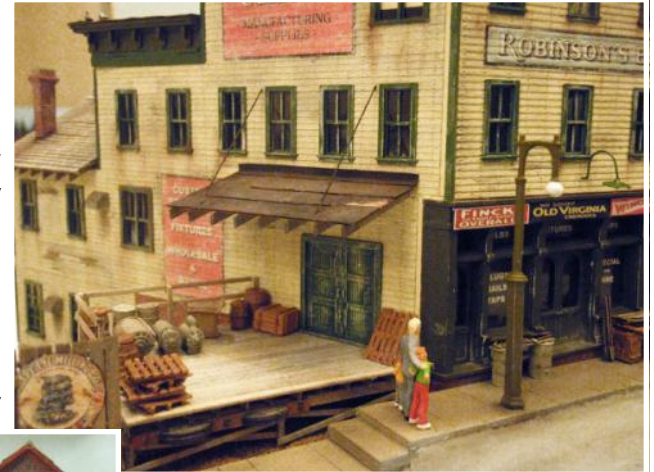
The convention, for me, was just a great time, so much more than I expected. I enjoyed it so much, that I've already committed for next year's convention. I am even hoping to have completed a model or two to enter



▲ Another interesting scene on Bob Davis's model railroad

in the contest room.

The closing banquet was enjoyable with new and old friends and great conversation. At my table were Norm Frowley, and Dave Thomas, the NMRA's VP of Administration. Also in attendance were Mike Brestel, NMRA's President, and George "Scooter" Youst. The



▲ Norm Frowley showcased one his South River Model Works craftsman kits.

awards took some time but the GSD came away with its fair share of awards.

Congratulations to Norm Frowley and Tom Piccirillo!

To see all the pictures go to www.nergds.com 

▼ Tom Piccirillo had another of his great looking structures on display.



MODELING TIP

HAVE YOU EVER TIPPED OVER A BOTTLE OF POLYSCALE OR FLOQUIL PAINT AND HAD IT GET ALL OVER YOUR WORK SURFACE? HOW ABOUT A BOTTLE OF PLASTIC SOLVENT CEMENT? THAT MAKES A PARTICULARLY 'INTERESTING' MESS ON YOUR WORK TABLE.

THERE ARE SOME FANCY WAYS TO MAKE HOLDERS FOR YOUR PAINT OR PLASTIC CEMENT BOTTLES TO PREVENT TIPPING, BUT A QUICK AND EASY WAY IS TO TAKE A SCRAP PIECE OF 3/4" OR 1" PINE BOARD AND DRILL A HOLE IN IT WITH A 1 1/2" SPADE WOOD BIT. AN INCH AND A HALF HOLE WORKS WELL WITH POLYSCALE, FLOQUIL AND TESTORS PLASTIC CEMENT BOTTLES, BUT IS A LITTLE UNDER-SIZE FOR PLASTRUCT PLASTIC WELD. A 1 8/16" SPADE BIT WOULD BE BETTER FOR THAT. EVEN SO, IF YOU WIGGLE THE 1 1/2" BIT AROUND A BIT IN THE HOLE, YOU CAN GET THE PLASTRUCT BOTTLE IN THE HOLE WELL ENOUGH TO KEEP IT FROM TIPPING OVER. DO YOU USE MORE THAN ONE BOTTLE OF PAINT AT A TIME? GET A LONGER PIECE OF PINE AND DRILL SEVERAL HOLES.

YOU CAN BUY INDIVIDUAL SPADE WOOD DRILL BITS AT A GOOD HARDWARE STORE FOR LESS MONEY THAN IT COSTS TO REPLACE A BOTTLE OF PAINT AND DRILL THE HOLE IN A LOT LESS TIME THAN IT TAKES TO CLEAN UP EVEN ONE SPILL! GIVE IT A TRY.

CONTRIBUTED BY
BRUCE DEYOUNG



A LOOSE LEAF BINDER FOR YOUR PAPERWORK

BY AP CHAIRMAN NORMAN FROWLEY, MMR

I've heard it said by some people that you definitely should not use a loose leaf binder to organize your paperwork when submitting a model for judging (i.e., evaluation). The argument is that a loose leaf binder is too big and thus takes up too much room on the contest table and results in large quantities of paperwork which judges don't want to read when assessing your model in AP judging.


My friends, I've found in my years of experience in the law and elsewhere that there is no shortage of bad ideas and wrong-headed thinking in every aspect of human existence. But the notion that a loose leaf binder to organize and refine paperwork is somehow a bad idea, takes its own place at the top of the heap of bad ideas. There is absolutely no question about it. USE A SMALL (HALF-INCH WIDE) LOOSE LEAF BINDER TO ORGANIZE YOUR PAPERWORK FOR EITHER CONTEST OR AP JUDGING PURPOSES! Have I made myself heard?

A small (one half inch wide) loose leaf binder with available clear sleeves on the front and along the binding edge takes up no more space than an 8 and 1/2 inch sheet of paper, or two sheets once you open the binder. You can use the front sleeve to hold a photo of your model so the judges can immediately identify your model's paperwork. You can use the sleeve along the edge to identify the name of your model. The inside cover usually has a pocket which you can use to store your entry form. I advise using tabs to separate the information you provide as to each of the five factors to be judged. If you make reference to photos or diagrams, identify them in your paperwork as Exhibit "A" or "1" etc and then use the tabs to separate out those

exhibits in the binder so they can be quickly identified and accessed. I also advise you to use clear and inexpensive sheet protectors for each page of your paperwork. The sheet protectors will stand up to rough handling and are easy for the judges to turn back and forth as they peruse your submissions.

Anyone who has ever judged a model contest will tell you that paperwork frequently gets confused on the judging table with many models present. The binder avoids the confusion. It can be picked up and carried away from the table without fear of some paper or photo or diagram being misplaced or overlooked. Judges appreciate organized paperwork which facilitates their task. They don't appreciate papers strewn all over the lot.

As far as the quantity of the paperwork is concerned, don't think that because you are using a binder the sky's the limit on how much you can write about your model. Think of it this way. A contest judge and even an AP judge probably will not spend more than one or two minutes reading about each factor. Therefore, if you write more than a short paragraph or two about any one factor you can almost be sure it will never be read and considered. If you think otherwise you don't understand the process. After a number of years judging on a divisional, regional and national basis, I do. So ignore my advice at your own peril.

Will the stream of bad ideas ever cease? Perhaps not, but using a small loose leaf binder, in my opinion, helps to debunk at least one wrong-headed notion. 

Want to be a... Clinician?

If you'd like to present a clinic, please send an email to me at the address below with your suggested topic and we'll discuss it further from there.

Tom Piccirillo, MMR
Chairman, NMRA-GSD Clinic Program Committee
tomp1952@verizon.net





GSD Fall Meet in Ho-Ho-Kus

by Bruce DeYoung

The fall meet of the Garden State Division, held on October 1st at the Ramapo Valley Railroad Club in Ho-Ho-Kus, once again had all the attributes that you have come to expect from the Division: good food, camaraderie, informative clinics, door prizes, model judging, and even an operating session on the club's layout.

Clinic Coordinator Tom Piccirillo had arranged for three great clinics. Howard Lash presented a clinic on 'Decal Making and Application' that provided great information on software and supplies for making your own decals; contact information on companies willing to do small runs of custom decals, and some nice 'how-to' tips for applying decals. Norm Frowley, MMR is both the GSD President and the NER Regional AP Manager. From both his extensive experience as an entrant in model contests and as judge of such contests, Norm presented a terrific clinic on 'How to Win a Model Contest'. Finally, Tom Piccirillo, MMR showed us the finer points of taps and dies as he explained 'Threaded Fasteners for Model Building'. The information provided by fellow modelers though these Division clinics is one of the great benefits of attending the Division's meets.

After the clinics, some refreshments, and the awarding of the door prizes, many attendees participated in an operating session on the Ramapo Valley Railroad Club's layout. Others were judging models brought by Division members who are active in the NMRA's Achievement Program.

If you haven't attended one of the meetings of the Garden State Division, why not give it a try. The activities of the local Divisions are one of the greatest benefits of membership in the NMRA. Our next meet, the 2012 Winter Meet & Business Meeting, will be held on Saturday, January 21st, 2012 at the Staten Island Detachment, Marine Corps League Clubhouse, 46 Ontario Ave, Staten Island NY 10301. The meeting will start at 10 a.m.

Activities at the clubhouse (after the brief Annual Business Meeting) will include clinics, model judging, light food, swap & sell tables, door prizes, and local modular railroad displays. In the afternoon, FIVE Local Model Railroads will be open to members. Directions to these home layouts will be made available at the meeting. All are very local.

Mark the date on your calendar. We hope to see you there!



◀ A scene from the Ramapo Valley Railroad Club's HO scale layout.

Photo by Chuck Diljak

During the operating session on the club layout, a pair of operators discuss their switching moves. ▶

Photo by Chuck Diljak



◀ Kevin Olsen models the early days of steam in HO scale. He brought a DL&W 1851 Spitfire and two boxcars, one with a peaked roof and the other with a round roof, for judging.

Photo by Chuck Diljak



Howard Lash models in O scale. He brought several models to the meet for judging, including this shop. ▶

Photo by Chuck Diljak



NEXT DIVISION MEETING

DATE:
JANUARY 21, 2012

TIME:
10AM-1PM.....MEETING/CLINICS
1PM-2PMLUNCH ON OWN
2PM-5PMLAYOUT TOURS

LOCATION:
MARINE CORPS LEAGUE
CLUBHOUSE
46 ONTARIO AVENUE
STATEN ISLAND, NY 10301

AGENDA:
ANNUAL BUSINESS MEETING
CLINICS
BRING N' BRAG
WHITE ELEPHANT TABLES
MODEL JUDGING
LAYOUT TOURS

COST:
\$6

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



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

TOM PICCIRILLO, MMR
tomp1952@verizon.net



LAYOUT TOURS AND CLINICS, OH MY!



A full day of fun is in store for you! There will be clinics on the Staten Island Rapid Transit, building your own turnouts from scratch, and a fun exercise in determining the scores for judged models during the morning session. In the afternoon, there will be five home layouts on tour.

So, what is left to decide on what to do on Saturday, January 21? The Staten Island boys of the Garden State Division have assembled a dynamite meet for this day. The event will be hosted at the Marine Corps League Clubhouse, where there is plenty of room and parking.

In between the morning clinics and afternoon layout tours, you will have an hour to find lunch at one of the many area restaurants.

Are you still unsure about attending? The photos on the left provide a teaser for the clinics in store for you, this day. And, the photos to the right are from each of the five layouts on tour.

Still not sure about attending? Take a look at the eight page version of the *Whistle Post Extra* that is on-line at <http://www.nergsd.com/Data/WP120%20Extra.pdf>.

And, we will see there!





MEETING MINUTES

Purpose:

Garden State Division (GSD) Staff Meeting

Date/Time:

Saturday, September 24, 2011 at 10:30 am

Place:

Home of Joe Calderone

Attendees:

Joe Calderone, Tom Casey, Ciro Compagno, Norman Frowley, Anthony Piccirillo, Tom Piccirillo, and Tom Wortmann.

President's Report

Norman provided brief open remarks. To prevent any misunderstanding of future Board Meeting dates, Norman asked the date of the next Board Meeting be added to the GSD website and newsletter. He asked the Secretary to send a minimum of two meeting reminders to the staff; e.g., 6-8 weeks and 1-2 weeks. Use of the calendar feature in GSD-Officers Yahoo Group may be an effective way to automate meeting notices. He asked Ciro to draft a GSD Bylaws amendment, to include this duty for the Secretary, for review at the next Board Meeting.

Secretary's Report

The June meeting minutes was distributed and reviewed. Minutes were accepted. Ciro had no further information to report.

Treasurer's Report

Anthony presented an update financial summary. There was an open discussion. Anthony will send National a check for \$75 for the NMRA Diamond Club. Anthony will follow-up and ask known individuals that participated in the white-

BY SECRETARY CIRO COMPAGNO

elephant table in the past Spring Meet to give their 10% commission. The Treasurer's report was accepted.

Education Committee and AP Reports

Norman presented the reports. He indicated there has been limited division-level AP activities with no new merit awards since the Spring Meet. The reason for the quietness is unknown. On a region level, it has been relatively more active. Since the Spring Meet, over 20 AP Certificates awarded across the Region.

Events Report

There was a group discussion: Summer Meet, ice cream social, Sunday, July 10, Whippany Railway Museum

- As a new event for GSD, it was considered a success.
- Food and local attractions are needed.
- Event turnout was limited to staff and their friends and family.

Bruce should explore Black River Railroad in Flemington, NJ, or New Hope & Ivyland Railroad in New Hope, PA for a possible 2012 Summer Meet.

Fall Meet, Saturday, October 1, Ramapo Valley Railroad Club, 11:00 am

- Andy needs to send meeting notice ASAP.
- Staff should be there around 10:00 am for set-up.
- \$6 admission.
- 3 clinics, door prizes, and white-elephant table.
- Model judging (contact Norman in advance by e-mail). Tom W. will add

to website.

- Tom C. stated operating session will start sometime after 1:00 pm.
- Norman will bring bagels, cream cheese, two spreads, ice cream and coffee.
- Norman will bring his PC laptop for clinics.

Greenberg's Train & Toy Show, Saturday and Sunday, November 26 & 27, Edison, NJ

- Bruce should coordinate schedule for staffing the GSD table.
- General discussion on the pros and cons of using a monitor at GSD meets and public events. Expenditure was reviewed and approved.
- Tom W. will be purchase the best 25 in. monitor money can buy.
- Tom W. shared his research regarding videos. A demo version of the GSD video was previewed.
- General discussion of the GSD video content, length, speed, etc. The basic question is: should the video be a commercial or infomercial for a public event. Video was reviewed and approved (with several needed minor editorial enhancements).

Winter Meet, Saturday, January 21, 2012, Marine Corps League Clubhouse, Staten Island, NY, 10:00 am

- Tom W. discussed the rules (shared with Bruce) when using this facility. Event must run between 9:00 am and 6:00 pm. GSD would be responsible for full cleanup, policing the designated parking lot, bar area is off limits, league members may join, left over food and beverages would be donated to the league, no use of kitchen facilities, no use of any outdoor facilities. By agreeing to these

rules, there is no cost to the GSD. A \$200 check deposit may be required and held. The check will be returned to the GSD if found satisfactorily clean.

- Four, possible five, Staten Island home layouts will be open in the afternoon for meet attendees. Layout owners would need to leave when the morning session ends to prepare for their open house. The remaining GSD staff members would be needed for cleanup in facility.
- Joe indicated the single largest draw to NJ Division Meets is the home layout tours.
- Home layout maps should be provided at the facility.
- Joe will share a NJ Division form asking if a home layout owner would like to open their layout for a division event.
- Norman asked Tom to finalize morning and afternoon time frames, and provide to Andy and Bruce for flyer development.
- Norman asked Tom P. to develop clinics.

Membership & Club Chair's Report

Tom C. distributed copies of the latest membership roster. He indicated majority of the

Hunterton County members are now on the roster. There a large of members that are 30 and 60 pays past due. The exact reason is not known. One reason may be a registration lag time by National. Tom C. went through the 30 and 60 days past due list. He noted about 5 individuals that Norman, Tom P. Tom W. agreed to follow-up with. Tom C. will advise Andy the need to contact the rest of the individuals on this past due list. Tom C. has also pro-

(Meeting Minutes Continued on page 14)

ABOUT THE WHISTLE POST

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PHOTO THEME FOR NEXT ISSUE: *MAINTENANCE OF WAY*

► Here is the MS&K's MOW truck flat awaiting it's next assignment.

Tom Wortmann detailed an old Tyco flat car by adding replacement trucks and details to the deck, repainting the car, and finishing with heavy weathering.


Photo by Tom Wortmann



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.



NOMINATIONS FOR OFFICE

The following Garden State Division members have been nominated for office. The election of officers will take place during the annual business meeting. More information regarding the business meeting is provided on Page 9. 


Nominations can still be e-mailed to Joe Calderone at jcaldero@cisco.com

Position	Name(s)
President	Norman Frowley, MMR
Vice-President	Tom Wortmann
Secretary	Ciro Compagno
Treasurer	Anthony Piccirillo
Director-at-Large	Andy Brusgard Tom Casey Bob Dennis Tom Piccirillo

by NMRA Communications Director,
Gerry Leone, MMR

- In order to ensure the financial wellbeing of the NMRA into the future, there will be a dues increase on January 1, 2012. Regular memberships will increase by \$5 to \$44, and subscriptions to NMRA Magazine will increase by \$3 to \$22. Sustaining memberships (including the magazine) will increase by \$13 to \$110, and student memberships (including the magazine) will increase by \$4 to \$32. In addition, our highly successful RailPass trial membership program will continue at \$9.95. The current RailPass conversion rate to regular memberships is around 65%.
- Di Voss, who's heading up the Cruise Convention committee, continues to receive results from the survey published in the October issue of NMRA Magazine. To date he's received around 200 responses, and estimates those "in favor" to be about 75%. In addition, Di would like to remind those who think there won't be enough time on a Cruise Convention for layout tours, OPSIG meets or other activities, that the ship will be in port from about 8:00 a.m. until about 10:00 p.m.
- For some reason, the story that the NMRA membership has been declining over the past few years continues to persist. IT AIN'T TRUE. NMRA membership is holding steady at around 19,500. According to the latest "Membership Thermometer" figures compiled by Marketing, Advertising and Promotions manager Tom Draper, the NMRA lost 104 members between August 2009 and August 2011, but gained 91 members between August 2006 and August 2011. Please help us set the record straight by mentioning this to your membership!
- Convention news: Even though Grand Rails 2012 will have dozens of top notch model railroads open for self-guided tours, the convention

committee wanted to make sure everyone has a chance to see some of their great layouts. So there will also be several bus tours to some of the area's best layouts. Layouts include every scale from Z to G, and every level of completion. They're also offering a very special, exclusive seven-hour limo layout tour for groups of 6 to any of the six layouts on the self-guided list. The price for the limo is only \$120 per person. Get all the details and registration info at www.gr2012.org.

- You'll find the latest reprints of the Division and Region newsletter articles Jim Zinser mentions in his "Division Business Car / NMRA@Home" column every other month in NMRA Magazine. All previously mentioned articles also remain in Members-Only, so it's a great resource to learn new tips and techniques.
- We've been adding "NMRA Magazine Classics" -- scans of articles from bygone issues of Scale Rails and The Bulletin that are truly classic articles. Our goal is eventually to have at least one article from every issue of the magazine posted. Obviously this takes a lot of man-hours, but you'll be surprised to find how many are already online. The articles may be a few years old, but if you haven't read them (or forgot about them), they're as fresh as today.
- In the "NMRA Member Extras" section we've posted the 2011 NMRA Calendar screensaver -- a great, inspiring addition to your computer.
- Each of the photos from the 2011 NMRA Calendar also resides in Members-Only as computer wallpaper. In addition, we asked each of the photographers to give us a brief description of how they took their shot. You'll find those descriptions posted as well. Both of these are also in the "Member Extras" section. 

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CIRO'S CORNER

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

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.

<http://tinyurl.com/tips-spline>

<http://tinyurl.com/ribbonrail>

<http://tinyurl.com/spline-clamps>

<http://tinyurl.com/spline-levels>

<http://tinyurl.com/spline-glue>



QUESTIONS REGARDING THIS SERIES CAN BE SENT TO:

CIRO COMPAGNO
gsdsecretary@verizon.net


BUILDING

RICHMOND HARBOR

After placing the first strip of spline around the peninsula, I stood back and admired its free-flowing feature. Following this, the true work of adding many layers of spline begins. There are a few schools of thought on how to layer spline to create a smooth subroadbed. The method that was most appealing offered carefully placed gaps. Gaps, located directly below rails, provide a clear opening for track (wire) feeders. With gaps, feeders can be placed at will, and modified, with minimal effort. Plus, there is less drilling required into the subroadbed to add feeders. The Windsor Modular Railroad Club website offers plenty of information on this style. With some practice, my single-track spline combination was 3-2-3 (3 splines - 2 spline gap - 3 splines). Other combinations are made for curves and double-track arrangements. Gaps are created by placing 3 and 4 in. long spacers at risers for straight and curved subroadbed sections, respectively. There is some trial and error, as you work through this method.

Splines are glued together by applying a bead of adhesive from a caulk gun along its entire length. Because the adhesive has a tooth paste consistency, you work quickly and with no glue drip. Having no glue drip means no floor preparation and cleanup. Spring and bar clamps are used to secure the strips and allow the glue to set. When adding splines at Arlington curve, I remembered the importance of maintaining a minimum 26 in. radius. The question is: how can quickly and easily ensure this curve? A fellow modeler loaned me his Ribbon-rail, 10 in., track-alignment gauge for a 26 in. curve. This neat little tool

helps to ensure a minimum radius for this and all other planned tight curves. Once the desired subroadbed width is completed, the entire assembly is screwed at each riser. To prevent delaminating of adhered splines, it is important to carefully countersink each screw. With a practiced method, the process of creating a spline subroadbed goes smoothly.

For the next segment, I will introduce the roadbed and planned track work. 



- ▲ Close-up of the 3-2-3 spline combination
- ▼ Gluing and assembling the spline roadbed
- ▲ Clamping of the spline roadbed



(Meeting Minutes Continued from page 10)

vided Andy the new member list. Andy then follows up with a welcome letter.

Whistle Post Report

Ciro read Chuck's report. Fall 2011 issue will be published this week, need Richmond Harbor column, and photo tips on the photo page themed page will be a new feature. Tips will be provided by Tom W. Winter 2012 issue will have Part 2 of Norman's South River Model Works article, Tom P. photo with Dave Frary, NER convention coverage, and photo theme is trackwork. October editor's meeting is planned. Report was accepted.

Discussion of remaining old business:

- Andy will follow-up with the National regarding membership package and promotional items to have available for the Fall Meet.
- Bob Dennis is completing the GSD vinyl banner with grommets.
- Bob Dennis is completing GSD staff badges. There is no cost to the GSD.
- Tom W. sent Andy a brief write-up to e-mail the membership requesting photos for the newsletter. Andy will send e-mail.
- Andy will continue working on developing a postcard to promote the Division. Once ready, Tom P. will insert given copies of this postcard in Micro-Mark packages to be shipped.
- Tom W. and Tom C. will send final wording for Edward Fraedrich service award and provide to Norman by the next staff meeting.
- Anthony will update The Paul Mallery Award trophy to include the 2010 recipient.
- Tom C. will make contact with the North Haledon and Rocky Hill clubs to maintain a relationship, and advise the GSD is interested in a future meet.
- Norman asked Tom W. to coordinate with

Bruce on developing material for the GSD welcome CD.

Discussion of new business:

Election 2011 - per the GSD Bylaws:

- Norman appointed Joe as the chairperson of the Nominating Committee.
- Joe needs to appoint at least one other member to serve on the Nominating Committee that is not up for election.
- The Nominating Committee shall prepare a slate of candidates for election at the Annual Meeting including at least one name for each elective office per Article 7 of the Constitution of the GSD.
- Hiro will send Joe Article 7 of the Constitution.
- The Nominating Committee shall provide the names of the candidates to the editor of the Whistle Post for publication in the issue preceding the January 2012 Annual Meeting.
- Officers up for election in 2012:
 - President
 - Vice President
 - Secretary
 - Treasurer
- Directors up for election in 2012:
 - Tom Casey (2012-2013)
 - Andy Brusgard (2012-2013)
 - Tom Piccirillo (2012-2013)
 - Chuck Diljak (2012-2013)
- Anthony P. will follow-up with Richard Ross to determine if he is still interested in being a GSD Director. Then, provide Norman an update.
- Door prize Chairperson position was approved. Position activities and responsibility were discussed. Tom W. did not accept appointment by Norman. Position is open.

Next staff meeting is at Tom Piccirillo's home on November, 19th at 9:30 am.

Meeting adjourned at 12:20 pm



AT THE GREENBERG SHOW



▲ During the Thanksgiving weekend, members of the Garden State Division manned a table at the Greenberg show in Edison, NJ. The new GSD banner can be seen at the tables that Bob Tumielewicz (l) and Andy Brusgard (r) are sitting at.

PHOTOGRAPHY TIP

BEFORE TAKING A PICTURE, ANY PICTURE, TAKE A MOMENT TO LOCATE THE LIGHT SOURCE. IT COULD BE THE SUN, A LAMP, OR EVEN A FLASH. ONCE YOU HAVE DONE SO, MAKE SURE IT IS NOT BEHIND WHAT YOU ARE ABOUT TO PHOTOGRAPH. ALWAYS KEEP YOUR LIGHT SOURCE BEHIND YOU, OR AS BEST AS YOU CAN.

CONTRIBUTED BY
TOM WORTMANN

IF YOU HAVE QUESTIONS REGARDING PHOTOGRAPHY, INQUIRIES CAN BE SENT TO:

TOM WORTMANN
t.misky@verizon.net

THE NMRA

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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



HAND LAID TRACKWORK

While most model railroaders shy away from hand laying track. Today there are lots of resources to help you, there are many different ways to approach this aspect of the hobby. Take a look at the examples below!



Tom Piccirillo uses wooden ties and code 100 rail for his "O" Scale Somerset County Traction System and hand spikes each tie. ►

Photo by Tom Piccirillo

◀ **Ciro Compagno cuts each tie and spikes each rail. His frogs are also hand made.**

Photo by *Ciro Compagno*



◀ **Tom Wortmann uses Central Valley tie strips and BK Industries switch kits modified with PC ties from Clover house. Code 70 rail is then spiked and soldered on the MS&K railroad.**

Photo by *Tom Wortmann*



Tony Koester uses Central Valley turnout strips with Clover house throw bars and Details West cast frogs and then hand spiked on his NKP railroad Sub Division. ►

Photo by *Tony Koester*



THE TIMETABLE

NMRA Garden State Division Winter Meet, Marine Corps League Clubhouse, 46 Ontario Avenue, Staten Island, NY, 10-5PM. See page 9 of this issue.

Sunday, 1/22/12, 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, 1/28-29/12, 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, 2/4-5/12, Great Scale Model Train Show, Maryland State Fairgrounds, 2200 York Rd, Timonium, MD. Saturday, 9AM-4PM, Sunday 10AM-4PM. General admission \$9, children under 15 Free, Family \$18. For more information: www.gsmts.com

Saturday-Sunday, 2/25-26/12, 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

Sunday, 3/18/12, 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

Saturday-Sunday, 3/31-4/1/12, Greenberg's Train & Toy Show, New Jersey Convention & Expo Center, 97 Sunfeld Ave, Edison, NJ, 10-4PM. Adults \$7, Children 12 and under, Free. For more information: www.trainshow.org

Friday-Sunday, 3/23-25/12, Railroad Prototype Modelers Valley Forge, Desmond Great Valley Hotel & Conference Center, Malvern, PA. For more information: www.phillynmra.org/RPMMeet.html

Saturday-Sunday, 4/14-15/12, Great Scale Model Train Show, Maryland State Fairgrounds, 2200 York Rd, Timonium, MD. Saturday, 9AM-4PM, Sunday 10AM-4PM. General admission \$9, children under 15 Free, Family \$18. For more information: www.gsmts.com

Friday-Saturday, 6/1-2/12, New England/Northeast Prototype Modelers Meet, Canton Community Center, 40 Dyer Avenue, Collinsville, CT. For more information: www.neprototypemeet.com

Saturday-Sunday, 6/23-24/12, Great Scale Model Train Show, Maryland State Fairgrounds, 2200 York Rd, Timonium, MD. Saturday, 9AM-4PM, Sunday 10AM-4PM. General admission \$9, children under 15 Free, Family \$18. For more information: www.gsmts.com

Sunday-Saturday, 7/29-8/4/12, NMRA National Convention, "Grand Rails 2012," Grand Rapids, MI. For more information: www.gr2012.org

Thursday-Sunday, 9/6-9/9/12, NER Regional Convention, "Empire Junction '12", Syracuse, NY. For more information: www.empirejunction.org



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