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# **The WHISTLE POST**

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

## A SUMMER MEET OF ZINC AND LAYOUTS

BY CHUCK DILJAK

Roger Maris once said, "If I could be making more money down in the zinc mines, I would be mining zinc." Well, in 1985, the price of zinc was so low that it made mining zinc in Ogdensburg unprofitable. So, it closed up the operation, leaving tons of zinc ore in the ground. In 1989, Richard and Robert Hauck bid on the property and began the task of turning this abandoned mine into a museum. Richard was one of our guides during the GSD's summer meet at the museum.

Now, if I knew this museum existed, I would have visited the place several times when researching the hoist operations for my anthracite mine. The zinc mine may have been a hard rock mine, but it shares many of the same operational characteristics as other mining operations, including hoisting the ore to the surface. The museum has hundreds pieces of equipment on display. So, if you missed the GSD's summer meet and you have a mining operation on your layout, take a drive out to Ogdensburg to learn more about mining. You can visit the museum's website at [sterlinghillminingmuseum.org](http://sterlinghillminingmuseum.org) for more information.

Over fifty people attended the summer meet to learn about mining operations and to tour the five layout that were open in the afternoon. One club and four private layout owners graciously opened their doors to the GSD to view their work.



▲ The entrance to the Sterling Hill Zinc Mine and electric mining locomotive

The Berkshire, Dover and West Milford club recently converted to DCC and demonstrated the rewards of those efforts with their open house. And, the club also proved that there are places willing to provide a home for model railroads by locating at a summer day camp, in a cabin, in Jefferson. Rich Ross recently completed the scenery in one area of his HO scale

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## Raising the Bar

It is hard to believe that this is the last column for 2012! And, I cannot recall a better year in the life of the Garden State Division.


It began with our meet on Staten Island. There were fantastic models on display, quality clinics and five layouts on tour. That set the bar pretty high. And, wouldn't you know it, the bar was raised at our Spring meet in Union. Again, we had great clinics, display models, and several layouts for our members to tour. The division was on a roll!

Then, our summer meet blew the doors off our previous meets. Instead of a clinic, we had a two hour tour at the zinc mine, learning the history of the mine, how the mine functioned, and even toured the inside of the mine. That was followed by terrific layouts to tour in the afternoon.

Now, if you didn't have the opportunity to attend any of those meets, there is one more chance in the fall with our upcoming meet in New Brunswick. Once again, we will have some quality clinics, models, and layout tours lined up for you. So, please make the trip to New Brunswick and see if we can raise the bar one more time before this year is over. Look for further information in this issue of the *Whistle Post*.

So, what is in store for 2013? If you did not know, your division will be 50 years old on March 20, 2013. The officers of the division are discussing

ways to celebrate this milestone. So, keep your eyes on the Whistle Post and the GSD website at [www.nergsgd.com](http://www.nergsgd.com). If you have something, perhaps photos or memories of the GSD and are willing to share please let us know!

What else is in store for 2013? Well, we want to continue raising the bar with our meets. More layout tours, great clinics, and displaying more models. Maybe more meets at museums that are of interest to our members. Whatever we do, the common thread is our members. Our members are what makes these meets work. They are the ones who are opening their layouts, bringing their models, and presenting clinics. They are also who attend our meets. So, pause for a second. Reflect. What can you do to make our meets enjoyable? Can you present a clinic? Can you open your layout for tours during one of our meets? Do you have models to bring to the meet for display? All it takes is contacting one of our directors. So, reach out to one of us and help raise that bar. 

### Welcome to our New GSD Members!

- ◆ Stephen & Nadine Sciannamea  
Staten Island, NY



## Paradigm Shift?


With one issue of the Whistle Post behind me I now had some time to reflect on what works and what does not. In upcoming issues I will look at what changes can be made to the format and content of the Whistle Post. In addition I would like to ask the you the membership, to share your thoughts and suggestions and more importantly to contribute your modeling and or prototype railroading information.

One area which I think needs a look is where to simplify things and look to automation. As a society we are seeing a paradigm shift in how we communicate and share information. With advent of smart phones, I-pads and e-readers we have so much information available to us today with ever increasing swiftness. Online social media such as Facebook, Yahoo groups, YouTube, podcast's, forums, etc., have made information readily available to us 24x7. This has translated to all facets of our daily lives' and the model railroad hobby is certainly one of them. There is an ever increasing amount of modeling and prototype information that is available to us that it can make ones head spin.

One great example of the this paradigm shift from print to digital media has been with the monthly publication of Joe Fugate's *Model Railroad Hob-*

*byist* E-magazine. Since its inception, Joe has created a very clever magazine that incorporates hyperlinks and interactive features which dazzle the mind. By adding links to YouTube the reader can now see practical applications of an article in video format. Its one thing to read about how to do something like ballasting track and another to see step by step how the modeler achieved a certain look. How about seeing an HO scale steam crane from Athearn actually operate? How cool is that! How about the links to advertisers websites? A great easy way to get customers attention.

Joe's venture continues to improve as he gains more advertisers and is getting more and more great content. (Oh did I mention it's Free!) Hats off to Joe.

As we consider theses types of changes I would like to think we can incorporate some automation into what we are doing at the division level as well as here in the Whistle Post. As it stands now well over 99% of the division members receive the Whistle Post electronically it's a start! As always I ask to share your ideas. We need your contributions! 

### Oops!

In the last edition of the WP page 9, I had misspelled the name of Perry Squire. Apologies to Perry for this oversight. Editor,

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# UPDATING THE MDC BOXCAB

by Chuck Diljak

In the previous edition of the Whistle Post, the detailing and painting of the Boxcab shell was covered.

## Repowering and Electronics

When you look around on the internet, you will find many people have repowered their Boxcabs using a Bachmann 45 ton locomotive. A portion of the Bachmann 45 ton Center Cab frame drops down in between the trucks. Since that is where the air tanks and brake cylinder go, I could not use it. Fortunately, NWSL now produces a Stanton drive, a self-contained motorized truck.

Yeloglo white LED's by [Miniatronics](#) were used for the headlights. The molded on headlight casting needs to be drilled out to accommodate the LED's. Using progressively larger drill bits, I drilled out the headlight casting until the last drill bit used was 7/32" in diameter. Then, I finished up the holes using a round file until the LED's would press fit. Using the 2 Pin Micro Mini Connector wire from [Miniatronics](#), connections were made between the LED's and the TCS decoder. The 2 Pin Connector wire allows me to remove the shell by unplugging the LEDs. This decoder has multiple connections depending on if you are using 12v, 1.5v, or LED's for lights. The resistors needed for each type of bulb are built into the decoder.

The Stanton drives I selected for this project have a 38" diameter wheel and 7 foot wheelbase. The prototype had a 7' 2" wheelbase and either 36" or 38" wheels. I modified the Stanton drives by removing the coupler pocket. I painted the face of the wheels with Pollyscale Roof Brown. I next determined where the holes needed to be drilled in the frame for the kingpin on the drives. The scale drawing provided is meant to fit inside the top of the frame. You will need to notch the drawing in a few places to fit around cast-in guides intended for the stock motor and drive system. Using an awl, I transferred the center point through the drawing onto the frame. I drilled holes for the kingpin using a 5/64" drill bit. The NWSL instructions say to drill a 4mm hole, which is larger than the 5/64", to

accommodate the boss that is part of the drive. Surrounding the boss are two washers that can be removed to adjust the height of the locomotive. Since I did not need to adjust the height and one of the holes drilled for the kingpin comes very close to a hole already in the frame, I decided to only drill a 5/64" hole to fit the kingpin instead of the boss.

.827"	2.286"	.827"
	.325"	
Kingpin	Template	In HO Scale

The frame already contains a hole that can be used to insert the wires from one drive to the decoder. Drill a second hole between the kingpin and the end of the frame for the other drive. This will keep both drives oriented the same way and allow you to follow the NMRA standard for wiring the decoder.

I cleaned up the flash on the side frames using files and sandpaper. I also removed the nubs that are on the backside of the side frames, which are used for mounting a clear spacer that came with the side frames. Instead, I attached a strip of .060 x .080 styrene strip as a spacer to the back side of the side frame by using epoxy. I attached the fatter side of the strip to the side frame.



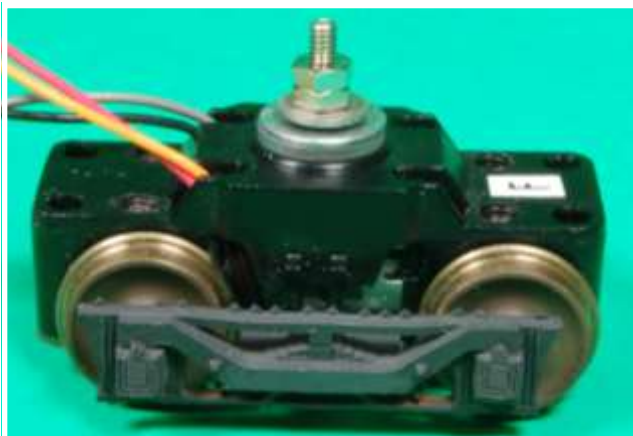
▲ The frame, with holes for the Stanton drive and decoder wires. Note the "F" to identify the front end of the frame.

(Continued on page 4)



(Continued from page 3)

The side frames were painted Pollyscale Tarnished Black. I also dusted the brake shoes with Bragdon's rust colored weathering powders. I also brush painted the red and orange wires that are visible inside the drive housing. With layers of scrap .080 and .010 sheet styrene butting up against the wheel faces, I was able to center and level the side frames



▲ *The NWSL Stanton drive with AMB side frames. Note the "F" to denote which end faces the front of the locomotive.*

against the Stanton drives. I used epoxy to attach the side frames to the drives.

#### Final Details and Finish

Sam Berliner's website has photographs of CNJ Boxcab number 1000's air tanks and brake cylinder that are mounted to the frame. You can find this webpage at <http://sbiii.com/boxcnjp1.html>.

For my boxcab, I chose to model the 24" diameter air tanks as riveted versions, as shown in other prototype photos. I used Precision Scale tanks, one mounted parallel to the edge of the frame and the other mounted perpendicular to the first air tank, in the middle of the frame. The Precision Scale air tank kit provides a length of brass tubing, allowing your air tanks to be any length. Based on the draw-

ings, I cut the tubing so that the overall length of the tanks, including the cast ends in the kit, equaled five feet in length. Before installing the air tanks, I glued pieces of .060 and .080 sheet styrene to fill in the center area of the frame, where the MDC gear tower would have been installed. The combination of these two pieces of styrene should provide a surface that is level with the bottom of the frame. I installed .015 wire as piping to the tank that is on the edge of the frame, one at each end. I bent the wire



▲ *The air tanks and brake cylinder, after installation.*

so that the other end disappears behind the edge of the frame.


The brake cylinder in the photos is a rather stubby version. And, it appears that "16x12" is emblazoned on the prototype photo. When looking for a 16" brake cylinder, I uncovered references to a UC brake system. I also found a reference to the Branchline Pullman underbody parts having an 18" brake cylinder. The same reference stated it is actually closer to 16". The nice thing about the Branchline underbody parts is that the levers and cylinder are cast as one part. Before using the Branchline casting, I removed the additional piping that is attached, since I did not see them in the prototype photos. I cut a piece of .020 x .188 styrene strip to fit in between the flanges of the brake cylinder. Then, along one edge of the styrene, I drilled

three #78 holes and inserted Grandt Line NBW's. This will serve as the mounting bracket for the brake cylinder. The photo shows how the tanks and brake cylinder were oriented, with the brake cylinder being on the engineer's side of the locomotive, when considering which end is the front.

The frame was airbrushed with Pollyscale Steam Power Black, just like the shell. I removed the LED's from the shell in preparation for weathering.

The weathering consisted of a thinned spray of Pollyscale Earth along the bottom of the shell and the frame. I followed this with a thinned spray of Pollyscale Grimy Black.

I installed acetate for all of the windows and then reinstalled the LEDs. All that was left was to solder the wires from the drive units to the decoder. Once that was done, I tweaked the decoder settings to improve its operations, working with the acceleration and deceleration settings since there are no flywheels in the unit, and the dimming functions for the LEDs.

Many of the boxcabs spent their useful lives working in freight terminals and industries. Wyoming Valley number 1000 is no exception. It will spend its days working the Lunde anthracite colliery. 



▲ *The brake cylinder side of the finished boxcab.*

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[tcasey@co.bergen.nj.us](mailto:tcasey@co.bergen.nj.us)

# SUMMER MEET RECAP

*(Continued from page 1)*

Erie Lackawanna prior to the summer meet. And, the rest of his layout was a treat to see, also. Another visitor remarked on how he liked Rich's "hand painted backgrounds and the way he transitioned the 3-dimensional scenery into them."

Hopefully, everyone visited the G-scale garden layout. Jim DeYoung, his wife, and friends were gracious hosts. Jim invited many of his modeling friends, who also model in G scale, to bring their models for display or to run on the layout. The layout and all of the models were a pleasure to see since they were highly detailed and weathered.

Ted Pamperin's HO scale C&O/Mann's Creek layout demonstrated how late autumn scenery should look. The exposed rock outcroppings among the barren trees were a fine backdrop to Ted's models.

The last layout on tour was Tony Koester's HO scale Nickel Plate Road. Tony's meticulous attention to the prototype was evident in many areas of the layout.

▼ *Tony Koester's HO scale Nickel Plate Road had many finished scenes like this one of a brick factory.*



▲ *Ted Pamperin's HO scale C&O layout exhibits some of the best examples of late autumn scenery.*

A BIG thank you to all of the layout owners for opening their doors to our members, being gracious hosts, and willing to share their knowledge with our members.

And, a round of applause to Bruce DeYoung for organizing the mine tour, lunch, and the layout open houses. After the meet, many members commented on how much they enjoyed the day. The meet would not have been possible without Bruce's hard work. Thank you, Bruce! 🍷



# SUMMER MEET RECAP

BY CHUCK DILJAK

▼ Several industries are tucked into this corner on the Berkshire, Dover and West Milford club's HO scale railroad.



▲ Richard Hauck lecturing the GSD members about the mine with an old stamp mill in the background.



▼ An Erie Lackawanna F unit at a grade crossing at the Pine Rest Yard on Rich Ross's HO scale Northern Valley Subdivision.



▲ A highly detailed Climax locomotive working the line on Jim DeYoung's G scale garden railroad.



## NEXT DIVISION MEETING

### TIME:

9:30 AM

### DATE:

SATURDAY OCTOBER 27TH.

### LOCATION:

ST. PETERS APOLSTLE SCHOOL  
165 SOMMERSET ST.

NEW BRUNSWICK NJ 08901

PARKING IN THE BACK.

[HTTP://GOO.GL/MAPS/I0NJB](http://goo.gl/maps/I0NJB)

### DIRECTIONS:

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



### AGENDA:

9:30– 12:00 NOON

CLINICS, 50/50, WHITE ELEPHANT  
TABLES, BRING 'N BRAG, DOOR  
PRIZES, MODEL JUDGING

1:00 PM TO 5:00PM

OPEN HOUSE LAYOUT TOURS

### COST:

\$6.00

### DIVISON MEET LOCATIONS

#### NEEDED!

**WE ARE LOOKING FOR SUITABLE  
MEET LOCATIONS THOUGHOUT  
THE DIVISON. IF YOU HAVE AC-  
CESS OR CAN HELP US FIND A  
DECENT SIZE ROOM PLEASE LET  
US KNOW ASAP!**

[gsdwhistlepost@yahoo.com](mailto:gsdwhistlepost@yahoo.com)

# FALL MEET, NEW BRUNSWICK

New Meet Location

For our fall meet we are heading to the southern most boundaries of our division. We have access to the St. Peter the Apostle school cafeteria in New Brunswick. This venue should hold quite a few folks so come on out! The location is just a few blocks away from the New Jersey Transit station in New Brunswick! (see the maps on page 9 or use the link in the text box to your left). There will be ample parking in the school yard area accessible off of Hardenberg St. or Somerset St. We are lining up some good clinics for the meet as well having our usual white elephant tables (no fee) so bring those items on your shelf you will never get to! In addition we will be having our 50/50, the bring 'n brag session and model judging so please bring something to share!



▲ A train loaded with scrap drifts past the Town of Unadilla on Joe's D&H RR.

The meet will run till noon then you will have an hour lunch break on your own. There are many great places to eat within walking distance of the meet or you could catch a bite along the way to layout tours.

One clinic preview is from Chuck Diljak, who will show us how he built a beer bottle water tower. In addition we will have Mike

Prokop from our sister division (NJD), bring his Freemo modules. Mike will give us an overview of this interesting part of the modeling hobby. Other clinics are in the works so be sure to make it!



### **Chuck Diljak: A Beer Bottle Water Tower**

It was an American icon. It was the big bottle that overshadowed the Pabst Brewery in Newark, NJ. Now gone, the water tower was visible from the Garden State Parkway and left an impression on Chuck Diljak. Chuck wanted his own version of the Beer Bottle Water Tower for his Stegmaier Brewery. Until recently, he was stumped on how to build one. This clinic will show you how simple it is to build your own Beer Bottle Water Tower and have an American icon on your own layout.

There will be three layouts to visit with maps being provided at the meet.

Joe Calderone will open his 25 x 19 HO scale D&H layout which features a seldom modeled section of upstate New York in the early 70's. The layout is focused on operations. (see Around the Division article on page 10 for more photos).


Jim Homoki will also open his HO scale Newark Terminal Railroad. Jim's layout features great scenery with waterfront scenes with locomotives and rolling stock detailed and weathered to fit a 1969 to 1974 time period. Mainlines for both the CNJ and Penn Central are represented on Jim's layout. Jim also has a regular operating group and is actively with the Penn Central Historical Society.

(Fall Meet Continued on page 8)



# FALL MEET, NEW BRUNSWICK

*(Fall Meet Continued from page 7)*

The Bound Brook Presbyterian Railroad HO scale Model Railroad Club will also be open for your viewing. The club is situated in the basement of the office building for the cemetery, across the street from the church. The club has a Pennsylvania RR theme with great scenery. This should be a great day for tours so please stop by and visit we are sure the hosts will appreciate it! 



▲ A Downtown scene on the Bound Brook HO scale club layout.



▲ A light engine move gets the red at a tower on the BBPRR.



▲ PC 5628, a former NYC GP-7, is in charge of a local freight on Jim's NTRR.



▲ A Penn Central manifest freight is westbound while a CNJ RS-3 works the yard above on the NTRR.




Directions;

**Suggest checking Google or MapQuest for your best route!**

From Staten Island, Outerbridge to 287 North to exit 1b US 1 South. Take route 1 South to Route 18 west. Get off at Route 27 (Albany St./French St). Take 27 to Easton Ave. Make right on to Easton Ave. then left on Somerset St. School will be on the right.

New Jersey Turnpike; get off exit 9 to Route 18 as above.

Garden State parkway; take to Route 1 south as above.

If coming from North or West and using 287 take it to exit 10, Easton Ave. to New Brunswick make a right on to Somerset St. 

## FALL MEET 10/27 MAPS:

**New Meet Location**



## MALLERY AWARD

THE MALLERY AWARD IS AWARDED EACH YEAR TO A GARDEN STATE DIVISION MEMBER WHO HAS EXHIBITED EXCELLENCE IN MODELING CRAFTSMANSHIP DURING THE PRECEDING YEAR. IF YOU ARE INTERESTED IN APPLYING FOR THIS AWARD, THE RULES AND FORMS CAN BE FOUND ON THE GARDEN STATE DIVISION WEBSITE AT: [www.nergsd.com/achiev.html](http://www.nergsd.com/achiev.html)


# AROUND THE DIVISION

BY JOE CALDERONE, EDITOR WP

PHOTOS BY CHUCK DILJAK

## Cross river Operations!

On Friday July 20th members of the Staten Island "Igglemeister" round robin group took a trip to New Jersey to share in an operating session on my Delaware and Hudson railroad. Signing up for service were; Tom Wortmann, Ciro Compagno, Bob Schmidt, Bob Goffen, Frank Russo and Gene Gorgia. All ventured across the river for a first time run on the D&H. In addition some of my regular crew were on the call board as well, Chuck Diljak, Bill Howard and Jim Homoki. Jim volunteered to dispatch as he had the most experi-

ence with dispatching. Chuck helped out with the road crews and Bill managed the yard along with some help from Tom. After the crew arrived we held a briefing which covered the geography of the railroad, rules of the road and operating tips. Trains started to roll at 7:30 Frank and Bob Schmidt ran the branch line and paper mill job while Bob, Chuck, Gene, and Ciro handled the locals, through freights and passenger trains. Overall for a new crew things went very well. The session lasted for four hours. During a typical session there are 23 scheduled trains, of these the crew completed 19. During the debrief the crews reported in on any issues they may have encountered though it was reported that a good time was had. There were lots of laughs and the typical ribbing along with plenty of snacks and refreshments. All in all a good time for sure and the crews asked to a return visit so that will be in the planning. 

## Igglemeister ;

*This Staten Island based, round robin group started with an article the late Roy Fuchs placed in the NMRA Bulletin back in the mid 1970's. He created an imaginary device called an 'Igggle' using a plastic Easter egg on a cut down Gondola. Not only did we enjoy it but many members copied it and sent in photos. To own an Igggle was once a requirement to be a member but no longer.*

*To be a member you must have a layout, any scale (or building one) have a hard skin and enjoy the hobby. Presently we have 11 members and all but one is a NMRA member. The group meets weekly at each others homes to operate or work on layouts. Tom Wortmann*



▲ **Jim Homoki manning the dispatch panel in the "The Pit"**



▲ **Frank Russo, Trying to get a train through Sidney, Often times a difficult prospect!**



▲ **Tom Wortmann and Bill Howard working Oneonta Yard.**



▲ **Tom Wortmann, Considering his next move as he works the town of Bainbridge on local SPM10.**



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THIS NEWSLETTER MAY NOT BE  
REPRODUCED IN PART OR IN WHOLE  
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THE EDITOR.

The following article; The Meeting Minutes and Infonet, have now been moved to the GSD website. Clickable links provided below. Also links have been inserted for the hobby dealers on the right panel. Please click on any of the pictures to link to the dealers.

**GSD Board  
Meeting Minutes**



We seek members who would like to give a clinic at our Division Meets. If you can present a clinic, **ANY topic, prototype, modeling or general interest.** You will be helping your fellow model railroaders enjoy their hobby and have fun while doing it! A video camera and projection screen will be available to assist your presentation. Fancy graphics are not required, just be prepared to demonstrate and explain the topic. We'll even help you set up your presentation to get you started. Did you know Clinics count towards Author and Volunteer AP credit?

We are currently looking for more clinics to fill up our meet schedule for the year. Please consider how you can help!

Please contact me at;

**gsdwhistlepost@yahoo.com**

Thanks Joe

## MODELING TIP

Speaking of Mines! The website below highlights a project going on that is attempting to digitally preserve a massive coal breaker in Ashley, PA. The breaker is being planned for demolition soon and it is good to see there are folks out there interested in preserving our past. There are some great views in the gallery section highlighting 360 views with remarkable quality. It is amazing to think that such structures once dotted the mountainous landscape of Pennsylvania. This is a great source of not only historical information but opportunities for modeling tips.

Enjoy! **editor**

Here is the web site:

**<http://ashleysbreaker.org/>**

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BUILDING THE

# RICHMOND HARBOR

BY CIRO COMPAGNO



▲ **Handlaid track closely following the prototype may take time but pays off in realism.**

Since the last segment, the mainline roadbed for the peninsula was completed. The result was very smooth and free-forming curves. I thought a good place to begin hand-laying track was around the 26 in. curve in front of the peninsula. Oh, did I say hand lay? My modeling friends wanted to take my temperature. My response was simple. The best way to take full advantage of small spaces with tight curves is to build custom turnouts. If I am going to build turnouts, it makes sense to hand lay the tracks between them. I remember reading a section in John Armstrong's book *Track Planning for Realistic Operations* about the advantage of building custom curved turnouts in compact areas. He cleverly illustrated how using custom curved turnouts reclaimed additional space large enough to add a small yard. It was very convincing. My friends still wanted to take my temperature. I started with a miter box and sawed 3/32 x 3/32 in. bass wood strips into individual wood ties. This was an easy way to make a few ties at a time. A friend said try using a wood jig to speed up the process. Hum, a great idea. He explained how to make this jig. I now had two good tools to cut 8-1/2 scale foot and 10-1/2 scale foot third-rail ties. If you recall, the Staten Island Rapid Transit used 600 volt, outside, third rail to power their 67 ft. passenger cars. Model-

ing the outside third rail would be a very important scenic element along the mainline. Field measurements from abandoned tracks showed the third-rail ties were actually 9-1/2 ft. long. However, I needed more than 1 scale foot to model the third rail. I settled on 10-1/2 scale ft. as a more reasonable modeling size. I glued individual basswood ties and third-rail ties around the peninsula curve within a pre-marked outline made from flex track. After the glue set overnight, I visually inspected the ties, sanded level and smooth, distressed with wire brush, removed wood fuzz with steel wool and, lastly, vacuumed clean. Next, I soldered two sets of 3 ft. sections of Micro Engineering, Code 70, rails connected by metal rail joiners. I leave a small rail gap above the rail joiner to allow the clink-clack noise created by metal wheels passing over the gap. This small detail takes only a second to add. I hand spiked the first rail every 5th tie using Micro Engineering small spikes followed the second rail. Several 3-point track gauges and T-pins are very helpful. Visual checks and minor tweaks are needed when hand spiking rail. At first, this process seems a lot of work. Once you complete the first section of track, you have all the experience needed. The results make it well worth it.



**Tools for hand laying track include track gauges, T-pins, small pliers and a very steady hand. ►**

CLICK ON ANY OF THE  
HIGHLIGHTED LINKS  
LISTED BELOW;

**Miter Box;**  
<http://tinyurl.com/cq5ftcx>

**Micro Engineering  
Cd 70 Rail;**  
<http://tinyurl.com/9jltun6>

**Micro Engineering  
Rail Joiners;**  
<http://tinyurl.com/8gh2oqc>

**3 Point track gauges;**  
<http://tinyurl.com/8gh2oqc>





# MODELING NEW JERSEY DUTCH COLONIALS

## FROM SIMPLE BACHMAN KITS

BY KEVIN OLSEN

### Introduction

When modeling a specific place, it is important to find the distinctive structures that make that location unique. Examples abound, Miami is famous for its Art Deco hotels, San Francisco for its colorful Victorian houses, and New England for its elegantly simple clapboard farm houses connected to the barn by an "L".



**Figure 1.** *The Dutch Colonial is a signature architectural style in northern New Jersey and the Hudson Valley. An easy kit conversion provided this model for the author's freelanced Atlantic & Hibernia Railroad.*

Northeastern New Jersey's distinctive architectural signature is the Dutch Colonial. Many of these one-story fieldstone houses were built before the American Revolution and survive today as treasured reminders of the region's history. I have at least one of these structures for my freelanced HO scale Atlantic & Hibernia Railroad since the region modeled is dotted with them. (fig. 1)

"Dutch Colonial" is actually something of a misnomer. There is nothing like

them in The Netherlands and recently arrived Dutch immigrants did not build them. The city of New York was originally founded by the Dutch West India Company as a trading post in the early 1600's. Although the colony was never able to attract the number of immigrants that the organizers had wanted, it was successful enough so that by the mid 1600's descendants of the original settlers were moving out into New Jersey and up the Hudson Valley. These were the people who built what is thought of as the Dutch Colonial houses. After the English took over Manhattan Island in 1660, even more ethnic Dutch moved into the hinterlands.

In so far as there was a typical Dutch Colonial it was a one-story fieldstone box that was longer than it was deep. They had a double wall of rough hewn stones. Much of the northeastern New Jersey region consists of easily quarried and shaped sandstone. In areas where this stone was not available, builders used other types of fieldstone. They filled the space between the walls with loose rubble, clay, and

straw. The interior wall was finished with lath, horsehair, and plaster.

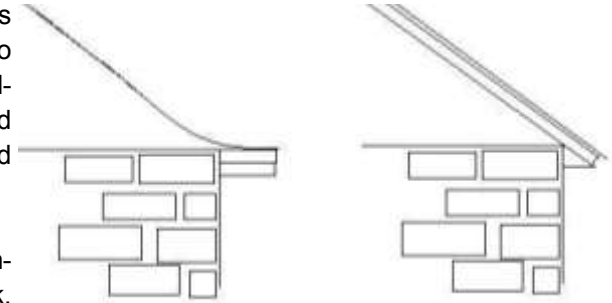
The roof was covered with split wood shingles and many had a distinctive shape. The usual practice was to extend the eaves below the level of the roof. In some instances the roof's surface curved where it met the eaves and was extended about a foot past the wall. This beautiful shape was also very practical since it allowed rain to be carried away from the clay and mud mortar. (fig. 2)

The stonework rarely continued to the roof's peak. The attic structure was wood framed. The earliest houses had simple gabled roofs but by the mid 1600's the overhanging eaves were combined with gambrel roofs. In the colony's early days most

people preferred to store their grain, barrels of apples, and other bulk foods in the attic where it was easier to protect them from vermin, or the neighbors, or both.

Brick or stone chimneys were built at the gable end. Many of these houses had two or more front doors and sometimes chimneys in the center of the roof. This was the result of the house being expanded lengthwise as the family grew. When grown children married the house was expanded but a wall was left in place to give the new family some privacy. In time, most of these interior walls were removed.

The Dutch Colonials were built until the end of the 1700's. In the 1800's wood frame building techniques replaced stone construction. Around the middle of the 1800's, many of the Dutch Colonials were modernized by applying mortar over the exterior stone. A generation or two later the mortar was removed to restore the houses to their original appearance. Traces of this can still be seen on the exterior



**Figure 2.** *In an era when walls were mortared with clay and mud, extending the roofline past the eaves helped carry rainwater away from the walls. The prototype houses feature two different rooflines. The most distinctive (left) were curved toward the bottom.*

*(Dutch Colonial Continued on page 14)*

(Dutch Colonial Continued from page 13)

walls of many houses. Covered front porches and attic dormers were added to many of the houses in the 1800's.

About a dozen Dutch Colonials are now museums but hundreds are private homes. Just one county, Bergen, in Northeast New Jersey, had 240 historic Dutch Colonials in 1998.

## THE MODEL HOUSE

The starting point was a Bachman Plasticville Cape Cod House, cat 45131. This is the model used as Mr. Roger's house in the opening credits of the PBS childrens program Mr. Rogers Neighborhood. (fig. 3)

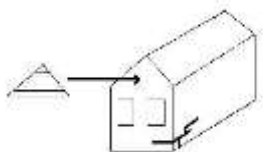


**Figure 3.** The Bachman Cape Cod house is a nicely proportioned model of a very common structure. With a small bit of modification it can represent a much older prototype. Courtesy Bachman Industries.

This kit conversion can use any commercially produced plastic kit whose wall surfaces are textured to represent stucco or concrete construction. The kit walls were carved to represent individual stones. Because the builders of Dutch Colonials obtained their materials locally the stones used all had the same texture. The builders also shaped the stones into uniformly sized pieces.

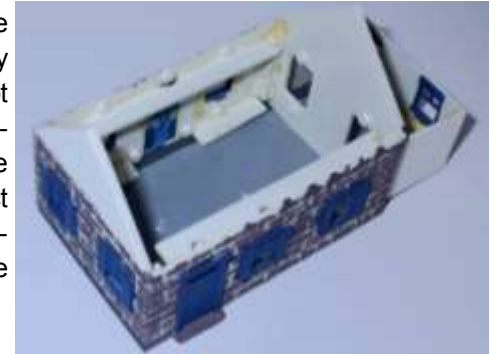
Using a hobby knife, the walls of the Bachman kit were carved to represent stones measuring a little less than a foot high and eighteen inches long. Above the windows and door, longer stones were carved to represent lintels. As the mortar lines were cut into the front wall, it started to become wobbly and had to be reinforced over the door with a piece of scrap styrene. (fig. 4 and fig. 5)

The gable ends served as a template for cutting Evergreen styrene clapboard siding



**Figure 4.** The biggest step in the kit conversion is to carve the mortar lines into the walls. The porch and gable ends provided the templates for cutting sheet styrene clapboard siding

with Walther's shingle paper. Since the small dormers were inappropriate for my railroad's antebellum era, they were not incorporated in the conversion. The clapboard siding was glued directly onto the original kit walls. Had I done this project again, I would have put two small windows in the gable ends to let light into the attic.



The chimneys were made from brick plastic sheets. These required some cutting and trimming to get them to sit correctly on the roof. Once they were in place, they were filled with basswood scraps, bits of old styrene, and lots of glue. The tops were painted black.

The frame extension was also built from sheet styrene, again with the kit's original porch serving as a template. The kit's gable-end windows were used in the styrene extension.

Since the windows were correct for the period modeled, they were simply painted in an historically correct color. Had I to do the project over again, I would have selected a lighter color such as white, oxide red, light yellow or tan, or possibly a light green. The fan light over the front door was subdivided into individual windows into which bulls eye glass would have been fitted. Historically, most of these houses had Dutch Doors. The top half of these doors could be opened to let a breeze into the house while the lower half remained closed to keep the farmyard animals out and small children in. But I choose to retain the original kit door instead of fabricating a new one.

Painting the individual stones was done by mixing different shades of brown and dark red Floquil paints until I had a good match for the local stones. To insure that the distribution of paint colors was truly random, I borrowed some dice from a board game and rolled them to determine which stones received which shades of brown. The final painting step was to wash some diluted white paint into the mortar lines.

The completed Dutch Colonials should be placed on the layout with their front doors facing south. The houses were always situated this way so that the winter sun would shine through the front windows and help warm the rooms. In the sum-


(Dutch Colonial Continued on page 15)




(Dutch Colonial Continued from page 14)

mer months when the sun is higher and shines hotter, the overhanging eaves helped to keep the direct sunlight out. Builders today use this same principle for passive solar heating.

This easy conversion resulted in a very distinctive structure that was perfect for my railroad's location and era. The model can serve as an ordinary house on a period layout or a treasured local historic site on a modern layout. Any kit with textured walls can be modified in this way regardless of its scale.

The Jersey Dutch were industrious and known for their prosperous farms. Despite being generations removed from the Netherlands, they retained the Dutch legacy of tolerance, freedom of conscience, and civil concord. Any railroad could well wish for such customers. 

#### About the Author:

Kevin Olsen models New Jersey railroads as they were in the first half of the 1800's. His Atlantic & Hibernia is a freelanced line based on the Morris & Essex and the Paterson & Hudson River, precursors of the Lackawanna and Erie respectively. He is active in the Garden State Division. His wife, Barbara, was the curator of Wayne Township's Van Riper Hopper House Museum, a 1786 Dutch Colonial that is the township's official museum and headquarters of the historical commission. 

## PHOTOGRAPHY TIP

TAKE PHOTOGRAPHS, SO WHAT DO I MEAN? GET OUT OF THE HABIT OF LOOKING AT YOUR VIEW FINDER TO SEE WHAT YOU JUST PHOTOGRAPHED. YOU JUST MAY MISS A GREAT SHOT. THERE WILL ALWAYS BE TIME TO CHECK OUT YOUR PHOTOS AFTERWARDS. IF PHOTOGRAPHING A GROUP OF PEOPLE, YOU CAN LOOK AFTER EVERY FIFTH SHOT OR SO AND GOOD LUCK IF AFTER MANY SHOTS YOU ACTUALLY GET EVERYONE LOOKING AT THE CAMERA AT THE SAME TIME!

BTW, NEVER USE YOUR MEDIA CARD FOR LONG TERM STORAGE. MANY A SHOT HAS BEEN LOST BECAUSE THE CARD FAILED. MEDIA CARDS ARE PRONE TO WATER DAMAGE, MAGNETS, HEAT AND MANY OTHER THINGS. GET YOUR PICTURES OFF THE MEDIA CARDS AND ON YOUR COMPUTER ASAP.

CONTRIBUTED BY  
TOM WORTMANN



# PHOTO THEME; CABOOSES



A NYC transfer caboose shot on Jim Homoki's Penn Central layout. Jim built, painted and lettered this fine WrightTrak resin kit in HO scale. ►

Photo by Jim Homoki



For the next issue we will be replacing the photo theme with section with one where you can submit and share photo's (your own only), Prototype or models any theme Just provide a brief explanation. Send and share!  
Thanks, Tom

◀ An O scale 4 wheel bobber Caboose by Atlas reworked by Gabriel Caprio by repainting, adding decals and weathering.

Photo by Gab Caprio



◀ A pair of HO Wyoming Valley Cabooses seen ready for work on Chuck Diljak's HO scale layout. Chuck painted and lettered the two from Walthers N6B kits

Photo by Chuck Diljak

## THE TIMETABLE

Saturday, 10/6/12, Northeast Fallen Flags Railroad Prototype Meet, Ted Blum 4-H Center, 310 Milltown Road, Bridgewater, NJ. For more information:  
[www.hansmanns.org/neff\\_rpm/](http://www.hansmanns.org/neff_rpm/)

Sunday, 10/7/12, 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](http://www.dovertrainshow.com)

Thursday-Saturday, 10/11-13/2012, The Fine Scale Model Railroader Expo, The Lancaster Host Resort & Conference Center, 2300 Lincoln Highway East Route 30, Lancaster, PA. For more information:  
[www.modelrailroadexpo.com](http://www.modelrailroadexpo.com)

Saturday, 10/27/12, NMRA Garden State Division Fall Meet, New Brunswick NJ. See page 7!

Saturday and Sunday 11/10-11 Allentown Train Meet  
Allentown PA Fairgrounds  
<http://www.allentowntrainmeet.com/>

February 2013 GSD division meet Staten Island NY,  
Details to follow

Dates for Division board meetings are tentative if your interested in attending a board meeting please contact the board at;  
Andrew Brusgard  
[ajb1102@comcast.net](mailto:ajb1102@comcast.net)



**Joe Calderone**  
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