



The Whistle Post

The official newsletter of the

Garden State Division

Northeastern Region • National Model Railroad Association, Incorporated
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Garden State Division Looks to host 2003 Spring Convention

By Roger Oliver

At the last meeting of the Garden State Division, at the Ramapo Valley Club, Glenn Glasstetter pointed out that the Garden State Division hadn't held a convention in many years (probably twenty or more). He also said that there was an opening in the 2003 region's calendar for our division to hold a convention should we decide to do that. There was some discussion and the membership took up Glenn's challenge to try to host a convention in the spring of 2003.

The Board of Directors met on February 21 and decided to have Bob Mc Queen and Roger Oliver start to do the preliminary leg work of locating hotels and other venues for such a convention. It should be noted that this is a one day convention and not a larger or more involved affair. We will be making an inventory of the various clubs, operating groups, layouts, manufacturers, points of interest for both the model railroaders and those who accompany them. Any information that you know about that can help us in this search for our Division's resources would be most helpful. You can drop us a note at the address for the Whistle Post and I will see that it gets to the right person. Nothing is necessarily too small or unimportant. You may know just the right place or event that could make our convention just that more successful.

A specific date for this convention has not been decided other than it will be in the spring of 2003. If your club is planning a major event at that time and our convention can work in your plans please let us know so that we can co-ordinate efforts. Or, if your club is planning something then and a convention in the area would pose a problem let us know so that we can work with you and prevent as many problems

as we can for both events. The key here is the Division needs the help, participation, and support of its membership. The Division also wants to help and support the individuals and groups in Northern New Jersey in what they are doing. By working together we can make our hobby more fun and interesting for everyone.

N Scale Corner

by Rich Brown

The division's annual meeting was pretty much a success as far as I was concerned, and made me want to get right home and start correcting a few things done, shall we say during the early stages of the learning curve. This motivation came from seeing the Ramapo Valley Club's DCC HO layout in action, which was an added treat, along with the business at hand.

There were a few N scale guys there. Fred Gemmill, who has a layout up in Pearl river - The Pembina and Missouri Valley Southern Railway Company was there, and Sandy Biber, who is beginning to work in N scale was there also.

This meeting was just a start, and we're looking for more N scale modelers. I know you're out there, so show up at the next meeting and/or send me your thoughts on what you would like to do if any informal N scale group were to be formed.

On another subject, I just returned from the Amherst Railway Society's show in Springfield Mass. It was big and I do mean BIG! They said that they had something like 20,000 attendees last year, and I believe it. My advice, if you go next year, is get there early!

The show was well worth the effort. Most of the big manufacturers were there, and much could be learned. It was also a great place to quickly spend the family budget. Atlas was showing their new code 55 track, and in my opinion it was terrific.

The ties are closely spaced, and more realistic, at least for mainline track, than anything I've seen before. I just wish it had been available a few years ago. They are listing it in their catalogue at \$2.95, as opposed to \$2.70 for their code 80 track, so it isn't that much more expensive.

Well, that's about it for this time. I want to keep on the good side of my editor, Roger Oliver, and not overstay my welcome. (We'll be talking. ed.) What I'm planning next time is a few words on DCC as it applies to N scale. I need your input. Have you installed or worked with DCC on an N scale layout? What can you tell us? The basics are in the manuals, but what happens when you actually work with the stuff is another story. That's what I'd like to hear. (The N scale Jersey Western Railroad at The Model Railroad Club in Union, is run with DCC. ed.) Contact me on the net at sanonja@nji.com.

Minutes from the Garden State Division Annual Meeting January 26, 2002

Held at the Ramapo Valley Model Railroad Club in
Ho-Ho-Kus New Jersey

The agenda for the Annual Meeting is set by the Bylaws. We immediately got off the track by starting a discussion on the status of Staten Island. I will record that in "new business". Glenn Glasstetter, the president of the North Eastern Region was present at the Annual Meeting and contributed to the discussion.

Tom Matthews made a few opening remarks thanking the Ramapo Valley Club for hosting our Annual Meeting. Roger Oliver then gave the Secretary - Treasurer's report. We have thirty-two members in the Division to date. [We have succeeded in being incorporated in the State of New Jersey, we have received a Federal Employer Identification Number, and have established a checking account at Sovereign Bank. The Monday after the Annual meeting] We are also in process of registering with the Secretary of State for New Jersey. Our next major project will be determining our tax exempt status with the IRS.

A schedule for publishing the *Whistle Post* has been established - you can find it on the mast head on the first page of this issue. And the first two issues of the *Whistle Post* have been mailed basically on schedule.

Directory of Clubs in the Garden State Division

This directory is provided to let our membership know the activities and other opportunities that are available to them in the Garden State Division. It is by no means a complete list. If a club or activity has been left off this list, please send us the name, location, and a contact so that we can include it.

Bound Brook Presbyterian Railroad Model Railroad Club
409 Mountain Ave. Bound Brook (in the church)
(732) 560 9746

Central Jersey O Scales
pr-r-k4s@worldnet.att.net

Garden State Central Model Railroad Club
607 8th Avenue, Asbury Park, NJ
gsc_webmstr@hotmail.com

Jersey Central N Trak
ierscentntrak@geocities.com

Garden State Model Railway Club, Inc.
575 High Mountain Road North Haledon, NJ 07508
GSMRRClub@hotmail.com

The Model Railroad Club, Inc.
295 Jefferson Ave. P.O. Box 1146
Union N.J. 07083
(908) 964-9724 tmrci@att.net

Morris Plains Model Railroad Club
Meets in the Morris Plains Freight Station
Monday & Friday 7:30 - 9:30 PM

New Jersey Live Steamers
P.O. Box 5314 Clinton, NJ. 08809

New York Society of Model Engineers
341 Hoboken Road Carlstadt, NJ 07072
201-939-9212 ajb1102@home.com

Northern New Jersey NTRAK (located in Garfield)
(201) 460 -7290 trackcrew@aol.com

Ramapo Valley Railroad Club
620 Cliff Street, HoHoKus, NJ 07423-1526
(201) 444-4546

Sussex County Railroad Club
973 697 6539
<http://community.nj.com/cc/SussexRailroad>

February 28, 2002

Copies of our income and expense sheet and our balance sheet were distributed to the membership.

The basics of these documents are that we have received \$305.00 as of January 25, 2002 in income. We have had expenses of \$128.76 by the same date and between checks and cash on hand we have \$176.24 which is in balance with what we've received. Richard Teer wasn't present to give a Program report. Tom commented on the need for the Board of Directors to begin to make program plans for at least the next two years and to schedule activities two years in advance.

The Nominating Committee report was printed in the last issue of the Whistle Post and was accepted by the membership at the meeting. There were no nominations from the floor. There was no old business to discuss.

There was a discussion of the status of Monmouth County and Staten Island. A fair amount of history was brought up and it was decided that in the case of Monmouth County we would see if the members there would give the Garden State Division a chance to prove ourselves to them over a two year period. Staten Island is a thornier issue. Glenn Glasstetter will check into their status with the NER and the NMRA. Meanwhile Tom Wortmann will poll the members on Staten Island to see what they want to do. Contact will also be made with Sunrise Trail Division to keep them abreast of the discussion.

We will be looking to see if The Model Railroad Club in Union will be willing to host our next meeting and also if the Asbury Park Club will be willing to host a meeting over the summer. Glenn Glasstetter proposed that the Garden State Division host a Regional one day convention in the Spring of 2003. There was a discussion of some membership issues primarily on how to get more members involved with the Division and what can the Division offer its members in support of their hobby interests. Bob McQueen will try to set up a link between the NMRA web site and our web site.

The proposed amendments to our Constitution and Bylaws; to add the words "incorporated" and "Inc." in appropriate places as required by the State and to change the cost of membership, annual subscription rate for the *Whistle Post*, and eliminate the application fee for membership, were

passed unanimously by the membership present.

The election of officers was the next item of business. There was a motion to close the nominations and for the Secretary to cast a ballot for the slate as presented as only one person was running for each position. The motion carried and the Secretary cast the ballot. Bob McQueen was elected Vice President, Roger Oliver was elected Secretary - Treasurer, Don Jennings was elected Director-at-Large (2002 - 2003), and Thomas von Recklinghausen was elected Director-at-Large (2002 - 2004). The meeting was adjourned at 3:45 PM. We then had an operating session with the Ramapo Valley Club on their fine layout and enjoyed the donuts they so graciously provided.

Garden State Division Timetable

The purpose of the timetable is allow the Clubs and other organizations in the general area of the Garden State Division to post their activities for the benefit of our membership. Acceptance of postings is at the discretion of the editors.

S p r i n g 2 0 0 2

No Date Yet - The Garden State Division Spring Meeting will be held at The Model Railroad Club in Union NJ just behind the new Home Depot on Rte. 22. Time, date and directions will be given in the next issue of the *Whistle Post*.

List of new subscribers

Tom von Recklinghausen 882 Prospect St. Glen Rock, NJ 07452
 Albert Alban 533 Helena Ave. Wyckoff, NJ 07481
 Sanford Biber 21 Lakeshore Dr. Oakland, NJ 07436
 David Kolb 906 Englishtown Rd. Old Bridge, NJ 08857
 Thomas Wortmann 68 Carmel Ave. Staten Is., NY 10314
 Wallace Collins 167 Country Club Dr. Oradell, NJ 07649
 Stephen Gable 560 Westgate Dr. Edison, NJ 08820
 Thomas Casey 208 Anderson Ave. 6GS Hackensack, NJ
 Fred Gemmill 245 N. Highland Ave. Pearl Rvr, NY 10965
 Martin Banner 36 Berkshire Place #2 Hackensack, NJ
 George Duve 2 Hartmans Trl. Washington, NJ 07882
 Robert Greengrove 162 Grant Ave. Nutley, NJ 07110

There's room for more!

New subscribers will be listed in each issue of the *Whistle Post*.

The following article I think of as more of a lab report on a project so I can replicate it again later if I desire. I am experimenting with a digital camera to supply supporting images. I have been a member of the Ramapo Valley Railroad Club in Ho-Ho-Kus for nearly 30 years and an active model railroader for nearly 45 years. The club has provided me a supportive environment to expand my skills. I strive for a layout quality model that complements the railroad model scene and not a stand alone contest quality model. Enjoyment is still the motivation. Let me know what you think about this article and what other information you may need. Tom Casey

Introduction/Inspiration

I have a desire to model the post World War II modernized Lackawanna's inter-city passenger trains. One or more of these 60-foot baggage express cars appear in most pictures of these trains. The article by Chuck Yunkurth and Mike Del Vecchio in *Railroad Model Craftsman* (reference #1) provided essential information and inspiration. The arch roof from a Model Die-Casting Harriman passenger car was a good enough match (roof length and arch height) to the diagram in the RMC article to provide further inspiration. While the roof's length and the arch's height were a good match, it was too wide but this could be corrected by cutting a slice out down the center. Also examination of Athearn's standard baggage car suggested that with some careful cutting (kit bashing), I could approximate the major features of these DL&W Baggage Express cars. Also helping me was the similarity of similar of the trucks this DL&W car rode on to the 4 wheel

passenger car trucks made by Spectrum for their New York Central P-70 coaches. I further researched the project by looking for pictures of these cars a various sources to supplement those in the RMC article.

The Lackawanna purchased these cars in several batches with features evolving from order to order. The principal spotting features that changed among the different orders include the roof: initially Clerestory and later Arch, early versions also had side windows that in time were removed (covered over), the type, number and placement of roof vents varied as well.

Over time the number of these air vents were reduced or eliminated. While I started with a model of an arched roof version first, the clerestory roof version was the first I completed and as it was less difficult: I'll describe it first. The arched roof version builds on the approach taken to model the clerestory model.

Body Work

Clerestory Roof Version, DL&W 2000 - 2034

This process preserves the Clerestory Roof of the Athearn baggage car and results in a 61-foot external car body length.

1. Remove the battery box fronts from the Athearn car body casting. Cut carefully as these battery box fronts may be reused on some other project. (It is not hard to make a box to back up these fronts.) Consider removing the steps under both the ends and doors. I choose to try to save them. If they get broken off during the kit-bashing process, I will then replace them with finer pieces.
2. Cut through the entire car body along the outer edges of the Baggage Doorframes near their respective car body ends. (Before cutting, mark the areas to be scraped with a soft pencil; cutting into this area does not harm the final product and serves as a constant reminder during the cutting process. Cutting along a rivet line helps to keep the cut straight. Alternatively cutting next to a pencil line you can use its reflection in the blade as a cutting guide. I place a block of wood, cut to fit snugly within the car body, behind the cut to both allow me to hold the car body tightly during the cut and reduce vibration during the cut and subsequent filing and/or sanding.) Remove the two rivet panels width adjacent to the cut just made from both of the severed car ends. This results in the outer doorframe being roughly 12 feet from the corner posts, near the prototype's 11'9".

3. Car Ends: The Athearn's car body has two different styles of end walls. One end has a wall at a right angle to the side walls with a brake wheel assembly, the other end has an end wall that is at an angle with respect to the side walls and is without a brake wheel. Both end walls of the prototype are square to the side walls and have brake wheels. As such a second Baggage Car body needs to be sacrificed to obtain square ends. Cut off the square end of the second car from its outer baggage door frame as described above and use it for the second square end on this car.

4. Re-glue or re-attach each segment after having reduced it to the rest of the car body. (This is to preserve the car body's strength while working on other parts.) Use a mirror to assure that the cuts through the car body are in a plane perpendicular to the car body's axis. (If not correct, the misalignment will appear doubled when sighting into the mirror. Correct using a fine grit sanding surface.) Repeat this process as necessary checking the alignment of the two sections before rejoining (i.e. gluing) them. (To glue the body parts together, I use lacquer thinner as a plastic solvent. Alternately wet the two surfaces to be welded together (repeatedly if necessary) and then press the two pieces together. Work from the inside to avoid marring the external surfaces.)

5. Remove one rivet panel of the car body's length inside the six (6) foot doorframe. Preserve both the door steps and the vents in the side of the clerestory roof. Check the cuts for alignment (using a mirror as described above) before rejoining the two sections.

6. This results in clerestory roof version of this car without the prototype's original side windows, which may or may not have been covered over in later years.

7. Once the body has been reassembled, wet sand the roof with progressively finer wet dry sand paper to remove the ridges on the Athearn roof which simulates seams between roof panels. No such-seams are apparent in photos of the prototype.

Body Work

Arched Roof Version, DL&W 2035 - 2109

The following process models an Arched Roof revision by removing the Clerestory Roof and uses an Arch Roof from the Model Die-Casting (Roundhouse) 60 foot Harriman passenger cars.

Steps 1, 2, & 3 are the same as described for the Clerestory Roof version.

4. Remove the roof from both car end segments cutting above the roofline rivet strip. This process results in two fragile "U" shaped end pieces. The roof line rivet strip will be used as a straight edge both as a reference for cuts in the sides (using a small combination square as a cutting guide) and as an alignment guide during side reassembly. Butting the top of the roof rivet strip against a straight edge will serve as an alignment guide during reassembly of the sides. Cut slightly above the rivet strip and sand or file down.

5. Remove the roof from the middle car body segment by again cutting above the top of the rivet strip on the car body side. (Removing the entire roof prior to this step would create a fragile box of the car sides and ends which would be difficult to cut without unintended damage to other parts.)

6. Remove one rivet panel from the car side between the baggage doors near (adjacent to) the six foot door. This reduces the distance between the baggage doors to closely match the prototype. After squaring up both sides of the cut, re-attach the 6-foot door to the remaining center section.

Before re-joining two side pieces together, use a small combination square to check that the vertical cuts in the sides are square with the top of roof

rivet line. (A small hand mirror is also a useful tool to check alignment. By butting the end of the piece up against the mirror and sighting down along the piece into the mirror, any misalignment will be doubled and show up as a kink at the plane of the mirror.) Reassemble the sides on a flat

surface abutting the roofline against a straight edge in order to assure the alignment of the two sections.

[continued in next issue]

From the desk of the Garden State Director,

As we get the Garden State Division up and running again, I would like to discuss some of our goals and the thoughts behind them. It seems that some of our members already are well organized into clusters and participate in round-robin activities. There are also some groups that meet as clubs and still others that simply meet on a regular basis at the hobby shops.

It is the goal of the division to help these groups to expand their horizons and intermingle so as to broaden the horizons of the entire Division. With this in mind, our *Whistle Post* editor is compiling information to make available a directory which will help members to find one another. I would ask all NMRA members in the Division to forward information about yourselves and your groups to him. We hope to have some Division activities going soon. Watch the *Whistle Post* for announcements.

Another activity which may come to pass, will be a Northeast Region Convention in our area. The NER has an excellent permanent Convention Committee which will be helping us with this. As of this writing, the only open slot for us to pull off this would be the Spring of 2003. If that can not be done, we would be looking at 2004 or beyond. I hope that you all will consider this and offer any ideas that you may have. We don't have to feel alone in this. Any of you who have attended conventions have a good idea of what is needed. The NER committee will be a tremendous help. Any contracts (hotels, etc.) are taken care of by the NER. We just need to do the leg work to arrange locations for such contracted items and put together a program of activities. We certainly have the resources in home layouts, clubs, prototype rail activities, and hobby related manufacturers and outlets. All we need to do is reach out to one another and start organizing. Tom Matthews

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Denville, NJ 07834 - 1558

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Address Correction requested