

THE WHISTLE POST

Summer-Fall 2005

Volume 4, Number 96

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A VIEW FROM THE OBSERVATION CAR

A Great Summer, And A Busy One, Too.

With the NMRA 2006 National Convention in Cincinnati behind us, and our rolling meet in Phillipsburg over, we now have time to enjoy the pool, burn a few hotdogs, and go railfanning.

But first, some words on Cincinnati. I always wonder how many of you in the GSD have ever attended National conventions. It's a full week of trains, models, clinics, auctions, raffles, videos and tours. I mean, how can you turn that down? At this point in all my years in the hobby, I have made so many friends that I look forward each year to getting to meet up and spend some time with them every year at the Nationals. We share tours together, breakfasts and dinners, although lunches are usually on the run between tours or other events. My wife has also gotten to know a number of their wives, and they go off and do their own thing, and EVERYONE is happy!

I got to see sixteen different layouts, I got to help judge the photo contest, and I attended six clinics and three meetings, and even one operating session with other modelers at some gent's house in Hamilton, OH. I also got to meet with a number of National officers on GSD and other business, attended the Great Train Show, met with a number of manufacturers, learned some neat modeling tricks, and heard about a number of new items in the hobby. Oh yea, and I spent some money, too! I hope you all know that the National for 2006 is going to be held in Philadelphia, just down the road from the GSD area. If the amount of travel was always the reason that kept you from going, and you have never had the pleasure of attending a National, well now you have no more excuses! Check it out - You may just find that you had a great time!

With that being said, now lets move on to even more important matters. October 20th, 21st & 22nd of 2006 is when we, the GSD, will be hosting the Northeast Regional Convention, and your help is greatly needed NOW! All I ask of you as your President is that if you get a call or an e-mail asking you to open your layout to convention visitors, I ask you to please say yes, or at least strongly consider it. Now, if you don't get contacted, then it's only because we didn't know about you and your layout, and so please make an effort to contact us at our e-mail address printed in this newsletter. We think we've gotten letters out to all the area clubs, but if we missed one, shame on us, and please contact us to bring it to our attention. Now if you don't have a layout, but would like to do a clinic or some other kind of presentation, or if you simply just want to lend a hand, we need that, too. NO ONE will be turned down! This convention will put the Garden State Division back on the map and show the region the talented people we have within our group - 2006 will be our year to shine, and we need your help and ideas to make it a regional convention that will not soon be forgotten!

Before I wrap things up, a quick word on layouts - No layout is too big or too small, and no layout is considered not finished enough or not good enough to be seen - Please keep that in mind when considering adding your layout to our tour schedule.

The Whistle Post is published 5 times a year for the NMRA members of the Garden State Division, as well as newsletter subscribers. The thoughts and opinions expressed in the WP do not necessarily reflect those of the Division. Products and publications mentioned in the WP are in no way endorsed by the Division.

CONTRIBUTING TO THE WHISTLE POST

The WP welcomes contributions from the membership. Letters, articles, photos, and any other prototype or model items may be e-mailed or mailed to the address below. Please include return postage if you'd like the material returned.

! SUBMISSION DEADLINE FOR THE NEXT WP IS November 18th !

WP EDITOR

Ralph Heiss
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South Plainfield, NJ
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cnjlv@yahoo.com

The Observation Car cont.

Each and every one of us has ideas that may help others who might come to visit your layout, or just maybe, you might even find help solving a problem that has been keeping you from working on your layout from a visitor and fellow modeler – That's one of the many great things about this hobby. If you can move an engine around half the layout, then we want to see it! If you have an idea or a system on how to do something, then show us by holding a clinic! Its ideas like yours that not only make this hobby great, but will help make this convention a huge success. Doesn't that sound like fun? Well guess what, it really is!

Parsippany, NJ October 20, 21, 22, 2006 – The Garden State Comet NER Convention
Be a part of it!

Marking off,

Tom Wortmann
GSD President



*Only 12 months till the Garden State Comet Arrives!
Be a part of it!*

IN THE ENGINEER'S SEAT

Telegrams From The WP Editor's Office

Welcome once again to another installment of the Whistle Post. I'd like to thank everyone for the compliments on a job well done last time around, and I hope to continue riding the wave (or is that rails?) of success and creativity. This issue brings us the final installment of Norman Frowley's 7 part scenery series, and a report on the Phillipsburg railfan day by Frank Neufeld.

My only "complaint" as Editor is that I haven't seen the flood of reader contributions fill up my e-mail account like I expected to between now and the last issue. I mean sure, it's summertime and we all have better things to do (besides trains), and sure, we have the regular contributors back again like Norman but he (and me, too!) can't be expected to write an article for every WP (well, President Wortmann expects us to I'm sure, but he doesn't count!) What I would really like to see is some product reviews from some of you, and maybe some of you railfanning pictures, if you are into such things, of course.

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In The Engineer's Seat cont.

Don't get me wrong, we have contributions to this issue from long time members, first time contributors Frank Neufeld and Fred Gemmill, and I'm happy to report that in fact, I couldn't put everything in this issue that I wanted to due to space limitations. But my "still to publish" file is woefully low for next issue.

Does that make the other regional newsletters that have more pages and more or bigger articles any better than ours? Heck no, but I think it does make for more interesting reading, that's for sure. So c'mon, my fellow GSD'ers, let's make our King, uhh, I mean President, real happy and show the NMRA that we have one Hell of a division RIGHT NOW, and not wait to prove it until next year's NER convention. Please contribute (and don't make me beg anymore, it's very unbecoming!) to the WP, you don't need to be Shakespeare (leave that to me) in order to author an article. Pictures, thoughts, it's all fair game here in the WP. Remember, this newsletter is here for you!

Your humble station agent,

Ralph Heiss
WP Editor

Scenery, My Way - Pt. 7

By Norman Frowley

LIGHTS, CAMERA, ACTION

Perhaps the most overlooked aspect of model scenery is the lighting. Most know that lighting up structures adds life to them and I lit up every structure I could. But beyond the lights in the buildings there's the overall lighting of the layout itself. Good dramatic lighting can bring a scene alive. Poor, dull or flat lighting can render all the scenery work ineffective. First, if you can't see the scenery clearly it matters little how much detail or work you put in. Second, different lighting creates different moods. Just think of how much more attractive some scenes appear in the warmth of a setting or rising sun. Or how shadows induce intrigue. Our layouts are frequently in a basement with flat incandescent light or cold fluorescent light. The flatness of the lighting is good if you're modeling a scene which will always appear to exist on a rainy, overcast or cloudy day. Shadows will never shift. Whatever drama there is in your scenery will be the same drama every time. And the color of the lighting will always be the same. What is more, unless you've checked the "temperature" of the lights you're using, the color of your light will probably be quite far from the color or "temperature" of actual sunlight.

Regular incandescently lit scenes when photographed with outdoor film develop into pictures with a distinct orange cast. That's because the warmth of a plain incandescent bulb like does not match that of regular sunlight. If you're never going to photograph your layout and you don't want to go to the expense of some intricate lighting system, then at the very least you can purchase bulbs, both incandescent and fluorescent, which emit light similar to sunlight. It will make your photography somewhat easier and enhance the appearance of you railroad.

But if want to simulate the way scenery would appear in nature, you have to go further. Mere flood lights will simply light everything up. That's fine if that's all you're looking for. But I was after more. I wanted to replicate sunrises and sunsets when the light is warm yellow and low on the horizon. I wanted to be able to operate in moonlight when the light is cold and blue, or in the blinding sun of an August afternoon. So I went way over the top and I recommend this to no one. I first installed flood lamps around the layout for general lighting. All the lights run back to a central professional lighting control board through dimmer packs capable of handling 1200 watts per channel. This necessitated I install a dedicated 20 amp circuit just to run my lights. I went even further, however.

Scenery, My Way cont.

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Tom Casey

To create the drama I purchased 4 Fresnel professional spotlights and mounted them on a stand which can be moved. These spots are connected to another dimmer pack and are likewise controlled through the control panel. I can create an infinite array of lighting environments, which in turn seem to change the appearance of the scenery, as shadows are thrown or cast, or portions of the cliffs become brilliantly lit while others fade in the twilight.

Now as I said, I don't recommend this to everyone, but I do suggest you spend more time and thought on the lighting you use. It can pay large dividends.

To add action to scenes you need vehicles and people. The more, the better. My railroad is set in the 1930's through late 1950's. There are commercially available vehicles around but I'm building cars from the 20's and 30's and it will take me a while before I have enough to make a difference. Figures bring any scene alive. Just think of a warehouse which is abandoned, and one where workers are bustling about.

Finally, another of the most overlooked aspects of scenery is sound. Many engines today come with digitally controlled sound effects, such as whistles, bells, horns, braking noises, diesel engine sounds, and steam engine chug sounds. What's left, you say? Well, if you have a sawmill wouldn't it be nice if the sounds of a sawmill emanated from within the building, or the sounds of a machine shop seemed to come from the modeled shop. Sounds bring a scene alive just as much as lighting.

Several craftsmen models I built came with a sound system which produced different sounds over a fast clock compressed 24 hour period. I set the sounds to cycle from those structures during a 1 hour-long "day." With other structures I wanted to be able to turn appropriate sounds on and off, and I also wanted sounds to simulate water falling near the stream I had built and to replicate thunder coming from beyond the mountains, and the sounds of farm animals and church bells somewhere within the valley.

The solution is sound modules. There are several manufacturers of such units which reproduce a variety of sounds: from animals, to music, to sounds of people talking or singing, to sounds of work crews or logging donkeys. Or you can have custom made sounds or train announcements made especially for you. You mount the modules, some of which come with two different sounds, and run a 12-volt power source to them and some form of switch to turn the power on and off. You can wire the modules to play only once for 15 to 30 seconds or you can have the sounds loop for as long as the power is on.

You connect the modules to a speaker and mount the speaker with some sort of baffle under the portion of the layout you wish to "soundify" (if there is such a word; if not, I've coined it) or inside the structure which I guarantee will take on another dimension once you hear the relevant sound coming from within its bowels. If you mount a speaker under a scenery element other than a structure make sure you make numerous perforations in the hard shell where the speaker will be, place some screening over the face of the speaker and re-landscape to hide the holes in the hard shell. If you can't for some reason fit a speaker inside a structure, then make holes under it. There are mini speakers on the market which should fit inside almost any building. You will, of course, sacrifice quality of sound with a tiny speaker, and the object is to use the largest speaker you can to get the truest sound reproduction. But if you decide to add sound after the building is built, your only choice may be to place the speaker below the hard shell.

A parting word on water. There are dozens of ways to do this. I've tried some. The quickest way is to use the liquid products commercially available, which you can tint to the desired hue. Make sure the area into which you pour the material is water tight, or you'll have liquid seeping through to ruin something below. Pour this stuff slowly since it has a way or ultimately finding the lowest level and you can easily over pour. Layers or multiple gradual pours is the way to go. For waterfalls I've used Saran wrap strips pulled tight and then coated with the resin water products you can buy. I coat this with clear caulking which I "streak" to simulate water "bulk" and white caulking to simulate froth. It works quite well.

Seem to notice that some people have more than one title? We are always looking for a few good GSD men and women to step up and help us make the division a better place, so please don't be shy to contact us, or speak to one of us at a meet to see how you can help.....No prior experience necessary!

IMPORTANT UPCOMING LOCAL MODEL RAILROAD AND RAILFANNING EVENTS

Sept. 18, 2005

GSD Fall Meet,
Union Model RR
Club, Union, NJ –
12:00PM

Sept. 17-18, 2005

Montvale Train
Show @ St.
Joseph High
School, Montvale,
NJ

Sept. 21, 2005

Family Railroading
Evening Clinics,
Presented by the
Packanack Lake
Train Club, Wayne,
NJ

Oct. 7-9, 2005

NE Regional
Convention,
Stamford, CT
metronorthmra.
org

Scenery, My Way cont.

Some white caulking swirled in and peaked like whip cream at the bottom of the falls adds the perfect touch. When you add sound to the waterfall area you're literally transported to another place, provided you let your imagination go.

So that completes our (or was it my?) journey to the make believe world of model railroad scenery. As I remarked at the beginning, my only hope is that some of you will get an idea or ideas from my ruminations on the subject. Good luck and happy modeling.– **NF**

PHILLIPSBURG RAILFAN DAY WRAP UP

By Frank Neufeld with Ralph Heiss

The Phillipsburg Rolling Meet was a great success. The weather was perfect for a day of watching and riding trains. Many old friends and familiar friends attended, and there were some new faces as well that we had the pleasure of meeting. The day began with a ride behind steam engine #142, a class SY 2-8-2 Mikado, built in China, that believe it or not, built in 1988! The coaches we rode in were old Long Island Railroad commuter coaches from the 1940's, and the view along the Delaware River was spectacular. The 1930-vintage Brill "Delaware Turtle" gas motor car was also running, and dropped you off trackside for a photo run by of Engine #142. We then made a visit to the New Jersey Transportation Heritage Museum (located in the Old CNJ/DL&W station), which provided a look back into the railroad history of New Jersey, but the Phillipsburg area in particular. Two old buses and a 1953 taxi cab were also on display. But most impressive, was the trip down to People's Water Company Pump House on the other side of town with it's 1913 steam pumping engine fully intact. This was an amazing show of turn of the century engineering. A big GSD thanks goes out to Bill McKelvey for his tour of the New Jersey Transportation Heritage Museum.

Our other heartfelt GSD thank you goes out to Steve Winter for the tour of the C&S Railroad Museum and back shop. For those of you who aren't familiar with it, the Centerville & Southwestern is a 2 foot, large scale "live steam" (even though they run it with a diesel) sized railroad, the kind that you can ride in, even if it's one person to a car! It was originally built by Henry Becker on his dairy farm in Roseland, NJ back in 1938, and ran its last train there in 1972. In 1997, the Phillipsburg Railroad Historians were successful in preserving it and brought it to Phillipsburg as the centerpiece of their museum. Along with the C&S, there was a beautifully restored 1924 Mack rail bus and restoration was in progress on the public service street car #2651.

We tremendously enjoyed the day's activities, and we look forward to seeing everyone at the next meet in Union on September 18th.- **FN**

Wondering when the next GSD meet will be?

Union Model RR Club is the place,

Sunday September 18th is the date.

Have any old trains you're looking to sell? Put them up for sale on the White Elephant table! Feeling lucky? Try your hand at bidding on the "Mystery Auction"! Proud of that new model you just built?

Enter it in our model contest!

Come join us for a day of fun!

ALL TRACKS LEAD TO PARSIPPANY IN 2006

GSD 2006 NER Convention Report

Hello fellow GSD members!

My name is Bob Tumielewicz, and I was recently appointed Chairman of the 2006 Convention Committee. Our convention has the name of the "Garden State Comet", and you will find reference to it at our web site (<http://www.trainweb.org/nergds/>) As of early July, the Convention Committee comprises Mel Ponton and myself, but a few additional volunteers are needed.

The good news is that the NER Convention Department with support from GSD has contracted with the Parsippany Hilton as the convention site. It is a beautiful facility and conveniently located to routes NJ-10, I-287, I-80, US-202, the list goes on. Also, beginning in September of 2005, they will be remodeling the hotel so, by the time we hold our convention, it will be even more beautiful than it is now. We now also have a Convention Logo which is displayed on the Upcoming Events page of our web site.

Now for the part where you, the reader comes in. Your active participation is desperately needed to help make this convention a success. We need volunteers to help us, or better yet, offer to chair, a number of sub-committees such as Layout Tours, Publicity, Clinics/Workshops, Rail Tours, Non-Rail Tours, and Banquet/Hospitality just to name a few. We also need people to present clinics and people willing to open their home layouts to convention attendees.

Please join us and help the entire GSD pull off a successful Convention that will be the talk of the Region. You can contact Tom, Mel, or myself, and let us know how you can help. (See pages 4 and 5 of this issue for contact information, or the "At The Throttle" link on the GSD website.) Anything and everything you can do will be greatly appreciated.

Sincerely,

Bob Tumielewicz
Garden State Comet NER Convention Chairman

*Get ready to ride the rails with the GSD as we host
the NER Regional Convention in 2006!*



*Contact us at gscomet2006@yahoo.com, or visit the
website for more info on how you can be a part of
it!*

**IMPORTANT
GSD/NMRA
WEB SITES**

**GSD Home
Page**

<http://www.trainweb.org/nergsd/>

**NER Home
Page**

<http://www.trainweb.org/northeasternregion/NERHOME.HTML>

**NMRA Home
Page**

<http://www.nmra.org>

**NJ Division
Home Page**

<http://mywebpages.comcast.net/njdivnmra/>

ENCOUNTER AT JOHNSVILLE

A railroad switching puzzle by Fred Gemmill

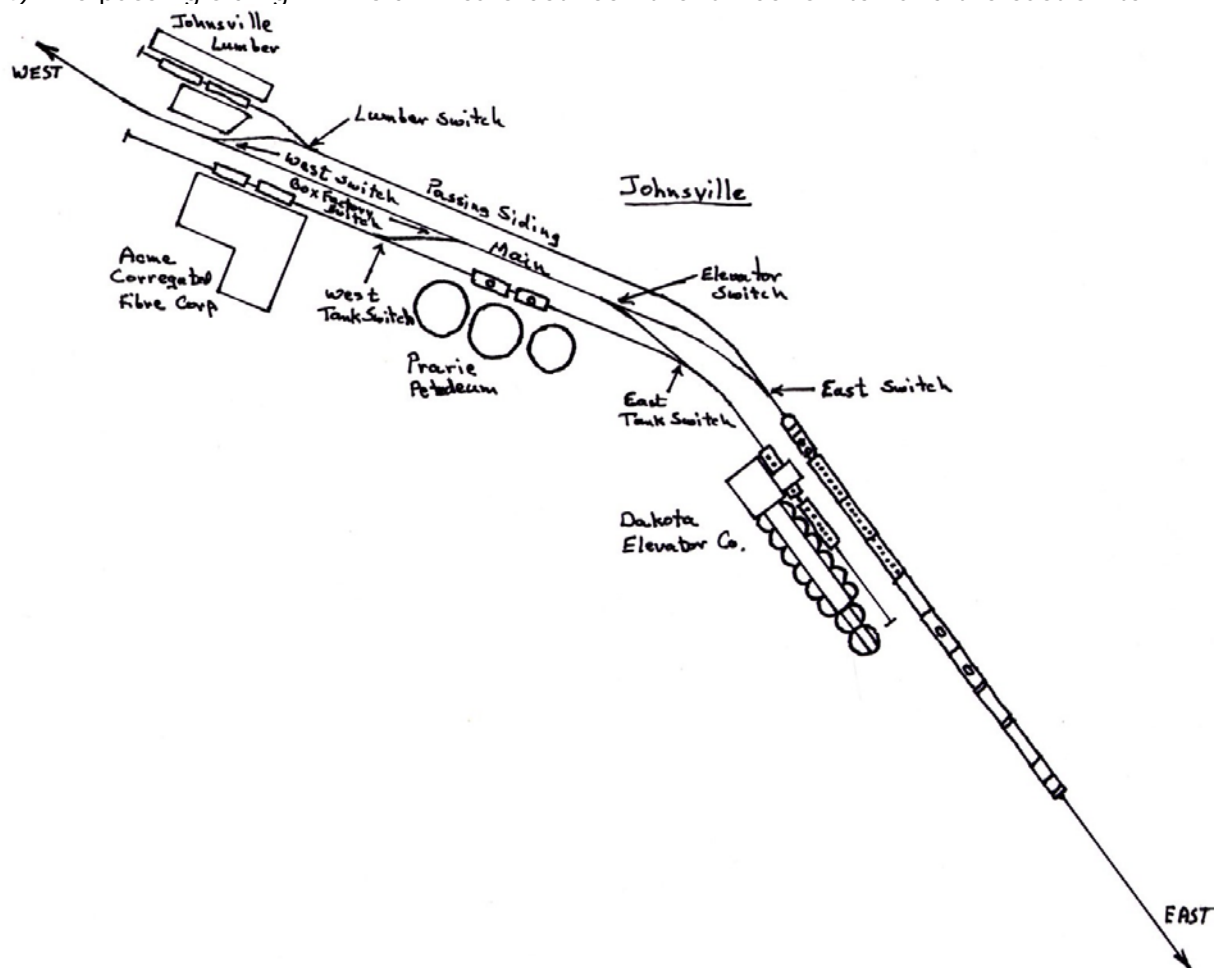
You're the conductor for the Pembina and Missouri Valley Southern Railroad working the "Johnsville Local". Your train consists of GP 38-2, #201 at the point, followed in order by 3 empty grain cars, a loaded box car, 2 loaded tank cars, a loaded lumber flat, a loaded "All Door" box car and finally your caboose.

At Johnsville you must drop off the grain cars at the elevator, picking up the loaded ones that are waiting there. The boxcar goes to Acme and the two empties must go. The two tank cars replace the two empties at the tank farm, and the lumber flat and the "All Door" car replace the two empties at the lumberyard.

A westbound intermodal is due through Johnsville at 2:05 PM and the main line must be clear before 1:55 PM. If you arrive at Johnsville at 11:40 AM, can you be done with your train headed east with the caboose on the end, waiting in the hole when the intermodal comes through? If you can't finish you must get out of the way and add 15 minutes to your time.

Count a move every time you stop to change direction or to uncouple. Uncoupling while stopped to change direction is one move. Each move is 4 minutes. What is your best time? The P&MVS Chief Conductor says you should be able to do it in less than 2 hours. Remember tank cars cannot, for safety reasons, be next to the engine or caboose except when switching. Assume the engine and all the cars are the same length.

- 1) The elevator spur will hold 4 cars.
- 2) The box factory spur will hold 7 cars.
- 3) 6 cars will fit between the east and west tank switches.
- 4) The passing siding will hold 12 cars between the lumber switch and the east switch.



GSD NEW MEMBER SPOTLIGHT

Let's welcome some of our newest GSD members who have joined us since the new year (please excuse any spelling errors!)—

**Mike Bowler,
Wanaque, NJ**

This is where we give our new members a big, hearty GSD welcome, and post a little about them, where they live, and what they model. After all, that's what we were all about, promoting the hobby, and what better way to do it than right here with the GSD! Also, if you are not getting Scale Rails, and/or your mailing info is incorrect, please contact membership Chairman Tom Casey, and he'll make sure we get it corrected!

THE DISPATCHER'S DESK

Local News And Events

Get ready for the next GSD meet on Sunday, September 18th at the Union Model RR Club. Lunch, clinics, mystery auctions, white elephant tables and model trains, what could be better? Also, a presentation by member Anthony Piccirillo about the CTI Model Railroad Computer Control System will be on tap for us to enjoy. If your not familiar with this system, you can visit CTI's website at www.cti-electronics.com, or their Yahoo Group user site at http://groups.yahoo.com/group/cti_users/, and get a heads up on their product before hand. We hope you can join us!

While not exactly GSD news, but rather regarding our friends to the south in the New Jersey Division, I just want to give a shout out to the fine article by Rob Davis in the latest issue of Railroad Model Craftsman on his upgraded and finely detailed CNJ Mikado, using the Broadway Limited model. Having met Rob once when I did a presentation for the NJ Division last year, he is a stickler for detail ,and it shows! Even if it's not something you would ever consider tackling, it is interesting to see how Rob went about it. Part one is on the newsstands now, with part two next month. The model is even available for viewing at the Model Railroad Shop in Piscataway, and I think it's worth the trip! Now if I can only get Rob to come up to the GSD and have him present his informative Milk Car Modeling presentation!

And to wrap up, a quick note to all of you who like to go spend your free time making the rounds visiting the local division hobby shops – The Big Little Railroad Shop has moved back to Main Street in Somerville from Hillsborough. Myself and GSD member Tom Matthews, along with a small crew of our fellow model railroaders helped Jan Kucsma move the store back at the end of July. The new store can be located on the opposite side of Main Street from where the store had been, located at 63 West Main Street, between Davenport Street and Division Street. Stop by and say hi!

That's all for this month, see you around the Division! - **RH**

ALONG THE RIGHT OF WAY

Railroad News And Photos From Our Members and Readers

This is the place for the railfans in our midst to share what they saw trackside, or happened to read somewhere other than in the usual railroad publications (like the local newspaper) with the rest of us. Something interesting is always going on out there, so don't be shy and share! This issue's submissions come to us from both **Tom Wortmann**, and a friend of the Editor, **John McCluskey** of Jackson Heights, NY

First up from Tom – Ever wonder what's the latest with New Jersey Transit and their photo bans? Well, Tom forwarded me an article, written by Larry Higgs and published in the Asbury Park Press in the beginning of August, that really gets into how the railfan community is taking this, in case you haven't heard what NJT is up to. It's too long to reprint here, but here is a link to the story for those of you who are internet savvy - <http://www.app.com/apps/pbcs.dll/article?AID=2005508150316>. I don't really get out there and chase trains anymore (unless I'm stopped at a grade crossing), but I still found this article interesting, and I while I agree it's necessary in this day and age, it's also a bit much. But I'll let you decide. Lets move on, shall we?

**GSD AREA
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biglittle.com
Somerville, NJ

**The Model
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Office**

modelrailwaypo.com
West Milford, NJ

**The Model
Railroad Shop**

themodelrailroadshop.com
Piscataway, NJ

These hobby stores have been kind enough to supply the GSD with door prizes for our meets, so please go out and support them, and tell them you're with the GSD!

Along The Right Of Way cont.

Most of you in the GSD know my penchant for all things related to NY Harbor, so the following should be no surprise. The pictures printed below were taken on and around New York Harbor on July 31st, 2005 during an excursion aboard the Fireboat John Harvey, and my fellow NY Harbor enthusiast friend John was nice enough to allow me to share them with you here in the WP. There is still a lot of interesting activity in the harbor and the surrounding waterways, if you just take the time to look – And it's great way to relax and see the "other" New York! All pictures by John M, commentary by Ralph H and John M. - Enjoy!



This gives new meaning to the term "dry dock"!



Ever wonder how big a tugboat's rudder and propeller REALLY are? New York Central #13's new rudder, currently being restored in Staten Island.

**GSD AREA CLUBS
AND GROUPS**

**Garden State
Model Railway
Club, Inc.**
N. Haledon, NJ

**Northern NJ
N-Trak
Patterson, NJ**
[members.aol.com/
awOL/ntrak.html](http://members.aol.com/awOL/ntrak.html)

**Northwest NJ
Hi-Railers
Patterson, NJ**
njhirailers.com

**The Model
Railroad Club,
Inc.**
Union, NJ

**Staten Island
Soc. Of
Model
Railroaders
Staten Is., NY**
[members.tripod.
com/~MSKRR/
SISMR.htm](http://members.tripod.com/~MSKRR/SISMR.htm)

**NY Society Of
Model
Engineers
Carlstadt, NJ**
[modelengineers.
org](http://modelengineers.org)



Probably the best (and cheapest) way to see New York Harbor, aboard the Staten Island Ferry! Note the tiny Homeland Security patrol boat alongside keeping an eye on things.



There's more than one way to dig a hole! - Great Lakes Dredge and Docks floating dredge at the Elizabeth River outlet into Arthur Kill

**Garden State
Model
Railroad Club**
Asbury
Park, NJ
geocities.com/
CapeCanaveral/
Launchpad/6611/

**Packanack
Lake Model
Train Club**
Wayne, NJ

packanacklake.
com/
Organizations/
TrainClub/
TrainIndex.htm

**If you know of a
club, or are a
member of one
in our area
(or are at least
reasonably
close by!) and
aren't listed
here, PLEASE
contact the
Editor, and we'll
include you in
out list next
issue!**



And just in case your job isn't that big, we present – The mini-dredge!



This is NY Harbor? The Robbins Reef Lighthouse

OUT OF THE ROUNDHOUSE

Book Reviews, Product News And Reviews

Welcome to back to "From The Roundhouse". This is the place to tell us about that book that you just couldn't put down, or about that kit that was so hard to build. Of course, there is always room to tell us about that car or engine you just bought that is so cool, you want to tell everyone about it! This time around, I will review **Atlas' NE-6 caboose in HO scale**, as well as the book, **The Gangly Country Cousin** by

ATLAS HO SCALE NE-6 CABOOSE

MSRP – 18.95 to 26.95, depending on road name.

Road names available – Too many to list here, but currently 11 different road names (plus undec) released earlier this summer. Visit the Atlas website at Atlasrr.com for a complete road name listing.

While I have not personally purchased this model for myself, I did pick one up for my friend Tom Matthews, and while holding on to it until we met up for me to hand it off to him, I had a good chance to look it over, and I must say, bravo to Atlas!

From The Roundhouse cont.

This model, like the Kadee covered hopper reviewed last month, is also well crafted, with a top notch paint and lettering job. While I'm sure the rivet counters out there will find something wrong with it, I still commend Atlas for taking the time to put on separate grab irons, do a good crisp paint job, and most importantly release the cabooses in two versions of the prototype, the New Haven and the Nickel Plate base prototypes, both with the appropriate railroads' paint job on the correct version of each car. Tom's model came lettered for the Susquehanna, and is a New Haven prototype. While these cabooses may look rather modern at first glance, the Suzie-Q's hacks were delivered in 1949, so this could be run behind a steamer, if you are concerned about such things! Atlas even offers these models in O and N, so nobody is left out. All in all, I think this one is a good buy, too bad my prototype didn't have them!- **RH**

THE GANGLY COUNTRY COUSIN – THE HISTORY OF THE LEHIGH VALLEY'S AUBURN DIV.

Written By – Herbert V. Trice

Published by – The DeWitt Historical Soc. Of Tompkins County, Ithica, NY

Released - 2005

Book Type – Soft cover, standard layout, B&W, 160 pages

MSRP – 26.95

Now here's a book that makes learning about history fun! Author Trice spent most of his lifetime gathering info and pictures on his labor of love about his "hometown" railroad, that served the Finger Lakes Region of New York State. The book is full of perfectly reproduced archival pictures and artwork, from an era when people took PHOTOGRAPHS, and not the standard ¾ locomotive shots we see in most books. The body of book is also well written, in a way that makes reading it easy to comprehend, especially when we are covering a time span from 1850 to 1976!

The author also relates history in a way that seems almost like he was telling you the story as you sat with him next to the fireplace, it's that relaxed. But don't get me wrong, Author Trice leaves no stone unturned in this history lesson, and for that he is to be commended, considering the era of which he is writing about. Since the division was actually composed of several predecessor railroads, and later separate branches, maps at the beginning of each chapter help you "find your way", especially if you aren't familiar with this region of New York.

I of course bought this book because it's about the LV, but if the Valley isn't your cup of tea, please don't let that stop you from making this purchase. The story of the Auburn Division is enthralling and captivating, and a journey back to a simpler time in railroading, due to the division's relative obscurity compared to the rest of the LV system. If milk trains, mixed trains, and the romance of the "good old days" of period railroading where the steam engines were no bigger than a 2-8-0, then this book is for you! – **RH**

**LOOKING DOWN THE TRACKS TO THE NEXT
WHISTLE POST –**

FEATURED ARTICLES –

**How To Make Your Own Curved Turnouts Using The Atlas # 8
Turnout
By Tom Casey**

**The Route Of Phoebe Snow – The History Of The Lackawanna
Railroads' Passenger Train Marketing Jingles In The Early 1900's
By Ralph Heiss**

**And of course, all the usual columns, and maybe a few extra
surprises as well!
See you next time!**