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THE OBSERVATION CAR

A Word From GSD President Tom Wortmann

Dear Fellow GSD members,

I want to thank you for electing me as your President. With the implication of the National's long-range, plan this gives us a total membership of 301, one of the biggest not only in the region but in the country as well. Not only are we embarking on a new plan but a convention as well. In 2006 we will be hosting the Northeast Regions Fall Convention in the Garden State. This is a huge task, but I believe we are up to it.

Our rolling meet in the summer was a success and we plan on keeping these going. Our area has a wealth of railroad history and there are many places to see. Our Spring and Fall meets have been holding their own, and we hope to increase the attendance to these with better communication in the near future.

We hope on working with the National to build a stronger organization on all levels of involvement to serve you, the member, that much better. I will be attending the National convention this summer in Cincinnati and plan meet with a number of regional and National officers; I hope to see many of you out there.

Yes, the future holds all kinds of possibilities but it also takes people, people like yourself to lean a hand. Join a committee, give a clinic, open your house for a visit of the membership, run for office or simply submit an idea or an article to our newsletter. We don't ask much but we ask that you do something to support your division.

One of the best benefits of being a NMRA member in my opinion has been the friends we have made not only in this area, but around the country and around the world as well. Many times my wife and I have gone on vacation and visit or stay with our model railroad friends.

Again, thank you, and I look forward to a bright and exciting future with the GSD and in the hobby.

Tom Wortmann

President, Garden State Division

THE ENGINEER'S SEAT

A Word From WP Editor Ralph Heiss

Hello, and welcome to the new Whistle Post, I am your new Editor, Ralph Heiss. For those of you who DON'T know me, I hail from South Plainfield, NJ, and I am the guy who you might have seen give more than one clinic at some of our meets!

To begin with, I'd like to give a big thank you to our President and former WP editor, Tom Wortmann for giving me the chance to be in charge of the WP, I hope I can continue the great job Tom did for the GSD. Secondly, I hope I can provide you, the membership with a quality newsletter, and I honestly hope that if there is something you see that you DON'T like, that you'll speak up and let me know, I can take the criticism! (I also enjoy nice, kind compliments in the form of model trains as well!)

I always believe in giving people and their ideas their due, and with that, props must go out to Mike McNamara, the editor of the MER's NJ Division CLINKERS newsletter for helping influence me in regards to the WP's new look and layout, and Robert Schoenberg at prr.railfan.net for the new WP logo idea. I hope these gentlemen don't mind me borrowing upon their ideas, but as they say, imitation is the highest form of flattery!

Honestly, I really don't have much else to add, but I will say this – PLEASE CONTRIBUTE! I can't stress this enough – If I don't get newsletter contributions from the membership, not only is the WP gonna get smaller as time goes on, but who wants to keep reading articles by the same people over and over again? Fresh blood is the key to an interesting newsletter, and it helps reflect the diversity, talents, and interests of the GSD not only to our membership, but more importantly the outside world. Anything is fair game, pictures of your layout, a layout you visited, real trains, WHATEVER! As long as it's train related, I'll print it!

Well, I've gone on long enough, so I'll close here, and allow the following articles to do the rest of the talking!

Here's to hoping your all your wheels stay on the track, and that happiness comes to you in the size of a 4-8-8-4 Big Boy,

Ralph Heiss, WP Editor

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

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 SEPTEMBER 1st !

EDITOR

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South Plainfield, NJ

07080
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**IMPORTANT
UPCOMING
GSD/NER/NMRA
EVENTS**

July 3 - 9, 2005

NMRA National
Convention,
Cincinnati, OH

July 23, 2005

GSD Rolling Meet,
Phillipsburg, NJ –
11:00AM

September 18, 2005

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

October 7 - 9, 2005

NE Regional
Convention,
Stamford, CT
metronorthnmra.org

it!

Scenery, My Way - Pt. 6

By Norman Frowley

We're always looking for the "trick" to succeeding in any endeavor we undertake, whether its golf, archery, bowling, what have you. There may not be a single trick, but many, as there may be one or more "swing thoughts" to developing or maintaining a good golf swing. In good scenery making there is a basic axiom which leads to superior results: don't rely upon one single tier of scenery materials.

LAYERS UPON LAYERS UPON LAYERS

The trick to good scenery, if there is any trick at all, is to use layers of scenery materials. Nature entails layers. There is the dirt and rocks, then the mosses and grasses, followed by the bushes and trees. Trees, for instance, don't grow out of nothing, so if you insert a tree in your layout and there's a gap between the bottom of the tree and the ground cover you lose the illusion of reality. The tree must appear to come out of the dirt. Layering will help to prevent this error.

We start with the surfaces where scenery elements will appear. You can change existing contours using Sculptimold, an easy product to use, but one that is more difficult to use properly. Mixed to the wrong consistency it can be either too stiff or too loose and cause you headaches. I found that the best consistency is that of tuna fish blended with mayonnaise. The product dries with a grainy surface if care is not taken. If a grainy surface is what you wish nothing more be said. But every once in a while I used Sculptimold to create a rock surface. To get this result I allowed the material to dry partially, and then with wet fingers sculpted the material to the shape and smoothness desired. It will then dry as smooth as it appears when wet.

Once you have the contours you desire the next step is to paint the surface a dirt color to ensure that if the ground cover you use does not fully cover everything there is still a natural color underneath to show through, and not some noticeable white resulting from unpainted Sculptimold, plaster or Structolite. I used Pittsburgh Paint latex wall paint. The color is called Poplar, which is a good mud or dirt-like shade. During the laying on of paint you can sprinkle on ground foam as I did at times. At some points I let the paint dry and then brushed on a diluted white glue or matt medium, and followed that with a sprinkle of ground foam. In some places I used tile grout of various colors. The grout comes in smooth and gritty or sandy textures, which simulate smoother or rockier soil.

I have to admit, however, that the very best substance to represent dirt is, in fact, dirt itself. And this is the way it's done - you find someplace that has available soil: a vacant field or an empty lot. I collected soil from a nearby lot, scheduled to be used as the site for a new house. You then sift the dirt into various grades using strainers. The finest dirt should be passed through a tea strainer and then some old nylon stocking.

The resulting dirt at this point is almost powdery. Once you have the different grades of dirt you bake the soil you wish to use at a high heat for at least 20 minutes to a half hour to kill anything that might be still be alive in it. The finest dirt is used to simulate average, every day soil. The next grade down has some larger particles, which in HO scale pass for rocks. The larger pebbles pass for boulders. I apply the "soil" by first coating the surface with diluted matt medium. I sprinkle on the product, be it dirt or foam, and when dry I fix it securely by wetting the area with wet water, or water mixed with detergent. Following this I "inject" the area with diluted white glue or matt medium. I use small plastic syringes to "inject" the material. I make sure the syringe doesn't touch the dirt to avoid clogging the tip. But the small stream allows for great control and I hold it close enough to the dirt to call it "injecting." You can chose to spray on wet water and some diluted adhesive with spray bottles. This may work for very large areas, but it's messy and takes great care to avoid getting the adhesive on structures, tracks and the like. You'll have to mask off small sections and be patient to let it dry before proceeding to the next or you'll find out how unpleasant things can become. By all means don't use a hair dryer to speed things along, for the obvious reason that you don't want to recreate the swirling dust bowls of the 1930's. When

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dry, the soil is fixed in place. Be aware, however, that the "fixing" process changes the color of the soil, making it darker in appearance than any unfixed area covered by the same grade of fresh dirt.

Scenery, My Way cont. -

The next layer is some form of ground cover. It can be grass or bushes or trees or debris. The list is endless. I used many varieties of ground foam, clumped bushes and trees and tree parts. I used "grasses" of different sizes and textures, bush materials of various grades and trees of various heights and kinds. Remember that nature is truly wild. Rarely will you find extensive areas of vegetation of the same kind, or absolute uniformity. On the praries of America you might find such repeated, uniform features here or there, but for the most, part real life is filled with a panoply of colors, shapes and textures created by random growth driven by the whims of chance. It takes work to keep changing the type of materials you use and to avoid repeating the same patterns of ground cover from area to area, but the overall effect of realism can be worth the effort.

Here and there I constructed areas of "concrete." Durham's Water Putty is great for this. You create a mold using scale sized strip wood, pour the liquid into the mold as one would do in real life with concrete, and then smooth it out with a straight edge so it dries with a smooth surface. You can create sidewalks and paved roadways using the putty. For roadways I also used the malleable, almost putty-like in feel, roadbed material, which is commercially available. It simulates older kinds of roads, and can be pressed or glued into place and "rutted" using the edge of a wallpaper roller: the type used to press wallpaper seams together. It's a handy tool to have. Make sure your roadways have a crest in the middle since that's the way roads are constructed. Surround the road with gravel or forms of live growth and add crack marks to the road here and there. Make sure the road is not just sitting on the ground cover, but is "in" the ground. Unless it's a plain gravel path, most vehicular byways entail some excavation process and your scale-sized roadways should give that impression.

ON BALLASTING TRACKS

A brief word on ballast since there's a lot been written about it and everyone has their own way of applying it to their tracks. My layout is made with Marklin sectional C track and K track. The K track is what everyone is familiar with since it looks like the track used by DC current modelers. C track, on the other hand, is sectional and comes with simulated molded ballast. The track has many advantages, the greatest of which is that it holds the turnout motors and turnout decoders on its underside, reducing the amount of wiring. But I didn't like the molded ballast and so covered all the c track on the outside with HO scale ballast of my own formula. I mixed together several grades and colors. I fixed the ballast, after carefully applying it over the molded "ballast", with wet water and adhesive. With the K track I did the same except with this type of track you can easily install the ballast between the tracks and ties. With C track you have the center stud to be concerned with and the molded ties are very shallow giving little vertical room to play with if you decide to apply ballast here. I used a stiff brush to even it out between the K track ties and then "injected" the area as previously described.

You can paint the ties with a much-diluted dirt color paint and paint the rails with a rust color paint to heighten the realism. Be sure to use an oil based rather than acrylic paint here because when you clean the tracks in the future and use some form of liquid in the process, the cleaning may remove any acrylic paint.

NO FLOATING STRUCTURES

Care must be taken to make sure your structures don't float. That is to say, every substantial structure should seem to come out of the ground cover and not rest on it. There normally should be no space apparent between the bottom of the structure or structure supports (if there are footings or pilings) and the ground, whether the ground is concrete, dirt, gravel or rocky terrain. Use foam or real dirt, bushes, figures, debris, grasses, anything you can to hide any obvious separations between structure bottom and surface top.

We'll conclude this series by adding elements to our scenery which are often neglected- lights and sound. – **NF**

HO-HO-KUS MEET WRAP UP

By Ralph Heiss, Pictures by Tom Wortmann

Well, once again the GSD had another successful meet, this time in Ho-Ho-Kus, NJ. Unfortunately, your Editor was not able to attend, but rest assured, things went off without a hitch (I'm sure our President will disagree!). Some of the highlights included three merit awards being given to Tom Wortmann for his bridge, Norman Frowley for his flat car, and Bob Malberti for his PRR steam engine. Congratulations, guys! With about 25 members in attendance and TWO mystery raffles, I'm sure everyone had a good time! With that being said, I'll let the pictures do the talking! - **RH**



Some of our members intently watching one of our two clinic presenters.



A President's, or in this case, a contest judge's work is never done! Does this guy ever get any sleep?

IMPORTANT GSD DEPARTMENT CONTACTS

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GSD NER Rep. -

Roger Oliver

Division AP Coordinator -

Mel Ponton

2006 NER Convention Chairman-

Bob Tumielewicz

2006 NER Convention Committee Members -

Roger Oliver

Mel Ponton

GSD Membership Chairman -

Tom Casey

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 GSD/NMRA WEB SITES

GSD Home Page -

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

NER Home Page -

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

NMRA Home Page -

<http://www.nmra.org>

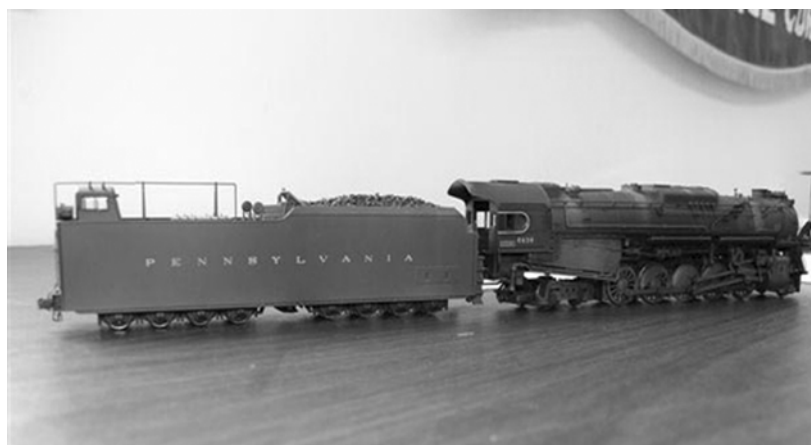
NJ Division Home Page -

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

Ho-Ho-Kus meet cont. -



Here's another fine piece of work by the talented Norman Frowley, one of our Merit Award winners.



A beautiful Pennsy steamer by Bob Malberti, another of our Merit Award winners.



Tom Wortmann's beautiful through girder bridge, for which he earned his first Merit Award.

GSD NEW MEMBER ANNOUNCEMENTS

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

Dennis Cannon,
Little Falls, NJ

Mark Gorman,
Bloomfield, NJ

Robert Holtz,
Jackson, NJ

Anthony Piccirillo,
Sparta, NJ

William Presnal,
S. Amboy, NJ

Jan Sedlacek,
Succasunna, NJ

In the future, I'd like to use this space to 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're 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

Ho-Ho-Kus meet cont. -



Tom Wortmann's Roller Coaster, uhh, I mean "Truck Roll-ability" clinic – Informative AND fun!



And why is Roger so happy? Probably because HE isn't the one having to all that paperwork for once!

*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*

Casey, and he'll make sure we get it corrected!

GSD AREA SUPPORTING HOBBY SHOPS

Hi-Way Hobbies
hiwayhobby.com
Ramsey, NJ

**The Big Little
Railroad Shop**
biglittle.com
Hillsborough, NJ

**The Model
Railroad Post
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!**

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!

KITBASHING

By Tom Casey

(The following article is a summary of member Tom Casey's clinic that he presented at the Spring Ho-Ho-Kus meet for those of you who weren't there. Enjoy! – Editor)

Definition:

Kitbashing is the creative disassembly and reassembly of one or more models to create a model of something different than the original model. This almost always involves the cutting some of the component parts.

Motivation:

Since this is a hobby and not a job the motivation is enjoyment. Something has to spark a creative drive to challenge you to attempt any task. Also I don't like operating cars that are obviously just like everybody else's just out of the box, as it seems to me to indicate a lack of creativity.

Tools Used:

A smooth base upon which to place sand paper (grit up) for progressive sanding of cuts.
A small vanity mirror, 3-inch by 3-inch is a good size for HO scale equipment.
Razor Saws - the more teeth per inch (tpi) the better. Blade depth required will vary based on the depth of the cut required.
Small machinist square (or combination square) to mark (with a soft pencil) cuts and waste on car bodies.
A plastic solvent to soften surfaces to be joined.
A hobby knife to remove excess softened plastic.
A soft pencil to marks cuts and waste areas.

Scope:

I am going to focus on the kit-bashing of rolling stock and locomotives, but the techniques presented have more wide spread applications; such as structures, etc.

Simple Full Body Cuts Methodology

Plan out your cuts before hand.
Mark up the car-bodies with soft pencil identifying both the location of the cut and the scrape side of the cut.
Cut on the scrape side of the cut line.
Use wet/dry sand paper to progressively sand the cut surface by placing the sand paper grit up on a flat surface.
Periodically butt the cut end up against a small mirror and sight down features on the car body, which should be perpendicular to the plane of the cut to identify misalignment and adjust sanding pressures accordingly. (The mirror doubles the misalignment angle.)

GSD AREA CLUBS AND GROUPS

**Garden State
Model Railway
Club, Inc.**
gsmrrclub.org
North Haledon, NJ

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

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

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

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

**NY Society Of
Model Engineers**
modelengineers.org
Carlstadt, NJ

**Garden State
Model Railroad
Club**
geocities.com/

Butt mating surfaces together and hold up to a light to identify any remaining gaps. (Use rubber bands to hold together the dry fit.) I use a plastic solvent to soften the mating surfaces being careful not to mangle the external surfaces. While still soft lightly press the abutting surfaces together being careful not to squeeze too hard as this will create a bead of plastic to ooze out along the joint. This results in an effective weld that I have found not to need either back plate for reinforcement or a gap filling putty.

Kitbashing cont.

The Simple Full Body Splice

This entails a cut thru the entire body generally in a vertical plane perpendicular to the car's axis. (Disassemble the car first so you are only cutting thru one part at a time.) In order to hide the cut upon reassembly try to cut close to use an existing visual feature such as a rivet strip. (It is harder to hide a vertical cut thru a featureless (smooth) surface.) Using a soft pencil and a square mark out your cut before hand. Hold the square against an edge perpendicular to the cut. Identify the waste (scrape) side of the cut as well.) Plan to cut next to a visual feature so upon reassembly the cut is somewhat hidden by the vertical feature. Make the cut on the waste side of the cut line; this avoids accidental cutting into the good side of the cut. I cut holding the razor saw's blade at a slight angle off the surface being cut rather than at a right angle to the surface. I find this reduces the likelihood of the cut wandering off the intended line. The excess material is removed with progressive sanding on the face of the cut. I start progressive sanding of a full body cut by placing wet/dry sand paper on a flat surface grit up. I add a few drops of water on the sand paper to float the plastic fines up out of the grit preventing the sand paper from clogging up. Holding the cut surface to be smoothed up gently down against the sand paper, I sand in a circular polishing fashion. Once the irregularities from the saw blade teeth are removed from the cut surface, I place the cut surface against a small mirror. Sighting down any straight-line feature on the model into the mirror will highlight whether or not the cut is perpendicular to the center axis of the car. (The mirror doubles the angle of mismatch so once it looks good into the mirror it will probably not be visible when completed.) While the full surface of the cut must be held down against the sandpaper to ensure the cut remains in one plane, you can increase the amount of pressure on the area where more material needs to be removed. Progressive sanding is an iterative process with increasingly fine sand paper. I usually start with a 240-grit sandpaper and step down thru 320 and 440 to a 600-grit sandpaper. Repeat this process for the other portion of the car body to be butted up against the cut.

Once both sides of the splice are smooth and perpendicular to the car's axis, butt both pieces together and hold up to a light source to see if there are any gaps where light shines thru. If there is a gap return to the sanding to remove the excess material. Once the pieces are ready to be assembled, I use a plastic solvent and carefully wet the surfaces to be welded together avoiding getting any solvent on the exposed surfaces. I use a small paintbrush and repeatedly soften the surfaces to be butted as the solvent I use evaporates quickly. When possible I use a flat surface to assist in the alignment of the two pieces to be welded together and press fit the pieces together. There may be some oozing of softened plastic along the weld line. Let the weld dry for a day or so and then remove any excess material when it is dry with a hobby knife. I have not found any need for splice plates to back up the welds. I don't use body putty, as I make sure I don't have cracks to fill.

I first did this type of full body splice to remove one hopper bay from an offset side 70-ton quad hopper car to create an offset side 50-ton triple hopper. This involved only one full body splice. I later found out that there was a prototype for this 3-bay hopper car, but while the quad hopper was built in quantity for several roads only a few of this triple design were built for the C&O. Both cars were a 1917 ARA design.

More recently, I have shortened an Athearn 70-foot standard baggage car to model a 60-foot DL&W baggage car. This involved three full body splices. One each on the outside end of each baggage door and one in between the baggage doors in order to get the proper positioning of the doors. Because of slight variations in body castings (i.e. wall thickness) components should be kept in the same relative position as from the original model. Swapping end for end could lead to difficulties in getting the sides and roof to properly align. However, there is a need to correct one end of the resulting baggage car. For some reason Athearn's standard passenger cars have two different ends; one is squared-off with respect to the car sides and the other is sloped-in.

CapeCanaveral/
Launchpad/6611/
Asbury Park, NJ

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 our list next
issue!

Generally, on the prototype, the squared-off end is used on head-end equipment and on the blind ends of passenger cars (ends without vestibules) in order to accommodate the exterior mounting of the brake wheels, etc. Where there is a vestibule, this brake equipment is inside the vestibule and the end is sloped-in. (I'm sure there are exceptions to this generality.) I replace the sloped-in end with a squared-off end to be consistent with the cars plans I had. This resulted in a model with a clearstory roof, which reflects the early DL&W cars in this series. Later 60-foot baggage cars had an arched roof which I modeled my cutting off the roof and replacing it with arched roof from a Model Die Casting Harriman passenger car kit. As the MDC roof is too wide I cut it down the center to narrow it to fit and welded it back together.

Kitbashing cont. -

I have also lengthened an Athearn standard coach to create a model of an Erie P70 Saloon Coach. This also involved three full body splices to approximate the proper window spacing for the toilets at one end of the car and have the Garland roof vents in roughly the correct position. As this Athearn coach also has different ends, I also had to replace the one squared off end with a sloped in end. I accomplished this by cutting off the entire vestibule with the square end and replaced it with a sloped-in vestibule end from another car body and welding it to the other.

The floors in both the Erie coach and the DL&W baggage car had to be rebuilt to fit the car body after the battery box area was removed from the center of the floor piece. Once the ends were positioned to get the proper truck spacing (positioning), the missing area in the middle was rebuilt with styrene.

More Elaborate Cutting and Welding

While a more elaborate project, I also showed a horizontal full body cut done to two Con-Cor California Zephyr Budd Domed Bob-Tailed Observation car-bodies to gain a side height to match other Con-Cor passenger cars. My objective in this kit-bash was to create a generic "eastern road" Budd Bob-Tailed Observation car without a dome. While most similar eastern road Budd observations did not have a vestibule, decided to maintain a vestibule as it would be more difficult to add a blind end and hide the splice thru the corrugated side of the body. I cut the vestibule off of a Con-Cor Budd sleeper. This project also involved cutting a Con-Cor Budd roof to take the contoured bob-tailed end roof piece and notching the end of the car body so that the this contoured roof section would fit down below the roof line as on similar prototypes.

Passenger Cars : Changing Window Arrangements

The window arrangements on a passenger reflect the internal configuration of the car. The windows on Con-Cor passenger cars have minimal surrounding treatments (no frames or gaskets) about the windows; as such it is easy to simply plug old windows and cut in new windows to model a cars not available as a plastic (inexpensive) car. Also this avoids having to cut thru the corrugations on the side of the car below the window panel, as it is difficult to hide cuts thru corrugations. I modeled a California Zephyr 6-5 bedroom sleeper starting from a Con-Cor 10-6 sleeper, which appears to be based on the car use on the California Zephyr. I cut up a copy of scale drawing of the car to be modeled and tape the side plan to each side of the Con-Cor roof section, which has the clear window sides as part of the roof. The additional width of the paper makes it a tight fit for the roof into the car body so I don't push it in all the way but only enough to see where the new windows should be relative to the existing windows. Starting at one end of the car I plug window openings not needed and cut and file out areas needing windows. It is easier to plug a portion of a window than fully plugging a window area, as you only have to worry about getting a good fit on three sides on the plug, (the top, bottom, and one side). On a 3-sided plug I cut the window plug a bit long and then file it down to size after it is welded in place. This also allows for the corners of the window to be rounded. I cut the plug material to a height a hair greater than the height of the window area to be plugged. I "keystone" the plug material so that as I am filing it to fit, the plug will start to settle down into the hole as it gets near the size needed. If I were to cut the plugs so that the edges were in a plane perpendicular to the exposed surface the plug would not fit until it was just the right size; however, it is too easy to over do it and have a plug too small. With the plug slightly "keystoned" I can adjust the plug's shape as it nears fitting into the hole. Once the plug is nearly fitting down flush into the hole, I wet the abutting surfaces with a plastic solvent and press fit the plug into the hole using a metal back plate to prevent me from pushing the plug thru the hole. — TC



Presenter Tom Casey, and a picture of his handy work from the Ho-Ho-Kus meet.

THE DISPATCHER'S DESK

GSD News And Events

If you are one of the people who will have just returned from the NMRA national convention in Cincinnati, then get right back in the car, and join the GSD for some more railroad fun in Phillipsburg, NJ for this year's GSD Summer Rolling Meet!

Following the success of last year's trip to Phillipsburg, member Frank Neufeld has been busy putting together the info for this year's day of fun. As of right now, we will be meeting in the parking lot behind the old station/museum to ride the train. As more info becomes available, check the GSD website at <http://www.trainweb.org/nergds>, or at <http://www.prrh.org> for directions and more Phillipsburg info.

Join us July 23rd at 11 PM for
RAILFAN WEEKEND

Ride the New York Susquehanna & Western Historical Society's
Delaware River Excursion Train.

Price \$30.00 per or \$5.00 donation if you buy your own train tickets

Sponsored by Railroad and Rail fan Magazine

A special freight train run by and M-55 standing by for photos.

Steam will be running until 5:30 if you wish to wait.

They will also hold a fundraising BBQ afterwards if you wish to attend on your own.
Plus we will visit the Friends Of The New Jersey Transportation Heritage Center's museum,
a possible tour of some back shops and some other surprises are still being worked out.

**Also, don't forget the next GSD meet at the Union Model RR Club on
Sunday, September 18th!!!**

Lunch, clinics, mystery auctions, white elephant tables and model trains!

What could be better!

Please contact Tom Wortmann at miskyrails@msn.com

if you're interested in presenting a clinic!



*Only 16 months till the Garden State Comet Arrives!
Be a part of it!*

ALONG THE RIGHT OF WAY

Railroad News And Photos From Our Members

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 submission comes to us from **Tom Wortmann** –

"Maywood station has been restored. Norfolk Southern contacted the owners and said they have some cabooses in Hoboken that they could have. They went and inspected them and marked the one they wanted. They were then told to take whatever they wanted out of it because they could not promise it would be there when the caboose was delivered. The station owners built a spur for the caboose and then it showed up on a day when there were only one train set to use the adjoining tracks. A NS crew opened the main and bent the track to meet the spur. The station owners had to get a bulldozer from a local guy (for free) to push the caboose onto the spur. The NS crew then re-closed the main line. I also attached some pictures of the station itself including one shot of the caboose."





You can visit the Maywood Station Historical Committee's restored Maywood, NJ station on the web at <http://nyswths.org/maywoodstation.htm>, and get more info about visiting it in person!

FROM THE ROUNDHOUSE

Book Reviews, Product News And Reviews

Welcome to the first installment of "From The Roundhouse". Did you just get that new Broadway Limited engine, and are dying to tell all your friends about it? Just read a book that you couldn't put down? How about a craftsman kit that was so hard to build, you'll do everything to tell your modeling buddies NOT to buy this one? Well, that's what this column is for! This time around, I will review the new **Kadee PS-1 Covered Hopper** in HO scale, as well as the book, **The Pennsylvania Railroad's Elmira Branch** by Bill Caloroso.

KADEE PS-1 COVERED HOPPER

MSRP - 35.95 to 41.95, depending on road name.

Road names available – Too many to list here, but approximately 18 different road names both in and out of current production, visit the Kadee website at Kadee.com for a complete listing.

What can I say about this car, other than wow! Finely crafted, and a top notch paint and lettering job. In fact, the details are so nice (not to mention fine), that you may be tempted to never run it on your layout in fear of breaking something! Of course, like most things on my layout, I have a LV car that I purchased for about \$32 at one of our local retailers, I'm sure you can find it a few bucks cheaper (or not!) depending on where you go (Ebay, Internet store, swap meet). Yes, a bit pricey for a little car, but well worth the investment, in my opinion.

THE PENNSYLVANIA RAILROAD'S ELMIRA BRANCH

Written By – Bill Caloroso


Published by – Andover Junction Publications

Released - 2005

Book Type – Soft cover, standard layout, color and B&W, 96 pages

MSRP – Currently Out Of Print

I'm sure you are saying "Why review a book that came out 12 years ago?" Well, the reason is because this is one fine book, even if you aren't a "SPF" (slobbering Pennsy Freak). Author Caloroso has done a fine job of covering the history of the railroad and



the area of Pennsylvania and New York it once served in both literary and photographic evidence. Not to mention Andover Junction has done their usual fine job in reproduction and layout with this. (They currently produce the EL Hist. Soc. Newsletter, and have produced many other RR titles). Like I said, even if you aren't into the PRR, you will enjoy the subject matter, and the apparent love and attention that the author put into the book. It has a little of everything – Passenger trains, lots of steam, NYC power, and coal trains galore! Heck, it's so well written that you might not even notice that almost all the engines in the book have Belpaire fireboxes and Tuscan Red paint! The book is currently out of print, but don't let that stop you from getting it, so visit your local retailer for an unsold copy or Ebay to find yourself one! - **RH**

! NEWS FLASH ! In case you haven't been to the local hobby store or picked up the newest hobby magazine lately (like myself, I'll admit), for those of you who are fans of Broadway Limited products (as well as Reading RR fans), the new owners of Broadway Limited, Precision Craft Models, have recently announced a model of the Reading's beautiful 4-8-4 T-1 series Northern (<http://www.precisioncraftmodels.com/>). No word on price yet, but for those of you who have purchased other Broadway Limited products, I can't see it being that much more expensive than say, one of their larger PRR steamers. I will keep an eye on this interesting model in future installments of FROM THE ROUNDHOUSE.

- **RH**