

# The Local



A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA

Volume 73

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Number 4

## Oahu Sugar Company at War – 1944 by Nicholas Kalis

### Rationale

I have modeled Hawaii's three-foot (36 inch) narrow gauge Oahu Sugar Company as it appeared and operated in 1944 under wartime conditions. Perhaps I chose the WWII era because most published photographs were taken by servicemen/railfans stationed in Hawaii during this period. I am modeling Waipahu, Oahu and surrounding areas in summer with clear skies. This layout demonstrates how techniques of European exhibition layouts can be applied to an American semi-permanent layout. Valuable assistance was rendered by Paul Dolkos. Inspiration was also garnered from Ty Treutelaar's Aina Nani Railway, Iain Rice, Chris Nevard, and Doug Gurin. Two themes will be evident – sugar cane operations and WWII as it affected the home front.

### Subject and Scale

Benjamin F. Dillingham founded the Oahu Sugar Company (OSC) on 20 acres of land leased from James Campbell in the vicinity of Waipahu. In 1897, its first locomotive arrived, and, in 1899, the first sugar cane was harvested. Additional locomotives then followed. The plantation grew to over 12,000 acres of leased land. By 1939, the railroad reached sixty miles of three-foot gauge track plus an unspecified amount of portable track on which 939 plantation cars (860 four-ton cane cars, fifty flat cars, and 29 other cars) operated. During WWII, over 2,800 acres were commandeered from the OSC for a POW camp for German prisoners.



Even on Oahu, small though it is, there are some serious mountains in the middle.

I decided to model the OSC railroad as it appeared in 1944, as available photos of ammunition trains show the OSC towing bombs to be dispersed in sugar cane fields. After the surprise attack on Pearl Harbor, the US Navy decided it prudent to separate bombs from planes and ships in the event of another attack. Also, the US Army Air Force Kipapa Airport was operational in 1944 and is depicted on my backdrop with a gate modeled in three dimensions. By late 1950 the railway system was eliminated from the plantation.

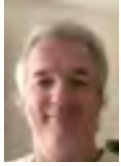
*continued on page 4*

# The Local

*Official publication of the Mid-Eastern region, NMRA – A tax-exempt organization*

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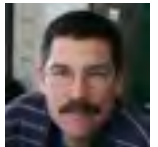
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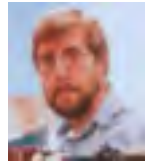
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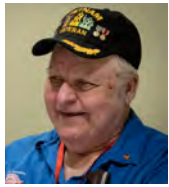


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# President's Column

*P J Mattson, MMR*

It's that time again. Elections. This year you will be asked to choose a new set of officers – President, Vice President, Secretary and Treasurer. As of this writing only the VP and Secretary have multiple candidates for the office. As always, you have the right to insert a write-in candidate for any position. Think about who you feel would make the best officer for your MER and cast your vote accordingly.

Voting will be by internet with e-mail invitation for those with a registered e-mail address. For anyone not comfortable with this method, you may request a paper ballot from the Region Business Manager as long as you do so prior to the mailing of the paper bal-

lots. Utilizing either option, you can only vote once. There is a number assigned that will distinguish if more than one ballot is entered by a member. This number cannot be used to tell who the member is or how you voted.

Having served two terms, I am term-limited per the by-laws, thus unable to run for re-election. I have served MER for eleven years. It is now time to let younger members come into office and keep the MER moving forward with new and updated ideas.

I wish all the candidates well, and may the best person win.


I hope to see everyone at the convention in Rockville this October. Enjoy your summer.


*Till next time stay on the right track.*


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I decided to model Waipahu's water tank with a flat roof, given the lack of snow in Oahu, and some available photos. The number of figures has minimized since their stationary poses require too much suspension of disbelief (a lesson learned from Paul Dolkos). Based on available photos, many O scale vehicles are parked in Waipahu to demonstrate what a busy mercantile center it was. O scale photos were utilized to make a convincing scene quickly with false fronts.

Modeling in Fn3, I have modified a Bachmann Porter engine to run on batteries as Waikane Number 9, and I have scratch-built a tender for it as well. A second locomotive is by Piko with battery installed by G Scale Graphics.

For those curious, the sugar cane crane was a 1:50 scale Northwest Dragline Model 25-D by Spec Cast which I painted to reflect long service in the Hawaiian sunshine. I modified it by removing the bucket and replacing it with O Scale Detail, "LOGGING CLAW, Finished Model" from Model Tech Studios. Crossing the Waipahu Yard tracks is an International D-2 pickup Truck in 1:25 scale.



Future modeling projects include modeling irrigation ditches.

#### **Content and Scope**

My layout consists of various Layout Design Elements (LDE) including the town of Waipahu in O scale (forced perspective) and Waipahu engine terminal. Another LDE is a trestle (appearing in a photograph of 1946) which I have scratch built.

#### **Modeling Standards**

I have scratch built most of the major structures on my layout. Shapeways-produced sugar cane cars are based on drawings by the late Jim Dunlop as they appeared in Bob Brown's *Narrow Gauge and Short Line Gazette*. Visitors may note W. Britain's 1/30 scale Air Base Sentry Box & Gate with 15 MPH Sign, WWII (No. 51019) stands in for a US Army sentry box for which photographic evidence exists. I use Llagas Creek Railways code 215 track (scales to 65 pounds/yard) with no ballast (as verified by photographs of the prototype).

#### **Operational Design**

My layout is a continuous oval with some possibilities for realistic operation built in.

#### **Construction**

Largely built in my garage and then assembled and completed in my finished basement, my layout consists of fascia, valance, and wings. Valances conceal LED and florescent lighting. Backdrops are curved styrene, concealed by wings. Minimal scenery with a low horizon was chosen. Most backdrops have two artfully disguised penetrations allowing train to move from one scene to another. I was assisted by Gary Eames, Jim Stapleton, Dick Kilday and many others who know who they are.

#### **Presentation and Visual Design**

Layout skirts are made of white paneling. Valances and fascia match the room walls. My wife Kate painted the



Interior of the Waipahu engine house, 1944.

continued, Oahu Sugar

backdrops using acrylic paints on styrene (note XT-10 Kipapa military materiel storage tunnel). Kate plans to paint a POW camp on one of our backdrops.

### Bibliography

#### *Honouliuli Gulch and Associated Sites*

Draft Special Resource Study and Environmental Assessment  
National Park Service US Department of the Interior May 2014

**Sugar Trains Pictorial** Glenwood Publishers, 1975 Jesse C. Conde

*"The Oahu Sugar Cane Plantation"*, Waipahu Author(s): John Wesley Coulter Economic Geography, Vol. 9, No. 1 (Jan., 1933), pp. 60-71

**Hawaiian Railway Album WWII Photographs Volume 3 – Plantation Railways on Oahu** The Railroad Press 2007 Gale E Treiber

**Affidavit** Hans L'Orange et. al March 31 1942



The July James River Division models were covered hoppers. In HO they were weathered, O were not. Here's a couple of them...photos taken with my phone, where I seem to get poor white-balance, and flashing seems to make it worse?

Martin says the PRR is a styrene kit; not his usual style AT ALL. Sides came preprinted.



## MER NEEDS A NEW OFFICIAL PHOTOGRAPHER

### Official Photographer

Appointed by: President  
Approved by: Board of Directors  
Reports to: Assigned Director

### Position Summary:

Attends the MER Convention and records all aspects of the proceedings at Clinics, Contest Room, Banquet, and other events as deemed either necessary or of interest to the members of the MER at large for further distribution via The Local or via MER web pages.

### Specific responsibilities:

1. Photographs any and all events, participants of clinics, and other ongoing events transpiring at the MER conventions;
2. Photographs any and all models entered in the Contest Room; obtains results thereof to capture those models that win 1st place and/or Special Awards;
3. Provides publication quality photography to the Editor of The Local, as needed for coverage of the MER convention;
4. Retains an archive of photographs of the MER Conventions;
5. Prepares an annual budget request to cover anticipate expenses for the year to come

*Editor: Mostly you do #2, and #3. With a better camera than I have. And a bright white backdrop.*

# Mid Eastern Region Blogs

Compiled by Nicholas Kalis

MER Member                      Blog Address

## James River Division

Shannon Crabtree      virginiamidlandrr.blogspot.com/

Rod Vance  
<https://www.sites.google.com/site/willowcreekrr/home>

## Philadelphia Division

Bill Blackburn                      PRR-GVD.COM

Bob Dietrich      <http://www.dietrichsfam.com/shj/>

Val Pistilli                      [www.rpmvalleyforge.com](http://www.rpmvalleyforge.com)

Robert Putnick  
<http://rputnick777.wixsite.com/horseshoecurveline>  
<https://sites.google.com/site/ephratavalleyrailroad/home>

Greg Shindledecker  
<https://www.facebook.com/groups/WMThomasSub/>

Paul Welsh  
[http://www.rrscience.com/G\\_gauge/wmrr.shtml](http://www.rrscience.com/G_gauge/wmrr.shtml)

Jeffrey Witt      <http://witt-family.com/LayoutConstruction.htm>

Bob Zeolla      <https://www.facebook.com/Conemaugh78>

## Potomac Division

Alex Belida                      <https://esprblog.wordpress.com>

Bernard Kempinski      <http://usmrr.blogspot.com/>

Stan Knotts      <https://mrrminutiae.blogspot.com/>

Marty McGuirk  
<http://centralvermontrailway.blogspot.com/>

Lance Mindheim                      <http://lancemindheim.com>

Dean Ripple      <https://sites.google.com/site/monongah-div/>

## Susquehanna

Jerry Britton                      <http://pennsyrr.com>

*Listed in alphabetical order by last name*

*Revised Tuesday, June 26, 2018*

*If you know of a Mid Eastern Region (NMRA) member who maintains a personal model railroading-related blog, please contact Nick Kalis at [nkalis@verizon.net](mailto:nkalis@verizon.net) with the member's name and blog address so that we may include that blog on our list. Thank you.*

On page 1, at the top, is a Rail Tie Car, from the model contest at 2017's convention. Martin Brechbiel, modeler.

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# NMRA HQ rebate to Divisions

By [Peter Youngblood](#), MMR, North America Director-At-Large

Your NMRA Leadership Team announces a new program available to all active North American NMRA Divisions. Called the **NMRA Division Retention Event Matching Fund Program**, the NMRA is offering a matching fund in the amount of \$50 USD once annually to any active Division that holds a Division event qualifying as promoting member retention (i.e. hands-on clinic material purchase or similar event).

The NMRA will reimburse up to \$50 USD to the Division when the required steps have been approved and completed. Logging in to the NMRA website, you'll find the downloadable "[Application For NMRA Division Retention Event Matching Funds](#)" form formatted as a Word DOC by first logging into the website as a member, then clicking on "Regions." Click on "Regions and Divisions." There you'll find a "Division Matching Fund" tab. Click on it for an explanation and a hot link to the DOC form. Once the event is completed, the Division will forward copies of the approved form and the required receipts to NMRA HQ ([nmrahq@nmra.org](mailto:nmrahq@nmra.org) or by mail).

NMRA HQ will then send a check to the Division's Treasurer for half the event cost or \$50 USD, whichever is less. Reimbursement will be made by NMRA HQ once all requirements are met. It's that easy!

Divisions are encouraged to take advantage of this new Matching Fund program as a way to increase member participation, education and retention. Available as of January 1, this is a one year pilot program. Continuation thereafter is contingent on its usage.

NOTE: Unlike the 50-50 split of the NMRA annual rebate discussed in the Business Manager's column in the May/June LOCAL, this "rebate" is a reimbursement for expenses incurred by a Division in the activities that NMRA decides are membership promotional activities. MER is not involved in this reimbursement program - it is directly between NMRA and each participating Division.



From an open house at the 2017 convention. I am in awe. No way I am even attempting that. I'll be happy if I can have ONE level and a floor that clean. I've lost info on which open house.



## Charles Hladik III

Charles "Chuck" George Hladik III, of Rustburg, passed away on Wednesday July 4, 2018.

Chuck was born in Painesville, Ohio, on July 31, 1944, the son of the late Mary Crosby Hladik and Charles George Hladik Jr. In addition to his parents, he was preceded in death by his brother, John Joseph Hladik.

Chuck was inducted into the United States Navy in 1966, where he became a member of the Navy's Sea, Air and Land Team and saw combat duty during the Vietnam War. He was given an honorable discharge in 1972. After his military service Chuck worked as a police officer in Portsmouth, Virginia for most of the 1970's. After which he worked as a hotel manager in several cities before settling down in Lynchburg, Va., where he worked full time at Applied Radiant Energy, part-time at Trains Unlimited and an A.A.R.P. driving instructor. Chuck was a life time member of the National Model Railroad Association, member of the Blue Ridge Chapter, National Railway Historical Society and Rutland Historical Society.

The family would like to thank the staff of Avante nursing home for their care provided.

A memorial service will be held Tuesday, July 17, 2018, at 7 p.m. at Tharp Funeral Home Lynchburg.

Tharp Funeral Home & Crematory, Lynchburg, is assisting the family. To send condolences, please visit [tharpfuneralhome.com](http://tharpfuneralhome.com).

# CROSSROADS OF THE MER

by Ed Rosado

**There are just a few weeks to go** before the 2018 MER Convention rolls into town. Excitement levels are rising, and preparations are going nicely. The Potomac Division board established a Local Coordinating Committee (LCC) to ensure a smooth planning process, which includes committee chairs for the various organizational needs of the conference. Over 22 of our members volunteered to ensure a successful convention that meets the various interests of attendees.



**Marty McGuirk**, our convention clinics committee chairperson has lined up an impressive group of clinicians. Our last report mentioned the over 27 clinics scheduled so far. A clinic on Arduino, "Introduction to Micro Controllers", offered by Terry Terrance should be quite informative. Acclaimed modeler Lou Sassi our banquet speaker, will be offering training on scenery construction. Author Bernie Kempinski is offering a clinic on "High Tech Approach to a 19th Century Railroad". For very informative clinics on "Estate Planning" and "Insurance for Model Railroaders" be sure to attend clinics by Marshall Abrams on these subjects.

In addition to the ones listed above, we will have **other clinics** with a broad range of subjects sure to meet the needs of attendees. **Subjects include:** AP Dispatcher Paperwork, The Crystal River RR, Expanding the Long Island RR, Evolution of an Operating Scheme, Backdrops, Creating Urban Scenes, Planning a Model RR for Prototype Ops, Modeling Track in the Streets, Model Railroading as Art, Scratchbuilding a Brass Locomotive, Tank Car Roster for the Oregon Coast RR, Recreating a Prototype RR, Earning AP Merits for Cars and Structures, Vehicle Rolling Stock, HO Knuckle Couplers, Small Layouts and Space Saving Ideas, Scenery, Working with a Professional Layout Designer, Speed Ballasting Track, Weathering, Introduction to Micro-Controllers (Arduino), One Modelers Approach to Building a Layout, Introduction to CMRI, High-tech Approach to a 19th Century RR, Insurance for Modelers, Lighting Your Layout and Estate Planning.

As you can see the subjects are wide ranging and comprehensive with hopefully something for everyone interested in this wonderful hobby. A visit to our website will reveal the dates, times and clinicians presenting these topics as well as a schedule of other events. Be sure to visit us at <http://www.potomac-nmra.org/MER2018/>. Register now and don't miss an opportunity to learn and improve your modeling skills.

We will have a White Elephant Sale room where you can sell your unused model railroading items, and perhaps find some real bargains that you can use on your layout. Also, in the White Elephant room will be a number of items donated by vendors to be raffled off. Raffle tickets will be \$1/ticket, or 8 for \$5.

One of the big highlights of the convention will be the home layout tours, We have over thirty layouts on the tour, many of which have been featured in National magazines. This is a great

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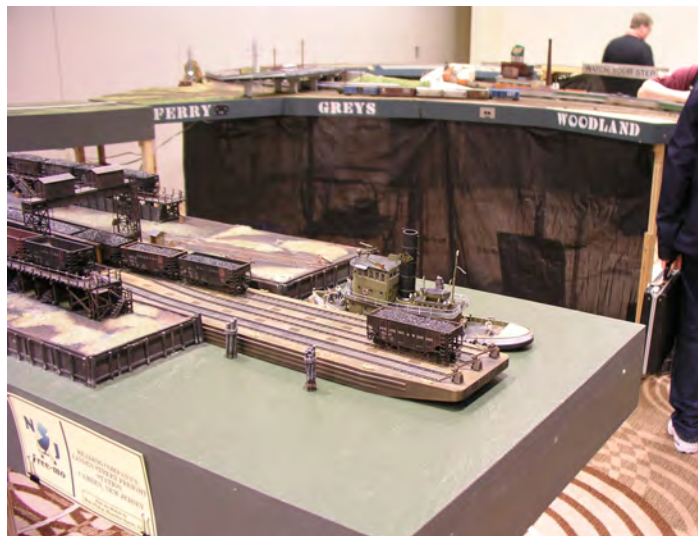
<http://potomac-nmra.org/MER2018/>



opportunity to see some really beautiful layouts.

In addition to the layout tours, we also have a number of layouts that will be open for operating sessions during the convention. Here is an opportunity for you to experience operating on some outstanding layouts in the Division.

**Modular layouts** are regularly displayed at conventions, however this year will be extra special. We have three modular clubs running their layouts and they are coordinating so that all three will be interconnected into one massive layout. Don't miss this treat. The modular layout room will also include a set-up of John Allen's famous "Time-saver" layout, so you can test your switching skills.



This is 2017's very funky FreeMo layout. I didn't take a photo of the whole thing, apparently. Still, **MODULES!**

An update on **our banquet**. On Saturday night October 6, from 6:00-10:00pm you will have the opportunity to enjoy the camaraderie modelers have come to expect when attending a convention of like-minded individuals. The evening starts with a social hour from 6:00-7:00, followed by a buffet dinner from 7:00-8:15. Awards will be made from 8:15-9:00 and then we will be enjoying the views of our guest speaker Lou Sassi who will discuss "The Evolution of My Model Railroad Photography". What an opportunity to enjoy a great evening with our modeling community!



That is a DINKY little engine (photo off the web).  
Easter Train 2017.

### **The Walkersville Southern RR**

(<http://wsrr.org/ws/>) is a small scenic RR operating just 25 miles north of the convention in Frederick, MD. We plan an excursion that includes a guided tour of the rail yard, where you can see vintage freight cars and passenger cars undergoing restoration, followed by a 70-minute ride in a restored P-54 passenger car and/or, weather permitting, an open air flat car. Make plans Saturday for a great day.

<http://potomac-nmra.org/MER2018/>



# Mid-Eastern Region, NMRA 2018 Convention



## Crossroads of the MER

**Use Online Registration for Secure Payment and Better Up To Date Activity Availability. See Info below.**

**Please enter (print legibly) all names as you wish them to appear on your registration badges.** They will not be changed at the convention.

Primary Registrant: \_\_\_\_\_ MMR? Y / N, Any Title for Badge? \_\_\_\_\_

Significant Other Attending (living at same address): \_\_\_\_\_

Children Attending (18 & under – list all): \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip + 4: \_\_\_\_\_

Phone #: \_\_\_\_\_ E-mail: \_\_\_\_\_

NMRA #: \_\_\_\_\_ Region: \_\_\_\_\_ Division: \_\_\_\_\_

Favorite Scale: \_\_\_\_\_ Is this your first MER Convention? \_\_\_\_\_ Putting Items In Sale/Auction? \_\_\_\_\_

Description	Act. #	Cost	Paying
Early Registration (through August 31)	E	\$55	
Basic Registration (September 1 thru September 30 )	B	\$65	
At Door Registration (October 4-6)	D	\$70	
Non-NMRA Member Extra Fee	N	\$10	
Significant Other & Children Under 18	O	\$0	<b>No Fee</b>
Banquet – Saturday Night American BBQ Buffet	401	\$60	
Banquet – Saturday Night Vegetarian – Meatless Lasagna Buffet	402	\$60	
<b>Call Boards / Ops – Expanded Call Board Info Available on Website</b>			
Thu. 7p-10p, Oregon Coast RR., HO, Mat Thompson # Open 7	801	\$5	
Fri. 9a-12p Abrams Railroad Empire, HO, Marshall Abrams # Open 4	802	\$5	
Fri. 7p-10p Virginia & Western RR, Doug Kirkpatrick # Open 2	803	\$5	
Sat. 9a-12p Long Island Railroad, HO, Brian Sheron # Open 5	804	\$5	
Thu. 7p-10p, Allegheny & Shenandoah RR, HO, Bob Reid # Open 10	805	\$5	
Fri. 9a-12p, Northern Virginia Model Railroaders, HO # Open 14	807	\$5	
<b>Prototype Tours – More Info on Website</b>			
Walkersville Southern RR, Excursion & Yard Tour, Sat. 9a-1:30p, Total # Open	---	---	-----
(Travel Is By Carpool) ADULTS – Ages 13-64	201	\$12	
SENIORS – Ages 65 & Up	202	\$11	
(Under 3 Free ONLY If On Parents Lap) CHILDREN – Ages 3 - 12	203	\$10	
<b>Extra Fare Clinics – Registration Required, More Info on Website</b>			
Fri. 1p-3:30p Molding & Casting w/ Hydrocol and Resin # Open 21	601	\$20	
(By Jay Beckham, 2+ Hours Hands On, \$20 for Materials)			
<b>Made in the MER Tours – More Info on Website When/If Available</b>			
	701	\$	-----
<b>General Interest Activities – More Info on Website When/If Available</b>			
	501	\$	-----
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Hotel – Hilton Washington DC/Rockville , 1750 Rockville Pike, Rockville, MD 20852

Use Link at <http://potomac-nmra.org/MER2018>, Hotel Reservations: 301-468-1100

Room Rate - \$114.00 night + tax, includes parking, Room Rate applies 10/1/18 to 10/10/18

ELOCAL. May/June

Rev 6/27

# Special Awards Update

## Martin Brechbiel, MER Contest Chair

The James River Division again will sponsor the Pride of Dixie contest for the 2018 Mid-Eastern Region Convention. There are some very specific qualifications for this year's awards so read carefully!

The model will be for a 2-bay coal hopper car for a railroad (1) operating in a state in the Mid-Eastern Region and (2) that originated (loaded on its own tracks) coal loads south of the Mason-Dixon Line. These states include: Delaware, Maryland, West Virginia (the panhandle is in MER), Virginia, North Carolina and South Carolina.

The usual suspects include: Baltimore & Ohio, Chesapeake and Ohio, Clinchfield, Interstate, Louisville & Nashville, New York Central (in West Virginia), Norfolk & Western, Virginian and Western Maryland. This excludes Pennsylvania (trackage in those states did not originate coal loads). For other railroads, please provide evidence that they originated coal loading on their own tracks in the listed states. All questions regarding eligibility should be directed to JRD's Contest co-chair Shannon Crabtree at stctigers@gmail.com AND CC'd to the JRD Superintendent at superintendent@jrdnmra.org

The winner will be the qualifying entry garnering the most points using the NMRA judging procedures. A special plaque will be awarded to the winner.

## Support Your NMRA Region and Purchase These Great Products from MER

Only available to NMRA members. Your NMRA member number is \_\_\_\_\_ ?



MER Label Pin/Tie Tack



MER Cloth Patch

MER Cloth Patch	\$3 each includes S&H	\$ _____
MER Pin	\$6 each includes S&H	\$ _____
The LOCAL, on CD, all issues 1947-2012	\$5 each includes S&H	\$ _____
Donation		\$ _____
	Total enclosed:	\$ _____

Make check payable to: Mid-Eastern Region

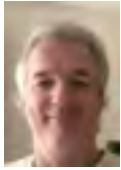
### Ship to:

NAME \_\_\_\_\_  
 ADDRESS 1 \_\_\_\_\_  
 ADDRESS 2 \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_ ZIP \_\_\_\_\_

### Mail order to:

Roger Ossman  
 MER Merchandise Sales Agent  
 3307 Englewood Road  
 Wilmington, DE 19819-3323





# Coupler Comments

**Clint Hyde, Editor**

Several process failures (timing, communication, misc) led to last issue being late. We are working to eliminate such things, as we strive to improve the entire process all around.

The print count has dropped dramatically this year. I suspect that is mostly by accident, since you can't sign up for the print LOCAL when you renew membership. You must contact Bob Price about getting a print copy, and USPO mail him the little form on page 16 here for a print copy. A couple of very interesting graphs on this topic were in the E-LOCAL.

Occasionally folks let go of print copies voluntarily, and I recently received a letter about that, from Ron Baile. You can read it below.

One of the process improvements I'm going to make is to switch software tools from Quark XPress to Adobe InDesign (not this issue, but for the next one). Assuming this goes OK, I am giving a convention clinic Friday morning on the various software tools I use at the convention, specifically InDesign. XPress was the market leader for years, but that was years ago; they got complacent over an extended stretch and Adobe took over.

The E-LOCAL is always available for download from the MER website (<http://mer-nmra.com/MEReLocalsCurrent.html>).

In the E-LOCAL are additional/longer stories and photos, as usual, and a lot more color, with more to come while I experiment with fancier layout aspects. If you have written a story or taken a photograph that would be of interest to others in MER, or if it's just an idea, email me about it--I am always happy to have more stories and pictures to work with here. I use them roughly in the order they arrive, although smaller/tiny stuff can get used sooner to fill gaps...and we all like seeing our name in print.

## An Actual Letter to the Editor

Clint,

I just came into the 21st. Century and signed up for the electronic version of the LOCAL. As a life member I am entitled to a print version but I cancelled that and went all electronic.

You were correct when you stated that there was much more content in the electronic version. Having been the editor once, for a very brief time, I understand the limitations of the printed version.

Anyway, just to point out one thing to the gang. The photo of the caboose (cabin car to us slobbering Pennsy types) the coupler is painted yellow. That's a no no. Having worked for a short line for the last 15 years or so I learned a lot about the prototype. One

never paints wheels or couplers. As modelers I would say that we should paint our couplers a good rust color. Wheels are generally greasy looking. If they stood still for awhile they show a lot of oil running down from leaky journal packing.

Keep up the good work.

Ron Baile,MMR  
New Jersey Division  
[rbaile@verizon.net](mailto:rbaile@verizon.net)

**Clint sez:** *There are more holdouts in the audience--you know who you are (John Glaab, paper is still here--where's that story?).*

*Eventually the paper copy will go away completely, unless you want to print your own, and then you'll be able to print it in color. I did that a few times 15 years ago, which was ok when it was just 16 pages. I wouldn't print a 40-page LOCAL.*

## Keeping In Touch...



**Bob Price**  
MER Business Manager

**E**lection time in the MER is quickly approaching. All eligible members for whom the MER has a validated, unduplicated email address on file will only be able to vote on-line (on the ElectionBuddy web site) this election. Those members for whom the MER does not have a valid email address or the email address is shared with another eligible member, will receive a paper ballot (US Postal Service).

Eligibility to vote is based on the latest monthly membership file provided to the MER by National as of July 7th of the election year. This date was established to allow time for production of the ballot format, printing, mailing and the creation of the online voting web pages.

Validating email addresses for who will be voting on-line will be done by sending out an email to each eligible member. If the email bounces, that member is moved to the paper ballot system. The email will also allow the MER to meet several other obligations such as notice of the upcoming Business Meeting and providing a link to the MER Convention registration form.

Many of your fellow MER members put a lot of effort into the election process. I encourage everyone to vote.

Last issue I mentioned that National has moved to new software for the membership database. Due to some surprises, they have temporarily moved back to their old system. I am sure they will resolve their issues and move forward again. To those that receive the monthly extracts, please keep an eye out for any data issues that may occur due to timing of these activities.

As always *Keep in Touch* with any questions or changes in your subscriptions or addresses. A current address on file saves the MER some money.

## NOT MADE IN THE MER

Grandt Line has been sold. The full announcement is on the Grandt Line website: <https://www.grandtline.com/>

The new owners will be The San Juan Model Company in Colorado. This is a new company started by Bob Stears and Doug Junda. They are purchasing the entire line, except for the Miniatures Kits.

They will still accept orders for another month or so, sounds like.

## NEW MEMBERS

Edward	Albiker	South Mountain
Philip	Bondi	Tidewater
Richard	Booth	
Cindy	Fields	Philadelphia
Nathan	Gilmore	Susquehanna
David	Helfrich	Tidewater
Matthew	Hicks	Potomac
Louis	Holzberger	New Jersey
Mark	Lewis	Carolina Sou
Michael	Mastro	Tidewater
Scott	Mummert	Susquehanna
Jason	Rausch	Tidewater
Norman	Seeger	Philadelphia
Nate	Turner	Philadelphia
Pat	Vassalluzzo	New Jersey
Bill	Ward	Potomac

*Welcome all new members!*

*Apologies if you joined recently and I missed your name here. The way join dates are handled in our database makes for slight imprecision on this.*

# The Old MER ELECTION CANDIDATES

This year's elections are for title officers: **President, Vice President, Secretary, Treasurer**  
Vote for one name in each category, or write in a different name.

The ballots will be mailed in August for those getting a paper ballot. Online voting will begin on August 1.

---

## **MER President Nominee**

**Kurt Thompson**

**NMRA number L05543**

I am seeking to serve as President of the MER. The President serves as the Chairman of the MER Board of Directors and leads the Region. I joined the NMRA in 1987 and became a Life Member in 1994. I am working my way towards Master Model Railroader now with six AP certificates completed.

I have served the last two years as the Vice-President of the MER and previously was successful in leading the rebirth of the NMRA in the Baltimore area. Between 2008 and 2013, I was the first Superintendent of the Chesapeake Division serving from the start up. My last project as Superintendent was as the Co-Chair of the highly successful 2013 C&P Jct convention.

I have shared my love and interest in modeling railroading through many articles. I have been published in the NMRA magazine several times and Divisional newsletters.

As President, I will continue to work as hard for all the MER members as I worked as Superintendent of the Chesapeake Division. With this experience, I have a unique perspective on gathering consensus and motivating people to move forward together. I look forward to serving you as the next President of the MER.



---

## **MER Treasurer Nominee**

**Brian Kampschroer (the elf)**

**NMRA #L04001, MER #L00074**

Qualifications:

- Incumbent Treasurer, MER: 2 years.
- Assistant treasurer, MER: 11 years.
- Auditor, MER: 2 years.
- Director, MER: 4 years.
- Founder, Susquehanna Division, MER.
- Executive convention chairman, MER: 7 years.
- Eastern VP, NMRA: 4 years.
- Finance chair, NMRA: 12 years.
- Director of Meetings, Conventions and Trade Shows, NMRA: 9 years.
- Certified Meeting Professional.
- Treasurer or co-chair of 6 successful MER conventions.
- Assistant treasurer, Washington, D.C. NMRA national convention.
- Treasurer of the most successful ever NMRA national convention, Valley Forge Express.



As promised two years ago, I am an active member of the board, receptive to innovative ideas and concepts, no matter sources and regardless of how unconventional. For the first time, we now have online registration and payment for conventions, as promised, and we no longer charge you credit card fees. My actions are open and transparent, keeping the membership informed and improving reporting and understanding of the financial status of the MER, upgrading our credit and striving to increase the safety of our money handling. If elected, I will continue to work to qualify for state sales tax exemptions, establish solid credit, and attempt to balance our budgets; improving the fiscal health of the Mid-Eastern Region.



**MER Vice President Nominee**  
**Kenneth Montero**  
**NMRA #L05888**



I have 44 years experience at all levels of NMRA: National (Legal Committee member, convention clinic presenter, silent auction staff), Mid-Eastern Region (Director, twice convention chair, convention clinician, white elephant sale staff, contest judge), and James River Division (Superintendent and newsletter editor numerous times).

The Vice-President is the primary link from MER Board to its Divisions, and has oversight duties regarding regional conventions. I bring an understanding for both roles that only can be gained by experience (1) as a Division officer and (2) as a convention chair (twice).

As MER Director, I sought and obtained (1) a survey of members and funds to pay for it, (2) inclusion of a return envelope for ballots and surveys to substantially increase member participation, (3) by-law changes to improve MER operations (I chaired that committee), which the members adopted, (4) car kits at bulk prices for the Boy Scout program, and (5) a thorough review of MER finances, and am working to eliminate ongoing budget deficits as a fundraising committee member.

---

**MER Vice President Nominee**  
**Andrew R. Dodge, MMR**  
**NMRA #107528**



If elected as Vice President for the MER I will promote the hobby of model railroading. My father introduced me to modeling in 1949, which captured my imagination. I have modeled in HO throughout the 1960s until the mid-1980s, in N scale while living in Germany, and in recent years, I have modeled in On3, O Proto 48, and live steam. Upon joining the NMRA in 1995, I have provided clinics at the division, regional, and national levels on topics ranging from history to building techniques. I have volunteered to serve as an AP judge on numerous occasions and offered support to other modelers through a wide range of published articles spanning the past 20 years. As part of my outreach efforts, I have conducted open houses for the divisional and regional conventions, local organizations, and held operating sessions. On the administrative level, I served as clerk for the Potomac Division, the coordinating officer for the division's 2012 Minicon, modular layout planner and manager for the 2013 MER convention, and developed a seminar program. I am currently working with various publications to advertise the 2018 National O Scale Convention.

**MER Secretary Nominee**  
**Jerry Lauchle, NMRA number #163930**  
**State College, PA**



Jerry Lauchle, Secretary

My interest in model railroading began as a pre-teen operating the American Flyer set I received for Christmas. I eventually got into HO, building many Mantua and Roundhouse car kits. College, marriage, and kids kept me from the hobby until the early 1980s when I really got serious about HO-scale model railroading. Because of my busy career as a professor of engineering this re-entrance into the hobby lasted only six years. I retired from Penn State in 2006, and it's been full-steam ahead ever since! I have been a member of the NMRA since 2015 and I am interested in serving. I volunteered and gave a clinic at Susquehannock. I have earned a Golden Spike Award and five Certificates of Achievement (structures, cars, scenery, electrical, and motive power). I have several publications in the model railroading literature. Before retirement I served as president, vice president, and board member of a National professional engineering organization. I served on my church council for several years as president and stewardship leader. My only secretarial experience has been with a central Pennsylvania bicycle racing team, which included writing and issuing the monthly newsletter.

**MER Secretary Nominee**  
**Martin Brechbiel, NMRA number #114353**  
**Annandale, VA**



I am running for the office of Secretary. I have numerous qualifications that make me a good choice for this position. I have spent years as an active NMRA member promoting and supporting modeling through active participation of the AP program entering contests, volunteering, writing articles for NMRA publications at all levels. I served as a Director on the MER Board for 4 years and have been the Contest Chair for 10 years. I have been the Traction Action columnist for O Scale Trains magazine since 2009 and still am, I am now the Editor of that publication. Activities while serving on the Board include revision of the Convention Handbook and much of the Executive Handbook, revision of the Region's By-laws, and migration & control of the MER web site. As such, I have a productive relationship with the operations and governance of the MER. I try to bring new ideas forward to improve the attractiveness of our regional conventions and in doing so hope to increase attendance. I also look for ways to improve fundamental communications across the MER. I believe that I bring a unique perspective that adds value to serve the needs of the MER.

Another 2017 convention open house photo. Still don't know which one...

This is the bottom level here, not quite knee-height.

Wow.



Subscriptions to **The Local**

Send requests to MER Business Manager at



**The Mid-Eastern Region, Inc., NMRA**  
**An IRS Tax Exempt Organization**  
**Business Manager**  
**801 S. Newton Lake Drive**  
**Collingswood, NJ 08108**

Free electronic **color** version  
 email \_\_\_\_\_

Printed black & white version, \$9/year \$ \_\_\_\_\_  
 Donation \$ \_\_\_\_\_  
 Total \$ \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip (+4) \_\_\_\_\_

NMRA# \_\_\_\_\_ Expire Date \_\_\_\_\_

Scale(s) \_\_\_\_\_ Telephone \_\_\_\_\_

**Make checks payable to the "Mid-Eastern Region"**

The Local welcomes articles, photographs and model railroad related material as contributions to members' mutual enjoyment of the hobby. Materials should have a wide appeal. The Editor will exercise all due care of submissions, but contributors should not send paper/photo originals without having back-up copies of both. Editors, by definition, reserve the right--and have the responsibility--to make corrections, deletions, and changes to accommodate space. Upon receiving any submission, the Editor will confirm receipt, and, at a later date, indicate the anticipated edition the submission will appear in The Local. If you do not receive a postcard or email within two weeks, please resend your submission or contact the editor by email.

Publication Schedule Deadline

Jan/Feb	Dec 1st of previous year
Mar/Apr	Feb 1st
May/June	Apr 1st
Jul/Aug	Jun 1st
Sept/Oct	Aug 1st
Nov/Dec	Oct 1st

**Attention O Scale Modelers!**

**The MER is a sponsor of the 2018 O Scale National Convention August 23-25 in Rockville MD**

**(same hotel as the October 2018 MER convention).**

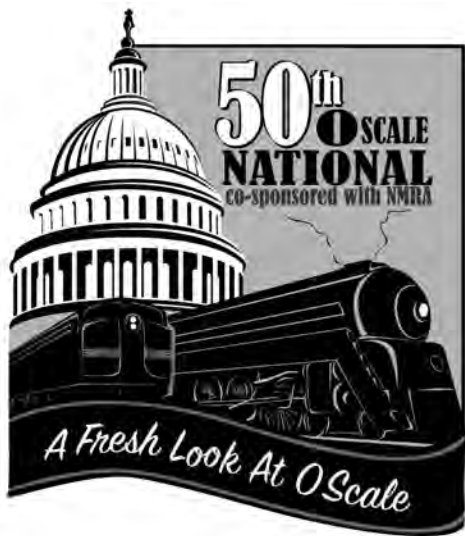
**Registration form appears on page 21.**

If you are interested in advertising with the Mid-Eastern Region of the National Model Railroad Association, please contact the editor. The current advertising rates (one year) for The Local are as follows, and must include camera ready are (text, doc/docx, jpeg, pdf, bmp, tiff formats):

Callboard ads (30 - 50 words, Div and Clubs Only)..Free

Business Card size .....	\$60
Quarter Page ad.....	\$125
Half Page ad .....	\$225
Half Page ad per issue (Div only).....	\$25





## 2018 O Scale National Convention

*“A Fresh Look at O Scale”*

Co-sponsored with the  
Mid East Region NMRA

August 22-26, 2018

Rockville Hilton Hotel  
1750 Rockville Pike  
Rockville, MD

This is a convention for all 1/4" scale modelers: standard gauge, narrow gauge, P:48, traction and transit. There will be something for everyone: beginners, old hands and those curious about O Scale. This is a “destination” convention\* in the Washington, DC area; registration includes:

- Trading Halls
- A full clinic schedule featuring all new presentations & 'extra fare' hands-on clinics
- Modular Layouts On-Site
- Manufacturers & Vendor Displays
- Opportunity to purchase special Convention Cars
- Model Contest/Model Display
- Door Prizes and Goodie Bags for pre-registered attendees
- Banquet with outstanding food
- Layout tours of some of the best O Scale layouts in the country
- Side Trips available (Directions provided and carpools available)
- **Keynote & dinner address by Tony Koester featuring his venture into O Scale, Proto 48**
- Of course, the Washington, DC region with its many train & tourist attractions;  
many accessible via the Metro direct from the convention hotel.

**Fare: \$40 Full Show Admission**

**Tables: \$55 per 6' table**

Free cargo trailer parking for dealers

**Convention Hotel: \$109/night plus fees and taxes**

Free underground parking with Hotel stay. \$5 to other convention attendees

\* Bring the family and make this a Washington, DC vacation! You will be able to arrive up to 5 days early and/or stay 3 days after the convention at the convention room rate to take in the National Capital Region sights. The DC Metro is 108 steps from the hotel door and can quickly take you anywhere in the region.

**See the website for more details: <http://2018oscalenational.com>**

# 2018 O Scale National Convention Registration Form

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_ Phone: \_\_\_\_\_

Registration (Spouse & Children under 16 included with registration): \_\_\_\_\_ x \$40 = \_\_\_\_\_

Spouse & Children's names: \_\_\_\_\_

Banquet Tickets (each attendee at the Banquet requires a ticket): \_\_\_\_\_ x \$60 = \_\_\_\_\_

**Extra Fare Clinics** (only registered attendees can participate in Extra Fare clinics)

**Your First 3D Print** presented by Terry Terrance, 9:30 am Friday 8/24/2018

Attendees will draw an O Scale B&O concrete whistle post, prepare it for printing and then print it on a desk top 3D printer. Participants must bring a laptop computer pre-loaded with Sketch-Up (a free program). Limited to 15 attendees.

\_\_\_\_\_ x \$20 = \_\_\_\_\_

**Cardstock Structures Workshop** presented by Jim Gore, 12:30 pm 8/24/2018

Attendees will assemble an O Scale cardstock structure (provided) under the direction of Prof. Gore. Attendees must bring the following: Hobby knife with #11 blade; Extra #11 blades (plenty; at least 5); Steel straight-edge [ruler]; at least 12" long; Extra straight-edge, if possible – a flat square is nice; Self-healing cutting mat – 12" x 18" [or larger]; Fine- pointed forceps [tweezers]; Several shirt-pins [barring that; a few straight pins]; Rokat Card Glue [you can purchase from Amazon] OR Medium Viscosity CA Glue [Gorilla brand is fine]; COPIC Marker – T4 – toner gray; COPIC Marker – E57 – light walnut [markers can be obtained from art store; like Blick's]; Black Sharpie; #1 / #0 round [or liner] artists brush. Structures in other scales can be provided with **prior** arrangement. Limited to 20 attendees.

\_\_\_\_\_ x \$20 = \_\_\_\_\_

Dealer Tables (6 foot) (1 free admission with 5 tables; 2 with 10 tables, etc.) \_\_\_\_\_ x \$55 = \_\_\_\_\_

**Total Enclosed** = \_\_\_\_\_

**Models for Display & Judging** (Will you be bringing models with you? Circle all that apply.)

Steam Loco	Electric Loco	Freight Car	MoW	Structure	Photo/Painting
Diesel Loco	Trolley	Passenger Car	Caboose	Diorama	

Send this completed form and check made out to **2018 SONC, LLC** to:

2018 SONC, LLC PO Box 42241 Washington, DC 20015

OR: Register with credit card on-line (After Sept. 1, 2017) at: <http://2018oscalenational.com/convention-registration>

**Reservations for the Convention Hotel must be made through the Hilton website or via phone:**

[hiltonrockville.com](http://hiltonrockville.com)

(301) 468-1100

**Hotel registration opens Aug. 22, 2017**, watch the convention website for the event code.

If registering by phone, you must mention **2018 SONC** to get the discounted rate.

## Modeling in the 1940s & 1950s By Ron Baile, MMR New Jersey Division

I have to laugh to myself when I hear guys talking at a train show or open house when I hear things like “I’m not buying that, the horn is in the wrong place.” Or “The cab is 3 inches too long” or the wheels are one inch too small, etc.

Spoiled rotten kids, I say. While cleaning out some filing cabinets I came across a Model Trains Magazine from July, 1952. The cover price was 35 cents. It was published by the HO Monthly Publishing Co. of Philadelphia, Pa. apparently the following month the price was going up to fifty cents but they would increase the page count, and they apologized profusely for the change but you could still get the old pricing if you subscribed now.

This was one of the publications that George Stock wrote for, along with Eric LaNal, Paul Mallery and Bill Peyreferry. (I must be getting really old as I knew two of those guys personally.) I didn’t recognize any other names of contributors except the ever popular Roundhouse Jim.

Some of the models looked pretty good although it is hard to tell through the muddy black and white prints. Most layout photos featured cinder block walls as backdrops. Most photos that had a man in them showed him smoking either a cigarette or a pipe. A few showed cigars. Now, these guys were real modelers. Bill Peyreferry once told me that he made his own truck side frames by laminating cardstock, cutting to shape with a knife and shellacking them to stiffen them. Are you still complaining?

On my workbench, there are at least six adhesives, fewer than usual only because I ran out of epoxy after 40 years of using the two tubes and I haven’t yet restocked. These guys used “cement”. That gooey (smells good, though) substance

generally referred to as either Duco cement, a DuPont invention or Ambroid cement (AMBROID = Amber + celluloid).[1] They used white pine or basswood that was often sawn or cut by the modeler, and it was occasionally suggested that you try to avoid knots. (You can have your wood; I carry my Evergreen Styrene inventory list in my cell phone.)

Few people owned TV sets then and so they had plenty of time to build models. (These days, the TV set usually wins the contest for my time.) Many of the signs were hand lettered and it showed. Scenery was mostly plaster although many used asbestos cement. I noticed little vegetation, but lichen and dyed sawdust plus ground cork or coffee grounds were always popular (read cheap) scenery items. As an aside, my cousin had one of those Atlas turbo prop things that had a little propeller out the back. It was built on an Athearn Hustler frame. I remember when that prop started turning it blew all the ground cork all over the place.

My favorite article, though, was entitled How to Build and Power an RDC. The Budd Rail Diesel Car has always been one of my favorite pieces of railroad equipment. It’s what we usually rode on as kids when we “Rode the train”. Incidentally, today, I am a mechanic and operator of several Budd RDCs on the Cape May Seashore Lines.

Oh, apparently “You’ll need a power unit of some type.” (!) Shim brass .002 was used for the sides and ends as well as, but not limited to: Soft pine, cardboard or pressboard, brass wire and shim brass or tin. The resulting model kinda looked like an RDC.

So, go forth and build something. If I hear any complaints, I’m coming for you. Meanwhile, I’ll be in the basement adjusting my table saw for ‘very small’.

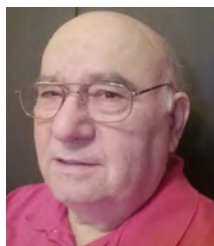
[1] To read something interesting, Google Ambroid Cement.

Cement hoppers, JRD July meeting. Those are seriously dirty.





## Achievement Program



### Achievement Program Update *By Dave Chance*

Since the last report in *The Local*, the following Achievement Program certificates were earned and awarded:

#### Division 2 – Potomac

Kenneth Nesper Jr. – Model Railroad Author  
Kenneth Nesper Jr. – Association Official

#### Division 11 – Susquehanna

Jerry Lauchle – Prototype Model

#### Division 12 – Carolina Southern

Neal R. Anderson – Model Railroad Author  
Jack D. Monette – Association Volunteer  
Curtis Alan Hardee – Association Volunteer

#### Division 13 - Carolina Piedmont

Charles Rausch – Model Railroad Author

#### Division 14 - Chesapeake

Thomas Casey – Master Builder Scenery  
Thomas Casey – Association Volunteer

**MER's Newest MMR - Jack Monette of the Carolina Southern Division is MER's newest MMR. Jack is MMR # 613, so offer your Congratulation him the next time you see him!**

In a perfect world, this information will appear soon in the NMRA magazine. This should not deter you from giving recognition locally. Normally you will be able to recognize AP accomplishments long before the names appear in the NMRA magazine.

*PROBLEM - PLEASE HELP ME. National does NOT accept R&V forms except for AUTHOR. Please don't send these any more.*

## Deadlines and Schedules for 2018 Nominations and Balloting

By-laws changes adopted in 2016 require the publication of deadlines and schedules for nominations and balloting for every year to be published in the first issue of *The Local* of that same year. The dates schedule for nominations, ballot and election results may be found in Executive Handbook, Section 5, Policies, Article VI. Here they are:

August 1, 2018 -- Deadline for mailing paper ballots to members and for commencing electronic voting. Could be mailed earlier depending on other deadline requirements.

September 4, 2018 -- Deadline for electronic voting, also last day as shown by postmark for mailing paper ballots.

September 8, 2018 -- Deadline for receipt by Balloting Committee of paper ballots sent by mail.

September 15, 2018 -- Deadline for Balloting Committee to transmit results to President the Director overseeing this committee, and the Business Manager.

September 22, 2018 -- Deadline for The President to communicate the election results to candidates. The Business Manager also notifies the MER Web Master and the NMRA of the election results.

October 10, 2018 -- Deadline for publishing election results on MER-NMRA website.

### **READING RR Modelers Meet 6**

**SEPTEMBER 21-22-23, 2018  
HAMBURG, PENNSYLVANIA**

**Information or questions?  
Barry Hensel, 734-649-3056  
Email: [barry76Lt@wowway.com](mailto:barry76Lt@wowway.com)  
Website: <http://www.ReadingRRMM.com/>**

# Aroostook Valley Railroad

## By Fred Willis

Northern Maine is a cold, isolated location, with snow on the ground for five to six months a year. Aroostook County, the northernmost county in Maine, covers approximately 6,800 square miles, the size of Connecticut and Rhode Island combined, and even today has less than 72,000 people residing in it. To the east lies New Brunswick, and in the west and north lie mountains and forests.

Towns are few. Presque Isle, Washburn and Caribou sit on the banks of the Aroostook River, a tributary of the St John River. These towns provided the people and business for a little-known railroad that existed from 1910 to 1996. This railroad, the Aroostook Valley Railroad (ARV), was constructed as a freight hauling electric powered railroad. Later power was converted to diesel locomotives.

Presque Isle, the largest town in the county, was founded in 1828. At the time of its founding it was unknown if this isolated outpost in the forests was in Maine or Canada. Lumber was the primary industry in Presque Isle. By the 1880s, the town had two lumber mills, a grist mill, a wool carding mill, a furniture mill, a carriage factory and a tinware factory. The forests began disappearing in the 1870s, revealing rich rolling farmland which produced grains and other products, particularly potatoes. Although Aroostook County became known as Potatoland, by providing one sixth of the potatoes supplied in the US, in the 1880's it was an isolated area 200 miles north of railroad transportation.

The Bangor and Aroostook Railroad (B&A) arrived in Presque Isle in 1895, coming from the south through the forests to connect Aroostook County with the more populated parts of Maine and providing access to the rest of the world.

In 1910, there were less than 15,000 people in the Presque Isle area. Due to the sparse population, the B&A had a legal monopoly on railroad con-

struction in Northern Maine. No railroad was permitted to build parallel rail lines to the B&A or any track to within 15 miles of the B&A for thirty years. Arthur Gould, a local Presque Isle business man, who owned lumber property and the local power company, saw the need for a local railroad to support industries not on the B&A line.

Due to the B&A legal monopoly, permission to build another railroad had to be obtained from the Maine Railroad Commission. Gould raised money for railroad construction from the local towns and continually petitioned the Maine Railroad Commission for permission to build the Aroostook Valley Railroad. The railroad commission finally decided that a small local railroad would not affect the B&A monopoly and granted permission to construct the ARV.

In 1910, the first ten miles of the all-electric standard gauge Aroostook Valley Railroad were completed westward from Presque Isle to Washburn. In 1912, an eleven-mile extension was made from Washburn north to New Sweden, and another seven-mile extension was made to Caribou. Interchanges were built at Presque Isle with the B&A and Canadian Pacific and, with the required sidings, the ARV reached its maximum length of 32 miles in 1916.

The area along the Aroostook River was almost level. The railroad was built on slightly rolling hills with 0.05% grades and, with a two-mile exception, built on private land. Two bridges, one crossing the Aroostook river, were required. Track was 70 lb. rail, and the 1,200 volt power was delivered by overhead wire.

The railroad headquarters, repair and maintenance facilities were in Presque Isle. Electric Power was provided by the Aroostook Power Company from a substation at Mason Hill five miles north of Presque Isle.

Motive power was provided by four electric combines, an express cab and two electric steeple cab locomotives. Two combines and the express cab were built by Brill in 1910 and two combines were built by Wason, a Brill subsidiary, in 1913. All five were powered by 50 HP GE217 motors. The two Brill combines were 46 feet long, the Brill express cab was 36 feet long and the Wason combines

were 56.5 feet long. The electric locomotives were a 40 ton GE-ALCO steeple cab with GE 205b motors and a 60 ton Westinghouse semi-steeple cab with W852 motors. Trolley poles connected the combines and locomotives to the overhead wires.

The four combines hauled freight, passengers and packages, and the express cab hauled special packages. The express cab and the 40 ton electric locomotive had snow plows, which were essential in a land of heavy snow. The AVR freight rolling stock included ten flat cars and a caboose. Box cars, tank cars, reefers, and hoppers were provided by other railroads.

The small population precluded extensive passenger service, but service was provided six times daily in each direction. There were four trips between Presque Isle and Caribou and two between Presque Isle and New Sweden. To move large crowds to events in the summer, the railroad purchased four used 4-wheel open trolleys from the Boston Elevated Railway, which had used them on the Lexington Line. These cars were mainly towed by the combines. The open cars were designed for smooth city rails, which did not exist in Presque Isle. The cars bounced around and some passengers became carsick.

Hauling freight was the primary business. Outbound freight included potatoes, lumber, starch and hay. Inbound freight included the fertilizer, grain and flour needed by the farmers. The primary outbound products, potatoes and hay, were harvested in the fall. Storage facilities were necessary because the demand for these products was in the winter. In addition, in-bound freight often required storage because the roads to the farms were poor and difficult to travel in the winter. To store the freight, the railroad built 63 fifty feet long warehouses with sidings. To move freight, the railroad operated one freight train a day over the system.

The railroad operated as an electric freight hauling carrier from 1910 to 1946. In 1946 the electric combines and steeple cab locomotives were replaced with three GE 44 ton diesels, and passenger service was discontinued. The ARV unique electric powered aspect disappeared and it became another short line railroad.

There were plans to extend the railroad, but these plans were never implemented. In 1931, Arthur Gould sold the railroad to the Canadian Pacific, which operated it until 1980, when it was sold to an investment company.

The 1980's saw the decline of the railroad when trucks began to replace the railroad in hauling commodities and forced abandonment of various extensions to towns. In 1996, trucking took over the last of the potato business, and the entire railroad was abandoned.

The Aroostook Valley Railroad provides some unique modeling opportunities, particularly for electric modeling enthusiasts. The northern Maine location provides unique features because snow covers the area for about five months of the year, thus creating a snow covered electric railroad.

In July 1966, Model Railroader published a track plan of the Aroostook Valley Railroad and a description of its, then-current, operation-based upon diesel use. An interesting layout could be created using the MR track plan with operations based upon the electric combines and locomotives.

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## By David Arday

Although I spent most of my adolescence in Southern California, I left for college before I could do much railfanning on my own. By the time I had graduated, my parents were in the midst of moving back east. Therefore, I never had a chance to see the Tehachapi Loop until I attended my 40th high school reunion in 2015. As part of that trip to CA, I planned a brief half-day side excursion up Hwy 58, which runs between Bakersfield and Barstow via Tehachapi.

*Tehachapi is a long way from MER. In the Internet age, it's only a few clicks away, but that's not the same as seeing it in person.*

*David went out there not too long ago, got a great set of photos. That's about as close as I'll be getting. Where's my mouse?*

The Tehachapi Loop is considered an engineering marvel, and it is a favorite subject for model railroad layouts. It was built by the Southern Pacific RR in the mid-1870s, about 18 miles below the summit of Tehachapi Pass, which lies at the southern end of the Sierra Nevada range. The loop allowed SP trains from California's Central Valley to reach the Mohave Desert plateau, after which they would head back down into the Los Angeles Basin via the Antelope Valley and mile-long San Fernando Tunnel under Newhall (Fremont) Pass. The most direct route south across the Transverse Ranges was too difficult to engineer in the

19th century, although today I-5 uses that most direct route between Bakersfield and Los Angeles. The Santa Fe later gained trackage rights to use the Loop, while giving the SP trackage rights to use the Cajon Pass, a slightly more eastern route through the Transverse Ranges. Today, the Loop is UP property, and the BNSF has trackage rights.



*The lead end of a UP mixed freight headed upgrade (eastbound). The engines have already passed over the loop tunnel and are about to exit the loop area and head into Tunnel #10*

However, an interesting aside is that UP

does not allow Amtrak to

have trackage rights through the Loop, so there is no direct Amtrak passenger service between Sacramento and Los Angeles via the Central Valley. Instead, Amtrak's San Joaquin stops at Bakersfield, below the Loop, and passengers must take motor coaches to LA via I-5. (There is direct Amtrak service between San Francisco and LA, on the Coast Starlight, however, which runs directly along the Pacific coast through San Luis Obispo and Santa Barbara.)

As I knew I would have less than two hours to spend at the loop, I first visited Trainweb.org, to review some specific information on overlooks and other vantage points when visiting the site. This allowed me to pick the best vantage to head to, based on the time of day I would be visiting and what I most wanted to see. It was also obvious from my research that a bit of hiking would be required, as there is only one pull-off along Hwy 58, and it is below the loop and looking into the sun in the morning. Therefore, I decided to head to a site above the loop, a short hike off of Woodford Tehachapi Rd, that provided a good overview of the loop area looking West, down the valley, with the sun at my back. (When heading upgrade, the loop area consists of a roughly 300 degree left turn as the track passes through the loop tunnel [#9],



*Lead engines are exiting the loop area with the rest of the train still climbing the loop in the background.*

wraps around the central hillock, and then passes over the tunnel at roughly 70 degrees, followed by an additional nearly 120 degree left turn, before a 90 degree right turn into tunnel #10.) A further hike along the dirt trail leading from the road took me over a hillcrest, and gave a view of the tracks heading up the valley from above Tunnel #10.

When looking down on the loop from the higher ground to the north, the loop area encompasses about 400 degrees of visible curvature. An eastbound (upgrade) train enters the loop tunnel

heading roughly east, climbs a 300-degree loop at a 2% grade in a counter-clockwise direction, and passes over the tunnel on track pointing roughly southeast. The train then negotiates a larger radius 90-degree turn to its left before entering a broad turn to its right and heading into tunnel #10.

I was fairly lucky on the morning of my visit. In less than an hour, I was able to view one UP eastbound (upgrade) and one BNSF westbound freight passing through the Loop. After that, I headed up the pass to the town of Tehachapi and briefly visited the Tehachapi Depot RR Museum, which is located in a reconstruction of the original depot that was destroyed in a fire. The museum has a nice collection of RR signaling equipment, as well as a model of the loop itself and some aerial photos that help put the Loop's physical attributes into better perspective. If you ever travel to Southern California and have the time and inclination, both the Loop and the museum are worth a visit.





*A more panoramic view showing the train wrapping around the hillock in the center of the loop and filling the entire loop. I have not yet hiked far enough from Woodford Tehachapi Rd to get a good overall view of the entire loop.*



*Three helpers have been cut into the middle of the train.*



*The tail of the train is now about 1/3 of the way up the loop, while most of the front half has exited already.*





*The tail end of the train is now about 2/3 of the way through the loop area.*



*A BNSF intermodal unit train heading downgrade (westbound) into the loop. It's 11:13 a.m.*



*The intermodal's lead engines are now about 1/3 of the way into the loop.*

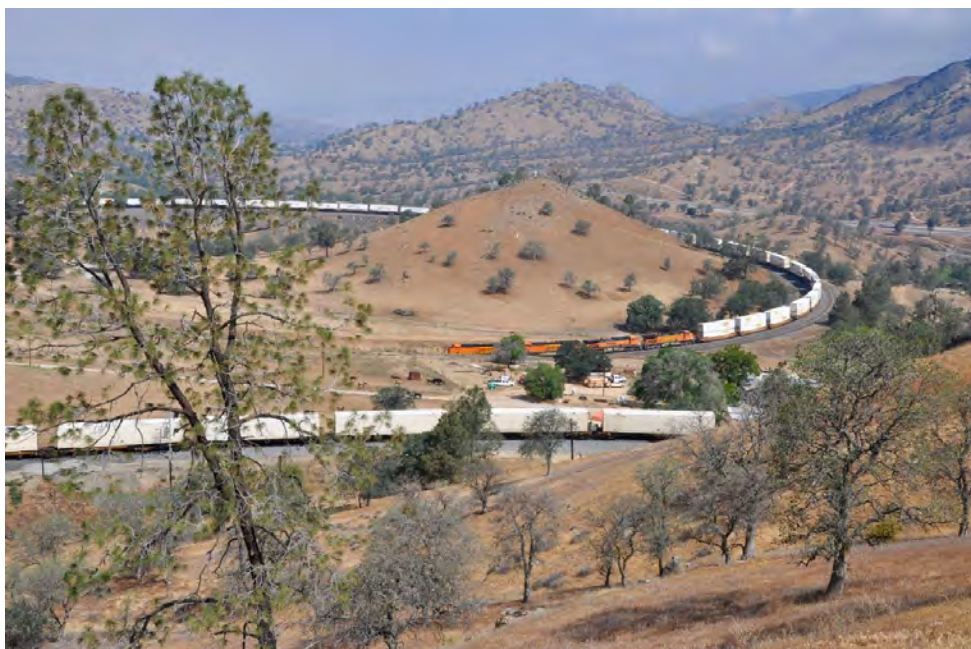




*From this higher vantage point, the lead engines can be seen passing over the loop tunnel while the rest of the train follows.*



*The tail end has not yet entered the loop, while the lead end is wrapped around the central hillock and approaching the loop tunnel.*



*A wider angle view.*





*The lead engines are entering the loop tunnel.*

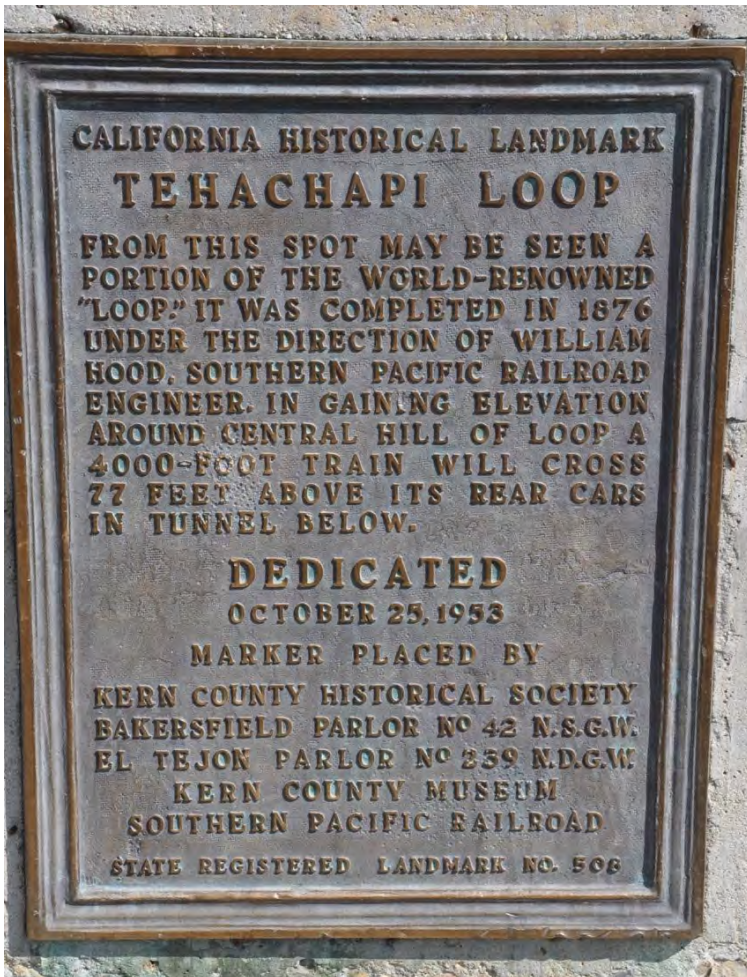


*The main body of the train is seen wrapping through the loop. Looks like a double-stack will just barely clear the loop tunnel roof.*



*The tail end is now departing the loop at 11:19 a.m.*



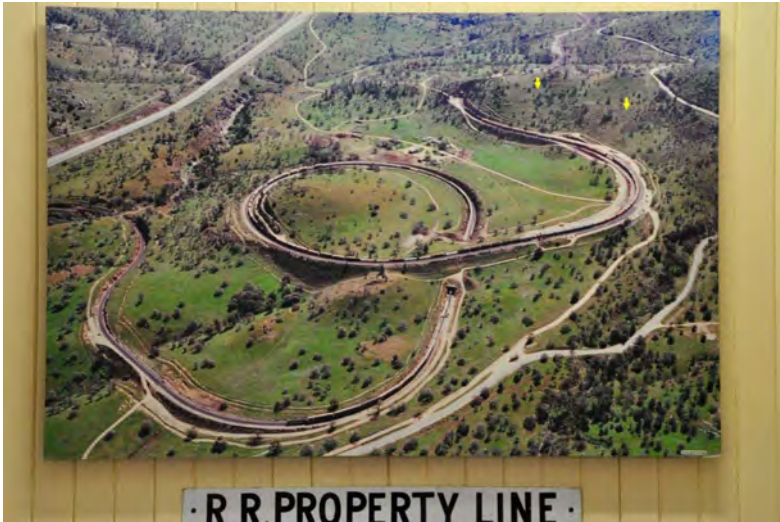


*Historical marker near Woodford Tehachapi Rd.*

*Some of the signals on display outside the museum.*







*Aerial photo of Loop on display at the Tehachapi Depot RR Museum. I Photoshopped in the two small yellow arrows to roughly indicate the spots from where I shot the above photos.*



*Station Agent's desk at the museum.*



*Display of a section of melted rail caused by a malfunctioning traction motor on a diesel engine. One axle spun at high speed on an otherwise stationary engine. Friction caused the wheel to melt the underlying rail in less than a minute.*

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# Submitting a story to THE LOCAL

Clint Hyde

Not hard to do. I don't want it to be...

**Write it however you want**, MS Word, Open Office, plain text, RTF. Send me that original text. Use **BOLD** or *ITALIC* however you want, paste pictures in if you like. You can make a PDF if you like, but I can't use that as easily as the original inputs (and getting pictures out of a PDF is tricky at best).

**If you're reporting on an event**, remember the 5 Ws; if you missed one I'll be getting back to you about it. If you're writing about something you did or are doing, what, how, why, and pictures are what's important.

**I am going to edit that text** for the usual prose-editing rules (remember all these from grade school), and import it into my document publication software. The Comma Cops do reviews.

**Please send the pictures you used separately**, as their own files, the largest versions you have less than 5MB. That will work A LOT better than my copying them out of Word (something seems to get lost). Put references (numbers) in the text to the images so I have an easy time matching things together, then I can get good alignment between captions, photos, references in the article text, and how that all gets placed on pages (harder than you think, and takes the most production time).


**I'll fix the photos where I need to**, and get everything positioned as cleanly as I can. The paper LOCAL has a fixed page-count, which constrains what I can do there; if you have a long story, it probably won't go in print, but will go in the E-LOCAL instead, which has no length limit and also allows more placement flexibility.

**What to write about?** Something new you're doing. A recent open house in your vicinity or Division. A Division activity. A prototype event of

some sort. Please take pictures of any of these things. If you just have photos, give me a good caption (a Cass/Western-Maryland steam-up episode doesn't need much of a story, good color photos say about all that needs saying other than the date).

Seeing your writing "in print" is always enjoyable. In The LOCAL, it's worth AP points. You retain copyright. It may get pushed on upwards, which can result in more AP points, and might result in money published somewhere else.

ModelRailroader, Jul-1960



**At the throttle**

**A DIFFERENT TWIST**

AT THE NMRA's Mid-Eastern regional convention in Fredericksburg, Va., April 30, I witnessed a contest judging technique that was particularly effective and well-received. Essentially, this is it: The judging itself is handled in a normal manner (if any judging can be *normal*), but once completed, the judges make some brief notes of praise and criticism about why this or that model did or didn't get a particular award. Then — and this I find fascinating — contest participants and other conventioners gather together for announcement of awards, plus the judges' critique of the models.

Credit for applying the scheme to a model railroad contest goes to Leslie Turner White, one of my favorite people, who's a fine modeler, cattle breeder and novelist. Les saw how effective the scheme was in cattle shows and decided to give it a whirl in a regional convention. The comments of the judges indicate to one and all that much thought goes into a contest, and, more important, give the open-minded modeler a chance to learn how to improve himself. For example, one chap in this particular contest had entered a beautifully built HO stock car in last year's contest. It didn't win a top prize because, as the judges pointed out, the paint job was inferior. Rather than head for a corner for a long sulk session, this guy went home, removed the gummy paint, repainted his car and *won a first prize this year*. It's possible that some control of redone models being re-entered in later contests is needed, but the essential spirit of the scheme is the thing.

Interestingly enough, nobody seemed to be shook up by the judges' comments. No fists fights, no tin hats. Just a quiet, genuine effort to learn — and looking forward to the next contest. Everyone seems to accept the judging and commentary in the spirit in which it's intended. I found the whole thing to be a stimulating experience.

Which leads us to a point: I wonder if a lot of modelers aren't beginning to take contests and complicated point systems of judging too seriously. Some fellows act as if they don't like competition unless they can win. No prize, and they pick up their marbles and go.

To me, good competition is a challenge — and fun!

*Paul Sumner*

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