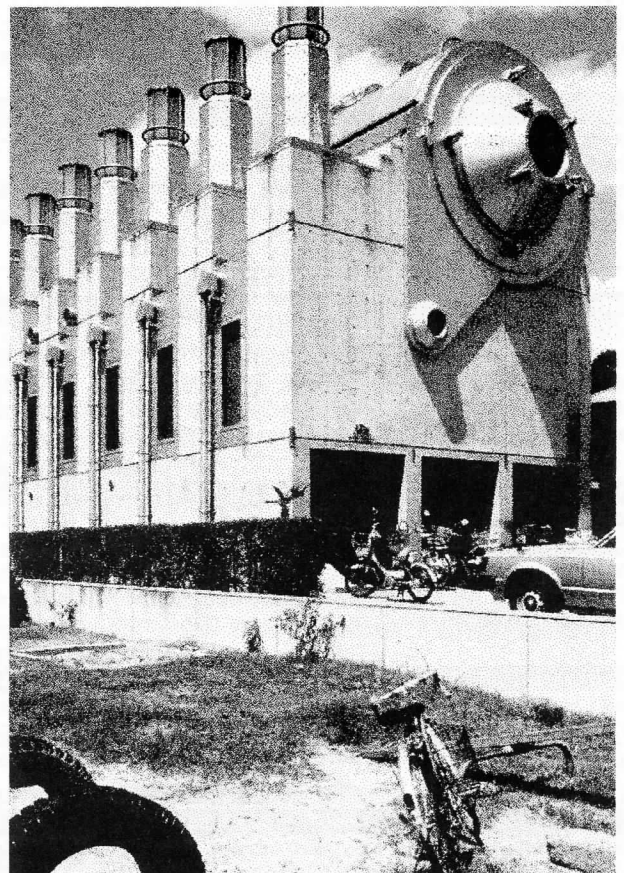
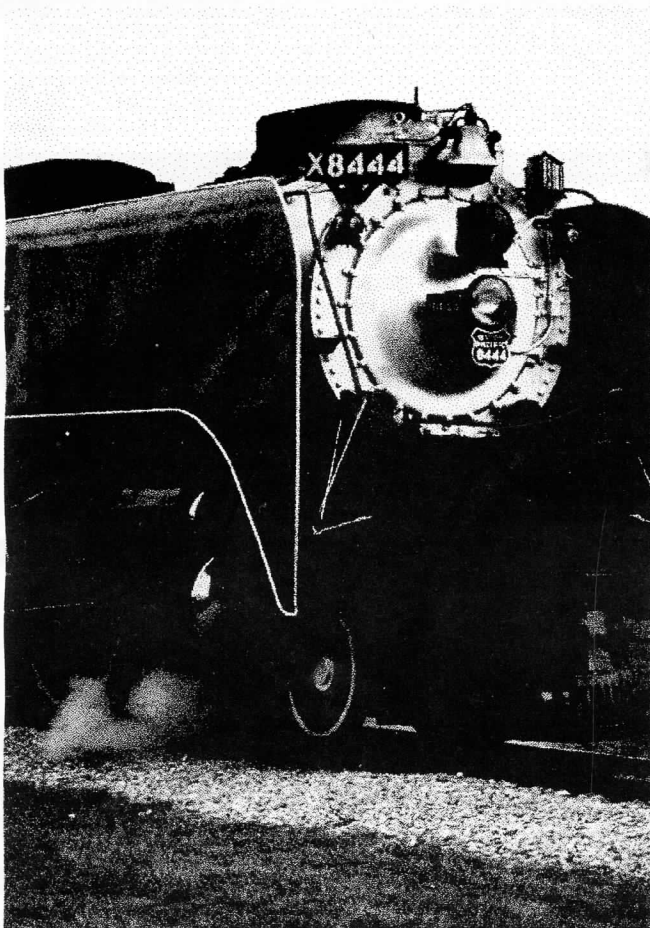


CABOOSE KIBITZER

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Caboose Kibitzer

Volume 48, No. 1 Spring 1998

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All items for publication must arrive before the dates listed below if they are to be included in the corresponding issue.

Summer 98 May 1, 1998
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Spring 99 February 1, 1999

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Send articles, photos and other materials for publication to the editor, Robert Guenter, 714 South 33rd St., Lincoln, Nebraska 68510. It is understood that no payment can be made for same. Contributions forwarded on a 3.5" disk should be in the unformatted, 'text only' mode, or better still in *MS WORD 95 version 7.0 or earlier*. We will of course accept legible handwritten and typed material. To ensure good reproduction of photo submissions, provide high quality prints, 35mm b&w negatives or color slides.

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This Issue

We continue the comprehensive description of Professor Charles Mischke's traction pike for the benefit of those who are thinking about making a similar write-up of their pike. If you haven't started to develop such a handbook, you should get going on it. The Member Aid column by Richard Lake draws attention to the challenges posed by the new guidelines regarding the scoring of contest entries.

Next Issue

There will be another episode in Professor Mischke's series on the Allegheny Traction, and additional ideas about creative brainstorming. The rest is up to you, the reader.

The Cover

One aspect of creative thinking is seeing relationships between apparently dissimilar things. The startling building on the cover is a dental office that is located near an aging train station outside of Kyoto, Japan. Efforts to determine the name of the architect of the building failed, which leaves your editor free to suggest that he or she must have been inspired by a steam engine (although there are certainly other possible associations). U.P. fans will recognize engine number 8444. The photographer caught her passing through Fremont, Nebraska on the way to the *River City Roundup* in Omaha.

Both photographs by Bob Guenter. □

The Head End

by Charles Buswell

I hope that the coldest months are behind us. I don't know about you, but I have been hiding out in the basement working on a few modeling projects that I have been wanting to get done for quite awhile. Before getting down to MCoR business, I want to thank all of you who sent notes or called to congratulate me on achieving M.M.R. This just proves what I have been saying all along: "If I can do it, so can you!" So get to work.

During a phone conversation with Dean Windsor one evening, he mentioned that the 50th Anniversary of the Mid-Continent Region is coming up soon. At this time we are not sure precisely when it is, but we will check it out. When we know for sure, we would like to celebrate the affair by doing a special anniversary issue of the *Caboose Kibitzer*. Therefore I would like each individual division to write up a brief history of their unit: the date of formation, founding fathers, the number of members when it started, memorable highlights, and its present status.

While I am on the subject, it has been proposed that we establish the post of MCoR Historian whose main responsibility would be to search out and track important developments in the association. A record of what has transpired in the region would probably be a great benefit, and would help to improve what is already a great organization.

I know that the editor and I have been haranguing everyone to contribute to the *Kibitzer*, and I want to add my thanks to those who have sent in publishable material. Many of the people who have read those articles do not know who you are, but there is a simple remedy. A passport size photograph plus a brief resume (age, family, specific hobby and related interests) would go a long way toward breaking down such barriers. The appointment of a person from each division to serve as the official photographer has been suggested, and if actively pursued could also improve communication and understanding within the region. This person should be an experienced photographer who would record show activities, contest results, participants, etc.

Another attractive idea was that of soliciting articles, photos, and similar railroad information (prototype or model) from foreign members of the NMRA. I am sure that many of you would find this interesting as well as educational. Those of you who have friends from other countries: Canada, England, etc. (to this list the editor added Japan) should contact them and see if they would be interested in submitting appropriate material. I phoned a friend of mine from Thunder Bay, Ontario—Brian Martyniuk—who thought it would be a "great idea", and that he would be interested in contributing an article or two.

He added that some other members of the Thunder Bay club might be so inclined. This leads me to believe that those of you who have contacts in various countries (or would be willing to write to MCoR members in favorite foreign countries if their mailing addresses were made available to you) could round up similar commitments. The editor has offered to dedicate a special section of the *Kibitzer* to such material if sufficient interest is shown. It could easily lead to an information exchange program that would be unique in model railroad circles.

On a different matter, I sent a letter to the Area Directors about liability insurance for regions and divisions. This memo came from the home office and was intended to get all of us on the same page--so to speak--regarding coverage for those regions and divisions. I believe that I mailed a copy to every director, but if you didn't get one let me know. I need your signature on the cover sheet, which acknowledges that: 1) you have received your copy, and 2) that you understood its provisions.

As the editor has noted elsewhere in this issue of the *Kibitzer*, most advertisements--including entries in the Pike Registry and Dealer Directory--are now up for renewal. You have already received, or will soon be getting, notifications from Advertising Manager Gene Tacey to that effect. When you renew your ad, make sure that you send the required information and check (no cash please) to Gene Tacey, Advertising Manager, Box 485, Sutherland, Nebraska 69165. He is the final authority when it comes to recording these transactions. After making the necessary entries, he will forward the ad to the editor and the money to the Treasurer.

To protect certain fragile camera-ready advertising material and ensure the promptest handling, some may prefer to send that sort of item directly to the editor. In some cases, photographs for publication, ads and payments have been sent to the editor in the same carefully wrapped package for the sake of efficiency and cost. In those very special cases--and please keep them to a bare minimum--Guenter will send the check directly to the Advertising Manager for the bookkeeping reason cited above. What we are trying to do is streamline our operation, and at the same time guarantee that the accounting procedures are accurate and up to date.

Finally I want to remind you one more time to mark the 1998 NMRA National Convention on your calendars. Editor Guenter tells me that some people who have contacted him over *Caboose Kibitzer* matters, said that they are looking forward to meeting this ugly Lincoln Nebraska gang in Kansas City, Missouri during the week of July 20th to 26th.

PS: Dean Windsor is still looking for people to help with the show. He can be contacted at his Call Board address. □

The Editor's Desk

by Bob Guenter

As I assembled the copy for this Spring Issue, it became obvious that two matters need immediate attention. The first is the advertising which—with the exception of a few recent additions—is now up for renewal. All delinquent ads will be removed from the next issue unless the accounts for the upcoming year are settled with Gene Tacey, the Advertising Manager. This should be done promptly to assure the inclusion of those ads in the Summer Issue.

The other problem stems from the chronic shortage of fresh material coming to us for publication. As I have previously suggested, I could put out untold issues of this magazine by simply dedicating them to the work and writings of a couple of talented men residing in Ames, Iowa. Unless copy arrives from elsewhere, you may find appended to the title of some future issues: *The Ames Iowa Special Edition*.

Certainly I have received promises of articles—many of them from prolific former contributors. But these promises do not a publishable article make----or do they? Maybe I should consult MCoR's attorney about my personal liability if I were to assemble an essay about the ephemeral nature of model railroading pledges. I would, of course, protect the anonymity of those pretenders by using suitable pseudonyms, e.g., Gü from Lincoln NE. I do hope that Attorney Bob Amsler will contact me before I get into serious legal trouble over this tantalizing idea!

Now to the matter at hand. One thing I try to settle early on is the matter of the front cover, because I prefer that its photographic image reinforces a prominent motif appearing in that issue. Having already used the few photos that were sent to me (hint) by readers, I was forced to turn to my own slide collection. Unfortunately it is heavily weighted in favor of architectural subjects, with only a smattering of poorly cataloged railroad material.

I opted for the engine/architecture analogy that graces the cover. It was intended to illustrate the need for would-be conceptualizers to concentrate on **apperception**, rather than on the perceptual skills usually stressed in modeling circles. Apperception, strictly speaking, relates to our ability to assimilate new perceptions into that mass of information already bubbling in our brains. By inference, it suggests that we see relationships between seemingly dissimilar inputs: in this case, a steam engine and a dental office near Kyoto, Japan.

My juxtaposition of the two objects represents no great feat of creativity, but the designer who conceived the unconventional form for what many would consider an uninspiring function did something extraordinary. Under close scrutiny, the execution of

the operating suites seems as logical as the working components of a steam engine, which has often been described as the epitome of functional design. The front of the building, however, apparently responds to more metaphorical concerns. In the process it raises a utilitarian structure to the level of an art form. (I believe that I just heard the groans of some staunch traditionalists in my audience!)

No matter what the field of endeavor, genuinely new creations are hard to take. They upset the status quo and disturb the neurological traffic moving along our burned-in thinking grooves: those established mental patterns which seem so reasonable when viewed from inside our brains.

One tool for generating ideas--and solving the kind of problems that we modelers face--is that group endeavor commonly referred to as *brainstorming*. But without proper guidelines, the approach that is taken can be counter-productive at worse, or willy-nilly at best. The term *brainstorming* was apparently devised by the advertising executive Alex Osborn, and the basic guidelines that he established for effective sessions still make a great deal of sense. Fine-tune his notions with some of the work done by others and you have a formula for success. My summary of the combined high points follows.

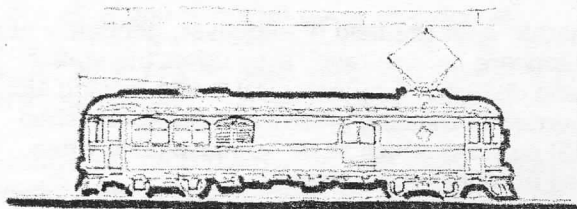
1. The results of the "brainstorming" sessions have to be seen as a group effort, not as the work of one or two leaders and their respective crews.
2. The half dozen or so members of a team are selected for the diversity of their abilities and personalities, and because they are not afraid to suggest ideas that at first blush seem silly.
3. No administrative or judgmental personnel are allowed to participate in the discussions, but an experienced and impartial third party may be used to moderate and record the proceedings.
4. Team members are strictly forbidden to evaluate or deride suggestions during the course of the idea-generating sessions. Evaluations and summaries are made only after those sessions run out of gas (are brought to a close).
5. It is common for an effective group to have one or two naïve persons who are good at generating lots of seemingly useless ideas. These are then transformed into workable notions by others who are better "catchers" than "pitchers". Some participants function best in the transition zones between apparent silliness and great discovery!

Why not give the team approach a try the next time you are searching for answers to your railroad club's problems or--better still--trying to come up with articles for the **Caboose Kibitzer**? Exploratory brainstorming sessions are the place to start, but it often takes practice to develop an effective team. Furthermore, you may have to toss out those troublemakers who cannot (or refuse) to adjust to its protocol. □

This second in a series by Professor Mischke continues the description of his pike. The reader may want to use these articles as the basis for his or her own operating handbook.

Allegheny Traction

by Charles R. Mischke



PASSENGER TRAIN SERVICE

Passenger equipment on *Allegheny Traction* is double-ended and not normally turned. Express and combination baggage-coach cars are placed at the north end of trains. Train equipment makeup is controlled by the Passenger Traffic Department's daily *Passenger Train Consists* sheet issued to each Yardmaster. Consists are called out by car type, and Yardmasters may exercise judgment in choosing particular car numbers. Equipment called for inspection by number must be sent to the Middletown car barn before midnight.

Scheduled passenger trains departing terminals will load on the track adjacent to the terminal depot. Cars are dropped from or added to passenger train consists according to the demands of traffic. Conductors will load cars at Pittsburgh so that dropped car(s) will be empty after departing the Middletown depot. Drops from northbound trains are normally made on the siding opposite the car barn. The hostler will uncouple and switch the drop.

An add is made at the Middletown street depot. The hostler will position the add for loading. The southbound train will make a safety stop at the signal Y502 (regardless of aspect), and proceed to the city street, making another safety stop ten feet short of the add cut. He will then be directed by hand signal by the hostler. The motorman will test the coupling by trying to draw back, then change his operating position to the head end of the additional cars. The hostler will connect all m-u jumpers and air hoses. After making a running brake test, the train is free to depart southbound.

The RPO-baggage trailer will operate on the rear end of passenger train consists, as will other trailers not designed for passenger service. All in-service passenger compartments must be in communication through train doors so that the conductor can communicate with any passenger or the motorman while the train is in motion. Observation cars will be

placed at the end of trains for passenger comfort and convenience.

FREIGHT TRAIN SERVICE

Routine freight trains consist of six cars pulled from interchange. Southbound local trains drop and pick up two cars at West Linncott, Riverside, and Pittsburgh; the remaining cars to the interchange. Cars ready to be picked up are those with the brakewheel in the direction of train movement. It is prudent to pick up cars before spotting deliveries, as this gives more working room. Each principal station has six cars continuously spotted. This makes traffic movement easy: no paperwork and any display operation for casual visitors does not confuse the system. The turning at the Youngstown interchange track changes the brakewheel end. When a three-car consist is drawn from interchange and runs on the main with a light locomotive, the adds and drops consist of one car at each location.

Through freights run an interchange cut from Youngstown to Pittsburgh, exchange interchange cuts at Pittsburgh and return to Youngstown, passing cars directly to the interchange without weighing. Refrigerator cars from interchange are usually ordered empties that are to be changed out for freshly-iced reefers at West Linncott. Again this is done on a FIFO basis, separate from the two-drop, two-pick up routine. Express motors 31 and 32, as well as engine 1, move three-car freights with a drop one, add one pattern.

Coal traffic that is processing plant-to-dumper traffic is moved in coal drags of four loads. Eight loads require two power units in m.u. Extremely heavy loads in excess of 200000 pounds (principally Westinghouse and GE equipment which moves west over Allegheny Traction) are made in a special move, with idler cars between the engine and the load to protect bridges. Speeds must not exceed 10 mph on main track, 5 mph on secondary track or street track, and "dead slow" on bridges.

The LCL train moves from Pittsburgh to Youngstown via New Castle, with cars dropped at freighthouses or on terminal tracks as needed. The return trip gathers the cars enroute to Pittsburgh. Express car power is normally used, being LCL-loaded for towns not having an assigned car. These cars are not counted in the six-car station census.

Piggyback turns run from Pittsburgh north, serving ramps at West Linncott (New Castle) and Youngstown; returning later in the same day. Piggyback flats are not counted in the six-car station census. Milk trains usually use express motors calling on special milk platforms and freighthouses as appropriate. Newspaper traffic is carried on regular passenger trains in baggage compartments or express cars.

Freight crews operate as turns from Youngstown. Crews pick up their engine from spot 1 on the ready service track, and their caboose from the caboose track. Local freight crews pull three or six cars from interchange, and operate to Pittsburgh and return. Coal turns will pull four hopper loads (or eight) and operate to Riverside and return with empties which are delivered to the coal processing plant. Coal turns will use a passenger-carrying caboose to transport dumper shift workers. The crew in Pittsburgh operates from the beltline interchange to Pittsburgh interchange and back. The LCL crew operates a turn from Pittsburgh.

OPERATING RULES

Safety is of first importance in the discharge of duty.

Obedience to the rules is essential to safety.

To enter into or remain in service is an assurance of willingness to obey the rules.

The main track consists of blocks:

- 100 Youngstown yard (ladder track to passenger station).
- 200 Single track between Youngstown and West Linncott.
- 300 Eastmost track in West Linncott.
- 400 Single track between West Linncott and Middletown.
- 500 Eastmost track at shops past the end of street running.
- 600 Single track between Riverside and Riverside.
- 700 Eastmost track at Riverside.
- 800 Single track between Riverside and Pittsburgh.
- 900 Pittsburgh yard (ladder track to passenger station).

The main track is ballasted gray and protected by dispatcher-controlled block signals, the timetable schedule, train orders and obedience to the rules. The mainline exists (and can be used to earn money) only when all switches are aligned for the main and locked. A single misaligned switch destroys the main, and invites a wreck that will tie up the main and destroy equipment. The vitality of the main is entrusted to train conductors, under whose authority (while on duty) are the maintenance of the timetable schedule or train orders, and--when necessary to carry out their duties--a main line switch may have to be thrown. It is the conductor's responsibility to restore said switch as soon as practicable, and to protect as necessary other nearby trains. The conductor may delegate throwing and restoring of a switch to another crewman, but the responsibility remains the conductor's alone. All track switches on the Allegheny Traction are hand thrown. Make no equipment moves until switches

are seen to be aligned by the employee directing the move.

Freight trains working a station from the passing siding, backing onto the main and proceeding can be sure that the two mainline switches are aligned and locked. At meets, the train taking the siding, by backing onto the main and proceeding, can likewise be sure of switch alignment. Other procedures adopted in the interests of time are less sure, and must be closely supervised by the conductor.

SIGNALS

Signals at the entrance to a single track are block occupancy signals indicating train presence. They are dispatcher-controlled block signals indicating as follows:

<u>Aspect</u>	<u>Indication</u>
Dark	Stop. Call dispatcher. Train orders.
Red	Stop. Call dispatcher. Occupied block.
Green	Proceed. Clear block.
At yard limits, call-on signals protect the yard from mainline traffic.	

<u>Aspect</u>	<u>Indication</u>
Dark	Stop. Call yardmaster.
Red/red	Stop. Call yardmaster.
White/red	A-cab call-on. Proceed under control, alert for hand signals.
Red/white	B-cab call-on. Proceed under control, alert for hand signals.
White/white	Call-on. Proceed under control, alert for hand signals.

Northbound is the superior direction, and signals controlling train movements exhibit the block number ending in 1 northbound, and 2 southbound. Yard limit access signal numbers contain the prefix Y before the block number. There are telephone call boxes at every signal and every station. These place the conductor in communication with the dispatcher. Reporting location and blocks that have been cleared expedites traffic, and enables the dispatcher to modify train orders, issue new ones, and generally advise the crews on conditions of importance to them for the safe conduct of transportation.

Trains switching at any passing siding are authorized to enter single track to complete switching moves, or back out of a siding to complete a meet. Trains can penetrate single track one train length, protecting. For this reason all trains running on single track are to approach block end under control, expecting to find a train occupying the last 500 feet. When track is seen to be clear, trains may resume authorized speed. □

Painting a Brass Locomotive (The Way Not To Do It)

by Gene Tacey

I read a lot of articles in the model railroad publications about the successful things people do in the hobby, but I do not remember many where they discussed the mistakes that they made: mistakes that would allow others to learn from their unhappy experience(s). This report is about a real incident that happened to me.

Several years ago I was building up the courage to paint my first brass steam engine. I had plenty of experience painting plastic diesel and plastic steam engines, but I wanted to be sure of what I was doing before I tackled an expensive brass engine. I bought books and read articles on painting brass, and finally worked up enough nerve to proceed. Most if not all of the *how-to* books indicated that the best finish was a baked-on finish, so I decided to use the kitchen oven for the final stages. Without exception, the articles warned that the temperature during the baking process was critical to avoid melting the solder joints.

My wife had been complaining for the previous two years that--whenever she baked cookies or most anything else for that matter--they would turn out overdone. Since I really did not want to fool with the oven (I had more important things to do like working on trains), I advised her to simply turn down the temperature from what the recipe indicated. She did this, but continued to complain that the baked items came out overdone. Isn't that the norm with wives?

Since I now felt assured that painting a brass engine was no worse than doing a plastic one, I proceeded with the project. I carefully disassembled the engine, making sure to keep a list and a sketch of where all the small parts on the valve gear went. I glass-beaded the clear finish from the engine, cleaned up the solder joints, checked all of the joints for tightness and good bonding, cleaned the engine to remove the dust from the glass beading, and then pickled it in vinegar solution to give it some "tooth".

The model was a USRA standard engine, and I wanted to model the CB&Q class F-2 0-8-0, so I built a clear-vision tender from a cast metal kit. This was assembled with CCA glue, then cleaned and pickled prior to finishing.

I proceeded to paint the engine and tender with *Scalecoat* Engine Black, having decided to bake the basic finish and then apply the smokebox, firebox and cab roof colors later as separate steps. It is at that point that I failed to put two and two together concerning my wife's complaints and what I had read about finishing engines.

I set the oven to 150 degrees, placed the engine and tender in a metal baking pan, and put them into the oven. After 15 minutes I checked them and saw that they were doing just fine, so I went to the basement to work on other railroad projects. Forty-five minutes later I got back upstairs to check the engine, and I immediately went to the oven. To my horror I discovered that I was now looking at a brass engine and tender **kit**!

After making a couple of (expletive deleted) comments, I grabbed the hot pad and removed the pan from the oven. Every part of the tender that had been originally secured with CCA had come undone, and most of the solder joints on the engine had melted! The cab was in five separate pieces, the boiler walkways were laying next to the engine, the domes had slid part way off the boiler, the stack was beside the engine, the smokebox front was on the pilot (which was sagging), the boiler bottom seam had sprung open, and the boiler no longer had a circular cross section. I uttered a few more unfit-for-printing comments, and set the pan aside to cool.

At that point I decided to check the temperature in the oven, so I obtained an accurate thermometer and placed it inside. It was running 175 degrees hotter than the setting on the temperature dial, so I took off for the local appliance store and had a new oven delivered the next day!

It took me the greater part of three years plugging away in stages to get the engine put together properly, but I can now honestly say that I am an expert in the use of different temperature solders to assemble a brass locomotive. My wife, however, still reminds me from time to time that the only reason that she got a new oven was because the old one melted one of my brass engines. By the way, I now have an oven that I built specifically for the purpose of baking the finish on my brass engines and those that I have done for others. It goes without saying that it has a **very** accurate temperature control built into it.

Editor's Observation:

Gene Tacey has paved the way for a new genre of useful articles: the *How Not To Do It* series on model railroading. If the truth were told, I bet that most of us have something of the sort buried deep in our subconscious to contribute to the cause. It takes the Gene Taceys in this world to give us the courage to expose our egos to public view, and in this case make us question the accuracy of some of the technological tools at our disposal.

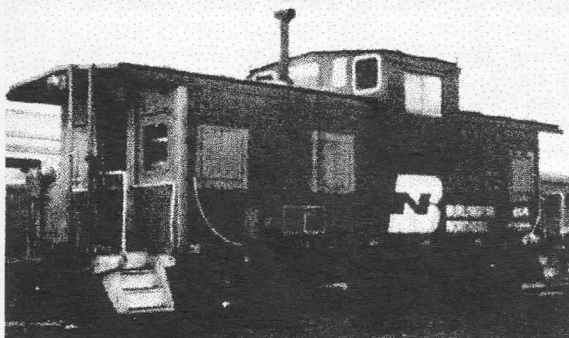
I have but one complaint: Gene is obviously too honest with his reporting! Couldn't he have added one of his wife's chocolate cakes to the baking routine and painted the picture of a dessert laced with lost wax castings? In the literary trade I think such exaggerations are considered kosher and come under the rubric of artistic license. □

A Man's Crummy is His Castle Burlington Northern 10060

by Brian Porter

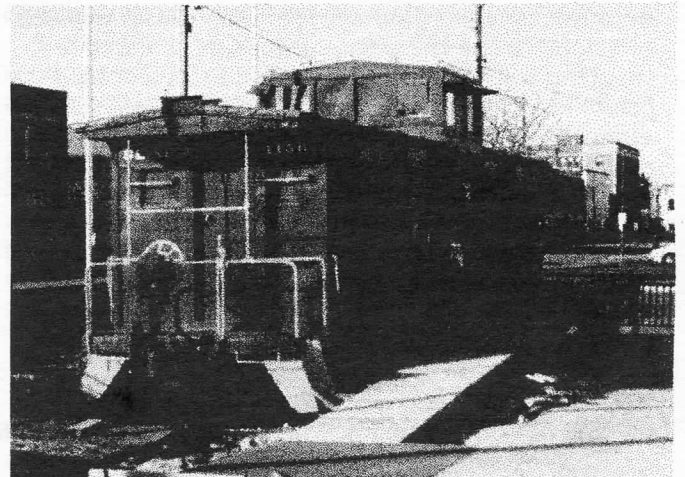
Can you imagine anything better than owning your very own caboose? The particular waycar that I want to talk about today (Burlington Northern 10060) is jointly owned by my father and me. It was built in August of 1969 by the International Car Company, and turned over to the Great Northern as X-140. However in 1970, when the Great Northern merged with other roads to form the Burlington Northern, X-140 was assigned its present 10060 designation. From then on it was used in regular pool service on the B.N. until September 1994, when it was purchased as scrap by Wayne and Brian Porter.

Since we wanted to keep our caboose operational, we left it with an excursion railroad (the Fremont & Elkhorn Valley) which is about an hour's drive from where we live. This originally sounded like a great idea to us, but the passage of time has proved that it is better to have your caboose closer to home if you expect to do any restoration and remodeling, and get maximum use from it.

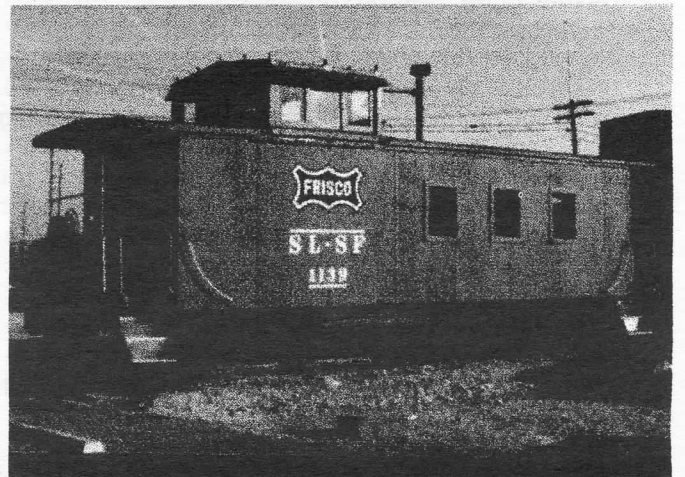


If any of you are considering getting your own "private varnish" in the form of a caboose, I highly recommend that you first obtain a copy of the August 1990 issue of *TRAINS* magazine. In it, an article by Richard P. Reiff (pp. 48-52) has useful hints covering everything from where to buy your caboose to the things you should consider when laying rail on your site. □

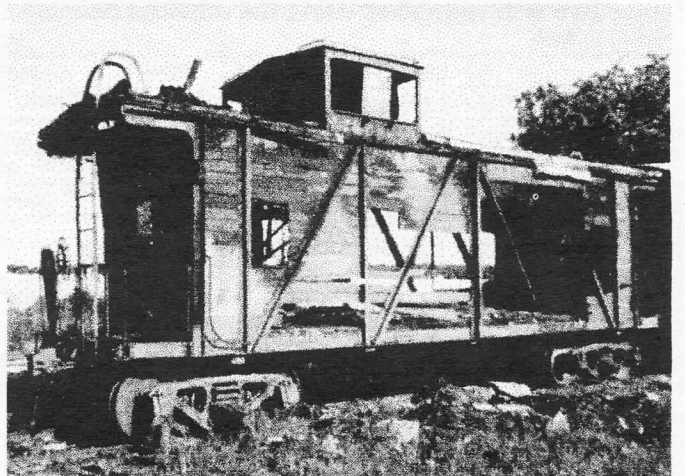
More Caboosees to Ponder From the Brian Porter Collection



SLSF 1156: Frisco Museum, Springfield, MO 11/18/95



SLSF 1139: Frisco Museum, Springfield, MO 11/18/95



Remains of Rock Island Caboose Belton, MO 6/15/93

Photo credits: The two photographs of BN 10060 were taken by Brian Porter, while those reproduced above were the work of Brian's father, Wayne. □

A Weighing Track

by C. Mischke

This project was born when a pair of Atlas Customline turnouts were worn out at the frogpoint from the constant pounding of heavy diesel engines. I decided to use the point assemblies to make a weighing track (hereafter referred to as a *scale track*) for Youngstown Yard. Scale tracks are essentially straight since the weighing rails are straight, and the shallow departure of the points rules out much curvature. You will need four rails: two of length **A** inches, and two of length **A** minus **27/32** inches. I made mine 11" and 10 5/32". A piece of flextrack was used for the through rails.

1. Cut the switches with a Zona Saw 7/16" beyond the heel of the points. Then remove the inner rail stub by each heel, and the plastic tie stringer beyond the eyelet bosses. This allows a rail joiner to be used on the outboard rails. The NS electrical tabs are exposed for later soldering.
2. Make the piece of flextrack 11" long on one rail and 10 5/32" long on the other rail. Make the long rail overhang symmetric, and be sure the ties are cut back to accept full rail joiners on the short rail. Make the piece of flextrack rigid and straight by running epoxy in the underside gaps.
3. Use a long piece of Homasote as a temporary assembly jig. Place the rail joiners on the short rail and assemble the points and flextrack to form the "dead" (through) rails. Make everything straight and spike to hold it so. One through rail with rail joiners is now in position. The other through rail will have to be spiked near the heel of the points to exactly align the thrown points. Two or three spikes doing the required bending is fine.
4. Take the long rail which will be placed alongside the straight through-rail, snuggle it up against the inboard tieplates of the through rail. If the length is right, remove, epoxy the base and place in position with a few spikes on the straight part to hold it while the epoxy sets.
5. Spike the ends of the long rail to bring them into alignment with the heels of the points. Put rail joiners on the ends of the short rail, place the rail in position as the outer scale rail, adjust the joiners, and spike the rail in place making the curves smooth. When all is in order on this rail, apply epoxy with a toothpick under the in-place rail, filleting to ties.
6. Check with a truck for "eel-in-oil" smoothness. When satisfactory, solder all four rail ends at

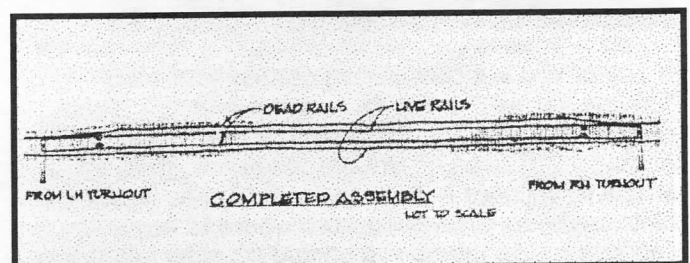
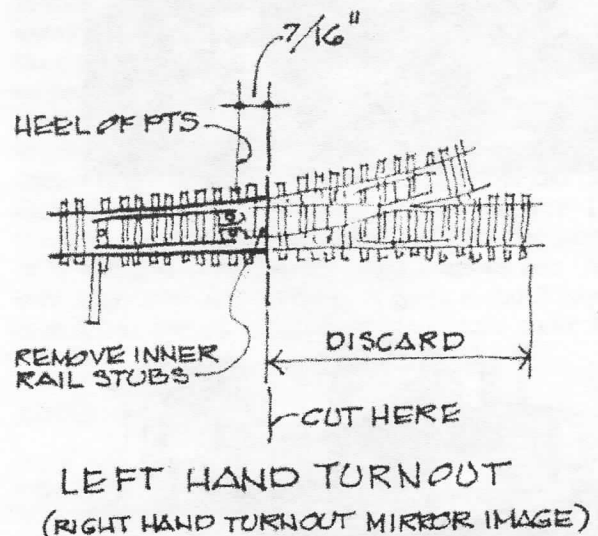
each end to the Atlas contactor plates. You will now have a rigid assembly. Remove all spikes and examine your masterpiece! If you wish, you can cut tie ends from scrap flextrack and cement onto the now-short ties along the scalehouse side of the assembly. Cut strips of styrene for scale weather guards, paint a weathered color and cement to plastic spike-heads where present. They should straddle the weighing rails only. Check flange clearances.

6. Place the assembly on your layout as a big piece of snap-track. By using over-center springs on the points. They can be thrown by finger and will stay put, and in the trailing move a car can shift the points. When installing the ballast make sure to keep the points clear.
7. Your use of the track depends on the yard position. Weigh all loads originating on your railroad. You will need a scalehouse to shelter the balance and provide desk and record space. Enjoy!

Materials Needed

**Two Atlas Customline turnouts (1 LH + 1 RH).
Approximately four feet of flextrack (same code).
Railjoiners, solder and flux, epoxy cement.**

Editor's Note: The installation and use of this weighing track will be described by Professor Mischke in the next issue of the Caboose Kibitzer. Stay tuned! □



A Scalehouse for the GB&S

by Bob Guenter

Inspired by the pronouncements of Charles Mischke of Allegheny Traction fame, the president of the **Gü's Box and Satori** ordered the design and construction of a prototypical scalehouse for use on his infamous shortline. Up to that time, all weighings had been performed on a trackside scale shielded from the elements by a diminutive roof of dubious functional value. The junior draftsman who was assigned the task of designing said scalehouse was told to utilize as much as possible the surplus windows, doors and other building materials stored in the Satori warehouse. It was also suggested that the weighing mechanism originally purchased by Rudolph the Magnificent Günter (an HO model of which is now marketed by Woodland Scenics) be prominently displayed in the new scalehouse.

Following the creative protocol made famous by generations of Günters before him, the draftsman came up with a solution devoid of in-depth historical research. Too much time poring over the work of others--it was reasoned--would make it exceedingly difficult to arrive at an original design. It was only after the preliminary drawings had been completed that anyone attempted to find out what other roads had done with this building type. Fortunately an article by Pete Moffett MMR (which appeared in the October 1997 issue of the *NMRA Bulletin*) provided many references to articles about scalehouses. As it turned out, the Guenter building fit comfortably into the genre of structures depicted in that reference. A modestly edited version of the *NMRA Bulletin* guide is reproduced below.

In due time the construction drawings were modified for use by HO modelers, and are shown on the following page for their convenience. The fully illuminated model which was constructed in the GB&S shops utilized Evergreen Sheet Styrene 4051 C-3 clapboard for the walls, modified Pikestuff windows for the critical openings in the front bay, and windows and doors of undetermined origin in the remaining openings. Most connections were butt joints as shown in the isometric drawing, except for the foremost corners of the bay, and the ridge of the roof. These were mitered or, in the case of the roof, beveled. The corners of the clapboard were cased with appropriately sized styrene strip, and the bay windows were fitted with a continuous sill fabricated from thicker pieces of the same material.

The prototype roofing material would be asphalt shingles or roll roofing, both of which can be effectively simulated with masking tape or colored paper. The scale is the one produced by Woodland Scenics, while the furniture in the model comes from various sources. The nature of real scalehouses and similar yard buildings makes such *ad hoc* scavenging for parts and furnishings prototypically authentic.

Fans of Charles Mischke could use this little building or something similar to complement their working scale tracks. Personally I have been giving serious consideration to cutting in an Atlas railer to serve as my weighing section. That way I will eliminate another source of possible derailment, and introduce a corrective device for all of the problem areas upstream in the Satori Yards. I have never claimed to be a good modeler, just a dedicated one! □

Guide to reference material on scales and scalehouses

Title	Author(s)	Mag	Date	Page	Contents
Illinois Central, Levee Yard, IL	Bob Bulot, Joe Wilhelm	RMC	04/63	44	pa sd
PRR Standard scale house and track	J Harold Giessel	MM	09/66	46	cd sd
EBT scale house, Mount Union, PA		BL	12/75	26	pa sd
How to build a track scale and shelter	Wayne Wesolowski	RMC	06/81	66	cd cm sd ma mp
Central City scale house	Rick Steele	NG	06/83	68	pa sd
Conrail's track scale and switchman's shanty	Harold Russell	MM	07/83	60	pa sd pp
AT&SF Standard scale house	Bill Wright	MG	05/85	28	pa pp
Lehigh & New England scale house	Joe Yurko	RMC	10/85	57	pa sd pp
A Pennsylvania RR scale house	Chuck Yungkurth	MM	12/85	134	pa sd pp
NYO&W Scales	John Cavalier	MM	04/87	66	pa pp dd
UP, Rock Island, CNR, AT&SF	Albin Burroughs	MG	06/87	41	pa pp sd
D&RGW Scale House, Chama, NM	Dave Adams	NG	05/87	48	pa pp sd
B&O Standard scale house		MM	08/91	63	pa sd
Modeling Track Scales	Ken Pfaff	MR	08/91	77	pp ma mp cd dd
NYS&W Track Scale	Walter Johnson	RMC	08/92	71	pa pp sd
Canadian Pacific Weigh Scale House	Patrick Lawson	MM	11/94	77	pp sd

cd = construction details ma = modeling article pp = prototype photo
cm = construction method mp = model photograph sd = scale drawing
dd = detailed drawing pa = prototype article

RMC = Railroad Model Craftsman
MG = Model Railroading
MM = Mainline Modeler

MR = Model Railroader
NG = Narrow Gauge & Short Line Gazette
BL = ???

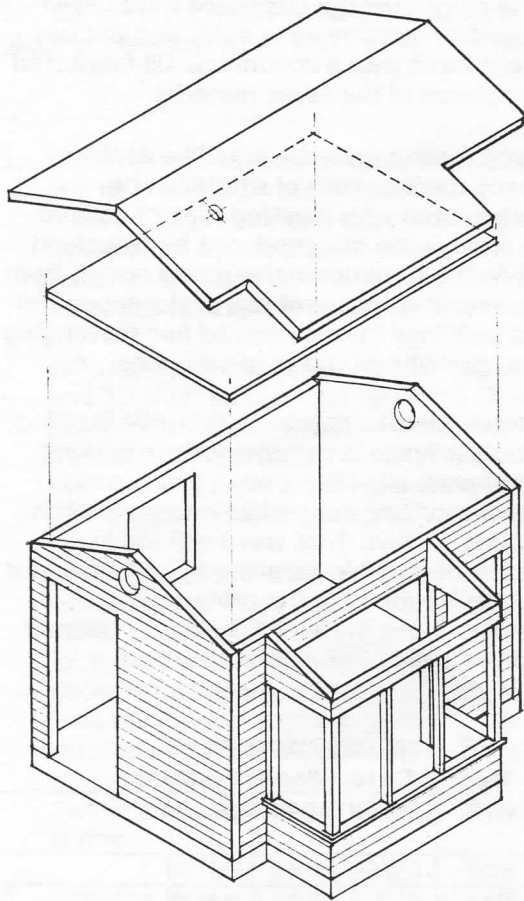
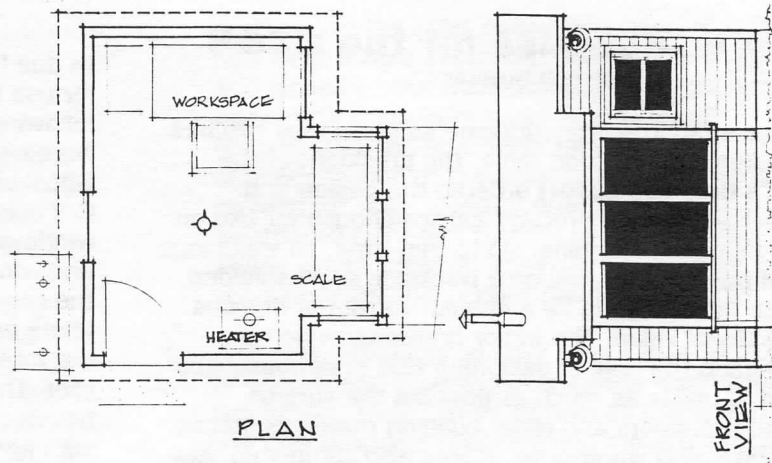
GB&S Scalehouse

by Guenter

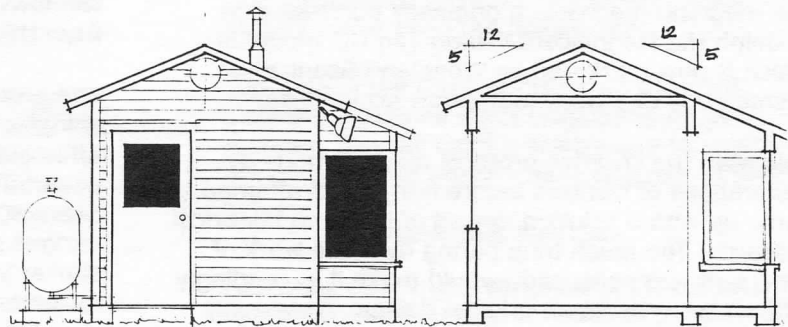
All drawings at HO scale (1:87)
unless otherwise noted

Note:

Adjust window and door openings to
fit the specific units being installed.

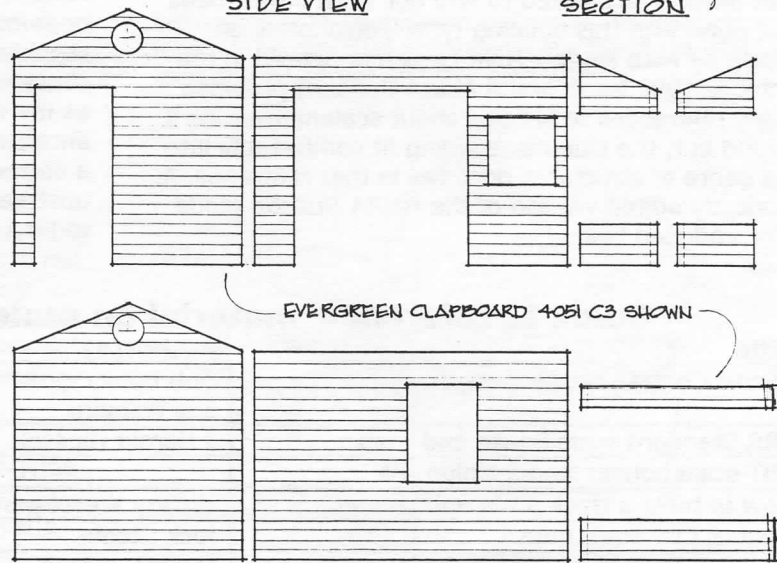


ISOMETRIC DRAWING

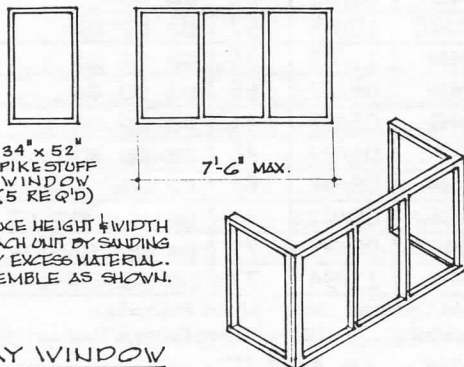


SIDE VIEW

SECTION



EVERGREEN CLAPBOARD 4051 C3 SHOWN



BAY WINDOW

PATTERNS FULL SIZE FOR HO SCALE

Member Aid & New AP Scoring

by Richard Lake

By now I am sure everyone has read the article in the May Bulletin which explains the new scoring guidelines that are being implemented. In fact I expect that some have had contest entries judged using the new guidelines. I have heard considerable discussion about those guidelines: some positive, and some not so positive. My own response (purely personal) is very positive. Having built LaBelle and Ambroid car kits, wooden structure kits which were essentially board by board construction, and a couple of scratchbuilt projects, I have no problem with the changes. I agree with Pete Moffett's statement that many kits are "just as challenging as any scratchbuilt project". Now that I have expressed my opinion on the changes, let's get to the point of this article. What resources are available to help members adapt to the changes? What do we do to help in the process?

First let us consider resources that can help members achieve maximum points for conformity. Under the new guidelines this area jumps from a value of 10 points to a value of 25 points. The ability to document conformity to the prototype or to provide information that establishes a freelance model as being of "prototypic nature" (see Bob Charles' column in the May Bulletin) is the key to high scores with regards to conformity. There are many books which provide a wealth of prototypical information. SIGs and Historical Society publications, model magazines, and even the Internet provide additional resources for us. However the expense of purchasing books, maintaining SIG and society memberships, magazine subscriptions and Internet access could put a severe strain on the budget of many modelers, and would limit the ability to purchase kits, supplies and other materials needed on the layout. But there is a very inexpensive resource that all NMRA members can access which provides an enormous amount of the information needed to meet the challenge of establishing conformity. That resource is the Kalmbach Memorial Library.

Let me give you an example of what that library can do for you based on a recent personal request. My railroad will be freelanced but heavily influenced by a close relationship with the Rock Island. I want the eL and eL's engines and cabooses to show that Rock Island influence. At the present time there does not seem to be a good model of a Rock Island caboose on the market, so I made a request to the Memorial Library for articles about scratchbuilding and/or prototype construction of Rock Island cabooses. In a very short time I received copies of four articles from model magazines with three different styles of the requested cabooses. One of these stood out because

it was essentially a box car with a bench mounted on the roof. It was used in transfer service.

I suspect that entering a version of this car in a model contest as an eL & eL caboose might raise questions about conformity, but with the article I can clearly document that a prototype for the model existed. That will certainly help in achieving a better score whether I choose to scratchbuild or do some serious and appropriate kitbashing with boxcar kit. It is therefore important for all of us to keep reminding our members that the Kalmbach Library is an invaluable resource.

The answer to the second question is more complex. How do we help members achieve high scores in conformity? One way is to share our personal resources. Many of us have significant libraries of books and years of modeling magazines. We need to help newer members by letting them know what we have, and by providing access to our collections. At the same time we must let region and division members know what we are working on, and where we need help. This can be done on a personal level by those who attend division meetings, or have extensive contacts in the model railroading community. If work, distance or other conflicts prevent attendance at meetings, sharing resources will be difficult. This is where this column can play an important role!

Members who have a question about modeling a specific prototype, or are in need of general information about cars, engines, cabooses, depots, industries etc. could send requests to the Regional Member Aid Chair. Those questions would appear in this column, and hopefully result in the members getting the information that they need. (There will be a short pause in writing while I watch a UP train with seven motors on the head end cross a bridge in Austin, Texas. It is really nice to have a hotel room where I can watch trains).

I will also suggest another element that could help resolve the second concern: Short clinics at division meetings where models are subjected to informal judging for conformity alone. After the judging, the results would be shared with all attendees, with a critical analysis of each model. Perhaps a 15 to 20 minute clinic on a specific car type or a prototype railroad could be conducted at every meeting. Other scheduling alternatives are possible, including ones devoted to freelance modelers. I am sure there are many ways that we can help our members meet the challenge of the new AP scoring, and I would be delighted to promote those ideas in the next column. In fact your responses would make the task of generating a Member Aid column decidedly easier and a lot more interesting. My address is listed in the Call Board on page two of the *Caboose Kibitzer*. Until the next issue, remember that we are all members, and therefore a part of Member Aid. □



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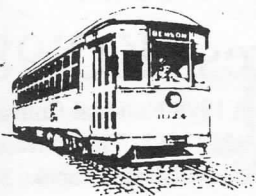
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A Registration Kit will be sent to all 1997/1998 Pre-Registrants approximately one month prior to the publication of the convention information in the NMRA Bulletin. So register now to receive early notification of all the planned activities.

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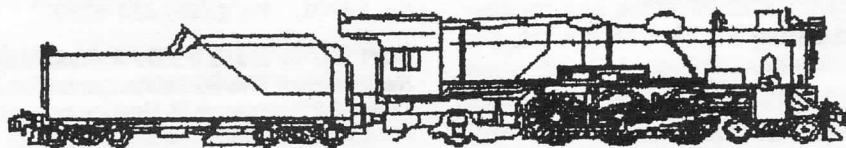
Signature: _____

Date: _____

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(**Add \$32 if not a member of the NMRA or N-Trak**)

Mail completed form to:
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Lenexa, KS 66215



Ozark Model Railroaders Association 20th Annual Train and Swap Meet

Saturday, May 2nd 1998 - Springfield, MO

The OMRA's 20th Annual Train & Swap Meet is just ¼ mile north of I-44 at 3535 North Glenstone. Take Glenstone north from I-44 to Praise Assembly. Signs will be out. With all of the outstanding clinics, swap tables, layouts, the NMRA and popular vote judging that we always have, be prepared for something extra this year! There will be a "Provide Your Own Transportation" tour with several of Springfield's best train spots mapped out AND free admittance to the Frisco Museum for your enjoyment. This added event is one more reason to come to OMRA's 20th annual train meet. Mr. Conductor will be there with several kids' clinics planned, so be sure to bring the children along. Door prizes and a full kitchen (good food and good prices) will also be part of the show.

For information of a general nature call Dean Batson at 417/863-6402 or e-mail him at DanBat710@aol.com. For table information contact Harry Neale at 4681 Fremont Road, Ozark, MO 65721 ph: 417/725-9641. Preregistration is \$4/adult or \$8 for the entire family. Prices at the door will be higher.

Dealers' Tables: 1st 8 ft. table \$15, 2+ tables \$12 each.
1st 6ft. table \$12, 2+ tables \$10 each.



OOOOOOH

That sounds *GOOD!*

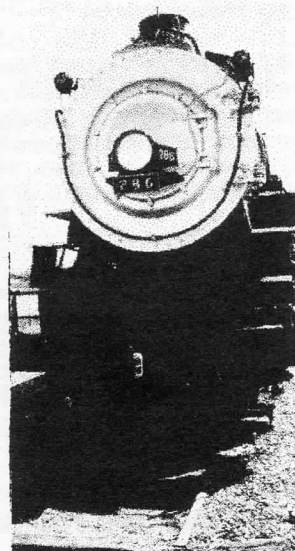
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Timetable of Events

(Gary's Switching List)

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Home: (785) 273-3350

e-mail: 103045.2047 @ compuserve.com

Ed: Please let Gary know your show dates as soon as you have them. There are already date conflicts for events in 1998. Contact him at the above address.

Mar 7 & 8, 1998: GATS. Century II, Wichita, KS.

Mar 14 & 15, 1998: GATS. Civic Aud., K. C., MO.

Mar 28 & 29, 1998: Manhattan Area Rail Joiners Herington Train Show & Meet. Herington Community Center, Herington, KS. Sat: 10-5, Sun: 11-5. \$2 Adults, 12 and under free w/ paid adult. Tables \$5. Info: Ralph Finley, 2295 Zane, Chapman, KS 67431. (785) 257-3501.

Apr 18 & 19, 1998: Nebraska West Central Div. Fifth Annual Show & Meet.. Lincoln County Fairground, North Platte, NE. Info: Jack Rickett, Paymaster, Box 7, HCR 72, Sutherland, NE 69165. Ph: (308) 386-4616.

Apr 19, 1998: Southern Illinois Train Club Model RR Show & Swap Meet.. John A. Logan College Gym, Carterville, IL. 11am-5pm. Adults \$2, Children 12 & under free w/paid adult. Family \$5. Info: Randy Dominick, 814 Chamness Rd., Royalton, IL. 62983 (618) 984-4474.

Apr 25, 1998: Enid OK Model RR's Swap Meet. Hoover Bldg. at the Fairgrounds. 8am-4pm. Advance-\$4, Door-\$5; Tables: Advance-\$12, Door-\$14. Info: Art Bauman, 914 N 19th. Enid, OK 73701. (405) 237-0950 or Don Duncan 2121 N 10th, Enid, OK 73701 Ph: (405) 234-8316.

Apr 25 & 26, 1998: Pottawattomie Railroad Soc. Association 1998 Swap Meet & Train Show. Onaga High School, 500 High St, Onaga, KS. Sat: 9am-4pm, Sun: 10am-3pm. Adm:\$3, under 10 free w/paid adult. Tables:\$6. Info: Dale Renfro, 417 Lucian, Onaga, KS. 66521 (785) 889-7194 or Verne Ratcliff, PO Box 314, Onaga, KS. 66521 ph: (785) 889-4424.

May 2, 1998: Ozark Model Railroaders Association (OMRA) 20th Annual Train and Swap Meet. Prairie Assembly, 3535 North Glenstone, Springfield, MO. Info: Dan Batson, Ph: 417/863-6402; Table info: Harry Neale, 4681 Fremont Road, Ozark, MO. Ph: 417/725-9641. Preregistration is \$4/adult or \$8 per entire family. (See ad).

May 2 & 3, 1998: GATS. Tulsa, Oklahoma

May 2 & 3, 1998: Greater KC Area Model RR Council. Metcalf South Shopping Mall, Overland Park, KS.

May 2 & 3, 1998: Topeka Model Railroaders Inc. Show and Meet. AG Hall, Expo Center Complex, Topeka, KS. Info: Terry Posten, Treas., 5025 NW 52nd Topeka, KS. 66618. Ph: (785) 246-2055.

May 17, 1998: Mid-America Train Meet. Reardon Civic Center, 5th and Minnesota, Kansas City, KS. Admission 7am-9am \$5, 9am-2pm, \$3.

Jun 6 & 7, 1998: Good Old Days Railroad Exhibit. Fort Scott, KS. Info: Don Banwart, PO Box 631, Fort Scott, KS 66701. Ph: (316) 223-5190.

Jun 20 & 21, 1998: Kansas Central Model Railroaders Show. Salina Central Mall, Salina, KS. Info: Javen Schmucker, 528 Meadowbrook Court, Newton, KS. Ph: (316) 283-7736.

Jul 20-26, 1998: NMRA National Convention. Bartle Hall, Kansas City, MO. Hosted by Turkey Creek Division of MCor. Information: Heartland Express KC '98, Peter Ellis, Registrar, 14960 W. 87th St. Parkway, #154, Lenexa, KS 66219 email: elliscon@pimenetcom.

Aug 23, 1998: Mid-America Train Meet.. Reardon Civic Center, 5th & Minnesota, Kansas City, KS. Adm: \$5 (7am-9am) \$3 (9am-2pm).

Sep 12 & 13, 1998: South Central Nebraska Model RR Show & Meet. Imperial Mall, Hastings, NE. Sat: 10am-5pm, Sun: 12-5pm. Deb Blunt, 3001 W 12th St., Suite 36, Hastings, NE 68901. Ph: (402) 463-3315.

Oct 10, 1998: Second Annual Cherry Valley Model RR Show & Swap Meet.. Independence Civic Center, Independence, KS. 8am-4pm. Adm: adults \$3, children 12-7 years of age \$2, under 6 free w/ paid adult. Tables: first two \$10 each, 3 or more \$8 each. Info: John R. Dhooche, 25057 Queens Rd., Parsons, KS. 67357-8014. Ph: (316) 421- 3178; e-mail: JRDHOOCH@AOL.COM.

Switching Problem

Provided by Brian Porter

Redrawn by R. Guenter

The follow switching assignment is part of the anonymous lore of railroading. No one seems to know who originally conceived the puzzle, or whether it was ever a part of an official testing procedure for train crews. It is presented here for the amusement of our readers, with special thanks to the unknown author(s).

Problem No. One:



The westbound train shown above consists of two motors (engines A and B) plus three empty box cars. The assignment is to pick up the three loaded cars from the siding, which is long enough for no more than three cars, or two cars and an engine. As you can see, the siding has a switch at the east end only. The three empties in the illustrated train must be left in that siding.

When the switching operations have been completed, the three empty box cars are in the siding, the three loaded cars are behind the motors, and the latter are in the same relative position as when the switching started. No dropping of box cars allowed! This means the cars must be coupled and pushed or pulled to a stop.

Let's Phase It

by Al Gaddini

There are so many things to do on a model railroad that there are times when one doesn't know where to begin or what to do next. One of the important tasks that I had not completed was weathering my rolling stock. Since my roster shows 57 freight cars I felt that it would take me forever to weather each one separately, so I decided to do it in phases. The first phase would be to do the underframe, including the metal weights, trucks, couplers, brake wheel and stirrups on each car. My rolling stock consists mainly of Athearn, with some Roundhouse, Train Miniature, Walthers, and (would you believe?) one Front Range covered hopper. Athearn has an underframe and a steel weight that attaches to the floor. Some of my other cars have an underframe that attaches to the floor with the weights inside the shell. Others have a metal floor with an integral metal underframe.

I decided to paint the weights, floor, underframe and trucks with a base color, so I purchased a spray can of light gray primer at my friendly hardware store. The reason for using this type of paint has to do with the metal weights. Fortunately, the primer also puts a smooth coating on styrene.

I started working with three or four cars at one time: disassembling each one and putting the parts for each car in a separate container. Since some of the metal weights had become rusty in spots, I removed all of that rust with steel wool. Each weight was then sprayed on both sides and on the edges with primer.

Next, the underframe and floor were sprayed with primer. The underframe was painted only on the bottom and sides, because the top rests against the weight and floor on certain cars. Once the parts were dry, the weights, underframe and floor were airbrushed with a light spray of Polly *S dirt* or *mud* color and *rust*. Slightly more rust color was applied to the tanks and brake gear on the underframe. Gray primer was all that was needed for those weights that attached inside the shell.

The trucks were next. I removed and cleaned the wheels, and using cotton on the end of a pointed swab stick I cleaned the bearing surfaces on the inside of the trucks. These are the openings which receive the axles. The trucks were then hand-painted with Polly *S light gray*. When dry, Polly *S dirt* and *mud*--with a touch of *rust* color--were applied around the springs. After the paint was dry, the wheel sets were reassembled.

The brake wheel and stirrups received the same treatment, however they did not need the light gray base. The couplers were given a combination of Polly *S dirt* and *rust*, taking care not to disrupt the ability of the coupler to operate. The final step was to reassemble the cars in their entirety. Once on the track, they no longer had that "out of the box" look.

The next addition to my fleet of rolling stock will be immediately given the first phase treatment. The second phase will be to complete the weathering of each car. In the meantime I can run my trains with a minimum of weathering, and--*let's phase it*--they look pretty darn good! □

The Editorial Staff welcomes the additions to the Pike Registry displayed below. At the same time it reminds all subscribers on the following pages (pp 20 and 21) that their ads expire with this issue of the *Caboose Kibitzer*. To maintain the listing of their pikes, or in the case of dealers the display of their business cards, those parties must promptly remit the appropriate payments to the Advertising Manager, Gene Tacey, Box 485, Sutherland, NE. Gene's Zip Code is 69165. The charge is \$5 per year for the Pike Registry, and \$10 per year for the Dealer Directory. Make your checks payable to the *Mid-Continent Region*.

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President - Al Gaddini



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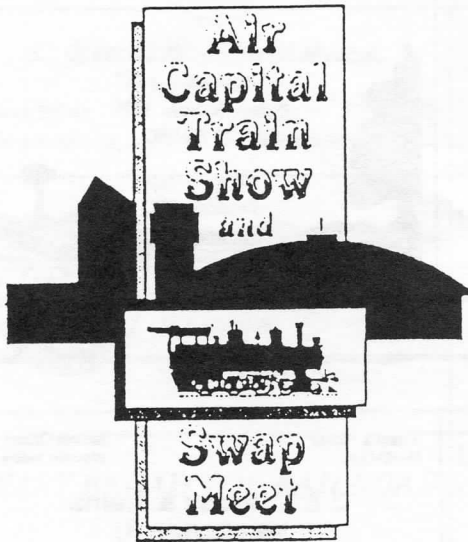
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Region Club Roster

This roster was created for the benefit of members of the MCoR Region. It identifies those clubs that are presently active in MCoR. Any group that wishes to be included in this listing should send the editor the club's name, contact address and scale interest.

AR Valley MMRC (HO,HOn3) 209 Corkwood Drive Jacksonville, AR 72976	Gold Creek RR Co. (1/2") 8324 Hall Lenexa, KS 66219	Mo-Kan Railjoiners, Inc. (all) 14906 W 150 th Street Olathe, KS 66062	Parsons Model RR Engineers (HO), Cherryvale Depot Cherryvale, KS 67335
Big Bend Railroad Club (O) 8833 Big Bend Boulevard Webster Groves, MO 63119	Kansas Area N-Trak (N) 2046 S. Elizabeth #1306, Wichita, KS 67213*	Modular HO Narrow Gauge Soc 1120 Hawken Place Webster Groves, MO 63119	Quincy Society of Model Engineers (HO, HOn3) Rt.7, #9 Shady Acres Quincy, IL 62301
Capital City Model RR's (HO) PO Box 243 Jefferson City, MO 65102	Kansas Central MMRC (HO), 530 E. 3 rd Street Hutchinson, KS 67501	Nishna Valley MR Society (HO) 1303 8 th Street Harlan, IA 51537	Society of Model Engineers (HO), 5715 W. 81 st Street Prairie Village, KS 66208
Claremore & Southern (HO) 3049 Clover Creek Drive Claremore, OK 74017	Kansas City S Scalpers (S, Sn3) 512 SE Douglas Lee's Summit, MO 64063	Northland MMRC (HO) 1525 N. Emery Independence, MO 64050	Southern Illinois Train Club (HO,N,G), P.O. Box 1633 Marion, IL 62959-7833
Columbia Model RR's (HO) 410 Camelot Drive Collinsville, IL 62234	KC O-Scale Modulares (O), 10334 Ash Overland Park, KS 66207	Ozark Model RR Assoc. (all), 4224 W. Commercial, Springfield, MO 65802	SW Indiana Modular RR's (HO), 3107 W. Capitol Little Rock, AR 72209
E. Jackson City Mainliners(HO) 807A Main Street Blue Springs, MO 64015	Manhattan Area Rail Joiners (HO), 811 Osage Manhattan, KS 66502	Ozark N-Trak (N) 3711 S. Franklin Springfield, MO 65807	Tri-City Model R.R. Assoc. (HO, N) 607 South Shore Dr. Hastings, NE 68901
Northeast Kansas Garden Railway Society (NEKAN-GRS) 1308 SW Caledon Topeka, KS 66611-2412			Wichita MMRC (HO, HOn3) PO Box 48082 Wichita, KS 67201



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Want ads are free to current MCoR members. They are subject to available space and acceptance at the discretion of the editor, and are limited to 25 words or less.

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Attention: Advertisers and MCoR members

The time has come (or passed) for many of our advertisers to renew their adds in the *Caboose Kibitzer* or be dropped from our pages. Obviously the editorial staff hopes that they will continue their support, and—of equal importance—that our readers will patronize their establishments and purchase their products. It is in the best interest of all parties since the availability and quality of this publication is directly related to: 1) regional interest and participation in NMRA and MCoR, and 2) the level of commercial support which it receives in the form of advertisements.

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