CABOOSE KIBITZER

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Caboose Kibitzer

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MCoR is a part of the *National Model Railroad Association (NMRA) Inc.* As of October 1, 2005, membership in *NMRA* includes membership in the geographic *Region* (we are in *MCoR*) where the member lives as well as membership in the *Division (if any)* where the member lives. For more information about Divisions, please see the *Callboard* on page 2.

Most memberships in *NMRA* (see the membership application form on the last inside page for explanations) include a subscription to the monthly *Scale Rails* – that includes the *NMRA Bulletin* - and in *MCoR* also includes a subscription to the semi-annual *Handcar* - informational publication of *MCoR*.

Application for either new or renewal membership in the *NMRA* and *MCoR* may be made by using the form provided on the inside back cover of this issue. Send your application to the National Model Railroad Association at the address shown therein.

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Items for publication must arrive before the dates listed below to be considered for inclusion in the corresponding issue.

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Send all material for publication to the editor, Bob Jefferis at 6000 W. Richards Drive, Shawnee, KS 66216-1721. Or if it can be transmitted via e-mail, send it to jeffbobj@swbell.net. It must be understood that no payment can be made for material submitted for publication.

Contributions of typed material can be made electronically (preferred), printed on *white* paper (please, no pretty pastels) with a laser or inkjet printer or a typewriter with a good ribbon. Acceptable but LOTS more work for me are dot-matrix printer or *neatly* handwritten (printed) – I can't scan dot-matrix or handwritten. Electronic versions can be as an MS Word file (.doc), text file (.txt) or an Adobe Acrobat file (and I really prefer the Word or text file). Media for transport to me can be via e-mail (jeffbobj swbell.net), a CD or a 3.5" floppy disk. (If you send e-mail, please use "CK Material" as the subject.)

If you have drawings in AutoCad, we can read those directly and print them. (Wonderful!)

Contributions of photos have lots of possibilities. Prints **made from photo negatives**, color or b&w, in sizes from 4x6 to 8x10 will work well. **Electronic images** of approximately 2 Megapixels or more work very well. 1 Megpixels photos are marginal and ½ Megpixels (such as made by most cell phone cameras) provide a photo that is very hard (if not impossible) to reproduce well. If possible, photos of individual models should be made with a neutral background. E-mail ***may*** work but your IPS may limit file size. Most do not permit attachments of over 2 Meg. 3.5" floppy disks are fine but limited to 1.44 Meg. CDs are excellent and lately are cheap. **Adobe Acrobat files don't work!**

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HOLIDAY VILLAGE IN KASAS CITY

by Bob Jefferis

This time your editor feels required to wax eloquent about a particular model railroad. No, you can't come to visit it just yet, but should be able to late next November. Why the delay? Read on!

What a setting for a model railroad! Many an aspiring (model) railroad magnet has moaned about the lack of space available for his or her layout. That is especially true for those in the larger scales. Think about a #1 gauge, 3/8" scale model railroad in a 100' x 240' room with a 95' (that is NOT 9*point*5' but 95') ceiling. Picture a four level (not interconnected) layout with 10 trains running simultaneously. That was the setting for The Holiday Village at Kansas City Union Station's second year of operation, which started the day after Thanksgiving and concluded on January 15.

The flyer handed out to visitors read, "Designed by the Kansas City Garden Railway Society, the Holiday Village continues to change with new items being added each year. The model trains will be running: Monday-Saturday, 10 a.m. to 9 p.m and Sunday noon to 6 p.m."

"The Kansas City Garden Railway Society was formed in June of 2003 for the promotion of the model railroad hobby. Visit our website, www.kcgrs.com to see where we will be set up next."

Because the layout required constant supervision when operating, there was a requirement for an operator 72 hours weekly. Between the members of KCGRS and the volunteer corps at Union Station, the 20 weekly operating sessions were all manned.

Some statistics of interest would include 10 #1 gauge (or 45 mm if you prefer) trains operating at once on a total of about 1,700 linear feet of track and using 30 manually operated turnouts (or switches if you prefer).

Three loops (tracks #1 - #3) were 24" above the floor and had three double-end yard tracks connected. There were three more loops with three

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Holiday Village layout controls. The three to the left control the three lowest loops, the next three control the three middle loops, the next controls the Thomas loop and the right one controls the two small loops at the highest level and the streetcar line. At the upper left is the back of the TV set that displays the ROW in front of the Polar Express.

double-end yard tracks 36" above the floor. At 42" above the floor there were two small loops, each with 2 12' straight sections and a 34" half-circle at each end. There was also a "streetcar line" on which the car ran back an forth from one side to the other.

Last – but not least – Thomas (and James) had their own loop about 5" above the floor across the back end with a 6' passing siding.

The trains operated included a "*Polar Express*" with on-board sound and a camera mounted above the headlight showing on a large TV set near the operator's table. One of the main jobs of the operator was to keep the watchers alerted that, "You're going to be on TV! Now watch…" An Amtrak train with A-B units and 6 – 8 cars was very popular. And there were lots of freights.

The KCGRS was very fortunate to have a photographer of Roy Inman's ability available and who was do a photo shoot of the layout and as a result KCGRS was able to produce a 13 month calendar with 14 photos of the layout. **The cover photos on this CK are from that calendar!** Calendars will be available while the supply lasts on the are the web site, www.kcgrs.com. If you want to contact Roy Inman (and he does have lots of excellent railroad photos available) his contact info is: 8937 Country Hills Court, Lenexa, KS 66215, phone 913-541-1759, e-mail rinphoto@everstkc.net.

Operating the Holiday Village was fun – up to a point. That point was reached hours *before* I had put in 49 hours. If that were an *operating session*, fine. However, 49 hours of watching trains play "chase-my-own-tail" can get old fairly quickly. DCC was installed on Track #1 (the largest loop on the lower level) but the locos owned by Union Station were not so equipped.

The fun *did come* when I was interacting with all ages of the public – from little kids to big kids to big kids masquerading as grandparents! No one tried to keep count of the people standing at the fence with big grins on their faces as they stared at the trains. It was wonderful.

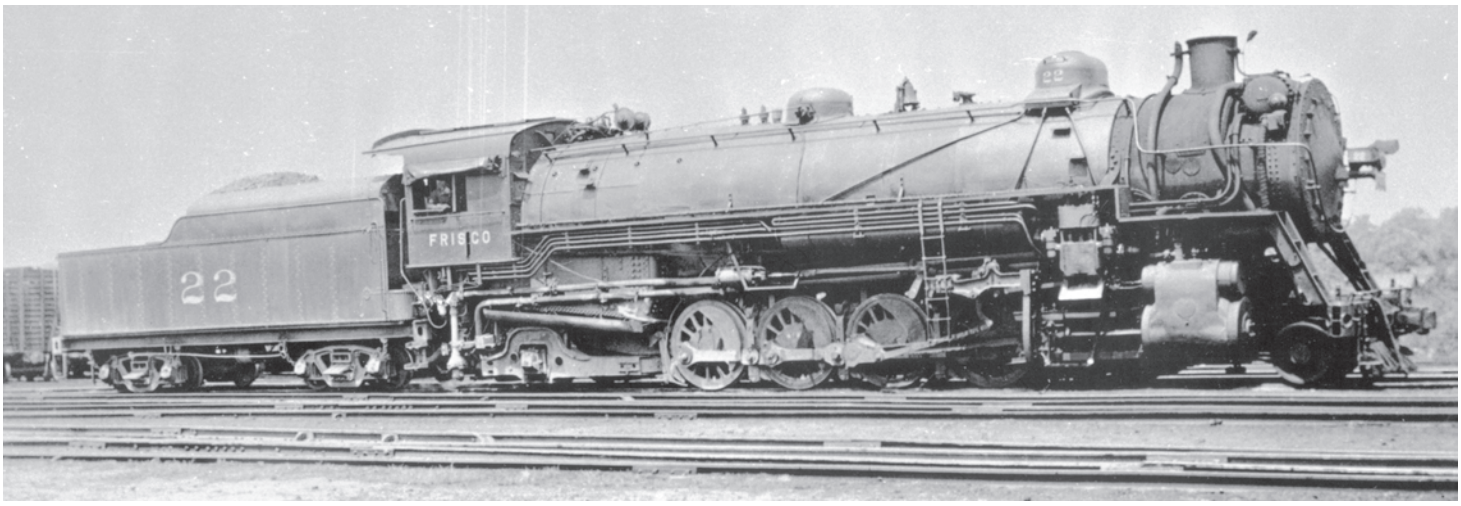
Another railroad attraction was the Holiday Express, frequently referred to as "The Jones Store Train". This was a kiddie-hauling train that operated at the Jones (Department) Store from 1934 to about 1960 during the Christmas and Easter seasons. It was an articulated train built by the Miniature Train Company of North Tonawanda, NY, later Rensselaer, IN, and was modeled after the Burlington Zephyr. It was 10" gauge with 2-rail power. Apparently a loco problem about 1960 caused the rest of the train to be stored. Most of the track was lost but a few pieces allowed a gauge check and the four cars plus locomotive power trucks were available. Union Station bought it, Mid-America Car Company built track, refurbished the cars and mounted a 1-1/2" scale F7 body on a frame to use the power trucks. Power came from deep-cycle golf cart batteries.

Visitors talked about it a lot! Several of the grandparents and great-grandparents remembered the train on the 5th floor of the Jones Store and really wanted to talk about it. One older man said, "You made three kids very happy today and I was one of them!"

Above is the Holiday Express, otherwise identified as "The Jones Store Train". As many as 4 children per car times 4 cars made a train-full of happy youngsters. Below is the ID that your author saw on the shipping boxes when we first viewed the train in the warehouse.

FRISCO SPOT ENGINES

by Richard Napper MMR



This is one of the 60 ”Spot” engines that we’re looking to reproduce. The Spot name comes from someone in the 19th century referring to the lowest numbered engines as the “One-Spot”, “Two-Spot” and so on. While you may not yearn for something as hefty as these 2-10-2s, the way you may go about modifying a particular kit into what YOU want can always be applied.

The Frisco Spot steam locomotives were numbered 1-60 and were of the Santa Fe type, 2-10-2. All were built by Baldwin in 1916-1917 with 29” x 30” cylinders, 60 inch drivers, 200 lbs. boiler pressure, 76.2 Sq. Ft. gate area, and a traction force of 71,480 lbs and with Delta trailing truck booster, it was raised another 8,750 lbs. Tenders were 30 feet long with 18 tons of coal and 10,000 gallons of water storage. These were drag era freight engines; they could pull anything you tied onto the tender coupler, but not were very fast (35 miles per hour max.) without a lot of rail pounding. The Frisco homemade Mountain engines which become the largest Mountain engines ever built used the big boilers of the Spot engines. Most of the engines had the built up USRA Cole trailing truck replaced with the booster equipped Delta trailing trucks in 1930. The USRA 2-10-2 locomotives were equipped with Southern valve gear; the Frisco engines were not so equipped. I do not know how many, but most had alligator crossheads; most of the latter engines seemed to have Laird Crossheads. One must study the photographs of the engine you want to model. I plan on building both types.

I will have to admit that a Frisco Brass Spot engine would be nice to own, but I have two problems with such a solution. They are very expensive, and I have not owned a brass locomotive that would pull very much; they just do not weigh enough to have a high traction effort. So my solution was to convert a Bowser USRA 2-10-2 into a Frisco Spot Engine. Since the Bowser locomotive is all cast metal, it has the necessary weight to really pull a load. I purchased the locomotive kit as well as the detail kit and a painted Engineer and Fireman from Bowser.

If you are a subscriber to Caboose Kibitzer (CK) you will find 36 model photographs as well as many prototype photos for your references while building this Frisco model on the MCoR website. That is found at www.mcor-nmra.org/.

During my young, stupid, period, I did not follow the instructions completely and ended up with a model which drew heavy motor current because I did not get all of the binds out of the driving gear. I now take my time and I can get the motor current below 0.15 Amp! That is using the open frame motor, not a can motor which is NOT needed. Let’s get started.

You must install the drivers with the insulated wheel on the correct side of the frame. Check the drivers with a power supply, if you get a spark, that will be the non-insulated side, check both wheels on each set. I found one set that did not have an insulated wheel and I had to return it to Bowser. It will probably take you some time to get the drivers to roll freely, but you must do it. Do not proceed until they all roll freely, as the instructions state. I had two problems. I had to file open the edges of the front driver slot to free it up, and the driver with the gear would not roll freely either. Then after disassembly I found rub marks on the bottom plate, so I had to file the drive slot deeper to free up the driver set. After these two modifications, all drivers ran freely. I then oiled them per the instructions. I

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cleaned the slots with alcohol on a cotton swab to remove the filing dust; you do not want to leave the filing dust in the slots.

Next step was to install the main side rods. Problems again - one side rod would not rotate freely on one driver if I tightened the screw down on the driver. Turns out that the side rod holes are raised slightly so the rod will clear the driver center. The binding driver hole was not raised enough, so I had to file the driver center down until the rod would clear it with the screw tightened all the way. Do not proceed until you find and fix all problems with binds.

Clean up the cylinder set with the alligator crosshead that came with the kit. In order to use a Laird crosshead I had to purchase such a cylinder set from Bowser. I will eventually be building three Spot engines, and at least one of them will have a Laird crosshead. If you look at the photographs, you will see that the combination level on the valve connects to bottom of the piston guide, not in the center as provided in the kit. I had to purchase the correct piston guides and install them along with the main side rods. You will probably have to do two things to get the main rods to work. One is to cut off the screw in the piston guide that connects the main rod so it will clear the drivers, and the other is you will most likely have to shorten the piston guides to clear the main rods. Here again, get rid of all binds, so the mechanism runs freely!

The hole that is used to mount the insulated screw for the tender draw bar needed to be drilled out so the insulating spacers would fit correctly. Be sure and adjust the drive train gear mess when you mount the motor to the chassis.

But I digress, let's first get the valve gear mounted on the chassis and be sure it is running freely. (Did I say that before?) The USRA locomotive used Southern valve gear, which as near as I can tell was not used on the Frisco Spot engines. I studied the photos until I was blue in the face, and came to the conclusion that I would use the kit's valve hangers, but I would use the Bowser I-1 Decapod valve gear, so I ordered three sets of assembled I-1 valve gears for use on my models. Since I replaced the piston guide I purchased the longer combination level, and had to install it on the I-1 valve gear. I then needed to drill out the piston valve hole so the new valve rod would fit. The hole in the valve hanger is tapped for a 00-90 screw and so is the valve gear, so I had to drill out the hole in the valve gear hangers in order to mount the valve gear. The hole in the front of the valve gear hanger through which the piston valve rod passes must be filed open as well. Cut off the screw on the piston guide after they connect the valve gear, then put a drop of "superglue" on it and the screw on the main rod at the piston guide as well so they will not back out on you. Be sure you get rid of any binds. Run in the mechanism in both directions once you mount the motor.

If you have gotten rid of all the binds, your motor should draw about 0.15 amps. Take your time and you will be rewarded with a great running chassis.

The combination level I used is part #9820, and the I-1 valve gear is part #1-500705. Oil everything and grease the gears and oil the motor lightly! One drop is all that is needed to get a free running chassis; less oil is better than too much!

The fun is just starting. I like to have an operating white LED headlight in all of my locomotives. You will need a T-1 size white LED. The sight blue cast does not bother me, but if it bothers you, substitute a golden yellow LED of your choice. I use a Cal Scale Brass Headlight casting #190-206 with a Frisco Coonskin Headlight bracket from Precision Scale #31607. The headlight is a Pyle-National type with number boards.

You will need two drill sets for this locomotive. The modeler's set #61-80 and a regular number drill set #1-60. Using a #22 drill, drill out the headlight castings using the special vise available from Micro Mark. It is the only way to hold the casting for drilling that I have found that works. Now use a 5/32" brass tube and insert it into the drilled out casting. Cut the tube off behind the casting leaving about 3/8". Drill out the smoke box door, superglue the coonskin bracket below the headlight casting, and mount the assembly using the 5/32" tubing through the hole in the smoke box door and superglue in place. The T-1 size LED will fit right in the end of the tubing inside the smoke box door. Cut the leads off the LED and use the connectors to plug the LED into the leads going to the little light circuit that you mount on the back of the motor. The longer LED lead is positive and must be connected to the positive output lead on the little circuit board. The leads from the LED go through the engine boiler weights and use another plug and socket to connect to the little circuit board so you can unplug the LED when you remove the boiler from the engine chassis for maintenance. The LED circuit is directional; the headlight will only come on when the locomotive is moving forward; that is when the engineer's rail is positive. When I can afford the Tsunami sound decoder, I will convert the locomotive to DCC with sound. I have already purchased the insulators, to convert the motor to an isolated one for DCC Operation.

The little circuit is wired into the locomotive so the positive input lead is wired to the locomotive chassis and the negative lead is wired to the tender insulated connection. I have written an article about the lighting circuit before, but if you do not wish to

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make one of your own, I will provide you with a tested and operating circuit for $10.00 pp, $15.00 if you want a white LED.

As a change of pace, I now turned to work on the tender. The only modification I made was to cut out the metal coal load. I then superglued a piece of styrene to the bottom of the coal load from the inside of the tender. This action leaves the tender shell open for later installation of the speaker and sound decoder for DCC operation. Put the tender together per the Bowser instructions. However, I used a #7 offset Kadee coupler on the tender. Grind off the coupler box on the tender floor, and drill a #50 hole tapped 2/56 to attach the Kadee coupler, the #7 gives you the correct coupler height. This is a good place to take a break from model work. Work on the boiler on another day.

You will need to drill various holes in the boiler shell to mount the steam distribution header in front of the boiler cab, the bell, steam safety valves, and the steam dome and one of the sand dooms. The Frisco engine does not have two sand domes, and I replaced the steam dome with the brass casting I had in my box of stuff because it is closer to the correct type for the Frisco engine. If anyone can tell me where I can get another one, I would sure like to know as I only had the one, but I am doing three engines. Putty the unused dome hole in the boiler. I mounted the forward sand dome in the hole in the boiler, but after studying the photos again, I should have moved it closer to the smokestack.

Glue the spring for the front pilot truck into place with a drop of superglue; use one of the leftover spacers that came with kit to mount the truck using a 2/56 screw. The USRA locomotive comes with a Cole built up trailing truck, but they were not used on the Frisco locomotives. Buy a Bowser Delta trailing truck and mount it on the frame using a brass tubing spacer so that the trailing truck is horizontal under the frame. You will need to grind off a little of the frame extension so the Delta truck will swivel.

I used the pewter casting for the pilot but I am considering the brass one as a replacement. Mount the two brass ladders to the pilot, add a cut level to the front of the pilot using the boiler handrail mounts, and grind out the front of the pilot so you can mount a Kadee #36 coupler in a #5's mounting box and centering spring. Cut the ledge off of the #5 box because it will mount back from the face of the pilot which is why you need the longer #36 coupler. Mount the coupler box, using a 2/56 screw and nut through the hole used to mount the pilot to the front of the chassis.

Now things start to get dicey! Bend and mount the two brass running boards on the boiler. Under the running boards mount three air tanks. I used one on the fireman's side but super glued it to the boiler as far back as I could get it under the running board. The second one that mounts on that side is too long, so cut it off from the right end, and glue it to the boiler support so it is closer to the first one you mounted on the fireman's side. Using flat brass stock, bend two pieces at 90 degrees, and solder them under the running board. Now using two air pumps purchased separately from Bowser, superglue them to the two brackets you just made. Bend the air line brackets provided, and solder them at the front edge of the running boards.

Moving to the engineer's side, take the last short air tank and using a piece of brass tubing, cut the pewter tank in half and splice in a piece to make it longer. Now glue it into place under the running board. The big cast bracket on the bottom of the boiler will not be used so you can cut it off. Mount the valve gear power reverser per the kit instructions. Again bend and mount the air line brackets on the front edge of the running boards plus one under the engineer's cab.

I had to remove the cab floor and grind down the cab back head casting to get it to clear the locomotive wiring so it would not short out. You may be able to do better than I did in this regard.

Here is that for what we are shooting - a model of THE locomotive your heart desires - in miniature.

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To protect the detail you are about to add, I suggest that you mount the boiler on the chassis and leave it mounted as you add the final details. I added as much piping detail as possible to give the locomotive that Frisco look, but every last pipe can not be added, there just is not enough room on the model as compared to the prototype. I did not attempt to add the steam lines to the Delta trailing truck booster. I did add water lifters to each side of the boiler, soldering the pipes to the running boards. The steam feed pipe to the electrical generator/ turbine, and the dual feeds to the two air pumps were added. The sand lines were added using 0.020" brass wire.

Add the boiler steps, and drill new holes and mount the boiler handrails. Drill a hole perpendicular where you want to mount the boiler marker lamps. Now using that hole as a guide, drill a horizontal hole using a #61 drill, mount the marker lamps using super glue.

I used 0.020" brass wire for the air lines on both side of the boiler below the running boards. Bend in place for the offsets, but bend the returns around a #76 drill bit because you can not bend them in place. Solder them in place at one of the brackets when you have them bent to shape. Finally I added the valve gear ladders to both running boards; they are distinctive to the Spot engines.

I then returned to the tender, to drill holes and add the grab irons and marker lamps. You may add more piping to the boiler if you wish to do so, but this is where I stopped construction. I think I have turned the USRA 2-10-2 into a pretty good Frisco Spot engine.

After all of this work, I will not disassemble the locomotive for painting. I will remove the boiler, and I hand paint the assembled chassis using Floquil black engine paint. The boiler firebox sides should be painted graphite, but I paint them black because of all the detail piping on it. The cab roof is red, and the smoke box including the door is painted silver because I like the look. It should be graphite. The coonskin number board below the headlight is painted red. The tender is painted black. When you are finished spray crystal coat on the boiler and tender shell, and add the Frisco Freight decals by Champ. After that, dull coat the boiler and tender to seal the decals. The word FRISCO is under the cab, the engine number is on the tender's sides and end, the boiler coonskin number board and the sides of the sand domes.

Being very careful not to get alcohol on the sides of the tender, add a coal load to the tender, wet it with alcohol, then add white glue to glue it in place. If you get alcohol on the tender side, it will turn the dull coat white and that's not good!

The Frisco Spot engine is now ready for service; let's see I've only got two more to construct. Have fun, and remember the FRISCO!

AMERICAN LOCOMOTIVE COMPANY

Winter 2006 CK

by John Shaw

The American Locomotive Company, or ALCO, was formed in 1901 by a merger between **Cooke Locomotive and Machine** of NJ, **Dickson Locomotive Works** of Scranton, PA, **Manchester Locomotive Works**, Manchester, NH, **Richmond Locomotive and Machine Works**, Richmond, VA, and **Schenectady Locomotive Works**, Schenectady, NY with the main office located in the Schenectady facility. They were joined shortly thereafter by **Brooks Locomotive Works** of Dunkirk, NY, **Montreal Locomotive Works**, Montreal, Quebec, Canada, **Pittsburgh Locomotive and Car Works**, Pittsburgh, PA, **Rhode Island Locomotive Works**, Providence, RI and **Rodgers Locomotive Works**, NJ.

This merger was in response to Baldwin's dominance of the locomotive industry[1]. Baldwin had grown so large that the only way these smaller companies could compete was to merge into one company. This had the desired effect making eventually ALCO the larger of the two companies.

ALCO continued to operate the individual facilities, closing the smaller ones to consolidate operations at one of the four major plants, Montreal, Schenectady, Brooks and Richmond. To alleviate confusion, each of the builder's sequence number started with a single letter indicating which facility the order was filled from followed by a three or four digit number. The table below lists the letter associated with each facility along with its three-letter plant designation. Also listed in the table is the year the facility started, merged and the year in which

the facility was closed.

Starting in 1906, ALCO teamed with another company also in Schenectady to produce electric locomotives and then finally, diesel-electric locomotives. This company was General Electric. By the time ALCO stopped steam production and started producing diesel-electric locomotives, the company was down to two facilities, Schenectady, NY and Montreal, Quebec, Canada.

ALCO was a large exporter of locomotives to the rest of the world. The last steam locomotives produced were shipped to India in 1950.

ALCO has produced some of the most famous locomotives ever to run on two rails. The largest steam engine ever built was the *BIG BOY* for the Union Pacific, a 4-8-8-4 with 68" drivers and 7000 HP. The engine weighed in at 772,000 lbs with a tractive effort of 135,375 lbs with a boiler that had a plate thickness of 1-5/8" thick. Several other well known steam locomotives were the *Northern* , 4-8-4, and the *Challenger*, 4-6-6-4 and *Union Pacific*, 4-12-2, and the *Tripplex*, 2-10-10-2.

Well known diesels include the covered wagon PA's and FA's, along with the first true road switchers, RS2's and RS3's, introduced in October of 1946, long before EMD's BL2's introduced in February of 1948.

When GE introduced the U25 in 1960, ALCO continued to rely on GE for all of its traction equipment. ALCO finally closed their doors for locomotive production in 1969, selling all the rights to produce locomotives to Montreal Locomotive Works (MLW). In 1979, MLW was acquired by Bombardier. In 1979, Bombardier sold the locomotive production facilities in Quebec to GE.

ALCO Diesel designations before 1963

S = yard switcher
RS = road switcher with 4 axles
RSC=road switcher with 6 axle A-1-A trucks
RSD= road switcher 6 axle with type C trucks
(Below is listed a sample of those locomotives produced but is by no means a complete listing.)

S1, S3	660 HP
S2, S4	1000 HP (TurboCharged)
RS1, RSD1	1000 HP
RS2, RSC2	1500 HP
RS3, RSC3, RSD4, RSD5	1600 HP
RS11, RSD12, RS36	1800 HP
RSD15, RS32,	2400 HP

F = road freight, 4-axle covered wagon, "A"= Cab unit, "B"= Cab-less unit

P = road passenger, 6-axle covered wagon, "A"= Cab unit, "B"= Cab-less unit

"A" unit had operating cab at one end; a "B" unit had no cab and was originally designed to be coupled to an "A" unit but could be move by a hostler.

FA1, FB1	1500 HP
FA2, FB2	1600 HP
PA1	2000 HP
PA2, PA3	2250 HP

ALCO Diesel designations after 1963

After 1963, ALCO began marketing its "Century" series of locomotives. All models designated by the letter "C" and three numbers, i.e., C424. The first number was the number of axles; the second and third numbers represented the horsepower to the nearest 100 HP. A C424 was a 4 axle, 2400 HP locomotive.

C420 Century four axle, 2000HP
C424 Century four axle, 2400HP
C425 Century four axle, 2500HP
C430 Century four axle, 3000HP
C436 Century four axle, 3600HP

C628 Century six axle, 2800HP
C630 Century six axle, 3000HP
C636 Century six axle, 3600HP

C855 Century eight axle, 5500HP (dual 2250HP prime movers)

(1) A History of The American Locomotive, Its Development: 1830-1880, by John H. White Jr., Dover Publications, Inc. New York ©1968

(2) Illustrated Treasury of the American Locomotive Company By O.M.Kerr, W.W.Norton & Company, New York © 1990

(3) The Second Diesel Spotter's Guide by Jerry A. Pinkepank, Kalmbach Books, © 1991

(4) The Contemporary Diesel Spotter's Guide by Louis A. Marre and Jerry A. Pinkepank, Kalmbach Books, © 1990

BEING AN ACTIVE DIVISION

by Gary Zillyette

Being an active division in the NMRA has a lot to offer. Fellowship, learning, and just plain old fashioned fun. When I took over our inactive Division (Area), it had been inactive for quite some time. Our region president told me that it needed someone who would be willing to put forth the effort and try to regain active status again. To this day, we are now and active division and we have successfully changed our division name to something that means more to all of the members in our division and includes them all as well. I will tell you my story and maybe it will give those inactive divisions encouragement to make something of their area.

I started out by joining the NMRA a few years ago. That was fine, but I wanted more. So the next year, when I renewed my membership, I joined the region and thus the area. After a month or so of being a region member, I emailed our region president and asked for a list of members in my area to see who was in it and maybe get some fellowship out of it. Within a couple of days I had what I requested. So as I looked through the list, I noticed that a lot were in my area and somewhat close by. With in a couple of days more, I received yet another email from the region president telling me how the area had been stagnant for quite some time and was wondering if I wanted to be area director. I thought about it for a day and said, "What the Heck, it should be easy enough." So he appointed me area director. After that I had created an introduction letter to mail out to all the members that was on my list. The letter just stated who I was, what my modeling background was, and that I had accepted the position of director.

I had also included a form asking the members to fill out and mail or email me with their information so I could make sure what I had was correct. I had about a 25% return on this. But persistence pays off. Shortly after that I had emails from a few members stating that they would like to help out.

By this time, I was in the process of creating a newsletter. I had come up with the idea of doing a "member of the month" section to maybe get some people interested in our area. Sure enough I had one volunteer. He had stated that he was fairly new to the area like I was and wanted to get something out of the dues he was paying. So he sent a picture of himself along with a small article giving the history of his modeling background, scale, and such. This led to a lot more gears turning in my head. I had written a thought of month section that encouraged members to get involved so they could at least get to see for what they were paying their dues.

So by the time I had mailed out the first newsletter, I had received a couple of letters from other members stating that they had been in the NMRA and area for a long time and they, in my opinion, sounded wary of what I was trying to do; they really didn't care to have any involvement other than paying their dues and going to conventions.

So in the mean time, the member who had volunteered to be the first member of the month contacted me to say he and his wife had talked about it and decided to volunteer being the newsletter editor and publisher. He said he had the resources to create it and publish it faster than I could. I said sure. I had also asked him if he would be interested in being the assistant director. He said sure. So, months went by and we had decided to hold an area meeting. In this time, we were still producing the newsletter and getting more and more feedback from members. Our fire was raging and we knew we were on the right track as time drew closer for our organizational meeting. We, along with another member, had a pre-meeting meeting about a month ahead. This worked out great as we all had great ideas for the meeting and were excited about it.

In this pre-meeting meeting we were discussing items such as becoming an active division, the newsletter, our web site, etc.

We had sent out a letter stating that were having a membership organizational meeting and we needed RSVP's for attendance. Slowly but surely they trickled in. Meeting day arrived and we were anxious about how it would go. Our region president had asked for other division officers and such to please try and make this meeting as it was extremely important to our area to get the support that we needed.

The meeting had gone better than to a T. We had great discussions on what the members wanted and would like to see. Then the big discussion, did we want to pursue being an active division? We had about an hour and forty-five minute discussion about this. Items such as constitution and by-laws, requirements and such were all discussed and the questions for the most part were answered. So we had a motion and a second on the floor to sign our petition to become an active division. Then a question was raised on how our area name came about. We had some discussion about this and decided to hold a suggestion period for new names and then hold a member vote.

The meeting was a great success. We had gained 3 or so new members to the NMRA. We also had great feedback on what the members wanted to see

Continued on Page 12

both in the near term and more distant future as well.

Then it was time to confront the board of directors. We had to create a packet that included our petition of wanting to become an active division and our constitution and by-laws. We presented it to them and it passed. Our name change to Eastern Iowa passed as well.

So as you can see it was some work, but well worth it. I have made a lot of new friends and learned a lot along the way. If you would like some ideas or help with getting your inactive Division (Area) going, please contact any of the Eastern Iowa Division officers. Our web site is www.thewigwag.org.

OPERATING THE D&EN RAILROAD

By Earl Mullins

Winter 2006 CK

Model railroading has been my hobby for 50 years. One might think it would be difficult to keep a high interest level over this period of time, but people committed to the hobby know model railroading offers many activities; there are always new projects to try. The D & EM Railroad was started twenty five years ago and has increased from one room to five rooms. One could say the railroad is the entire basement.

Four years ago I began seeking a new project to increase the enjoyment of model railroading. I had already installed Digital Command Control. DCC was the means to control the engine and not the track. DCC made it possible to operate many engines on the same track independent of each other, similar to the operation of real trains. I had installed sound in many of the engines, which made the railroad even more realistic. Other model railroaders operated their layouts

Photo #1. Dispatchers Jim Wells and Howard Junker prepare the dispatcher board for the operating session.

in the same manner as the prototype. I had read about operations, seen operating sessions done at train conventions, and attended clinics on operations; but had never given operations a try on the D & EM Railroad. Operating the D & EM Railroad would be my next project.

I never thought about operations when I planned the layout – in fact, I knew nothing about operations

Photo #2. Roaming dispatcher Howard Junker reports the positions of trains.

at the time. However, there were several requirements for operations built into the layout. The illusion of distance, perfect for operation, was created by trains running from room to room. Industries and facilities in different rooms allowed for picking up, switching, and dropping off cars. Beer from the brewery complex in Zacharyville needed to be shipped in refrigerated cars iced in Josie Junction. The Standard Oil bulk plant needed to have full tank cars delivered and empty cars picked up. Josie's Grapes needed PEF cars to haul grapes to the Midwest, and cattle cars were needed to haul cattle from the stock yard to the meat packing plant.

There are many different methods of traffic routing when operating a model railroad. Pre-printed forms, computer printouts, car cards, thumbtacks and others are popular methods; but I chose to script the orders.

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At the first session most of the six operators would be operating for the first time and, in many cases, would never have used DCC. First the operators sat around the pool table and listened as we discussed an overall plan for the session. Then they learned how to use the DT I00 radio throttle. Finally, we followed a switch engine over the entire layout to give them an overall view of the track pattern, towns, industries, and railroad yards.

The engineers were presented with scripted train orders. Switch engines were used to make up trains using cars switched out from the rail yards. The switch engines were returned to the sidings and road steam engines were fired up, backed out of the service yard, and coupled to the waiting cars. The engineers blew two short whistle blasts, the locomotives grunted out long exhaust chuffs, and the trains pulled out on the mainline. The first operating session of the D & EM Railroad had begun. The operators quickly caught on to using the throttles and knowing where towns and industries were located on the layout. Even though a few problems occurred during the session, fun was had by all, and a new aspect of model railroading had become a practice on the D & EM Railroad.

During the 2005 Mid-Continent Convention in Topeka, Kansas, I became interested in the Achievement Program of the NMRA. I knew about the program but had never had a lot of interest in fulfilling the requirements for the certificates. I became acquainted with a group of model railroaders living in the Kansas City area who shared their story about operating home layouts every week. They described having fun as well as learning about prototypical railroad operations. They decided to work as a group toward fulfilling the requirements of the AP Dispatcher Certificate. It seemed like the members of the Platte Valley Division of the NMRA could do the same thing as the Kansas City group by using the D & EM Railroad and a couple of other home layouts to learn about operations while working towards fulfilling the requirements of the AP Dispatcher Certificate.

Howard Junker and Jim Wells, both of whom are Platte Valley Division members and have trackage rights on the D & EM Railroad, and I sat around the pool table discussing the operation plan. Mark Malmkar, also a member and chairman of the AP program for our Division, had given a short clinic explaining the requirements and process for earning the Dispatcher AP Certificate. After listening to Mark and reading the Achievement Program Chief Dispatcher Statement Of Qualifications Form, the three of us had good knowledge of how to proceed. An e-mail was sent to members of the Platte Valley Division explaining the plan and inviting all to an operating

Photo #3. Yardmaster John O'Neill prepares Zacharyville Yards for the incoming trains.

Photo *#4.* Engineer Dennis Gerloff s (left) grain train, powered by a SP F-7 #6370, is leaving Zacharyville Yard. Yardmaster John O'Neill returns the UP SW-7 switcher #1800 to the Zacharyville Yard.

session. Jim, Howard, and I set up the session and chose the engines and trains, and the time and work schedule for them. For this session we decided to use the scripted orders I had used in earlier operation sessions.

Eight members turned out for the operating session. Jim was assigned the job of yardmaster for Zacharyville Yards, Howard was the roadmaster, and I was the Dispatcher. I knew this operating session would flow better than the original session since all of the operators were familiar with the track plan of the D & EM Railroad and knew the locations of the towns, yards, and industries. Just as important, they had knowledge of DCC and Digitrax's new throttle, the DT 400 throttle. This session lasted two hours. Afterwards we discussed

Continued on Page 14

the session, with each one giving suggestions to improve. Running an operating session is a sure way to locate any track or electrical problems. Everyone

Photo #5 Engineer Lester Lorhan, using two UP Consolidations, is spotting cattle cars at the Pioneer Meat Packing Company.

agreed operating was a fun dimension of model railroading and was excited about scheduling another session.

Division member Lester Lorhan developed a dispatcher board for our next operating session. It contained a schematic drawing of the railroad layout track, showing towns, mileposts, industries, signals, and rail yards. The dispatcher sat so he could not see the positions and movements of the trains, but could access the dispatcher board. From this position the dispatcher coordinated all train movements by sequence using plastic name cards. A second dispatcher was used to roam the layout and radio the primary dispatcher. We did not have the equipment for each Engineer to communicate with the dispatcher; therefore, the roaming dispatcher relayed train orders between the dispatcher and the engineers. The trains hauled their freight and passengers smoothly with the help of the dispatcher's orders. We all agreed a dispatcher improves the operating session.

Using dispatchers, road masters, engineers, and yardmasters allowed us to learn a great deal about prototypical railroading. The yardmaster has an awareness of the entire yard and assumes many operations including operating the switch engine, making up trains, and switching out motive power. We learned very quickly that best laid plans can turn out to be problems that must be solved so the railroad can operate on time. We also discovered the roaming dispatcher can set a newcomer's anxiety to rest. This session was much improved over the first one and each operator was excited about scheduling more sessions.

Since that first operating session, the D & EM Railroad has been the site for many operating sessions. At the present time, several Platte Valley Division members have reached the minimum hours needed for the Dispatcher and Yardmaster requirements. Others are gaining on the required total 50 hours by running trains as Mainline Engineers. Our group has prepared a schematic drawing and a timetable and has developed a system of operation for the D & EM Railroad. We are working on the operating train graph which will interpret the timetable. The operators are having fun and at the same time are fulfilling the requirements for the AP Dispatcher Certificate.

Earl Mullins operates the HO scale D & EM Railroad. He and his wife, Dianne, live in Hastings, Nebraska. Earl is a retired teacher and has been a

Photo #6 Engineer Earl Mullins bring the Manifest, powered by a Lionel D&RGW Challenger # 3805, to a water stop at Prairie Dog Flats.

model railroader since he received an American Flyer train set for Christmas in 1951. He is an active member of the NMRA and the Platte Valley Division and is currently president of the Tri-City Model Railroad Association.

All photos were taken by Dianne Mullins during an operating session of the D & EM Railroad.

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Photo #7 Engineer Lester Lorhan's D & RGW passenger train, lead by the famous F-9 #5771, is departing from Tylerville.

Photo #8 D & EM Railroad Operating Crew: (left to right) Earl Mullins, Jim Wells, John O'Neill, Howard Junker, Dennis

HOLIDAY VILLAGE PHOTO (SEE P. 4)

Photo by Roy Inman

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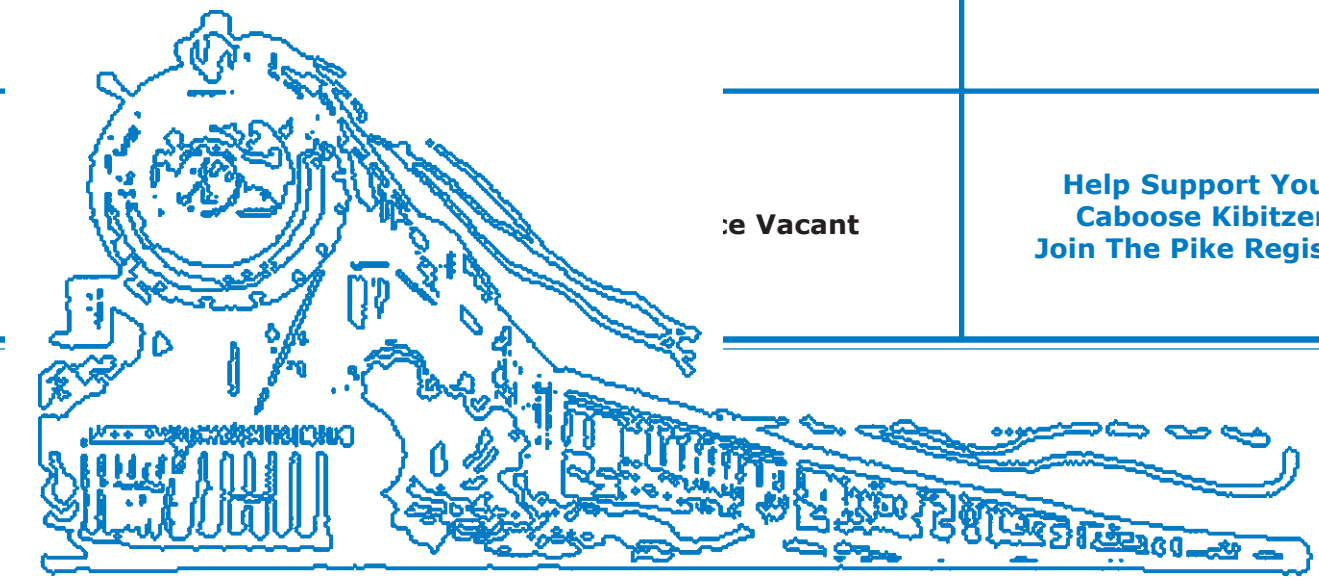

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Region Club Roster

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

Arkansas Valley Model RR Club
(HO,HOn3,O 2rail, On3, S, Sn3, and Large scale)
7 Chaparral Lane
Little Rock, AR 72212-3619

Big Bend Railroad Club
(O)
8833 Big Bend Boulevard
Webster Groves, MO 63119

Capital City Model RR's
(HO)
P.O. Box 243
Jefferson City, MO 65102

Claremore & Southern
(HO)
3049 Clover Creek Drive
Claremore, OK 74017

Columbia Model RR's
(HO)
410 Camelot Drive
Collinsville, IL 62234

E. Jackson City Mainliners
(HO)
807A Main Street
Blue Springs, MO 6415

Gold Creek RR Co.
(1/2")
8324 Hall
Lenexa, KS 66219

Kansas Central MRRC
(HO),
530 E. 3rd Street
Hutchinson, KS 67501

Kansas Area N-Trak
(N)
2046 S. Elizabeth #1306
Wichita, KS 67213

KC O-Scale Modulars
(O)
10334 Ash
Overland Park, KS 66207

Kansas City S Scalers
(S,Sn3)
11519 N. Wayne Ave.
Kansas City, MO 64155-2914

Manhattan Area Rail Joiners
1223 Pierre Street
Manhattan, KS 66502-4331

Mississippi Valley N Scalers
(N) PO Box 460161
St. Louis, MO 63146
http://mvns.railfan.net
mvns@railfan.net

Missouri Northern RR Society Inc.
(HO)
P.O. Box 12591
North Kansas City, MO 64116

Modular HO Narrow Gauge Society
914 Summer Leaf Ct.
St. Peters, MO 63376

Mo-Kan Railjoiners Inc.
(all)
14906 W 150th Street
Olathe, KS 66062

Nishna Valley MR Society
(HO)
1303 8th Street
Harlan, IA 51537 Northeast

Northeast Kansas Garden Railway Society **(NEKAN-GRS)**
1308 SW Caldon
Topeka, KS 66611-2412

Northwest Kansas Model RR Club
603 S. Smokyhill
Oakley, KS 67748-2321

Ozark Model RR Assoc.
(all)
424 W. Commercial
Springfield, MO 65803

Parsons Model RR Engineers
(HO)
Cherryvale Depot
Cherryvale, KS 67335

Quincy Society of Model Engineers
(HO, HOn3)
2139 E. Harrison P.O. Box 194
Quincy, IL 62301 Ursa, IL 62376
rrbob9@adams.net

Society of Model Engineers
(HO,N)
5715 W. 81st Street
Prairie Village, KS 66208

Southern Illinois Train Club
(HO,N,G)
P.O. Box 1633
Marion, IL 62959-7833

SW Independent Modular RR's
(HO)
3107 W. Capitol
Little Rock, AR 72209

The Sugar Creek Model Railroad & Historical Society, Inc.
(All N Modules for shows)
P.O. Box 5452
Bella Vista, AR 72714

Tri-City Model R.R. Association
(HO,N)
607 South Shore Drive
Hastings, NE 68901

Wichita Model Railroad Club
(HO, HOn3)
P.O. Box 48082
Wichita, KS 67201

BRASS POUNDER'S DESK

I hope you'll take time to ***read*** the article about the Holiday Village in Kansas City on page 4 and maybe give it some thought. The layout was scheduled to operate 742 hours from the day after Thanksgiving Day through Saturday, January 14. That means that there were that many hours when a volunteer – either from the Greater Kansas City Garden Railroad Society or from Union Station's volunteer corps was there watching lots of #1 gauge trains play "chase-my-own-tail" and trying to *keep* them doing it. What I'm getting at is that, when there is a need for someone to do something for a good cause, the volunteers can usually be found.

Another example is Roy Inman, a good railfan, who happens to be an excellent commercial photographer, allowed us the use of his posed model photos of the layout for the article and in this column. (Don't blame him for the photo of the power packs – I did that one!)

Another thing to think about is equipment. I would be surprised if there are very many garden railways that operate as much as 3 hours per week – and that usually when there is good weather. With the layout operating 72 hours per week, each of the10 weeks of operation, the equipment operated 24 "average operating weeks" each of those 10 weeks. One of the major problems was repairing equipment fast enough to keep trains running!

Till next time - Ye Olde Editor

Advertising Rates

MCoR invites you to consider the Caboose Kibitzer for your advertising. This magazine serves over 800 National Model Railroad Association members in our seven-state area of Iowa, Nebraska, Kansas, Missouri, Illinois, Arkansas and Oklahoma.

Our Commercial advertising rates are as follows:

Ad Size	Cost per year (4 issues)	
9 ½" x 7 ¼"	Full Page	$120.00
4 ¾" x 7 ¼"	Half page.....	70.00
4 ¾" x 3 ½"	Quarter Page	38.00
2 ½' x 3 ½"	Eighth Page	22.00
2" x 3 ½"	Business Card	15.00
Dealer Directory:		
1 3/8" x 2 3/8"	**Business Card .....**	**10.00**
Pike Registry Ads:		
1 3/8" x 2 3/8"	**Business Card .....**	**5.00**

Advertising Index

The editorial staff hopes that our readers will make an effort to patronize establishments that advertise in the Caboose Kibitzer. It is in the best interest of all parties concerned, since the quality and availability 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.

Single issue Commercial ad rate is 35% of the yearly rate. 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.

Ads need not be identical throughout the year. Prices listed above are for **camera-ready copy**. Design and 'typesetting' services are available on request at extra cost. **All inquiries and payments should be sent to the Advertising Manager: *Louis Seibel, 1069 N. Logan, Olathe Kansas 66061.* Make checks payable to the Mid-Continent Region.**

NMRA and Mid-Continent Region
Membership Application and/or Renewal Form

Name _____ Phone _____

Street Address _____

City _____ State _____ Zip _____

NMRA Member Number _____ MCoR Member Number _____

Primary E-mail Address _____ Preferred Phone (_____) _____

$ _____ is enclosed for ***combined*** NMRA, Mid-Continent (MCoR) and Division dues. Please note that as of September 1, 2005, ***all*** members of NMRA (the national organization) are also members of both the MCoR and their nearest Division. This is for a New [ ] Renewal [ ] membership.
Regular Member one year - $45.00 [ ] two years $90.00 [ ]
Youth (must be a full time student) $ 30.00 [ ]
Family Member (see note below) $9.00 [ ]
Affiliate Member (see note below) $23.00 [ ]
Sustaining Member one year $90.00 [ ]; two years $180.00 [ ]

Membership includes subscriptions to *Scale Rails* (the NMRA Bulletin) and *The Handcar* (MCoR Region newsletter) ***except as noted***. They do ***not*** include subscriptions to *Caboose Kibitzer* (now the MCoR modeling magazine – to be available either in hard copy or electronically) or your Division newsletter.

NMRA and MCoR Life Memberships are no longer available.

Please make out you remittance to: National Model Railroad Association.
Send your Application or renewal to: NMRA; 4121 Cromwell Road; Chattanooga, Tennessee 37421.

Notes:
Affiliate Members and Family Members do ***not*** receive any publications.
A Family Member is a spouse or minor child of a member in good standing.

Mid-Continent Region, NMRA
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