

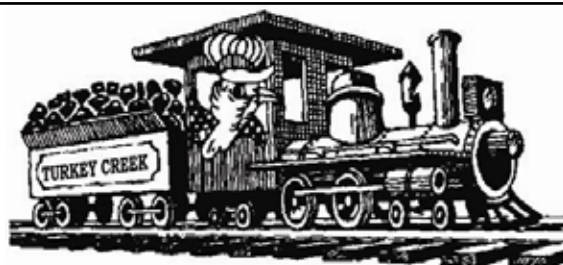
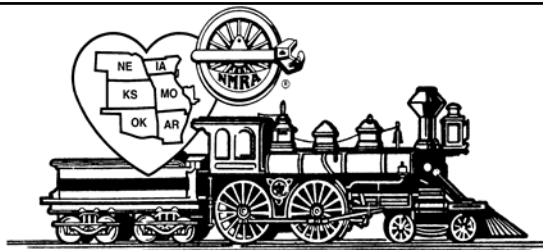
# CABOOSE KIBITZER

1ST QUARTER 2007

VOLUME 57, ISSUE 1

A photograph of the interior of a green-painted train caboose. The walls and ceiling are green, and the floor is made of wooden planks. On either side of a central red door, there are brass handrails and black leather seats. The red door has a small window and is slightly ajar. A framed document is visible on the left wall.

CHANGES IN THE ACHIEVEMENT PROGRAM  
BUILD A SIGNALMAN'S SHACK  
AND A TEXACO™ GAS STATION  
DIGITAL PHOTOGRAPHY FOR PRINT



## Mid-Continent Regional Convention/Turkey Creek Show August 4, 2007 Lenexa Community Center 13420 Oak, Lenexa, KS (Pflumm & Santa Fe Drive)

### Activities planned for this year's meet include:

- o **Clinics** – a full slate of clinics covering many aspects of the hobby.
- o **Model & Photo Contests** – by NMRA judging and Poplar vote. *Each model (up to a maximum of 5 models) you enter in the model contest will automatically qualify you to be entered in to a special drawing to receive a \$50.00 gift voucher.* Light Iron Narrow Gauge Award for the best narrow gauge entry, Special Youth Award for the best overall youth model entry.
- o **Door Prizes** – Additional door prizes will be set aside for advance registrants
- o **Display Layout and Layout Tours** – In addition to the display layout at the meet, several local modelers will be opening their homes to layout tours in the afternoon and evening. Layout tour maps will be available for collection with your registration.
- o **Swap Tables and Railroad Groups** – Expect to find more than 70 tables from area dealers, local hobbyists and other railroad groups. For information on tables contact Robert Jefferis [jeffbobj@everestkc.net](mailto:jeffbobj@everestkc.net)
- o **Food and Refreshments** – Scout Troop 92 will have food and refreshments available during the show.

### **Mid Continent Regional Convention / Turkey Creek 2007 Division Meet Registration Form**

Advance Registration: \$4.00    Full Registration: \$6.00 (\$5.00 NMRA member) at door  
Children under 12 free with paid registration

	Advance Registration (\$4.00)	No. Registration	Total Cost
Name:			
Address:			
City			
State Zip			
Telephone #:		Total Enclosed:	
E-Mail Address:		Scale Modeled	
More Registrant Names:			

Make Checks Payable to: "Turkey Creek Division"  
Mail to: Mid-continent Regional Convention 2007, C/o Frank Ciccarella, 6403 W 158 St.,  
Overland Park, KS 66223-3582



## CABOOSE KBITZER

Official publication  
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of the National Model Railroad  
Association

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**Submissions:** The Caboose Kibitzer welcomes articles, photographs and other model railroad or railroad-related contributions. Contact the editor for more information.

**Advertising:** All advertising inquiries should be directed to the Advertising Manager. MCoR reserves the right to refuse or drop advertising for any reason. Advertising in the Caboose Kibitzer in no way constitutes an endorsement by MCoR or the NMRA.

**Deadlines:** All materials submitted for publication must arrive no later than the dates listed below to be considered for inclusion in that issue:

Second Quarter 2007 . . . . April 1, 2007  
Third Quarter 2007 . . . . . July 1, 2007  
Fourth Quarter 2007 . . . . October 1, 2007  
First Quarter 2008 . . . . . January 1, 2008

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## WAYBILL

FIRST QUARTER 2007  
VOLUME 57, NUMBER 1

## FEATURES

CHANGES IN THE ACHIEVEMENT PROGRAM . . . . .	8
by Frank Koch, NMRA Assistant AP Manager	
TEXACO GAS STATION . . . . .	10
By John O'Neill, Platte Valley Division, MCoR	
SIGNALMAN'S SHACK . . . . .	12
by Richard E. Napper, MMR, MidContinent Region President	
DIGITAL PHOTOGRAPHY FOR PRINT . . . . .	13
by Wendy Harlow, Caboose Kibitzer Editor	

## DEPARTMENTS

Callboard . . . . .	4
The Switching List . . . . .	6
Conductor's Call . . . . .	7
Regional Web Directory . . . . .	9
Pike Registry . . . . .	16
Dealer Directory . . . . .	17
Region Club Roster . . . . .	18
Advertising Rates . . . . .	18
NMRA Membership Application . . . . .	19



On the cover: Rio Grande Southern Caboose 0404 Interior.

Left: Rio Grande Southern Caboose 0404. This caboose is on display at the Colorado Railroad Museum.

Photos by Marty Vaughn.

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# **13TH ANNUAL TRAIN SHOW**

**SPONSORED BY THE NEBRASKA WEST-CENTRAL DIVISION OF  
THE NATIONAL MODEL RAILROAD ASSOCIATION**

**LOCATION: D&N EVENT CENTER**

**501 East Walker Road**

**North Platte, Nebraska**

**APRIL 21st AND 22nd, 2007**

**HOURS: 9:00 A.M. - 5:00 P.M. SATURDAY THE 21st**

**AND 10:00 A.M. - 4:00 P.M. SUNDAY THE 22nd**

**ADMISSION: \$3.00, CHILDREN UNDER 12 \$1.00,**

**(under 5 with paid adult free)**

**TRAIN LAYOUTS AND DISPLAYS,**

**VENDOR TABLES SELLING RAILROAD ITEMS**

**NOTE TO VENDORS: TABLES ARE \$10 EACH TILL APRIL 1ST, AFTER APRIL 1ST THEY ARE \$15**

**UNION PACIFIC TOURS WILL BE AVAILABLE AS AN EXTRA FARE  
ITEM (Saturday only)**

**FOR ADDITIONAL INFORMATION CONTACT:**

**Gene Tacey**

**P.O. Box 485**

**Sutherland, NE 69165**

**308-386-2489**

**taceys@gpcom.net**

# THE SWITCHING LIST

FIRST QUARTER 2007

BY GARY HEMMINGWAY

The Switching List contains all known Mid-Continent Region, NMRA, train shows and Division meetings. It also lists all known club shows and swap meets in the Mid-Continent Region (IA, IL, MO, AR, NE, KS, OK). Sign up for the email List for the most up-to-date and complete listings.

## DIVISION MEETINGS

**KANSAS CENTRAL DIVISION** meets the first Saturday of even-numbered months at various locations around the div. area. BOD meetings are usually at noon and general meetings are at 1 p.m. For the full schedule, check the MCoR website or email Gary Hemmingway (garyonho@cox.net).

April 2, 2007: Host: Richard Napper, MMR. Location: 7244 NW US Hwy 24, Topeka, KS 66618-5605. Richard's house is the third house north of Channel 27 KSNT TV. It is the only one that sits at an angle on the north side of the highway. Coming from the west on US 24, it is 3.7 miles from the corner Shell gas station in Silver Lake, KS.

**GATEWAY DIVISION (ST. LOUIS, MO)** meets third Monday each month, 7:00 P.M. Odd numbered months: Trinity Lutheran Church, 14088 Clayton Road at Woods Mill Rd (Hwy 141), Ballwin, MO; Even numbered months: VFW Hall, O'Fallon, IL <http://www.gatewaynmra.org/division.htm>

**TURKEY CREEK DIVISION (KANSAS CITY, MO & KS)** monthly meetings fourth Tuesday, 7:00 P.M. Johnson County Courthouse, NE Branch, 6000 Lamar, Shawnee Mission, KS (DMV Building on SW corner of Lamar and Mastin)

**WESTERN HERITAGE DIVISION (OMAHA, NE / COUNCIL BLUFFS, IA)** Our meeting location is the Sump Library, 84th and Second Streets, Papillion, NE. on the 2nd Saturday of each month from Noon to 3:00 pm. The meetings consist of a business meeting followed by a clinic, slide show, and sometimes a layout tour. During the months of June and December we do not

meet at the library, they are reserved for the annual picnic (June meeting) and the annual holiday dinner (December meeting).

**EASTERN IOWA DIVISION** - Contact Allen Merta, Superintendent, 319-393-2990, or visit our website at [www.TheWigWag.org](http://www.TheWigWag.org) for more information.

**KATE SHELLEY DIVISION (AMES/DES MOINES, IA)** meets monthly on the fourth Thursday of each month 7:00 p.m. at the St. Paul Lutheran Church, 15th & Wilson, Ames, IA.

**INDIAN NATIONS DIVISION** meets at the New Hardesty Library at 8316 E 93rd St. (Just east of Memorial) in Tulsa, OK. The time is from 9am to noon. The dates and themes of future meetings are: Mar. 31, Locomotives; May 26, Rolling Stock; Sept 15, Photography; and Nov. 17, Structures/Dioramas. Each meeting, we have various presentations from clinics to slide shows. After the meetings we have a layout tour at one of the members' layouts. Contact Dave Salamon at [drs\\_rr@yahoo.com](mailto:drs_rr@yahoo.com) for further information.

**CLAREMORE & SOUTHERN RR OPERATING SESSION**, Second Friday each month starting at 7:00PM and finishing by 10:00PM. 9372 E. Clover Creek Drive, Claremore, OK 74017-1487. Normal operating session has 34 trains running and extras as needed. Please send a confirming RSVP a week in advance if you are planning to join us. For your calendar planning our schedule is as follows:

February 10, 2007 - 1:00PM - 4:00PM  
Info and RSVP: George F Maulsby, 918-341-9446 or [www.csrailroad.com](http://www.csrailroad.com).

## TRAIN SHOWS & MEETS

**FEBRUARY 24, 2007:** Lawrence Model Railroad Club Show And Swap Meet, Douglas County Fairgrounds Building #21, Lawrence, KS, 9 am to 5 pm, Adults \$3 (\$1 off at door with the donation of canned food item.) Kids 12 and under FREE. Contact info: Jim Taylor [jimforegolf@hotmail.com](mailto:jimforegolf@hotmail.com) or 785-841-6256.



**FEBRUARY 24, 2007:** Fourth Annual Great Northwest Arkansas Model Train Show, Clarion Hotel & Convention Center, Bentonville, AR, info: 479-855-3250 or 479-426-1544 email: [w5mth73@cox.net](mailto:w5mth73@cox.net)

**MARCH 10-11, 2007:** Great Train Expo, American Royal, Kansas City, MO. 10:00am - 4:00pm each day, Admission: \$7.00, 12 & under free w/pd adult. Info: PO Box #34, Elmhurst, IL 60126. Phone: 630-279-4048 OR 630-279-4087 Fax: 630-214-4113. [staff@greattrainexpo.com](mailto:staff@greattrainexpo.com)

**MARCH 17, 2007:** Boeing Employees' Railroad Club-St. Louis Railroad Swap Meet, Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Rd, Saint Louis, MO. 10am to 3pm, Admission: \$3, under 12 free w/pd adult. Tables \$15, seller setup 8 am-10am. Info: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206, [wwhtehrse@aol.com](mailto:wwhtehrse@aol.com), or 636-668-6313 after 6 pm.

**MARCH 24-25, 2007:** Great Train Expo, Gateway Center, Collinsville, IL. 10:00am-4:00pm each day, Admission: \$7.00, 12 & under free w/pd adult. Info: PO Box #34, Elmhurst, IL 60126. Phone: 630-279-4048 OR 630-279-4087 Fax: 630-214-4113. [staff@greattrainexpo.com](mailto:staff@greattrainexpo.com)

**MARCH 31, 2007:** Joplin Museum Complex Train Show & Swap Meet, 7th & Schifferdecker Streets, between the swimming pool & golf course in Schifferdecker Park, Joplin, MO. 8am to 3pm. Admission: \$3 adult, children 12 & under free w/pd adult. Over 60 swap tables, HO, N, & Lionel operating layouts. Proceeds benefit the Museum Complex. Info: Rick Gardner, [rickgardner@sofnet.com](mailto:rickgardner@sofnet.com), or 417-673-4888.



**APRIL 21-22, 2007:** Nebraska West-central Division 13th Annual Train Show, North Platte, NE. 9am to 5pm on Saturday the 21st and 10am to 4pm on Sunday the 22nd. Admission: \$3, children under 12 \$1, (under 5 free with paid adult). Union Pacific shop/yard tours Saturday only (extra fare \$7.50). Vendor tables \$10 each before April 1st, \$15 after. Contact: Gene Tacey, PO Box 485, Sutherland, NE 69165, 308-386-2489, e-mail taceys@gpcom.net.

**JUNE 15-17, 2007:** First International On30 Rendevous In Kansas City. Cancelled.

**AUGUST 4, 2007:** Mid-continent Region Annual Convention, Lenexa Community Center, Lenexa, KS. Hosted by the Turkey Creek Division. Co-Chairs: Brad Morneau (913-897-0669 or bmoreau@kc.rr.com) and Louis Seibel (L-seibel@comcast.net or, 913-393-3495). Committee Chairs: Paul Richardson, MMR: Model & Photo Contests; Bob Jefferis: Swap Tables & Railroad Groups.

## SUBMISSIONS

To list your event send it to: Gary Hemmingway, 3201 SW Stone Ave., Topeka, KS 66614, email garyonho@cox.net,

Fax: 785-273-3350. To subscribe or unsubscribe to the electronic Switching List, send an email to the above link.

Division Directors, Train Show Chairs, or Club Show Chairs: ANY MORE EVENTS IN 2007? Get your information to Gary at any of the above addresses. Let's get the word out about your next event! This is a service of Mid-Continent Region, NMRA. Information provided is accurate at time of printing; contact sponsor to confirm.



# CONDUCTOR'S CALL

BY WENDY HARLOW

EDITOR

Welcome to 2007. As I type this, the first snow of the season - the latest on record - has already melted away. The unseasonable warmth has confused my three kids and disappointed my husband, who firmly believes that winter is SNOW.

As I look forward into the new year, I see a chance to make new beginnings and to consider what's important to me and my family. It seemed I got so bogged down last year that I forgot to have any fun, so that's what I plan to do - have more fun and do more of the stuff that makes me happy. Maybe I'll finally write that review on that structure kit.

You might have noticed a few small changes in the Kibitzer already. Instead of naming the issues by the seasons, we've moved to a more accurate "quarter" naming convention. Hopefully it should be less confusing and easier to keep track of.

The Cover Contest was a mixed success. We had a total of 25 entries from two people, Marty Vaughn and Rob Morse. Both have received a years' subscription to the Kibitzer added to their current ones. Look for their work in future issues. I'd like to have another contest this year - keep an eye out for it this fall. Thank you for the interest and response!

Speaking of photography and the Kibitzer, I made several mistakes in the last issue when I laid it out prior to printing. They're too numerous to list - suffice to say, if the picture looked bad in the Fall CK, it was my fault. I offer my sincere apologies to the authors and photographers whose work was compromised.

The software I use to put the Kibitzer together uses links to image files and generates a low-resolution preview image as a placeholder, instead of directly embedding the image itself into the document. This saves computer memory by reducing the document's file size, and theoretically speeds things up. If, for some reason, the software can't find the file linked to by the document, it uses the low-resolution preview image instead. That's what happened in the last issue.

I've written an article concerning digital photography and preparing them for print

as part of my reparation for that series of goofs. Hopefully it will help clear up some of the confusion that seems to surround digital photography and the "mysterious" process by which they're converted to print.

"I was just dropping a quick note to say thanks for doing the newsletter for the region.

"I wanted to let you know that a MCoR member got an article published...Me! It is my first article to get published; it is in the Jan/Feb 2007 issue of *N Scale*.

"The magazine is under new ownership, and the quality of the magazine is very good. I hope after she gets a couple of good issues under her belt more hobby shops will carry it. Unfortunately for Pamela she has several years of bad press she is going to have to overcome. The article of mine that she ran was on my old layout from California, the one that I sent you photo's of a couple of months back.

"Merry Christmas and Happy New Year, "Dave Salamon"

Congratulations, Dave, and thanks for letting us know about the new *N Scale*. I love getting notes like this and hearing what our Region members are up to.

# CHANGES IN THE ACHIEVEMENT PROGRAM

BY FRANK KOCH

NMRA ASSISTANT AP MANAGER

As the AP program has evolved, the requirements in several categories have been adjusted and changed (Merit Award scoring in 1995, Author changes in the late 90's). However, there has not been concerted effort to ensure that all forms are consistent with the requirements. As we've worked with the requirements and answered member questions, we've uncovered several areas that can benefit from clarification and improved consistency - three of them are discussed here.

The NMRA approved these modifications during the mid-year meeting in January, 2006. We will now make the necessary modifications in the appropriate forms and add notations to the requirements.

1. The revised Author requirements allow for Volunteer credits for additional presentations of a clinic after the first one is claimed for Author credit. The Volunteer requirements do not mention this option. The Volunteer requirements identify credits for open house and modular layout participation in NMRA events and BSA merit badge program; however, the Record and Validation forms do not show these options. The "checklist" provided as a member service has not been updated to reflect changes in the requirements. The BOT has approved minor changes to the Volunteer requirements and forms to recognize these changes, and the "checklist" will be made internally consistent.

2. Clarification of "scratch building." Some members and judges have incorrectly interpreted "scratch built" as earning at least 13.5 out of the possible 15 points (90% of the available points). This is not consistent with the published Judging Guidelines. There are actually two separate and somewhat independent determinations that must be made in assessing scratch building during AP judging.

The first is the "yes/no" determination whether the model can be considered scratch built. A model is considered scratch built if at least 90% of the model's pieces/parts (other than those specifically exempted) are fabricated by the modeler.

This is a quantitative assessment based on numbers of pieces.

The second aspect is the scratch building score according to the schedule contained in the Judging Guidelines. The scoring matrix shows that a simple model that is completely (100%) scratch built can earn only 10 points. The scratch building score is a combination of quantitative extent and qualitative difficulty and complexity. We should note that there can be additional "bonus" scratch building points awarded (as long as the total scratch building score does not exceed 15) if the modeler scratch builds any of the specifically exempted parts.

The appropriate changes and comments will be added to the judging guidelines and as notes in the requirements and Scoring Sheets.

3. The growth of DCC control systems confuses some members since the requirements were written in the context of DC and early command control systems. Only two sections in the Model Railroad Engineer - Electrical requirements (Section A, items #1 and #6) might be considered DC specific/limiting, and two minor additions make them compatible with both DC and DCC type systems while maintaining the intent of the requirements. The Board of Trustees has accepted these changes as noted below and we will make the appropriate changes to the requirements and forms.

Item #1 calls for "five electrical blocks" - a necessity in DC operation to meet the overall requirements for simultaneous and independent operation of two trains. DCC enables this, but separate blocks are generally used only for troubleshooting. The following change in item #1 recognizes both types of control and keeps the spirit of the requirement:

**ITEM #1** - For conventional DC wiring (non-command control), five electrical blocks that can be controlled independently. For command control wiring (DCC, TMCC, and others), sufficient gaps and switches to maintain polarity, phase if needed, and troubleshooting.

Item #6 calls for a power supply with volt-meters and ammeters. These are relevant in DC operation, but have limited application in DCC systems during operation. The following changes are made to reflect today's control systems which already contain built-in safety features. With more and more locomotives being sold only as DCC ready, it is not as practical to measure performance with meters. A sentence will be added to the comments area to reflect the desirability of using meters to assess the performance of locomotives and to help in troubleshooting the layout.

**ITEM #6** - One power supply with protective devices (short indicator and/or circuit breaker) to ensure safe operation.

Overall, the conclusion is that the AP requirements are still appropriate and require no overall modification. We continue to stress that the AP program is designed to be inclusive and that most of the requirements are not restrictive, but the opposite. The requirements are generous in the options of ".OR." and ".demonstrate only three from the following list of many options, including 'others'". Our goal is to be even more inclusive for all members who have an interest in the AP program.

As always, if you have questions about the requirements, contact your Division or Region AP Manager, or send me a message. I will answer as soon as time permits.



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# REGIONAL WEB DIRECTORY

The Web is probably one of the easiest and least expensive ways to keep in contact with your membership. The Region offers space on their webserver for Divisions to use - contact Webmaster John A. Shaw for more details.

I'm only including websites that are active and updated since the last issue of the CK.

## MID-CONTINENT REGION

[www.mcor-nmra.org](http://www.mcor-nmra.org)

## INDIAN NATIONS DIVISION

[www.tulsanmra.org](http://www.tulsanmra.org)

## TURKEY CREEK DIVISION

[www.tc-nmra.org](http://www.tc-nmra.org)

## KATE SHELLEY DIVISION

[www.mcor-nmra.org/Divisions/](http://www.mcor-nmra.org/Divisions/)

Kateshelley

## EASTERN IOWA DIVISION

[www.thewigwag.org](http://www.thewigwag.org)

## WESTERN HERITAGE DIVISION

[www.whdnmra.org](http://www.whdnmra.org)

## KANSAS CENTRAL DIVISION

[www.mcor-nmra.org/Divisions/](http://www.mcor-nmra.org/Divisions/)

KansasCentral

## GATEWAY DIVISION

[www.gatewaynmra.org](http://www.gatewaynmra.org)

## OKLAHOMA SOUTHWESTERN AREA

<http://oktrains.com/>

## ANNOUNCING! The 2006 Mid-Continent Region Car



The Rock Island Line's 1937 AAR Modified 10' 6" - 40' boxcar, built in 1942 by the Pressed Steel Car Company. Only 199 of these all-steel boxcars were stenciled with "Ship Rocket Freight". This **ready-to-run HO-scale InterMountain boxcar** will be offered in four (4) road numbers and has the correct 5/5 Dreadnaught ends, Murphy raised panel roof and Youngstown doors.



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NMRA members can purchase these cars for \$28 per single car, \$54 for the 2-pack, and \$106 for all four.

### 2006 MCoR Regional Car Order Form

NAME: \_\_\_\_\_ NMRA #: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ APT: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_

ZIP+4: \_\_\_\_\_ PHONE: (\_\_\_\_\_) \_\_\_\_\_

Single car @ \$28.00

2-pack @\$54.00

All four cars @ \$106.00

Add S & H:

1-2 cars @ \$7.00

3-4 cars @ \$9.00

**SEND checks payable to "MCoR", along with completed form to:**

Total enclosed: \_\_\_\_\_

John H. Averill - Sales Manager

14910 92nd Ln

Indianola, IA 50125-7261

E-mail: [GMDMCoR@cs.com](mailto:GMDMCoR@cs.com)

Applicable taxes included.

# TEXACO GAS STATION

BY JOHN O'NEILL

PLATTE VALLEY DIVISION, MCOR

## THE PROJECT

This project started out to scratch build a 1950's style gas station to replace a gas station in the small town of Goss Valley on my layout – Goss Valley Branch of the Santa Fe Railroad. The existing building was an out of the box kit that didn't look right for the era I am modeling. My vision was to build this 1950's building with clapboard walls, and to sell Texaco products. I had not seen anything locally, so I went to the internet looking at the "Antique Gas Stations" website. After some searching, I found a 1955 photo of a Shell gas station in Lincoln, Illinois.

## DRAWING PLANS

The photo I found was of the front of the building taken from a slight angle. I estimated some dimensions on the building, primarily from the walk in door and the big overhead door to the garage. The comparison of these dimensions to the photo showed that I needed to enlarge the photo about 24 percent to make it HO scale. After using a copier to do this I took measurements from the HO scale photo and drew up scale plans. The length of the building was 42 feet, and it appeared if I made it 24 feet deep would be a reasonable side. Memories of old gas stations I had seen were used to draw in the rooms, including the interior doors. The interior rooms included the main showroom area, garage service area, an office, two restrooms, and a storage room. I drew the outside walls not visible from the photo in a way that seemed logical, including windows and doors.

## BUILDING A MOCKUP

I built a mock up using mat board to see how the scale drawing worked out. Doing this led me to make some minor changes to the door and window locations to balance them on the walls they were located on. I also made some minor changes to the roof and an interior support wall to look more correct from a construction standpoint. When I was satisfied with final look, I updated the scale drawing to the new dimensions.



View of right end of gas station to show details.



## BUILDING THE BUILDING

The building walls were photo copied from the scale drawing. I cut the walls out, including door and window openings, and used them to trace on the styrene clapboard sheets. I traced them on the smooth back side of the styrene because it is easier to draw and cut from the smooth back side. The corners of the walls were sanded to a 45 degree angle to make a better glue joint. Ambroid Proweld glue was used for all styrene joints. Styrene strips were later added to the wall corners and other places on the building as trim. Interior walls were made from styrene sheet and glued in place.

## DOORS AND WINDOWS

The doors and windows were scratchbuilt from strip styrene and sheet styrene pieces using an assembly fixture I had seen at a clinic last year. Using this fixture and the various sizes of styrene angle and strip lets you make doors and windows any size you need, and then you can complete the details to match the desired style. The doors and windows turn out square and consistent in size, and have a nice detailed look to them. After completion, they were glued in place on the building.

## PAINTING THE BUILDING

The inside and outside of the building were airbrushed with two coats of Polly S Reefer white paint.

Underside of gas station roof to show construction details.



## MAKING THE ROOF

The roof was made from sheet styrene and took a lot of fitting to get the angles to fit together. It was made to be removable to view interior details, so that also made the fitting difficult. My advice is to make a mockup from mat board like I did and work slowly. I traced the roof angle from the side wall on a piece of styrene and used this to glue the roof sheets on. This holds the roof pieces at the proper angle so they will match the walls when the roof is placed on the building. Styrene roof edge trim was added and painted. Scale Model Builders Forest Green asphalt paper shingles were glued on the roof with Shoe Goo. Horizontal pencil lines were drawn on the styrene roof to locate each row of shingles to keep them straight. Two vertical pencil lines were drawn on each roof section to line up the shingle joints, much as you would do shingling your house.

## EXTERIOR DETAILS

Most of the signs were made by photo copying gas station signs onto thin airmail paper, based on a clinic I had attended. After brushing them with an India ink/alcohol wash they were glued on the walls with full strength Elmer's white glue. The sign over the front door was made with dry transfer decals on styrene, and glued with super glue. Lettered signs over restroom and garage door were made from with a PC and printer and glued on with Elmer's white glue. Door knobs were added using small pieces of styrene and painted gray. The chimney was made from styrene brick sheet with mortar and weathering added. A vent pipe for the plumbing was added to the roof. The outside of the building was sprayed with Dullcote after all details were added.

## INTERIOR DETAILS

The interior was detailed after gluing the building on a sheet of styrene scribed, painted and weathered to represent concrete and joints. Glass was glued to the inside of the windows and front door. I made the tile floor for the showroom, office, and restrooms by masking styrene, scribing 12 inch squares with Xacto knife, removing half of squares, spraying the exposed squares gray, and then removing the remainder of masking. I painted and added items from Walther's Detail Set, including front counter, pop machine, car hoist, tool cabinet, oil rack, and creeper. Barrels from Woodland Scenics were painted, had oil pumps added, and one barrel was drilled out to make a trash barrel. I painted dark green uniforms on Woodland Scenics people to make the station attend-



ants and other Woodland Scenics people were used for customers in the showroom. Tires were removed from old cars, drilled out, and painted flat black. I scratch built the tire rack, air compressor, workbench, toilets, sinks, chairs, and file cabinet. More photo copied signs were added to the inside walls.

## CONCLUSION

The completed gas station will make a nice addition to Goss Valley after the remainder of the outside area, including gas pumps, is completed. I received a first place award for this Texaco Gas Station in Off-Line Structures category at the NMRA MCoR Regional Convention in 2006. I encourage everyone to "try on" a project like this as it is really easier than it looks. Just get started, work carefully, attend "how to" clinics when you can, ask others for pointers and ideas, and enjoy the project.

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\*Rail Pass offer is good in the U.S. only and is for new members and those who have not been NMRA members for two years or more. Individuals can only join at Rail Pass rates one time; membership renewal will be at the regular membership rate. Rail Pass members can vote, attend conventions and participate in contests, but cannot hold office and will not receive a New Member Pak.



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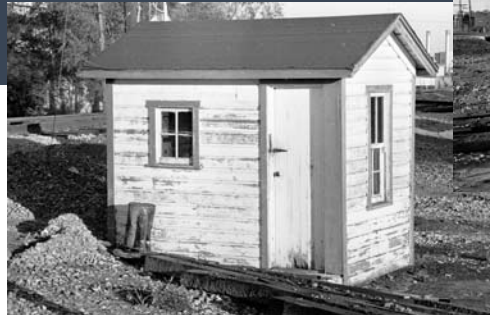
# SIGNALMAN'S SHACK

BY RICHARD E. NAPPER, MMR

MIDCONTINENT REGION PRESIDENT

While digitizing my negatives, I came across three photos of a Burlington Northern signalman's shack at the crossing of the BN and UP in Hastings, Nebraska on 6 September 1985. I took the photographs with the intent of building this little structure at a later date. I did not have enough forethought to take any measurements but just by using the pictures you can make some very reasonable guesses as to what the dimensions are of the little shack. The roadbed was messed up because the BN was starting to make the overpass bridge they would use to go over the UP and eliminate the crossing; thus I was sure the little shack was not long for the world. I still have the fusee I took out of the little shack back in 1985.

A very standard size of drop siding or ship lap siding is 6" with a 5 1/4" exposure; so I counted the number of siding pieces as 6" and I came up with a wall height of about eight feet. The roof pitch was about 30 degrees. Using dividers, I estimated the building width at seven feet and the length at



Richard's original photographs



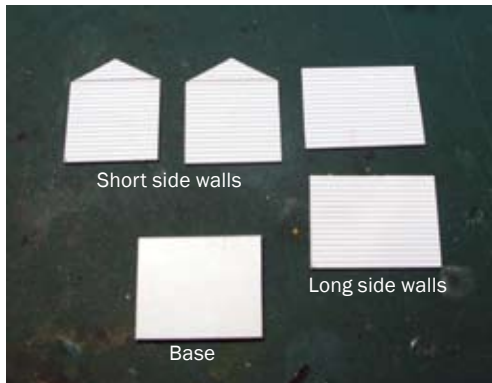
ten feet. When building the model, I found the 10-foot length did not look right to me so I increased it to fifteen feet, but that seemed a little long. A proper guess would have been twelve feet long by eight feet wide, but I ended up making my building fifteen feet by seven feet. Evergreen makes HO-scale ship lap siding with .060" spacing which comes out to be 5 1/4" exposure.

I estimated the door as a standard 30" wide by 6-1/2' tall, while the windows are 2-1/2' x 2' for the small one and 4-1/2' x 2' for the other three. The thing I really liked about this small structure is the fact that all four sides have totally different windows, if not in size, then at least the number of muntins. Using my door and window jigs, I scratch built all of the doors and windows.

Cut a base block out of .080" styrene to 15' by 7' in HO scale. Make two walls 7' wide and 8' height, and add the 30 degree roof pitch to these two pieces. Now make two other pieces 15' long and 8' height for the two longer walls. Cut these four pieces out of the Evergreen ship lap siding. You can cut out the window and door openings in the wall sections by using the usual method of repeated scoring of the siding until the opening is cut out. If you use this method, be sure you have a new #11 blade in your X-acto knife. But here is better way to do it: cut the lap siding apart along one of the built-in siding lines above and below the window opening and snap the siding apart. Now cut the two vertical cuts out of the window section and snap those two lines apart. Now, using Tenax-7R, bond the

wall siding back together, and your window opening is made. You can see where the solvent bonds the siding back together, but you will never find the joint once you have painted and weathered your siding.

I use a 90-degree machinist's block to make sure my walls are vertical when I bond them to the base block. I use 1/8" square styrene to reinforce the inside corners of all four walls, and Evergreen #293 .100" right angle strips for the outside corners. Do not try to cut these to length, just bond them on the corners long, and after they are set, trim them and file them to



Wall pieces, door and windows, ready for assembly. Here you can see Richard's cutting technique for the windows and door.



Wall construction details.

Windows and door in place.



proper length. That way you do not have to worry about making critical measurements. Now bond your windows and door in place.

Get a piece of Evergreen .040" or .060" V-groove siding and cut two pieces for the subroof. Bond them in place with the V-grooves facing down. You may wish to add bracing to the inside of the long walls like I did, so they did not bow in before you attach the subroof. Using Evergreen 2 x 4" dimensional styrene lumber, trim out the ends of the walls and the ends of the four sides of the subroof. Although the structure had a tar paper roof, I'm sure it had a

shingle roof when new, so I used Colgate shingle roofing for my actual roof material.

Although you could build this entire building in about three to four hours, I actually spread out the work over three afternoons only working about 3/4 hour per day. I am guessing the building was white with maybe dark green trim, but my railroad standard colors are yellow with brown trim and a green shingle, so I hand-painted my building using Floquil Reefer Yellow, Roof Brown, and Weyerhaeuser Green for the singles. Window glass is Microscale Industries' Micro Kristal Klear. I left the actual

windows white and used chalk for weathering the structure.

This is the smallest structure I have ever built myself, but I have one that is even smaller: 4' square in HO scale, that is about 1/2" square. It is a Frisco telephone booth that was used by train crews to call the dispatcher from track side. Now that I am used to making 2' (1/4" wide) doors and windows, it should not be that great a challenge. Although this was a BN (CB&Q) building, it will be a FRISCO building on my layout.

Remember the FRISCO!



The roof shingles and doorknob are in place.

The finished shack, painted in FRISCO colors and weathered.



## DIGITAL PHOTOGRAPHY FOR PRINT

BY WENDY HARLOW

CABOOSE KIBITZER EDITOR

I've received many questions about my specifications for digital pictures submitted to the Kibitzer. I'll attempt to explain my reasoning behind those specs. This will not be a "how to take a perfect picture" tutorial, nor a "Consumer Reports" article on how to buy a digital camera. There are plenty of sources for that information that are easily accessible and more knowledgeable than I am.

There are a lot of factors that control how good a photograph is and how well it reproduces. First is the ability of the photographer to capture a clear, well-framed image. The second is the ability of the camera to capture an image of a high enough resolution to print clearly. Third is the resolution of the printing device at the end of the process.

Unfortunately, I have no control at all over the folks who send me images or over the equipment they use to capture those images. As an editor, the only part of the process I have control over is the quality of the files I send to the printer. Part of my job

is to be sure that photographs I use are of high enough resolution to print properly on our printer's equipment.

As I'm working, the most important issue I deal with is whether an image is the right size, resolution-wise, to be used. Smaller digital images can be blown up, but the risk is that details could become blurry and "jaggies" more apparent. Interpolation is an imperfect science and not even Photoshop is infallible. Over-compressed images could be carefully retouched to remove artifacts, but it takes a good eye and a lot of patience. Noise is virtually impossible to remove completely, even with Photoshop's retouching filters.

The standard I use for photos on the Kibitzer's inside pages is 150 ppi (pixels per inch) minimum but 200 ppi is even better. Most images found on the Internet are 72 ppi, since that's the best most computer monitors are capable of rendering (some high-resolution monitors are able to render 85 ppi). While an image can look fine onscreen, it usually won't print well.

If we were producing a magazine on the level of National Geographic or Arizona Highways, I couldn't accept photographs taken with a digital camera – not even professional ones are good enough yet. The minimum they'll accept is images that will reproduce at 600 ppi – which means a cover image that's 4800x6000 pixels, which would require a camera of 29MP. It's far more cost-effective for them to use film. Their printer also uses much smaller dots of ink on much more expensive paper, producing a beautifully detailed, crisp image. Their photographers also go through rolls and rolls of film to get a handful of good images.

For our purposes, however, a decent consumer-level camera, either film or digital, will produce images suitable for the Kibitzer, even the cover. I try to use 300-ppi images for the covers, and the cover measures 8 1/2 x 11 inches. I allow a 1/8-inch bleed, which the printer trims off so the cover image goes all the way to the edge of the page. That makes an



image that's 8 3/4 x 11 1/4 inches at 300 ppi, or 2625x3327 pixels. For the sake of simplicity, I round it up to 2700x3400. For covers I prefer to overshoot the mark resolution-wise, just to be sure they come out nicely. Our printer uses inexpensive paper ("Just enough to survive the mail and not be transparent" is what I specified) and a larger line-per-inch setting to print our magazine. The detail level isn't as high, and neither are our costs.

The cover photos I used in 2006 were gathered from stock photo sites on the Internet (yes, I was that desperate). I chose them based on content and how large the pixel size of the image was. For example, the cover of the Fall 2006 Kibitzer was a 1704x2272-pixel JPG originally. Using Photoshop, I blew it up to 2700x3600 pixels using bicubic interpolation and converted it to a TIFF so it wouldn't be compressed again. It went from 784kb to a 37mb file, so file size isn't always a very good indication of quality. However, this image was sized for easy download from a website; we aren't limited in that way. I have webspace that can be used to upload larger files, and CD's are inexpensive enough to burn and mail.

You don't necessarily need a high-megapixel professional camera to make good images. My Sony CyberShot camera is 2.1 MP, and the biggest image it can capture is 1600x1200 pixels. Using 300 ppi as the basis for the end result, the largest I could reasonably print an image taken at the highest setting on my camera is 5.33

x 4 inches – more than big enough for the Kibitzer's inside pages. In fact, that camera took the Prototypes images on the back of the Spring 2006 Kibitzer. I'll admit the one of the inside of the car isn't as sharp as the others, but I was hanging onto the end of the car for dear life trying to get the shot and worrying that the cops would come haul me away for being stupid. However, none could have been used as a cover photo.

My camera is also able to save the photos as TIFF right on the camera. The setting is near the one for the pixel size of the image. Some cameras might not have this feature. Changing to the TIFF format greatly increases the file size, making each image take up more space on the memory stick/chip/disc, so take that into consideration.

Even if you use a film camera, it may be necessary to digitize those files. If scanning a film print, the scanner's software can be told how many samples per inch the user wants - that's equivalent to dpi or ppi. It's possible to enlarge a 4x5 print enough to make a good cover photo, as long as the spi is set high enough - in this example, it would need to be 600 - 800 spi. More than that is not necessarily better for this purpose - all it would do is make the file size uncomfortably large. When I scan photos for archival or possible later use, however, I use the highest setting the scanner has. With the advent of inexpensive DVD burners and discs, it's far easier to store large files. It's far better to resize an image smaller than to try to blow it up.

Now, a short glossary:

**ARTIFACTS:** Distortions in digital images caused by overcompression, underexposure, or other imaging problems.

**CCD:** Charge-coupled device. "The sensor array that makes up the imaging surface of the digital camera. The more sensors a CCD has, the higher the image resolution will be."<sup>1</sup> The size measurement is expressed in megapixels.

**CMYK:** Cyan, Magenta, Yellow, and Black. Printers use these ink colors to reproduce images on paper. Digital cameras and computer monitors, by contrast, use RGB (Red, Green and Blue) to render images. RGB images have to be converted to CMYK before printing. This process needs to be done carefully to compensate for resultant "muddying" of colors.

**COMPRESSION:** Reducing image file size. Several compression methods are used, the most common of which are JPEG (Joint Photographic Experts Group) or GIF (Graphics Interchange Format). JPEG uses a mathematical formula to reduce the information a file contains. It is best-suited to photographs. GIF reduces an image's number of colors to 256 total, making it well-suited to simpler images and line drawings. GIFs are not suitable for printing. Both are considered "lossy", meaning information is lost in each consecutive compression. Some camera models allow the user to specify the amount of JPEG compression the camera uses – the higher the quality of the image, the larger the file size.

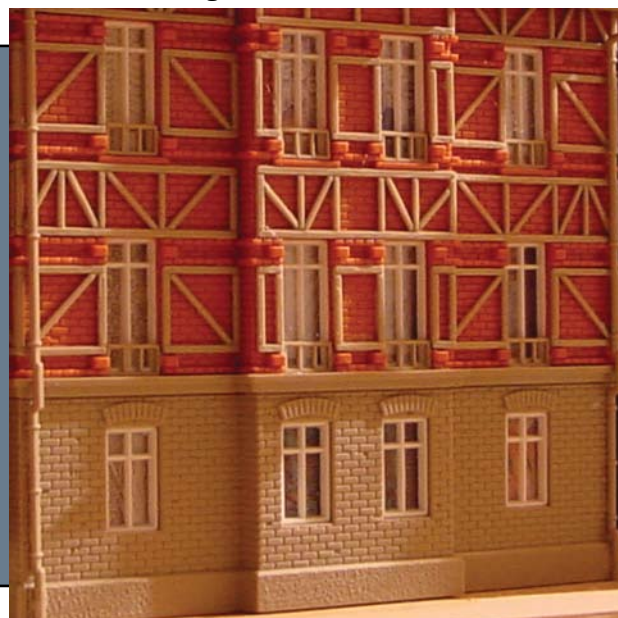


The same scene, taken at two different resolutions with a 2.1MP camera. Each was cropped down to 480 pixels square.

Left: 640x480 pixels.

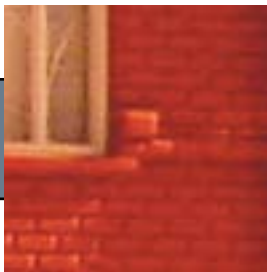
Right: 1600x1200 pixels.

(Models courtesy Jay B. Harlow)





Normal image.



"Noise" from underexposure.

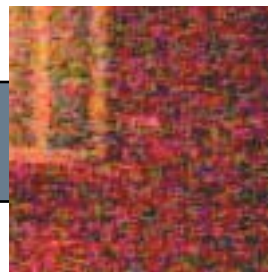
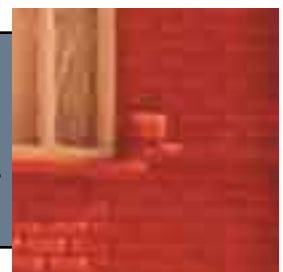


Image showing compression artifacts. Notice how the brick pattern is distorted.



**DPI:** Dots-per-inch. Also sometimes called resolution. This measurement applies best to printers, which apply ink in small dots which blend together when viewed. The higher the dpi of a printer, the smaller the ink dots are and the smoother the resulting print is. Photo-quality printers can produce 1440-dpi. Commercial printers generally print at 200-300 dpi.

**DIGITAL ZOOM:** "An electronic enlargement of part of the image making it appear to be closer and bigger, simulating an optical zoom lens at a telephoto setting. The image is actually cropped, resulting in loss of surrounding pixels and decreased resolution. In some digital cameras, interpolation is used to offset this loss."<sup>1</sup>

**INTERPOLATION:** "The process of adding or subtracting pixels to an image (usually in an imaging program) to increase or reduce its size at a desired resolution. Also known as resampling or upsampling and downsampling. Interpolation changes the file size of the image."<sup>1</sup> Interpolation is the software's best guess about where the extra pixels need to go and what color they should be. Bicubic resampling tends to give the best results.

**JAGGIES:** "The stair-stepping effect that can be seen in curves and diagonal lines when a picture's resolution is too low and individual pixels begin to show in the image."<sup>1</sup> Also known as pixelation or (incorrectly) pixelization.

**JPEG:** "a commonly used standard method of compression for photographic images. The name JPEG stands for Joint Photographic Experts Group, the name of the joint ISO/CCITT committee which created the standard...JPEG/JFIF is the format most used for storing and transmitting photographs on the World Wide Web."<sup>2</sup>

**MEGABYTE** (also MB): 1024 kilobytes or one million bytes, and refers to the amount of information in a file, or how much information can be contained on a memory card, hard drive or disk.

**MEGAPIXEL** (also MP): Measurement of the size of a digital camera's CCD. It's calculated by multiplying the width and height of the CCD in pixels, then dividing it by one million. 2,100,000 pixels equals 2.1 megapixels.

**OPTICAL ZOOM:** "A zoom lens which uses movement of lens elements to achieve various fields of view. Regardless of whether the zoom is set for taking pictures at wide-angle or telephoto settings, the resolution of the image remains the same."<sup>1</sup>

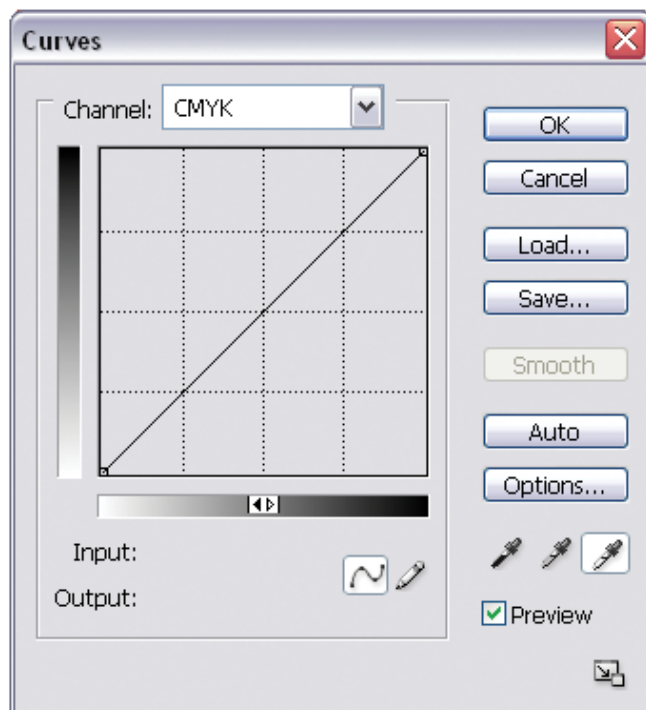
**PIXEL:** From a contraction of the words "picture element". A pixel is the smallest element of an image.

**PPI:** pixels-per-inch. "A measurement used to describe the size of the final printed image. An image that has a higher number of pixels-per-inch will show more detail than one which has fewer pixels-per-inch."<sup>1</sup>

**RESIZING:** Making an image larger or smaller without changing the file size. The image's pixels are made larger or smaller, but none are added or subtracted.

**RESOLUTION (RES):** how much pixel information is in an image. Generally, it's the number of pixels wide by the number of pixels high. The more pixels an image has in it, the bigger it can be printed without showing "jaggies".

**TIFF:** Tagged Image File Format. "Most digital camera images are recorded as TIFFs and then JPEG-compressed in the camera. Some digital cameras now offer an uncompressed TIFF option so an image can be retrieved in its original state, eliminating the possibility of compression artifacts."<sup>1</sup> "Tagged Image File Format is a file format for mainly storing images, including photographs and line art. TIFF is a popular format for high color-depth images, along with JPEG and PNG...TIFF was chosen as the native format for raster graphics in the NeXTstep operating system, and this TIFF support carried over into Mac OS X."<sup>3</sup>



Sometimes digital photos can be dark, or color-shifted. A quick way to correct this is to use Photoshop's Image > Adjustments > Curves dialog. Select the white eyedropper, then decide where the brightest spot of white should be in your image. Click there, and the dialog will shift the colors and adjust the contrast to make that spot bright, colorless white. Usually that's enough to correct most color problems.



#### Sources:


- 1 - Digital Photo Corner: [http://www.dpcorner.com/all\\_about/terms.shtml](http://www.dpcorner.com/all_about/terms.shtml)
- 2 - Wikipedia entry "JPEG": <http://en.wikipedia.org/wiki/JPEG>
- 3 - Wikipedia entry "Tagged Image File Format": [http://en.wikipedia.org/wiki/Tagged\\_Image\\_File\\_Format](http://en.wikipedia.org/wiki/Tagged_Image_File_Format)

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North Kansas City, MO 64116  
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**Modular HO Narrow Gauge Society**  
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Saint Peters, MO 63376  
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**Mo-Kan Railjoiners Inc.**  
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**Nishna Valley Railroad Society**  
1303 Eighth St  
Harlan, IA 51537  
(HO)

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

**Northwest Kansas Model Railroad Club**  
603 S Smokyhill  
Oakley, KS 67748-2321

**Ozark Model Railroad Association**  
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Springfield, MO 65803  
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**Parsons Model Railroad Engineers**  
Cherryvale Depot  
Cherryvale, KS 68335  
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**Quincy Society of Model Engineers**  
(HO, HOn3)

**Society of Model Engineers**  
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Prairie Village, KS 66208  
(HO, N)

**Southern Illinois Train Club**  
PO Box 1633  
Morton, IL 62959-7833  
(HO, N, G)

**Southwest Independent Modular Railroaders**  
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Little Rock, AR 72209  
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**Tri-City Model Railroad Association**  
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Hastings, NE 68901  
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**Wichita Model Railroad Club**  
PO Box 48082  
Wichita, KS 67201

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 club's name, contact address and scale interest.

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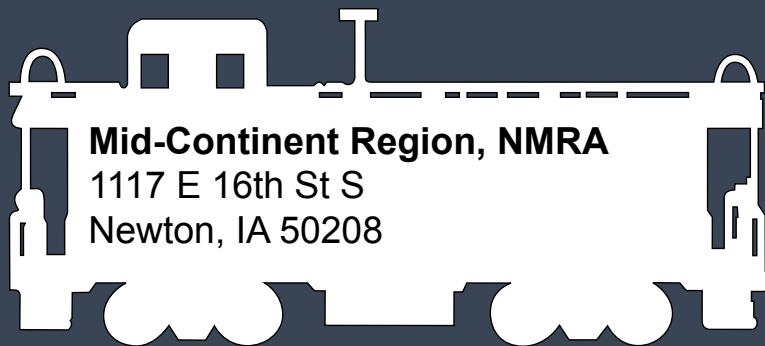
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