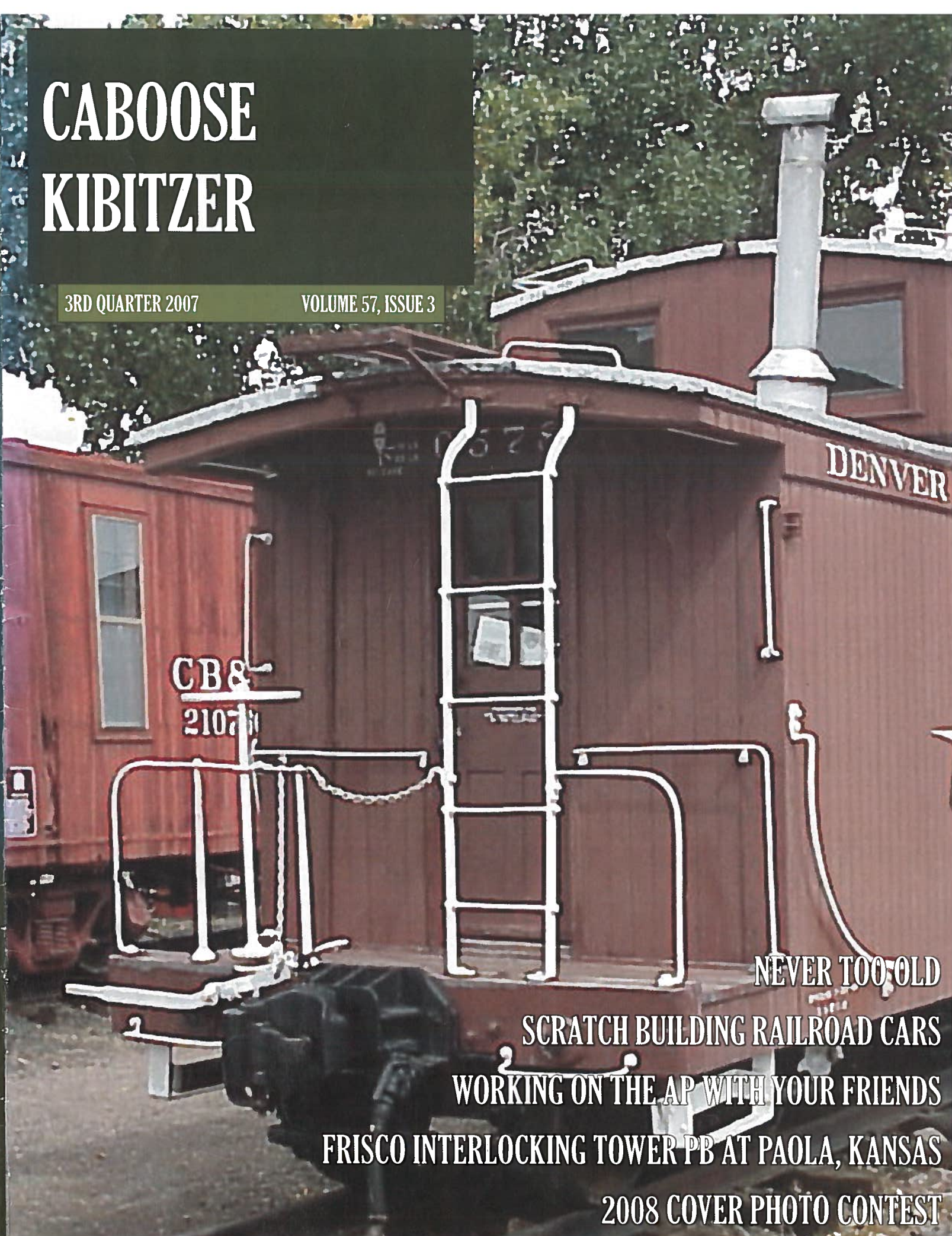


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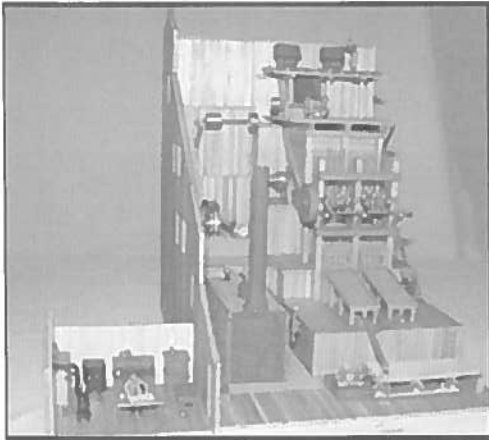
3RD QUARTER 2007

VOLUME 57, ISSUE 3



NEVER TOO OLD
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Official publication
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of the National Model Railroad
Association

www.mcor-nmra.org

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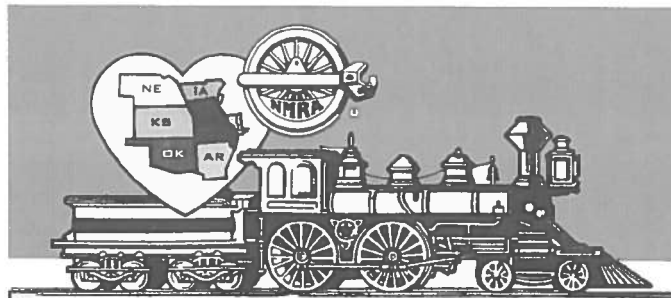
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WAYBILL

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VOLUME 57, NUMBER 3

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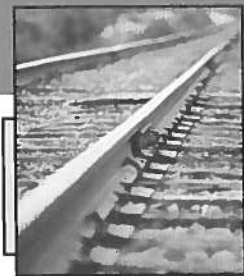


On the cover: Denver & Rio Grande Western Caboose 0578 at Cimarron, Colorado.

Left: Denver & Rio Grande Western Caboose 0578. This caboose is on display at the Cimarron Visitors' Center, part of the Curecanti National Recreation Area.

Photos by Marty Vaughn.

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CONDUCTOR'S CALL

BY WENDY HARLOW

EDITOR



“You’re riding in the cab,” my mother announced. My reply was intelligent and pithy. “Huh?”

“I told them that you’re the editor of the Kibitzer, and they were more than happy to let you ride in the cab.” She was justifiably pleased with her accomplishment.

Our Division rode on the Fremont and Elkhorn Valley Railroad (FEVRR) for our annual family picnic this June. It’s a small excursion line, run by volunteers and funded by donations. They run on the line between Fremont and Hooper, Nebraska, and because they cross the Union Pacific main line, they receive switching clearance from the Harriman Center in Omaha.

We chartered a car and had Godfather’s Pizza deliver a bunch of pizzas. My main function was to make sure everyone got paid; I was wearing my Division paymaster hat that day.

Fortunately, I had my editor hat in my back pocket, and I’d brought my camera.

When we made the turnaround in Nickerson, a tiny farming town with a tiny depot, I was collected by our conductor and ushered to the engine, which was idling next to our chartered car on the siding. I’m not sure they knew what to make of me - I’m not exactly the image of a hard-core train nut.

I climbed aboard and was given the conductor’s chair on the right side of the cab. I settled and made sure I wasn’t in anyone’s way. I waved to my Division mates as we started moving ahead to reconnect to the train for the trip back to Fremont.

The sky was a blue china bowl. The sun was warm, but not punishingly so. All the windows and doors in the cab were open to the stiff breeze. I was sure that I’d appreciate that breeze as the engine started

working in earnest.

I watched as we backed up to connect with the train once more, and saw that what seemed like half the Division was crammed into the vestibule of our chartered car. My entire family was there, too, my five-year old son waving like a crazy person.



Once the brake systems check was complete, our sun-bleached brakeman climbed up into the cab. “Full house,” he remarked, gathering up his popcorn and soda. As we started moving, he went back outside and sat on the engine’s steps. I felt a little jealousy then - he seemed to personify Huck Finn of the Rails: the freedom and opportunity of youth. Frankly, it’s not every college student who has the opportunity to casually sit on the business end of a diesel locomotive.



The wind whipped around my face, making little bits of leaves and stray popcorn skitter across the floor. I suddenly understood why engineers wear coveralls and long sleeves. I tried to keep my bare toes out of the tools they had stacked behind the

chair (I’d worn sandals). The swaying and vibration of the engine became soothing after a while. The senior engineer pointed things out as we traveled; he explained the mile marking system they use (“One band on the telephone pole for a quarter-mile, two for half, et cetera...”) and about the switches and what the various colors meant.

We saw hawks sitting on poles (“They wait for mice to be run over by the train, then go scoop them up,”) and startled a young deer from his cover of small trees. Many times, rabbits and other rodents took their fates into their little paws and dashed across the tracks in front of us. The wind rippled through the tall grass between us and the farm fields. I wondered what the scenery would have looked like to an engineer driving on the newly-built Transcontinental Railway.

Nature, encouraged by the very wet spring, was trying to reclaim the path that man had carved out of the prairie. The engine rattled, rumbled and clattered down the tracks, and I marveled that those two very thin strands of metal kept the huge machine at my back from straying in its course.

We pulled into the station at the end of the trip, the nose of the locomotive just kissing the bumper. I thanked my hosts and was quickly swallowed up by my ordinary responsibilities.

What is it about these machines that drives a college student to give up his free-wheeling weekends to work on one? Or a group of otherwise sane people to spend hours building miniature versions of them? What IS it about trains?



THE SWITCHING LIST

THIRD 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).

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) holds monthly meetings every 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) meets second Saturday (except June and December) at noon. Sump Memorial Library, corner of Washington and Second Streets in Papillion (across from Runza). Visit www.whdnmra.org for more info and a map.

EASTERN IOWA DIVISION - Info: Allen Merta, Superintendent, (319) 393-2990, or visit our website at www.TheWigWag.org.

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.

WICHITA TOY TRAIN CLUB TRAIN MANIA, each Saturday noon-5pm, below Blockbuster at Twin Lakes Shopping Center, 21st and Amidon, Wichita, KS. (316) 838-5103 or www.members.cox.net/wttc.

INDIAN NATIONS DIVISION (OKLAHOMA) meets at the New Hardesty Library at 8316 E 93rd St (just east of Memorial) in Tulsa, OK. The time is from 9:30am to 12:30pm. The dates and themes of future meetings are: 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 for further information.

PLATTE VALLEY DIV. (HASTINGS, GRAND ISLAND, KEARNEY, NE) meets second Tuesday of each month at 7:00 p.m. in members' homes on a rotating basis. Info: John O'Neill, Div. Dir., 308-384-5011 or jponeill@computerconcepts.com.

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. Please send a confirming RSVP a week in advance if you are planning to join us. Info and RSVP: George F Maulsby, 918-341-9446 or www.csrailroad.com.

844 WILL MOVE AGAIN THIS SUMMER AND FALL: Union Pacific's 844 steam locomotive will be making trips this year. The remainder of its 2007 schedule: Colorado State Fair Mountaineer, August 22-26, displayed in Denver. Oklahoma Centennial Sooner Rocket, September 3-23, displayed in Herington, Wichita, and Topeka, Kansas; and, Enid, El Reno, and Duncan, Oklahoma. Info: Anita Cheatum, sfdepot@sbcglobal.net or <http://www.upsteam.com/schedule.html>.

TRAIN SHOWS & MEETS

AUGUST 11 - 12, 2007: Second Annual Beatrice Area Railroad Enthusiasts Train Show. 4-H Bldg, Gage County Fairgrounds, Beatrice, NE. 10am - 5pm Sat and 11am - 5pm Sun. Operating layouts and multiple vendors will be there and food will be available. For more info contact John at (402) 645-3941 or Rich at (402) 223-5026 or wtf048@yahoo.com.



SEPTEMBER 8, 2007: Boeing Employees Railroad Club-St. Louis Railroad Swap Meet. Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Rd., St. Louis, MO. 10 am - 3 pm, Adm: \$3.00 children under 12 free with paid adult. Tables (30" x 96") \$15.00 each, payment must accompany registration. Seller setup 8 am. Info: call Wayne Schimmel after 6 pm Central Time, 636-668-6313 or 733 Hwy Y, Winfield, MO 63389-2206, wwhtehrse@aol.com. Make checks payable to Boeing Employees' Railroad Club-St. Louis.

SEPTEMBER 8-9, 2007: Western Heritage Division Annual Train Show and Swap Meet. Burke High School, 12200 Burke Blvd, Omaha, NE - SW corner of 120th St and West Dodge Rd). Hours: 9am-5pm Sat, 10am - 4pm Sun. Adm: \$7 adults, under 12 free with pd adult; bring a nonperishable food item and get \$1 off. Vendor tables \$10 each, includes two weekend admissions. Swap table \$5 each, includes single one-day admission. Contact Jim Maas, RMJHMAAS@COX.NET or (402) 699-1716.

OCTOBER 6 - 7, 2007: 15th Annual North East Kansas Railroaders Train Show. Memorial Hall, 819 Commercial, Atchison, KS. Sat: 10am - 5pm, Sun: 10am - 4pm. Adm: \$3.00, under 10 free w/pd adult. Operating layouts, dealers welcome. Info: 912-367-6273.

OCTOBER 13 - 14, 2007: Mississippi Valley N Scalers 17th Annual Greater St. Louis Metro Area Train Show. Kirkwood Community Center, 111 S. Geyer Ave., Kirkwood, MO. Sat: 10 am - 5 pm, Sun: 11 am - 4 pm. Adm: \$5.00 12 & under free w/pd adult. Take I-44 to Lindbergh N or I-40 to Lindbergh S, turn west on W. Adams Ave., go 4 blocks to S. Geyer, look for the signs; Info: on web site: <http://mvns.railfan.net>

OCTOBER 28, 2007: WTTTC Swap Meet. 4-H Bldg, 21st and Ridge, Wichita, KS. Info: Bill Laughlin, www.members.cox.net/wtttc or (316) 838-5103.

NOVEMBER 3, 2007: Kate Shelley Div, MCoR, NMRA, 16th Annual Fall Meet. United Community School, US Highway 30, between Ames & Boone, IA. 9 am - 3 pm. Adm: \$5.00 at door, Pre-registration \$4.00. Clinics, silent auction, dealers, displays, layouts, door prizes, contest categories: diesel locomotives, coal hoppers, freight cars prior to 1960, box cars 50' or more, online structures, train-8 pieces; photo contest: structures, color/black & white, prototype & model. Info: Bob Folkmann 515-232-8689, Carl Chumos 515-233-8256.

NOVEMBER 3, 2007: Gateway Div, MCoR, NMRA, Annual Fall Meet. Trinity Lutheran Church 14088 Clayton Road at Woods Mill (Hwy 141). Train show, operating layouts, clinics, door prizes, and self guided layout tours. Bob Boedges(rboedges@charter).

com and 314-631-5371) is the Fall Meet Chairman. Brian Post (314-894-1154) is in charge of arranging tables for dealers.

NOVEMBER 24, 2007: Joplin Museum Complex Train Show & Swap Meet Joplin Museum Complex is located at 7th and Schifferdecker Streets in Schifferdecker Park between the golf course and swimming pool. Admission is \$3 adult children 12 and under free. All proceeds at the door go to benefit the Joplin Museum Complex; operating HO, N and G gauge layouts and over 60 tables of items for sale and trade. For more information contact Rick Gardner at 417-673-4888 or email rickgardner@sofnet.com. Visit us on the web at www.tristatemodelrailroaders.com.

NOVEMBER 25, 2007: Mid-America Train and Toy Show (formerly "Mid-America Train Meet"). BTC Exhibit Hall, I-435 and Front Street, Kansas City, MO. 9am - 2pm. Adm: \$5 adults, 12 and under, free; 7am early bird adm: \$10 each. Trains, models, RR collectables, toys, train movies, door

prizes, operating layouts. Free parking. Info: Steve and Sherri Stich, PO Box 369, Leavenworth, KS 66048 or (913) 651-5864. Directions: From I-435, exit 57 west (Front St) to Universal Ave. and turn right at stoplight. Or, from I-35, exit Front St. and continue east to Universal Ave., then turn left at stoplight.

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.

Model Train Show and Swap Meet :: Fall 2007 Edition

GOT A LOTTA STUFF TO SELL?

VENDOR TABLES ARE \$10 EACH, AND EACH RESERVATION INCLUDES TWO WEEKEND SHOW ADMISSIONS. WE HAVE LIMITED ROOM, SO GET YOUR RESERVATIONS IN EARLY!

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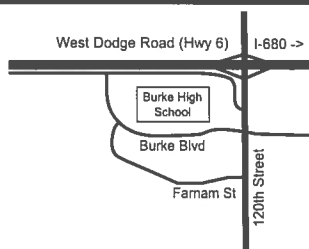
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GENERAL ADMISSION IS \$7 PER ADULT, CHILDREN UNDER 12 FREE. GET A BUCK OFF YOUR ADMISSION WHEN YOU BRING A NON-PERISHABLE FOOD ITEM FOR DONATION TO LOCAL FOOD BANKS. QUESTIONS? CONTACT JIM MAAS AT RMJHMAAS@COX.NET OR (402) 699-1716. WEB: WHDNMRA.ORG

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NEVER TOO OLD

BY JOHN O'NEILL

PLATTE VALLEY DIVISION, MCOR

I recently had the opportunity to visit a new model railroad layout. This layout was started only about 10 months ago and is moving along very nicely. Most of the track is laid, power is to the rails, switches installed and trains are moving. In addition, most of the layout (I would estimate at 70 percent) has scenery, including structures, mountains, backdrop, and details in place. I was able to take a number of photos, with many opportunities to choose from. The overhead lighting made for good photos without need for flash.

What makes this beautiful layout even more surprising is that the builder, Jay Everett, will turn 85 in a few months. Making this accomplishment even more remarkable is that Jay is building this layout in N scale. This railroad started from scratch, as Jay had completely left the hobby a while back. He had decided to tear down a previous layout and dispose of all his equipment following the passing of his wife several years ago. A couple of his friends, Bob and Kathy Chohon, had since encouraged him to start this new layout, and he has made a lot of progress in a short time.

Jay designed his new layout based on mountain scenery with logging operations included. The time frame is in the 1920's to 1940's era with steam as the motive power. His locomotives include a Berkshire heading up a passenger train and a Shay pulling loaded log cars.

All the buildings on the layout were built from kits by Jay. They include nice details and have some weathering to complete them. He also scratchbuilt things when needed, such as the wood trestle over the lake. Jay has added a number of details, including people, to the scenes.

There is a sawmill with a pond for dumping the logs and support buildings nearby. And trees, lots of trees, are included on the layout. Jay has made 295 trees, favoring Scenic Express products. Some of the trees are Woodland Scenics trunks covered with Scenic Express materials that Jay prefers over the Woodland Scenics foliage.



On the other end of the layout is some nice mountain scenery with a tunnel under the mountain. The mountains are snow covered using Noch snow. Nearby there is a lake crossed with a scratchbuilt timber trestle and more trees. There are nicely built and detailed structures near the mountain. Jay is working on plans to scenic the remaining center part of the layout, and you can be sure the new scene will also be detailed nicely.

Turnouts that can't be easily reached are electrically controlled. All other turnouts are controlled with hand throws. The railroad is divided into electrical blocks and includes reversing loops to change direction when needed. It is designed to run continuously if desired. Trains are controlled with DC, utilizing a plug-in throttle.

Jay was a late starter in model railroading although he has been involved in other hobbies. After he retired, he was involved in model ship building as a hobby. He started his first layout, a 4 x 8 HO scale following a Kalmbach plan book, when he was 68 years old. A few years later Jay built a larger HO layout in a garage. The garage was divided with a wall separating the heated layout area from the workshop. Jay sold this HO layout to a doctor in Hastings when he and his wife were moving into a smaller home. After he moved into the smaller home his wife later encouraged him to build an N scale layout that would fit the available space. He says the current layout is the sixth layout he has built.

During this visit, Jay pulled out photos of some of his old layouts. It was quickly obvious from looking at these photos that Jay built layouts with various elevations, and nice scenery was included. The attention to detail really added to the quality of the layouts.

I met Jay few years ago when we were both part of a group of model railroaders that got together once a month. This group was referred to as the "Informal Group". We had no name, no officers, and no dues. We met at each other's homes to share the hobby, including "how to" clinics, running trains, viewing videos, and lots of talking trains. During one of these meetings I was able to see the previous layout Jay built, and it was also done very well.

Visiting Jay's new layout was a real treat for me. I hope this article will encourage some older armchair model railroaders to take on a project. It doesn't need to be a complete layout like Jay is building, but could be working on a building, freight car, or a scene. If they do, they likely will have the enjoyment that Jay gets from his work.

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

INDIAN NATIONS DIVISION

www.tulsanmra.org

TURKEY CREEK DIVISION

www.tc-nmra.org

KATE SHELLEY DIVISION

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

EASTERN IOWA DIVISION

www.thewigwag.org

WESTERN HERITAGE DIVISION

www.whdnmra.org

KANSAS CENTRAL DIVISION

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

GATEWAY DIVISION

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.



Check This Out!

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

Only ten sets remain, and six singles! These unique road numbers will be **RETIRED** once these are sold - hurry, before they're gone!

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:

John H. Averill - Sales Manager
14910 92nd Ln
Indianola, IA 50125-7261
E-mail: GMDMCoR@cs.com

Total enclosed: _____

Applicable taxes included.

ATTENTION PHOTOGRAPHERS AND RAILFANS!

THE CABOOSE KIBITZER IS SPONSORING ITS SECOND ANNUAL COVER PHOTO CONTEST!

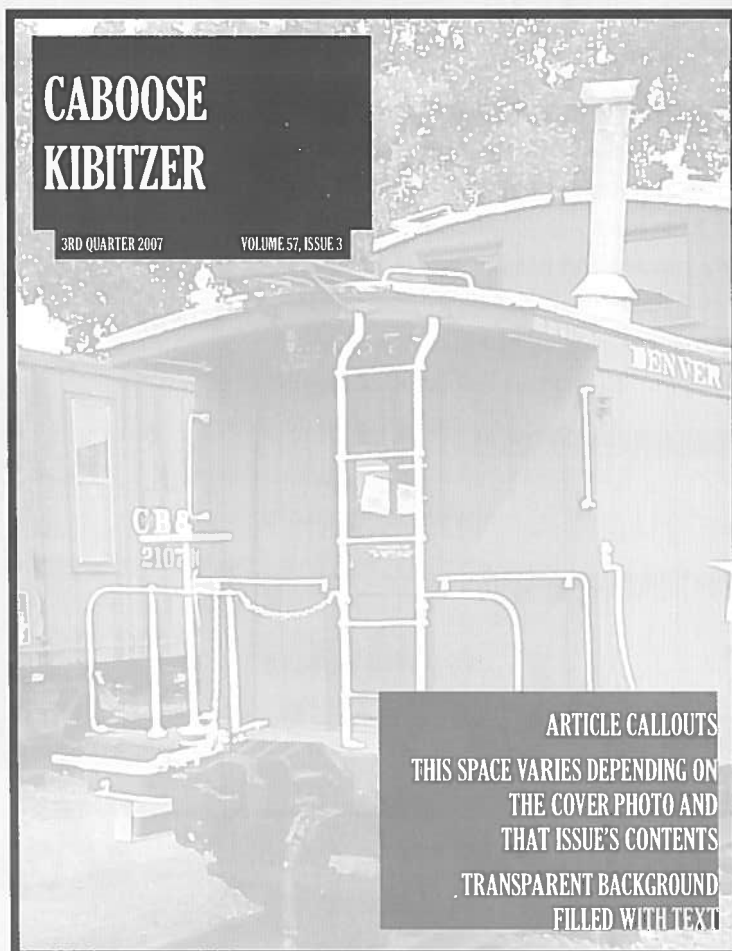
THEME: Cabeese. This IS the Caboose Kibitzer, after all. Model, prototype - it doesn't matter. Regional railroads are preferred. Have fun with it!

ENTERING: Contest is open to MCoR members. Enter as many times as you wish. Digital or film photos are accepted (include a self-addressed stamped envelope if you'd like your prints returned). Color is preferred. A note for digital photos and scans of film photos: the cover is 8-1/2 x 11 inches with a 1/8-inch bleed (8-3/4 x 11-1/4 inches total). The digital file needs to be at least 2625 x 3375 pixels for a quality print result. DO NOT use any compression when saving your image. Please don't use any filters or special effects - including sharpening.

JUDGING: Entries will be judged by a panel made up of Regional officers and the Kibitzer Editorial staff. Criteria will include quality of the photo, conformance to the theme, creativity and suitability for printing. Treat it like an AP contest. Please refer to the illustration as a guideline in framing your shots - I really don't want to cover up important details with the magazine title or callouts!

WINNING: Four entries will be chosen - one for each issue in 2008. Each winner will receive a year's subscription to the Kibitzer (can be added to current subscription). One subscription will be awarded per winner. Non-winning entries may be used inside those issues to highlight articles or fill space. All will be properly credited. No payment can be made for use of your photos.

DEADLINE: Entries must be received by **NOVEMBER 30, 2008.**



CABOOSE KIBITZER 2008 COVER PHOTO CONTEST ENTRY FORM

Name:	MCoR or NMRA Member Number:
Address:	
Phone: ()	Email:
Photo title:	Filename (if digital):
Photo description (date, place, etc.):	
The Legal Stuff: By entering your photos in this contest, you are releasing them to be published in the Caboose Kibitzer. You also certify that any photos entered are your own work and that you have the right to grant such a release. If there are recognizable people in your photo, please be sure to obtain permission from them to have their likeness published. Mechanical copies of this form are acceptable, as are digital versions (available upon request). Additional sheets can be attached for additional photo entries - be sure to list each photo's title, filename and description.	Please send completed entry form(s) and photos to: Wendy Harlow Caboose Kibitzer Editor 10713 Berry Plz Omaha, NE 68127

WORKING ON THE AP WITH YOUR FRIENDS

BY MARTY VAUGHN, MMR

ACHIEVEMENT PROGRAM CHAIRMAN, MCOR

Most of the time when a modeler thinks about the AP program, they picture themselves working alone to build the models and researching the techniques to become better modelers. Sometimes when you are working alone it is easy to lose your motivation or get side tracked with other things. Obviously you can't do the Dispatcher requirements all alone and you really don't have to work on the other certificates by yourself either.

Paul Richardson MMR from the Turkey Creek Division has started informal Saturday group sessions on building rolling stock. As a result Brad Morneau, Chuck Heying, Kerry Lindenbaum and Paul Myers MMR have either finished or are completing their requirements for the Cars AP certificate.

But Paul didn't stop there. He and Brad Morneau are now hosting monthly group meetings for those who want to work on the Structures Certificate. Dave Jacobs, Kerry Lindenbaum, Chuck Heying and others are now working on their structure requirements.

But Paul didn't stop there either. Earlier this year he took the show on the road and he and Brad presented the basics at a Kansas Central Division meeting where Don Clagett, Robert Stewart and Tom Katafiasz began their own car building session. From reading the email copy of the Turkey Creek Lightning Slinger, word of Paul's group sessions have gotten around to other Divisions. As a result the Platte Valley Division in Nebraska and the Eastern Iowa Division

are starting their own group work sessions.

It doesn't stop there either. Paul Myers MMR has started a group session to build the track work required for the Civil Engineering Certificate. As a result, Turkey Creek will soon have two more members with the Civil Engineering Certificate. Both Paul Myers MMR and Brad Morneau have provided some basics on how to do your own Civil and Car building sessions in this issue.

Working with a group it is a lot easier to keep each other motivated and focused. If you have a problem, chances are one of the members in the group has already had to solve it or has some additional ideas. As we all know, model railroading is supposed to be fun and working with a group of your friends can just make it even more fun.



Left to right: Don Clagett, Richard Napper, Brad Morneau, Paul Richardson, and Tom Katafiasz.

Left to right: Richard Napper, Tom Katafiasz, Robert Stewart, and furry assistant.



BUILDING WITH THE MMRS

BY BRAD MORNEAU

TURKEY CREEK DIVISION, MCOR

The last session was attended by Paul Richardson MMR, Marty Vaughn MMR, Dave Jacobs, Kerry Lindenbaum and myself. Paul began by discussing basic building techniques. He brought plans for a simple cabin from Pat Harriman's book of structural drawings (a great collection of various buildings designed by Pat himself).

Paul demonstrated several of his favorite tools including a "nipper" that allows you to cut windows out of the center of a wall. We used basic styrene sheet to start the project.

In addition to Paul's direction, Marty brought over several structures, most in N scale and a couple of HO scale ones. Marty had fully detailed the buildings including interiors. It's examples like these that help to encourage anyone attempting to scratch-build structures.

We welcome any modeler who wishes to join us regardless of skill or scale. You just need to bring a knife, cutting mat, some sheet styrene or cardboard or wood if you desire. Also, bring some windows if you wish.

Contact me at (913) 897-0669 or e-mail me at bmorneau@kc.rr.com for more information on these sessions.



CW&MV Caboose 01 in N Scale.
Photo by Marty Vaughn.

FRISCO INTERLOCKING TOWER PB AT PAOLA, KANSAS

BY RICHARD E. NAPPER, MMR

MCOR PRESIDENT

The first structure I ever scratch-built was the Ash Grove, Missouri Frisco depot. I earned my first merit award with that model, but I had Frisco depot plans and the layout of the depot to build it from. My second project was the Frisco tower PB, and I only had one photo to go on for the construction. Again I won a merit award for the structure, but I have always wanted to build the tower again and see if I could not do a better job of not only construction but building dimensions.

First, a little history, PB Tower was located in Paola, Kansas just south of the Frisco depot, Northern Division, Kansas City Subdivision, Mile Post 43.1. The tower controlled three railroads at Paola, Kansas. The MKT had trackage rights on the Frisco from Kansas City, Kansas to Paola, Kansas where they diverged off to go west behind the Frisco depot, then crossed the Bull Creek on their own bridge, then crossed the Missouri Pacific just after crossing the creek and heading southeast. The tower was located west of the MP-SLSF tracks but east of the MKT tracks next to the Bull Creek bridge of the MP. You see the MP came down off the hill east of Frisco's two mainline tracks which turned southeast at the tower and crossed the single MP track which also went over the Bull Creek on its own bridge, crossed the MKT line then headed southwest. There is an interchange track between the MP and Frisco just east of the crossing, then the double track Frisco line goes to single track and crosses Bull Creek on its own bridge. I do not know when PB Tower was built, but the picture I worked from was taken by Howard D. Killam on September 1st, 1956. The tower was an Armstrong interlocking plant. The tower is in pretty good repair in Howard's photo although it does need paint. I do not know when the tower was torn down.

The photo shows the double track Frisco lines crossing the MP line and the MP Bridge over Bull Creek in the distance and the MP-MKT crossing just beyond the bridge.

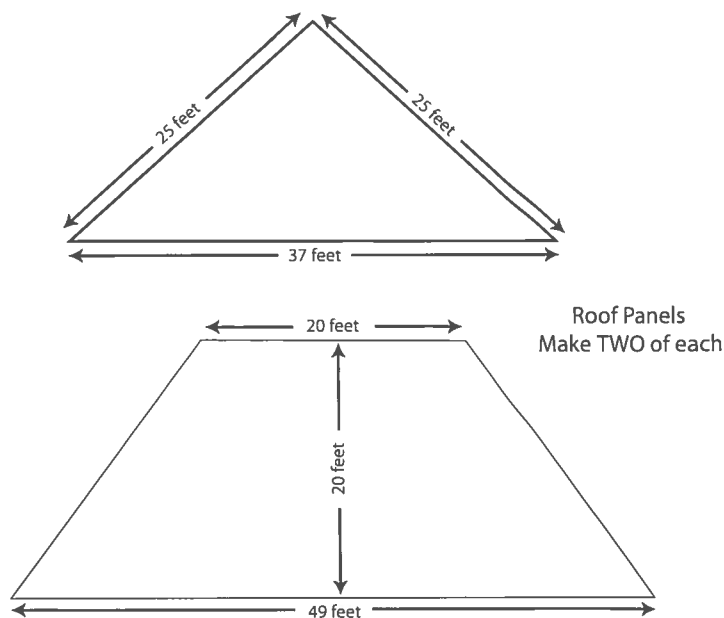
I studied the tower photo for a long time before I started construction of the tower in styrene. The tower is built of lap siding and in that era, the exposure would have been 5 1/4 inches. I thus counted up the siding and multiplied that by 5 1/4 inches to get 20 feet from the base to the ledge. Another count gave me another 10 feet for the second story. That makes the structure 30 feet tall to the roof. The tower is longer than it is tall so I estimated that dimension to be 40 feet. It is not as wide as it is tall so I guessed that dimension to be 27 feet. I estimated the windows to be 3 feet wide and about 6 feet tall, since they are evenly spaced. That put the windows on the second floor at 3 feet wide with spacing of 3 feet between them. From these estimates, I drew up my own plans in HO scale. I cannot see the South or West exposure of the building, so I guessed the west side to be a mirror image of the east side and the south side to have four windows on the second floor and two windows on the first floor. These estimates make a very nice looking structure when finished. You can get a lot of information from just one photo if you study it closely.

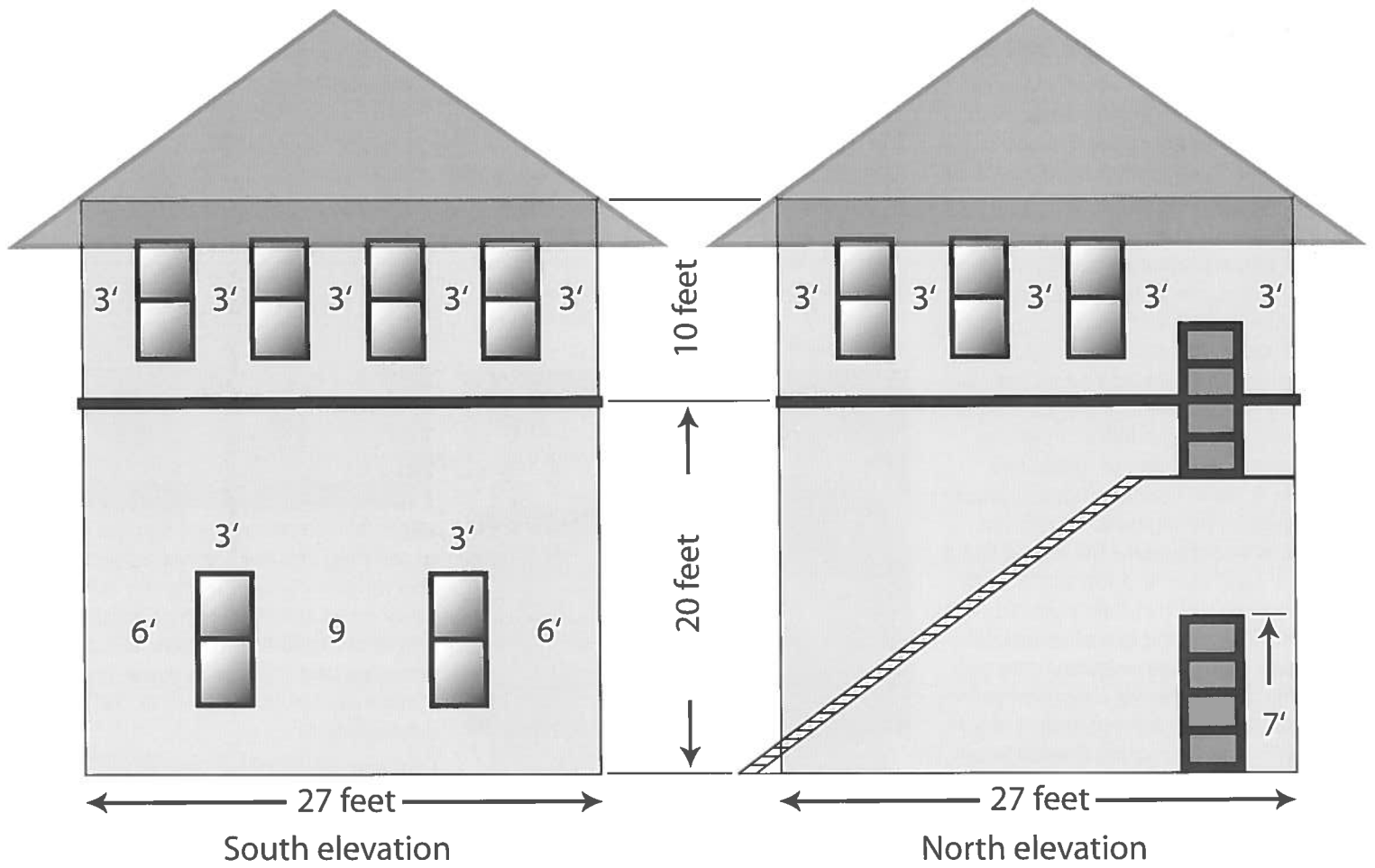
The tower is 100% scratch built from styrene; no commercial parts



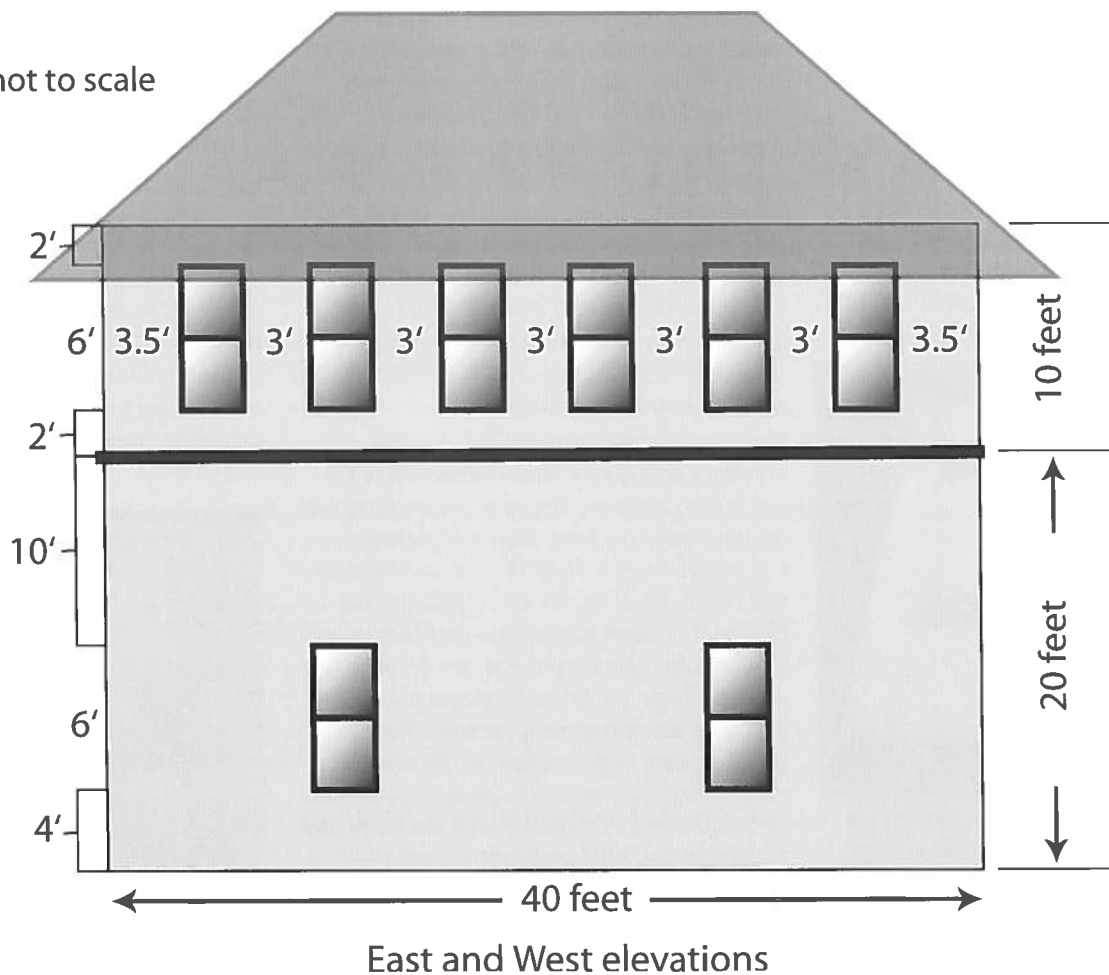
were used, just Evergreen shapes and Plastruct shingle roofing sheet. I only use Tenax-7R styrene cement with styrene shapes. I like it because of two properties: the joint is solid in ten seconds, and the cement will bond styrene to styrene through paint with no ill effect. I needed to construct two doors and 24 windows for this tower, so I did that first using my own jigs and the article I wrote for RMC a number of years ago. Each window has thirteen parts and each door has twelve parts including the doorknob. I built five windows a day until I had all of them finished. I worked on the structure only in the afternoons and not every day of the week; I was in no hurry to get it done.

I use a different cement to make my windows and doors. I bought Testors Plastic Cement which used to come in the little square bottle with a too-big applicator brush. I do not like the new bottle and the cement cost too much for the one ounce you get in the bottle. Testors is nothing more than MEK, or methyl ethyl ketone. Go to any paint store and you can buy a pint or gallon of MEK for about \$6.00. I keep all of my old Floquil paint bottles; I clean them



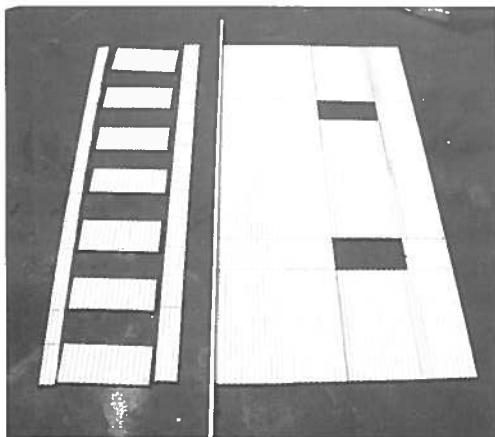


Drawing not to scale



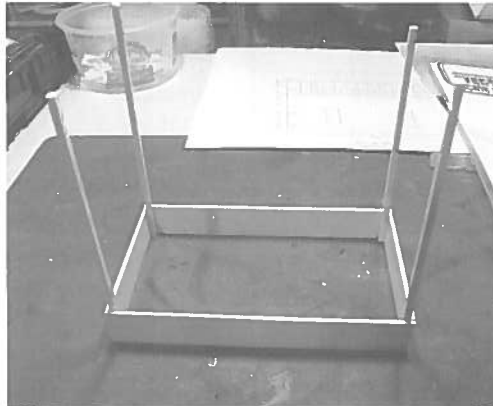
out with lacquer thinner and use them for everything. Just fill up a used bottle with MEK from your big supply, and use a small brush to apply it to the styrene as you build the windows and doors.

Door and window opening are very easy to cut out of the Clapboard or Novelty siding. All siding has either horizontal or vertical lines (board and batten) or joints on it. All I had to do was put a window on the siding upside down, so I could line up the window frame with siding lines on the siding. Using a X-Acto number 11 blade, I just cut the siding apart on these two lines. I use a .007" lead mechanical pencil to draw lines on the styrene. You do not have to remove it because the Floquil paint will cover it right over and you will not see it in the finished product. Measuring the correct vertical spacing of the windows, I cut out the window openings from the siding. Now lay the remaining pieces on your work surface, push them together and put Tenax-7R on the seam using a small brush, and the pieces are jointed back together. Do not worry about the shiny surface the Tenax-7R leaves on the styrene; it will disappear once the styrene is painted with Floquil. I have never used the new water based model paints because I have enough Floquil that I will never use it all up before I die, and I am used to using it on styrene without the barrier. I used a 4 x 12 mounted vertically for the decoration piece between the two stories. Cut the windows in the same way for the second floor, and reassemble the second floor in place above the first floor wall. You can easily do all four walls this way in one afternoon.



Wall construction. The lower section of the wall has been cemented together; the upper section awaits assembly.

The wall base was made of .080" plain styrene on edge and painted a concrete color. The inside corners of all four walls have a 1/8" square styrene rod in each corner and a right angle styrene piece on the outside of each corner. Another trick always let a piece run long on one side of a wall section. Assemble the walls, and cut and file the piece to fit. That is a lot easier than trying to cut and file a piece to fit.



The base of the structure. The vertical supports are cut longer than necessary, to be cut and filed to size when the walls are installed.

If all else fails and you do get a gap you must fill, fill it with "liquid styrene": take another clean used Floquil bottle, and fill it half way up with MEK. Add styrene scraps until the bottle is full, add more MEK if needed and put the cap on the bottle. You now have a semi-liquid of styrene. Use a screwdriver or any other tool you like, and apply the semi-liquid styrene to any joint gap you have. The MEK will evaporate, and the styrene will solidify. Sand or file smooth and the gap will disappear.

I painted my tower roof brown for the windows and doors, and reefer yellow for the walls and trim. The roof is painted CNW green. I have no idea what the correct colors are for the Frisco tower, so these are the colors I use for my railroad structure colors. Put down some blue painters tape, stick it into a circle, put it down on your work surface, stick the windows and doors to it, and paint them roof brown. Paint the wall sections reefer yellow at the same time. Using the Tenax-7R, glue the windows and doors in place on the wall sections and assemble the four wall sections on the concrete painted base and you will have 80% of the structure finished.

One of the long walls, completed and painted. Notice how the seams in the styrene disappear, and the extra-long supports peeking up from the back side.



After the walls have been painted and assembled into the finished structure, I add window glass by laying the structure down on its side and using a tooth pick. I add MicroScale Kristal Clear to the window openings and let it dry in place. I like to use it because it puts the glass IN the window, not behind it!

I am sure an architect can tell you how to make a four sided pitched roof, but since the picture is a perspective, there was no dimension I could use from the picture. So after some fussing around I came up with the dimensions I used for the four roof pieces shown on the drawing. The sub roof is plain .040" styrene, with the Plastruct HO scale shingle material glued on top of that. It was painted CNW Green. Now for the fun part. Using 2 x 8" HO-scale dimensional lumber, I glued the rafter tails on, on two foot centers. I cut them on my modified Chopper One. Here again, cut them long with the inside end cut to the slope of the roof. After they dry, cut them and file them to length with the outside ends vertical. Now install the roof trim boards. I think they are called fascia boards. One is a 2 x 12" with a 4 x 4" drip edge above that.



Install all first and second floor trim boards and paint them. Here again you can glue them to the painted walls with the Tenax-7R with no ill effect. Apply it and let it cure and the paint will lay right back down with no ill effect. I have found no other glue that will do this.

Paint the underside of the roof overhang and rafter ends refer yellow but the fascia boards are painted CNW green.

I made the staircase piece by piece - that was also fun! I studied the photo for some time before I realized the little catwalk widened so you could walk around the staircase to get to the first floor door. The back of the structure is built on a small hill so the walkway is up in the air when it gets to the first floor door. I therefore built my walkway on 6 x 6" legs, so I could set the structure into a small hill on my layout.



View of the completed structure, showing the PB sign, walkway, stairs and lean-to.

I used my computer to print the Railroad Gothic letters PB for the two tower signs. They were printed on very white paper and then glued to a small piece of styrene. I trimmed it with 2 x 6" lumber which I painted black. The signs were then glued to the north and south sides of the building using my favorite cement Tenax-7R.

The walkway is constructed with .060" spacing V-groove styrene to simulate individual planks, as is the floor and sides of the little lean-to around the second floor door. The lean-to roof is a piece of the v-groove material placed upside-down so the boards show inside the lean-to. A piece of 150 grit sand paper was glued down for the roof material on the lean-to. The roof of

The roof is complete but unpainted. Notice the rafters and fascia. Notice also, the supports inside the structure.

LIST OF MATERIALS:

Evergreen Scale Models, Inc. (styrene)

#4050 V-groove Siding

#4051 Clap board (Ship Lap) Siding

HO Scale dimensional lumber:

#8204 2 x 4

#8206 2 x 6

#8208 2 x 8

#8210 2 x 10

#8212 2 x 12

#8404 4 x 4

#8406 4 x 6

#293 Right Angle .100"

#9040 Plain .040" styrene sheet

#8408 4 x 8

#8410 4 x 10

#8412 4 x 12

#8606 6 x 6

#8608 6 x 8

#8610 6 x 10

#8612 6 x 12

Plastruct

styrene HO scale roof asphalt shingles sheet

X-Acto knife with #11 blade

methyl ethyl ketone (MEK) and Tenax-7R cement

Medium size modeling files and a cutting mat along with other modeling tools

the lean-to is painted engine black and the side walls are reefer yellow. The stairway railing is all handmade, with all the little scraps of wood added as per the photo. All of this structure was painted roof brown.

Go back and correct any paint chips, etc. The whole structure was hand painted, but I could have spray-painted the whole thing if I had wanted to do so.

I have not added the lamp that illuminates the stairway; I will add that detail when I install the tower on my layout. That way it will not be damaged as I take the structure to be judged in Kansas City in August.

I used various colors of chalk to weather my structure which is in good repair with a little weather effect on the siding.

The completed, weathered structure.



CIVIL ENGINEERING CERTIFICATE

BY PAUL MYERS, MMR

TURKEY CREEK DIVISION, MCR

Shortly after completing the requirements for my Master Model Railroader certificate, I learned from a couple of fellow members in my division that they were very close to having the requirements completed for the Model Railroader – Civil Engineer. Since I had completed that certificate, and all that these two railroaders needed to do to complete their Civil Certificate was the hand-laid track pieces, I offered to assist them to build these items and help them complete their Civil requirements.

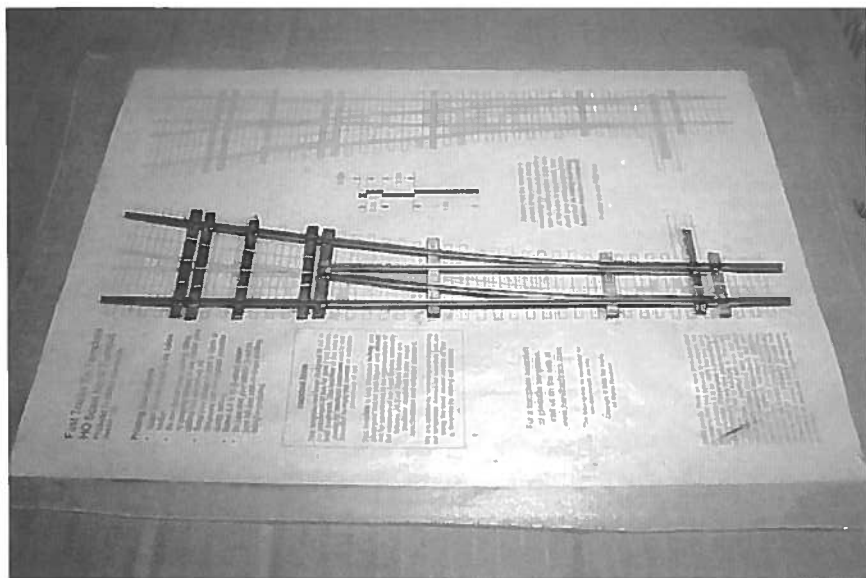
We met on a Saturday afternoon, and worked together to build three different items of hand laid track. We chose to lay a No. 6 turnout, a gauge separating turnout, and then build a crossover, using two more hand laid No. 6 turnouts. We used the Fast Tracks No. 6 turnout template downloaded from Fast Tracks website: <http://www.handlaidtrack.com>.

This template has both the left hand and right hand patterns on it, and allows one to make either of the two turnouts. Placing this template on a piece of cardboard, and laying a section of waxed paper over the template gives a good pattern for creating this track item.

Let's discuss the parts and tools needed to build these turnouts. As stated above, a copy of the template for the track item to be built is needed, along with a piece of cardboard a little larger than the template. Placing the waxed paper over the template allows you to work with this template without getting it too dirty for the next time it is used. Along with these items, you will need a number of PCB

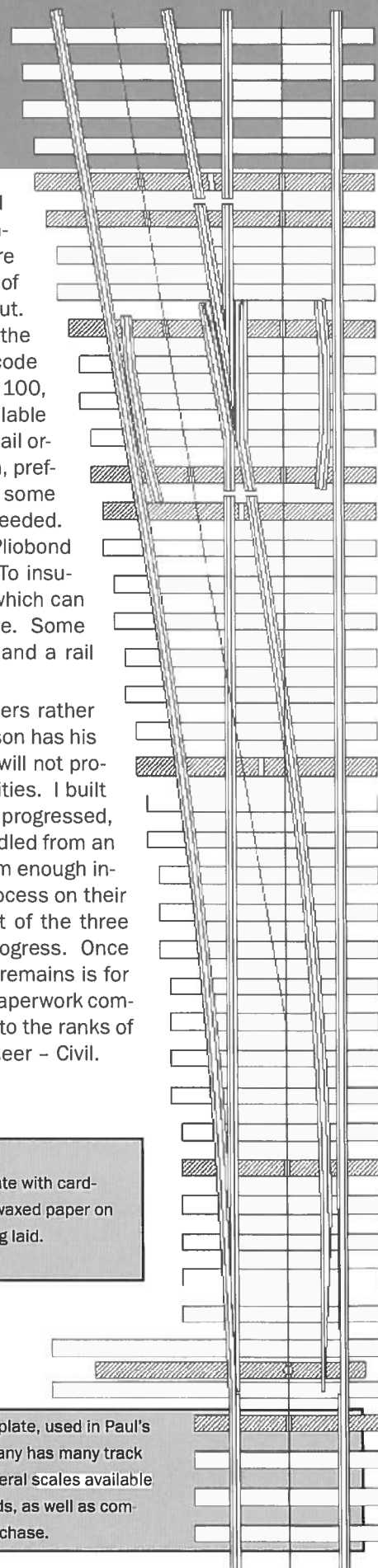
ties, the number would be determined by the number of shaded ties on the template. The number of unshaded ties as are on the template will give you the number of wood ties needed to complete the turnout. The rails will be cut from rail stock, and the size of the rail will be determined by the code of the turnout you want to make. Code 100, code 83, code 70, or code 55 rail is available at your local train store, or from several mail order catalogs or websites. A soldering iron, preferably rated at 25 watts, some solder and some solder flux are a few of the other tools needed. To attach the wood ties to the rails, use Pliobond cement, or cyanoacrylate (CA) cement. To insulate the points, use some thick styrene which can be trimmed down to match the rail profile. Some straight pins, a track gauge, some files and a rail cutter complete the necessary tools.

I tried to guide my fellow division members rather than give specific instructions. Each person has his own style and modeling techniques, so I will not provide a step by step narration of our activities. I built a turnout right along with them, so as we progressed, any pitfalls that might arise could be handled from an experiential reference. I tried to give them enough information so they could complete the process on their own. One of them has completed most of the three track pieces, and the other is making progress. Once these track items are complete, all that remains is for the hand laid track to be judged and the paperwork completed. This will add two more members to the ranks of those who hold the Model Railroad Engineer – Civil.



Fast Tracks' template with cardboard behind and waxed paper on top. The rail is being laid.

Fast Tracks' template, used in Paul's clinic. The company has many track templates in several scales available as free downloads, as well as complete kits for purchase.



WINDOW AND DOOR JIG

BY RICHARD E. NAPPER, MMR

MCOR PRESIDENT

While working toward my Certificate of Achievement - Master Builder - Structures, I keep running into a problem. No one made the type or style of windows and doors that I needed to construct my structures. I model the Frisco Railroad, and they had a unique style of windows and doors in their towers and depots. Besides, if I made my own, I could earn extra points toward scratch building.

The final results have many advantages. The cost per window or door unit is about ten cents. You can make any style or type of window and door that you want, without having to wait for shipment of the commercial units. Once you have constructed a few units, you can build them while watching TV if you want to do so, and the time involved is about five minutes per window or door. This technique will work in any scale larger than HO, and it might work in N scale as well, although I have not tried it.

I have enclosed photos of various types of doors and windows that I have made using this procedure. Some were constructed for towers that I built, while others were for depots (Fig. 1).

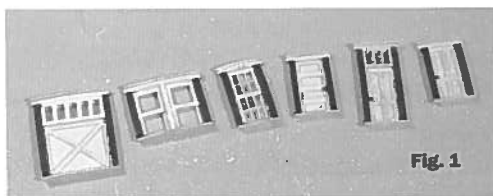


Fig. 1

You will first need to construct a jig in which you will build the windows and doors. You will need K&S 12" brass strips. Purchase a number of #246, .064" x 1/2" strips. Also purchase two #247, .064" x 3/4", two #248, .064" x 1", and one #249, .064" x 2" strips. I also recommend you purchase a number of 1/4" and 3/8" strips because the windows and doors you make most often will be the 1/4", 3/8", & 1/2" which correspond to 2', 3' and 4' wide windows and doors in HO scale. Be sure you get the .064" thickness; there is a reason why I used that thickness. You will also need #2-56 brass screws and a piece of scrap metal - it can be brass, steel, aluminum, or what ever you have handy. Pick up some small C-clamps as well. Fig. 2 shows the 3/4" and 1" jigs, while

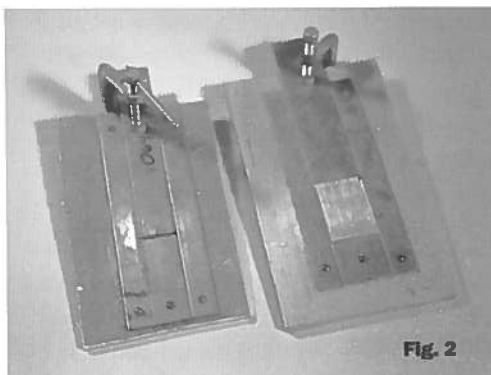


Fig. 2

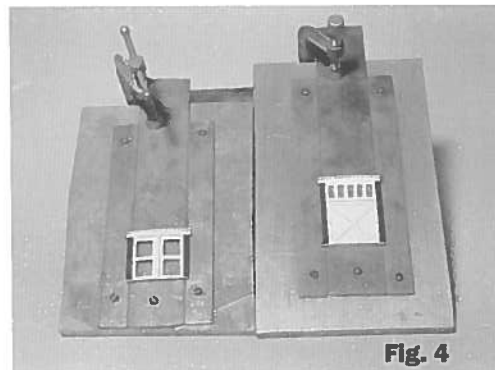


Fig. 4

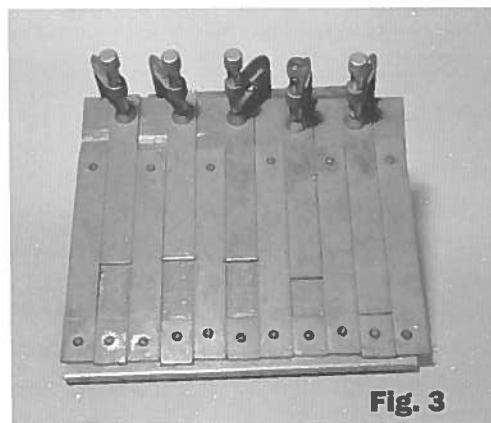


Fig. 3

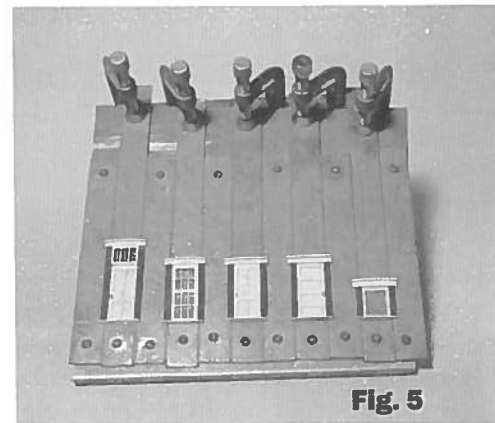


Fig. 5

Fig. 3 shows the 1/2" jig I manufactured. Figs. 4 & 5 show the finished windows and doors in the various jigs they were constructed in. Now refer back to Fig. 3.

You will see that the jig is very simple to manufacture. All I have done is cut the 1/2" strips into lengths of 4 inches, and screwed them to my scrap metal base. I used the manufactured cut ends for the two pieces to make the adjustable slides in the jig. The very short pieces being held by one screw at the bottom of the jig have the factory cut edge facing up, while the sliding pieces under the small C-clamps have the factory edge facing down toward the short pieces. Also construct at least one jig with 3/4", 1", and 2" adjustable pieces. They are needed to make the larger pieces such as the freight door for the depot.

The second item you will need, you probably already own, and that is a Northwest Short Line "The Chopper". As you can see in Fig. 6, I have modified my chopper to improve its usefulness. I first placed a HO scale ruler on the top for easy measure-

ments, and secondly, I cut out the table where the blade comes down after cutting. I purchased two pieces of tool steel which I glued together spaced apart by .010" styrene, so as to make a slot for the blade to enter. I then cut out the base, and epoxied the tool steel into the base. This will give you a cutting edge on the table that will never wear out. The original base material is only good for about one project before it is useless.

My technique uses special styrene cement called Tenax-7R. This cement allows you

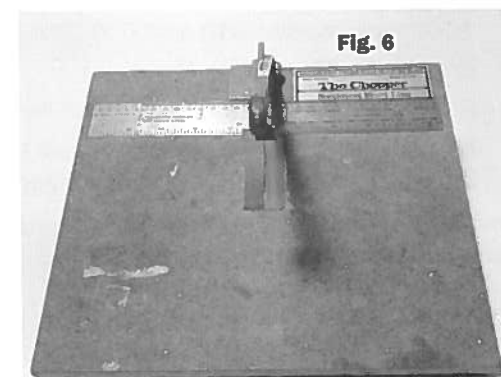


Fig. 6



to work as fast as you can cut the styrene pieces. The cement sets in 10 seconds, and is dry in about 2 minutes. If you get cement where you do not want it, JUST LEAVE IT ALONE, and it will dry without leaving you any problem. This cement will even glue styrene that has been painted. It is doubtful that you will ever use another styrene cement after using Tenax-7R.

You will need an applicator bottle for the cement with a #16 blue needle tip. You may purchase these bottles from Mr. Terry L. Westbrook, A West Specialties, Box 1144, Woodstock, GA., 30188-1144. Mr. Westbrook asks that you check with your local hobby shop first to see if they carry his products, but if they do not you may order them directly from him. Mr. Westbrook manufactures some excellent products,

and he is a real joy to work with as well.

The last item you will need is scale styrene strips from Plastruct and Evergreen Scale Models. I used to use ABS plastic Angle #A-3, it is the dark-colored pieces in the windows and doors in Fig. 1, but I now use the new styrene Angle, #AFS-3. I carry all of the dimensional styrene, but you will only need #'s 8202, 8204, 8206, 8208, and 8210.

Using the 1/2" jig, your windows and doors will be about 4 feet wide in HO scale which is just about right for older structures.

Remember that these jigs can be used in other scales to produce different size windows and doors.

Remember the FRISCO!

SCRATCH BUILDING RAILROAD CARS - BASIC CONSTRUCTION

BY BRAD MORNEAU

TURKEY CREEK DIVISION, MCOB

I should start this article with a small disclaimer; I am NOT an expert in scratch-building railroad cars but a novice who is learning as a part of earning his AP certificate. The techniques I've learned have been a direct result of working with Paul Richardson and other MMR's (*Master Model Railroaders*). Paul believes that working sessions outside of our normal division meetings help to encourage people to participate in the NMRA AP program and takes some of the mystery away.

I recently did this as a clinic for the February Turkey Creek Division meeting and it was well received. The clinic is aimed at creating the basic frame and under-body required for a number of different types of railroad cars.

To begin we will need a few basic materials and some special parts that are relatively easy to obtain from your local hobby shop or online store:

- Styrene sheet - .040 and .020
- Styrene strips - .080 x .125 and .080 x .100
- Styrene round rod - .010 and .020
- Brass rod - .020
- Grandt Line Westinghouse Brake set #5040
- Kadee angle cocks, air hoses, couplers and trucks (optional)
- Athearn mounting screws. 2-56 x 1/4" #99002

In addition to the supplies listed above, a number of tools are required as well:

- Scale Ruler (I use a HO/O scale ruler.)
- Knife: X-Acto #11

Hobby saw and miter box.

Pin vise and small drill bit set.

2-56 Drill bit and tap set

Pounce wheels for making rivets

Etching tool for making single rivets

Embossing tools for dry transfers.

Plastruct or other plastic bonding agents. CA for differing material bonding.

FRAME ASSEMBLY

The first step in our car's construction is to build a basic frame. The frame consists of a piece of .040 styrene sheet 40' x 8' (to scale). Two .080 x .125 strips are cut to 8' lengths and glued to the ends of the styrene sheet. Two more pieces of .080 x .125 are cut to approx. 41' in length to cover the sides and the strip ends. These parts are glued flush with the styrene sheet.

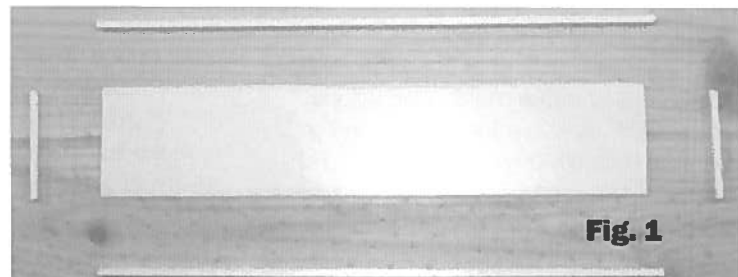


Fig. 1

Glue these parts together using styrene weld, brush the cement on the seams while holding the pieces together. The finished base should look like Fig. 2.

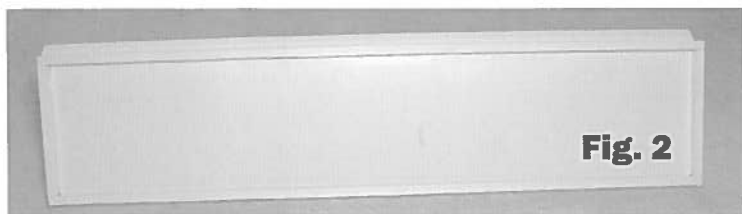


Fig. 2

Next, we position a brake line made from .020 brass in the base. The brake-line is created and positioned by measuring 3' in from each side and 11' from one end and 25' from the other. (See fig. 3)

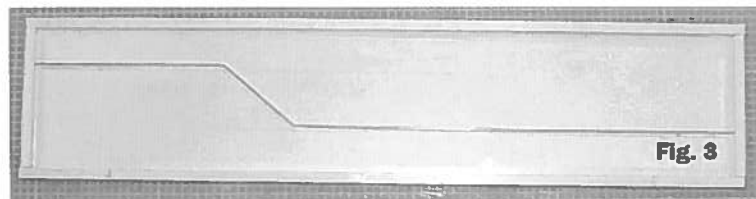


Fig. 3

Once we have the brake-line positioned we can start cutting the initial bolster pieces. These are placed at 5' from the end of the car and are notched for the brake-line. When glued in they will also hold the brake-line in place. (See fig. 4)

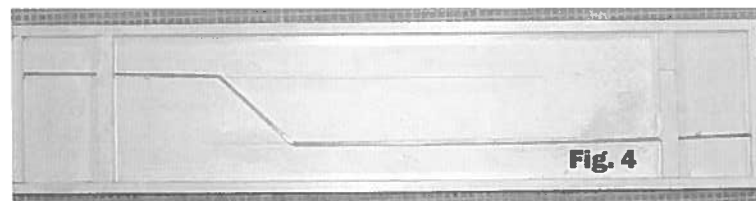


Fig. 4

Note the notch cut in the bolster on the right. This will provide a channel for the hand-brake line to pass through. The next step is to fashion two more pieces to serve as the bolsters. They are cut to a slant $1\frac{1}{2}'$ from the center of the bolster. (See fig. 5)

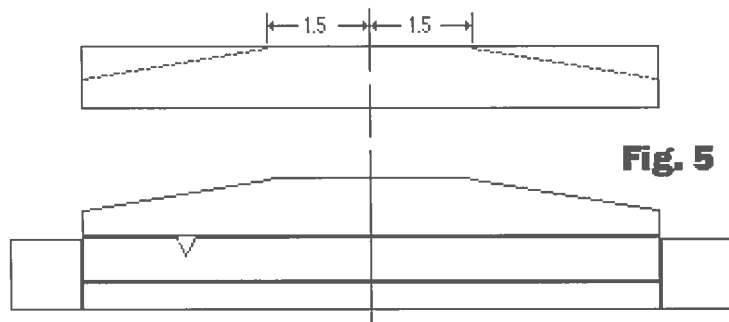


Fig. 5

Next, the center beam assembly is cut. It consists of three .080 x .125 styrene strips cut to fit between the two bolsters. They are glued together using styrene weld. After the glue has dried, a channel is cut at approx. 45 degrees for the brake-line and the assembly is glued in place. (See fig. 6)

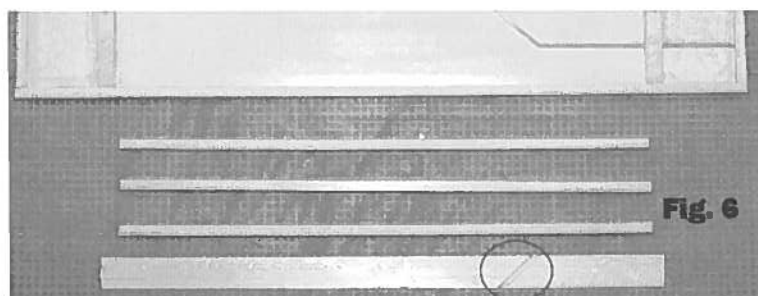


Fig. 6

The next step is to cut two more long frames and the corresponding cross-members to complete the frame. The cross-members

were cut from .080 x .100 styrene strip. I notched each cross-member in three places to fit the center beam and outside frames. I then glued these in place using CA. (See fig. 7)

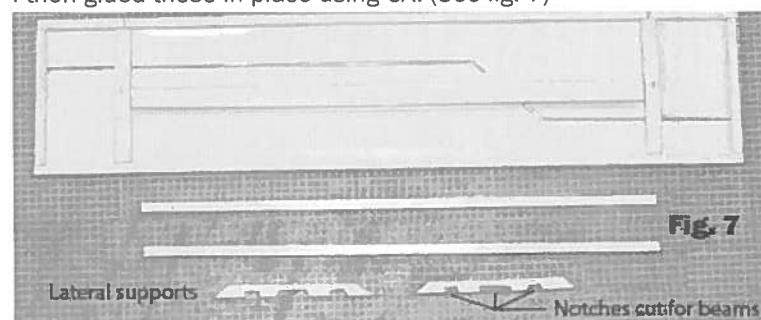


Fig. 7

With the frames glued in place, we continue by drilling and tapping a "2-56" hole in each bolster for the truck mounting screws. Then the coupler pockets are mounted in place. I also use .020 styrene shims under the coupler pockets and on the bolsters to allow the Kadee wheel trucks to swivel. (See fig. 8)

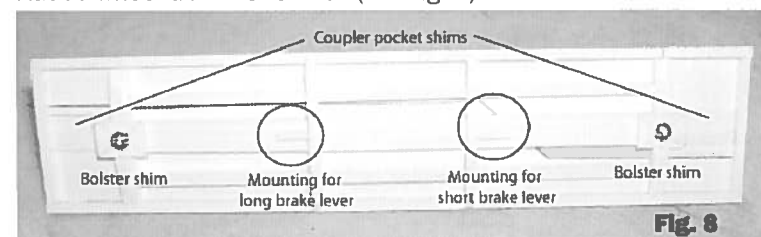


Fig. 8

Now we can begin adding the brake-set. I used Grandt-Line Westinghouse brakes (part no. 5040) Other brake kits are available through various manufacturers. The first step was to glue the reservoir/cylinder to the frame. I then cut a piece of .020 brass wire for the air line and glued it from the reservoir to the brake-line. I then glued the short and long brake levers into place. After the glue dried, the next step was to glue in the brake cables. This was done one end at a time allowing the glue to dry before cutting and gluing the opposite ends. (See fig. 9)

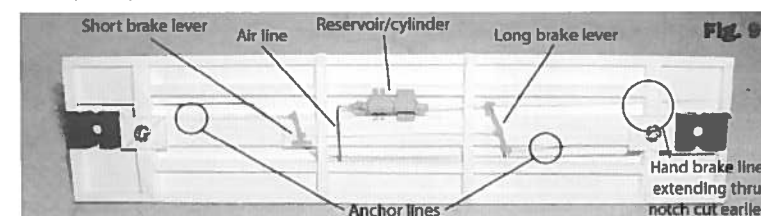


Fig. 9

The last step is optional depending on the type of "deck" and car you are planning on building. I used balsa strips to complete a wood deck on this car. The strips were cut longer than the width of the car. I laid the balsa strips out side by side using a ruler, I then applied CA to the whole top, then set the frame upside-down on the balsa strips. After the glue dried, I trimmed the excess strips away.

The final result is a car frame that can now be used to build a number of different cars. To build a flat car, add low profile sides and stake-pockets. For a gondola, add low sides. Other cars may be built as well including box cars, regenerator cars, stock cars etc.




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(HO)

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3049 Clover Creek Dr
Claremore, OK 74017
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Columbia Model Railroaders
410 Camelot Dr
Collinsville, IL 62234
(HO)

East Jackson City Mainliners
807 W Main St Ste A
Blue Springs, MO 64015-3757

Greater Omaha Society of Model Engineers
Post Office Box 67
Council Bluffs, IA 51502
402-895-0296 or 402-491-3692
GOSOME@TheHistoricalSociety.org

Green Valley Baptist Model RR
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Savannah, MO 64485
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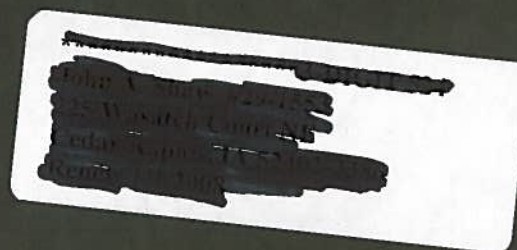
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