

Caboose Kibitzer

2ND QUARTER 2009

VOLUME 59, ISSUE 2



- A SMALL STRUCTURE
- TARPAPER/ROLL ROOFING TECHNIQUES
- ECONOMICAL SCRAP LOADS
- CHASING HISTORY

CALLBOARD

President

Larry R. Alfred, MMR
14633 S Chalet Dr
Olathe, KS 66062-2527
(913) 782-6584
lalfred2@comcast.net

Vice-President

Richard Napper, MMR
7244 NW US Hwy 24
Topeka, KS 66618-5605
(785) 582-4209 Fax (785) 582-5268
renapper@wildblue.net

Secretary

Whit D. Johnson
1117 E 16th St S
Newton, IA 50208-5076
(641) 792-0712 Cell (815) 342-0301
whitjohnson@mchsi.com

Treasurer

John A. Shaw
225 Wasatch Court NE
Cedar Rapids, IA 52402-3386
(319) 265-8122 Cell (913) 636-3710
jashaw1@rockwellcollins.com



Mike Schafer Photograph

Membership Chairman

Richard Napper, MMR
7244 NW US Hwy 24
Topeka, KS 66618-5605
(785) 582-4209 Fax (785) 582-5268
renapper@wildblue.net

Membership Dispatcher

Richard Napper, MMR
7244 NW US Hwy 24
Topeka, KS 66618-5605
(785) 582-4209 Fax (785) 582-5268
renapper@wildblue.net

New Member Chairman

Richard Hester
1407 E Fair Acres Dr
McCook, NE 69001-4208
(308) 345-5528
richardhester017@gmail.com

Member Aid Co-chairman

John H. Averill
14910 92nd Ln
Indianola, IA 50125-7261
(515) 961-3018
GMDMCoR@cs.com

Member Aid Co-chairman

John Plott
2109 Ave M
Council Bluffs, IA 51501-0968
(712) 323-7153
trains20@cox.net

Achievement Program Chair

Marty Vaughn, MMR
234 Meadowbrook Ln
Wellsville, KS 66092-8100
(785) 883-4468
wmvaughn@mchsi.com

Education Chairman

Don Wetmore
614 Osage Dr
Papillion, NE 68046-2433
(402) 740-9642
StJoeTerminal@cox.net

Merit Badge Coordinator

David Engle
11519 N Wayne Ave
Kansas City, MO 64115-2914
(816) 734 8949

Internet Webmaster

John A. Shaw
225 Wasatch Court NE
Cedar Rapids, IA 52402-3386
(319) 265-8122 Cell (913) 636-3710
jashaw1@rockwellcollins.com

Convention Chairman

Larry R. Alfred, MMR
14633 S Chalet Dr
Olathe, KS 66062-2527
(913) 782-6584
lalfred2@comcast.net

2009 Convention Chairman

Philip R. Aylward
603 Chestnut St
Halstead, KS 67056
(316) 830-3498
aylward1@cox.net

Area Meet Chairman

Gary Hemmingway
3201 SW Stone Ave
Topeka, KS 66614-2823
(785) 273-3350
garyonho@cox.net

Clinic Chairman

Don Wetmore
614 Osage Dr
Papillion, NE 68046-2433
(402) 740-9642
StJoeTerminal@cox.net

Model Contest Chairman

Whit D. Johnson
1117 E 16th St S
Newton, IA 50208-5076
(641) 792-0712 Cell (815) 342-0301
whitjohnson@mchsi.com

Photo Contest Chairman

Rick W. Liebich
PO Box 285, 121 Main St
Rippey, IA 50235-0285
(515) 436-7765
mliebich@iastate.edu

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BOARD OF DIRECTORS

Indian Nations Division

Ed Bommer
14050 North 246 Road
Okmulgee, OK 74447-9344
(918) 759-0705
edb8391@ecewb.com

Turkey Creek Division

Brad Morneau
7705 West 154th Terr.
Overland Park, KS 66223-2280
(913) 897-0669
bmorneau@kc.rr.com

Kate Shelley Division

Bob Folkmann
1326 Burnett Ave.
Ames, IA 50010-5454
(515) 232-8689
rfolkmann@mchsi.com

Eastern Iowa Division

George S. Malcolm
1508 12th Ave
Coralville, IA 52241-1102
(319) 338-7755
gsmalco07@aol.com

Western Heritage Division

Doug Good
6963 Cuming St
Omaha, NE 68123-1013
(402) 932-6864
dlgood@cox.net

Kansas Central Division

Richard Napper, MMR
7244 NW US Hwy 24
Topeka, KS 66618-5605
(785) 582-4209 Fax (785) 582-5268
renapper@wildblue.net

Chisholm Trail Division

Philip R. Aylward
603 Chestnut St
Halstead, KS 67056-2302
(316) 830-3498
aylward1@cox.net

Maple Leaf Division

Steve Marquess
503 W Central Ave
Bentonville, AR 72712-5246
(479) 273-3175
sjmarqu@quixnet.net

South Central Missouri Area

Jim Anderson
329 Hill Trl
Ballwin, MO 63011-2654
(636) 394-1305
andersjd@swbell.net

Ozark Mountain Area

James F. Dimatteo
190 Western Ave
Branson, MO 65616-8618
(417) 239-0436
jbdimatteo@aol.com

Northern Arkansas Area

Unassigned

Little Rock Area

Unassigned

Cowboy Line Division

Dennis M. Brandt
1004 S Third St
Norfolk, NE 68701-6302
Cell (402) 992-2415
dennisbrandt44@gmail.com

Oklahoma Heartland Division

Barry M. Quensel
480 SE Lasso Loop
Lawton, OK 73501-2025
(580) 351-2037
QuBert1@aol.com

Northern Oklahoma Area

Dan L. Harris
PO Box 3604
Enid, OK 73702-3604
(580) 233-4452
harris_danl@sbcglobal.net

Western Kansas Division

Robert A. Simmons
2710 Shamus St.
Garden City, KS 67846-3251
(620) 521-0444
ras@odsgc.net

Platte Valley Division

John O'Neill
4112 W Faibley Ave
Grand Island, NE 68803-3327
(308) 384-5011
jponeill@computer-concepts.com

Iowa Rails Area

Michael E. Worley
320 E 13th St
Washington, IA 52353-2643
(319) 653-3782
meworley@iowatelecom.net

North Central Missouri Area

Mark Miller
1433 West Wood
Mexico, MO 65265-1176
(573) 581-5117
mark12195@yahoo.com

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Fallen Flags Division

Unassigned

Nebraska West Central Div.

Gene R. Tacey
PO Box 485
Sutherland, NE 69165-0485
(308) 386-2489
taceys@gpcom.net

Great Midwestern Division

John H. Averill
14910 92nd Ln
Indianola, IA 50125-7261
(515) 961-3018
GMDMCoR@cs.com

Southern Arkansas Area

Larry E. Kelso
1918 McCracken St
Stuttgart, AR 72160-6913
(870) 633-2280
larry@kelsomail.net

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Editor

Cynthia A. Priest
5106 NW Waukomis Drive
Suite A
Kansas City, MO 64151
(816) 746-6733
kibitzer@pairedrail.com

Associate Editor

Stephen M. Priest, MMR
5106 NW Waukomis Drive
Suite A
Kansas City, MO 64151
(816) 746-6733
kibitzer@pairedrail.com

Advertising Manager

Louis Seibel
1069 N Logan
Olathe, KS 66061-6321
(913) 393-3495
l-seibel@comcast.net

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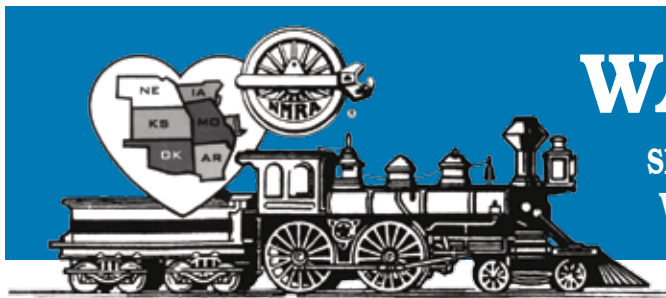
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WAYBILL

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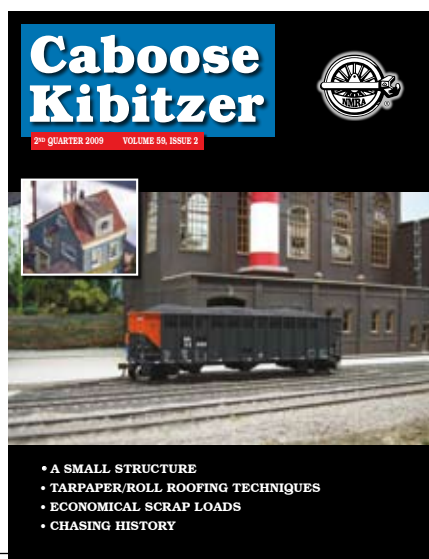
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On the Cover:

Inset: Larry Diehl shows us how he achieves awesome roofing details in his article on starting on page 8. *Larry Diehl photograph*

Steve Malcolm provides tips on how to fill your gondolas with economical scrap loads. Look for his article starting on page 12. *Steve Malcolm photograph*



THE HEAD END

BY LARRY ALFRED, MMR
MCOR PRESIDENT

that I am home from Texas, and, once I send this to the CK Editor, this issue should be in your hands within a week or two after our convention.

Regarding the Dallas convention, a group of us from MCoR, with our wives, decided to experience the convention of another region. Included on this trip from the Turkey Creek Division were Marty Vaughn, Pat Harriman, Miles and Fran Hale, Paul Richardson, and me. Paul has trouble deciding if he is MCoR or Lone Star (being a former long time resident of the Dallas area). The folks in the LSR put on a really nice convention! They offered a very full slate of activities; more than is possible to take advantage of in the time given (just the way I like it). So much so that I didn't take in any outside tours, layout or prototype. Instead, in addition to the two clinics that I presented, I sat in on a number of others....all were very interesting and educational. In addition, Marty, Pat, and I had entries in the model/photo contest and all of us brought home some awards. Very fun!

Two highlights of the convention were the Thursday night train ride aboard the Grape-

vine Vintage Railroad, and Hal Carstens, the banquet guest speaker. Hal is the President and Past Publisher of *Rail Model Craftsman*. The convention enjoyed an attendance of almost 300, offered about 34 clinics, approximately 50 layouts, many prototype tours, and a full non-rail program. I must say, it was very impressive and we all had a great time.

Having laid all those accolades on the LSR, I should make clear that our own MCoR also has a history of great conventions. Our conventions, however, are not always centered in just two or three very large metropolitan areas, as theirs seem to be. Ours tend to rotate around the region to many venues, some large and some smaller. So, although we don't always have the numbers that LSR touts, we do consistently offer great programs. Since, by the time you read this, the 2009 Wichita convention will be history, I hope that you didn't miss it. But, if you did, please put next year's convention in Cedar Rapids, Iowa, on your calendar. It will be great, also!

Until next time, Happy Railroading!

Larry

CONDUCTOR'S CALL

BY CINTHIA PRIEST, EDITOR

This time of year is filled with conventions, vacations, and myriad outdoor activities. I hope you were able to attend the MCoR regional convention this year - it was a lot of fun. We'll be reporting on the winners and activities in the next issue of *Caboose Kibitzer*.

Speaking of conventions, I hope to see many of you in Hartford in July. Stephen and I will both be attending and giving clinics. If you see us running around, be sure to say "Hi!"

There are many train activities going on this summer much closer than Hartford.

Gary Hemmingway's Switching List (see next page) is a great place to find model railroading events happening this summer near you. I hope you can participate in at least one event and experience the fellowship of the NMRA. We're a helpful, friendly bunch!

Cinthia



THE SWITCHING LIST

SECOND QUARTER 2009 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, and OK). To list your event, send it to: garyonho@cox.net, or Gary Hemmingway, 3201 SW Stone Ave., Topeka, KS 66614. To subscribe, or unsubscribe, to The Switching List send an email to the above link. Look for us on the MCoR web site: www.mcor-nmra.org.

DIVISION MEETINGS

KANSAS CENTRAL DIVISION meets the 1st Saturday of even numbered months at 1 pm at various locations around the division area. For the full schedule check the MCoR website or email Gary Hemmingway: garyonho@cox.net.

GATEWAY DIV. (ST. LOUIS, MO) meets 3rd Monday each month, 7pm. Odd numbered months: Trinity Lutheran Church, 14088 Clayton Rd at Woods Mill Rd (Hwy 141), Ballwin, MO; Even numbered months: VFW Hall, O'Fallon, IL <http://www.gatewaynmra.org/division.htm>.

TURKEY CREEK DIV. (KANSAS CITY, MO & KS) monthly meetings 4th Tuesday, 7pm. Johnson County Offices, NE Branch, 6000 Lamar, Shawnee Mission, KS (DMV Building on SW corner of Lamar and Martway).

WESTERN HERITAGE DIVISION (OMAHA, NE/COUNCIL BLUFFS, IA) meets second Saturday (except June and December) at noon. Sump Memorial Library, corner of Washington and 2nd St. in Papillion (across from Runza). Visit www.whdnmra.org for more info and a map.

KATE SHELLEY DIVISION now meets the 4th Thursday at the Ames Public Library, 515 Douglas Ave., Ames, Iowa. 7-8:45pm, in the upstairs meeting rooms. All welcome.

INDIAN NATIONS DIVISION meets at the New Hardesty Library at 8316 E. 93rd. St. (Just east of Memorial) in Tulsa, OK. 9:30-12:30pm. Various presentations from clinics, to slide shows. Member layout tour after the meetings. Sept. 19, Nov. 14. Info: Dave Salamon at drs_rr@yahoo.com.

PLATTE VALLEY DIV. (HASTINGS, GRAND ISLAND, KEARNEY, NE) meets 2nd Tuesday of each month at 7pm. in members homes on a rotating basis. Info: John O'Neill, MMR, Div. Dir., 308-384-5011 or jponeill@computerconcepts.com.

WESTERN KANSAS DIVISION (GARDEN CITY, KS) Meets every Monday evening from 7-9pm. at 4091/2 N. Main St. (second floor above "Stage" department store) 7 layouts on display (2-HO, 5-N) Operating sessions available Info: Robert Simmons, Division Director (620) 521-3591 or ras@odsgc.net.

TRAIN SHOWS & MEETS

JUL 5-11, HARTFORD NATIONAL NMRA National Convention, Hartford Convention Center, Hartford, CT, www.hn2009.org.

AUG 1—TURKEY CREEK DIV MEET, Lenexa Community Center, 13420 Oak, Lenexa, KS 66215, 9:30-3:30, Advance Registration \$4, Day of the Show \$6 (\$5 NMRA Member). Activities Clinic, Model & Photo Contest, Swap Tables around 90 cost \$15 each, Home Layouts nine or more, and Door Prizes. Registration forms may be found on the web site. Wheelchair Accessible, Info: Louis Seibel, Show Chairman at l-seibel@comcast.net, www.tc-nmra.org

AUG 25—DISNEY CHRISTMAS CAROL TRAIN, Union Station, KC, MO, The cars will contain exhibits from the Charles Dickens Museum in London and stuff from the movie. It's free. Info: <http://disney.go.com/disneypictures/christmascaroltraintour/>

SEP 12—BOEING EMPLOYEES RAILROAD SWAP MEET. St. Louis, MO, 10—3, Greensfelder Rec. Complex, Queeny Park, 550 Wiedman Rd., Adm: \$3 children under 12 free w/ pd adult, sellers setup at 8, Tables (30x96) \$15, Info: Wayne Schimmelwhtehrse@aol.com. After 6:30pm 636-668-6313 or mail: 733 Hwy Y, Winfield, MO 63389-2206.

SEP 12-13—FRISCO FESTIVAL, Watco Companies, 315 W. 3rd St., Pittsburg, KS, hosted by Heart of the Heartland Corp. a RR historical society, Watco Companies, Inc. and South Kansas & Oklahoma RR. Advanced reg. deadline Sept. 4. Info: Frisco Festival, c/o Bob Wintle, 2712 Morton, Parsons, KS 67357 email: bob.wintlejr@att.net



Steve Smedley Photograph

ABOVE: Blue Island, Illinois, played host to myriad Rock Island freight cars representing various eras. The last year that the Rock showed a profit was 1964; the starving railroad endured to 1980 when this image was captured.

or jchambers@watcocompanies.com

SEP 25-27-- Layout Design and Operations Weekend 2009, Indian Nations Division in conjunction with LDSIG and OPSIG, Hardesty Library 8316 E. 93rd St., Tulsa, OK; Registration limited to 200. Don't miss out! (Out of town and first time operators get preference, register early to secure a spot on one of the layouts!) Info: www.tulsanmra.org; for registration questions email: ldopregistration@tulsanmra.org. Early bird before Aug 25 is \$15 after that registration \$20.

SEP 26-27—UNION STATION MODEL RR SOCIETY 2ND ANNUAL UNION STATION TRAIN FAIR, Union Station, 30 W Pershing Rd., KC, MO, Sat: 9-5, Sun: 10-4, Operation Lifesaver display, model train vendors, clinics, and more! Special events are planned for kids! Info: Union Station KC Model RR Society, 30 W. Pershing Road, Ste. 850, KC, MO 64108; (913) 393-3495 or (816) 861-3449 or visit: www.unionstation.org.

OCT 4—28th ANNUAL WASHINGTON MODEL RR SHOW & SWAP MEET, Knights of Columbus Hall 606 West 3rd St., Washington, IA 52353; 9-3. Over 60 tables of dealers in items of all scales; Adults-\$4, children (4-12) \$1; Info: meworley@iowatelecom.net or 319-653-3782.

OCT 25—WTTTC SWAP MEET, 4-H building, 21st & Ridge, Wichita, KS, Info: www.wtttcinc.org, or P. O. Box 4091, Wichita, KS 67204-0091.

A SMALL STRUCTURE

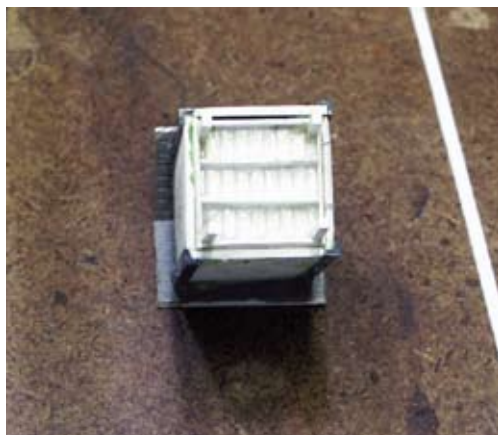
BY RICHARD NAPPER, MMR: KANSAS CENTRAL DIVISION

No this is not an outhouse, but rather a telephone booth used by train crews to communicate with the yard office or dispatcher before railroads used radios. This telephone booth was used by my father, Marshall Richard Napper, when he came back to Kansas City from Ft. Scott, Kansas, to notify the 19th Street yard master he was ready to yard his train. It was located behind the north Kansas City Terminal passenger car yard beside 25th Street and the Frisco tracks going into 19th street yards, the Frisco inbound yards. Their freight house was north of 19th Street on 12th Street in the bottoms; while the outbound yard was Rosedale.

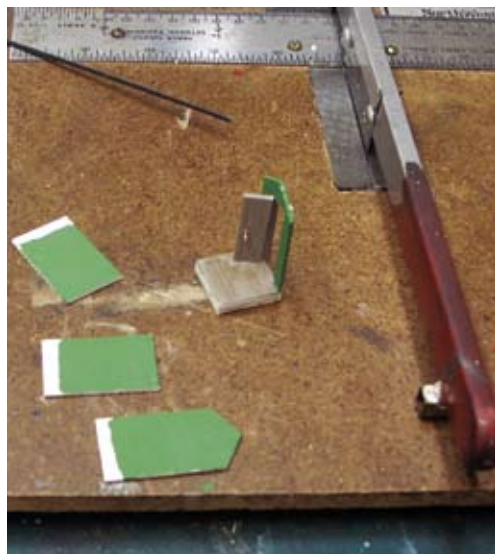
I photographed the little telephone both over 30 years ago, when it was still standing and after vandals had tipped it over; not long after that it disappeared. The booth is very small: only four-foot square and eight feet tall to the roof peak. The structure had only a two-foot door offset to one side and a small shelf inside for a writing surface.

The phone was long gone when I took my pictures, and the building had not been used in years (since about 1950, when radio came into use). There was no light or windows in the structure, so crews had to use lanterns at night and leave the door open during the day to use the telephone.

My model is 100 percent scratchbuilt out of styrene. The building is showing a little wear and is need of a paint job. The tiny structure is a little out of square, set-



ABOVE: The base of the telephone booth was simulated with cut strips of styrene. Compare this with the top photo on page 7.



ABOVE: This photograph shows the tiny structure in progress on my NWSL Chopper One. I have modified this tool completely, transforming it into a very useful device from — in my opinion — a very poorly made cutter. My experience with this tool is that once it is used for a project, the base under the blade wears out, and the Chopper cannot be used after that. So, I modified my Chopper in two ways: First, I installed a scale HO ruler on the base so I could take measurements directly while using the Chopper. The second modification I got from a NMRA clinic years ago. Place two small pieces of 0.010-inch styrene between two pieces of inexpensive 3/8-inch square tool steel and CA them in place. This will give make a gap where the blade can fall into the space. Using a Dremel Motor Tool, carve out the base under the blade, and epoxy the two pieces of tool steel in place under the blade. You now have a cutting edge that will never wear out.

ting on its foundation; I built it that way. On the inside, my telephone booth is painted a light green color, which the Frisco used inside many structures and cabooses. Frisco depots were gray with white trim and green shingle roofs. I do not know if the telephone booth was painted gray, so I painted it my railroad colors of reefer yellow with roof brown trim and a green shingle roof.

I did not understand how the structure was constructed until I looked at the photograph of the booth after vandals tipped it over. That photo shows the base framing and how the booth rested on four 4x4 creosoted posts driven into the ground, so I added short posts to the base of my model.

All parts were sanded with 60-grit sandpaper before assembly to get rid of the styrene sheen and instill some wood grain into



ABOVE: Tiny structures such as this telephone booth make any model railroad more prototypical and visually interesting.

the pieces. The base was constructed of a 2x4 frame with 2x4 floor boards. I studied the photographs carefully and discovered that the inside of the booth was either plastered or had wall board on it, so the inside of my booth has light green painted walls over plaster or wallboard.

I built up the door frame and installed the door with a small latch instead of a door-knob, just to be different. I installed the shelf inside the booth opposite the door. I then assembled the four walls not to be square and made the walls settle down on one side of the base or floor. The roof with its singles is also slightly out of square.

The whole structure was painted with Floquil Driftwood stain. The roof shingles were painted with Floquil CNW green, and the walls were over painted with Floquil Reefer Yellow and Roof Brown. I then applied solvent over the paint to wash some of it away, revealing the driftwood color beneath. This gave the structure a weathering paint appearance. The roof was dry brushed to weather the shingles. The base was dry painted as well, giving the appearance of dry rot (wood turns black when it dry rots). And, of course, the creosoted posts are also black due to the chemical treatment of the wood.

This structure was built in anticipation of placing it outside the yard on my new layout, which is currently in progress. This was a challenging and interesting structure to build.

Remember the FRISCO!



ABOVE and RIGHT: This well-worn, outdated structure had a vital function prior to the use of radios by the railroads. Crews needing to yard their train used the telephone booth to contact the yard master or dispatcher. Although the tiny one-man structure wasn't equipped with lighting, the railroad was kind enough to install a small shelf as a writing surface. Depending on your era, this building can be either freshly painted or well-weathered as shown in these photographs.



Plan to attend the only Kansas City area railroad event located at an operating train station and historical landmark!

only at the Station!

Train Fair

September 26th and 27th, 2009!

This one-of-a-kind event is presented by The Union Station Kansas City Model Railroad Society, which is made up of volunteers who take care of Union Station's model railroad collections and displays.

Vendor booths will be located in Sprint Festival Plaza inside Union Station. Visit the Train Fair to see operating model train layouts of various scales; representatives from railroad historical societies; railroad displays; safety information; and more! Special events for kids too!

It's all about trains and only at Union Station
Saturday and Sunday - September 26 and 27, 2009
Saturday 9 a.m. – 5 p.m. - Sunday 10 a.m. – 4 p.m.

TARPAPER/ROLL ROOFING TECHNIQUES

BY LARRY DIEHL: TURKEY CREEK DIVISION



Use the following techniques to mimic the appearance of worn and deteriorated roll roofing and tarpaper overlays.

I begin with black 24 lb. paper stock. This is the right thickness for appearance and will hold its shape after painting and weathering. I have tried heavier weight 50 lb. and 65 lb. paper to realize its edge is just too thick for proper scale appearance.

I first paint the black paper a base color. I usually paint four to six sheets at a time. The sheets are taped to a foam core or gator

board to prevent curling and warpage. Solvent paints are my choice because they dry with the least warpage of the paper. I have had severe warpage of the paper sheets using water-based paints. Base paint establishes the general color and are highlighted, splotted, and streaked with contrasting colors. I find the most realistic colors are blacks: Grimy Black or Weathered Black; browns: Rail Brown or RR Tie Brown or “MM” Dark Earth; reds: ATSF Mineral Brown, Box Car Red, Tuscan Red, or Caboose red. I have had some success with green overspraying black using Brunswick Green, MM Sac Bomber Green, and MM 2081 Dunkelgrun



RLN 71. The “base paint” does not have to evenly cover the black paper. Some inconsistency adds to realistic color shade variations.

I overspray accents and streaks while base is either wet or dry. The application of accent colors immediately after the base paint causes the accent to blend. If you allow the base to dry, the splotted and streak oversprays creates more distinct lines and edges. I use contrasting colors to “splotch, streak, and line” the paper.

Splotching can be done with an airbrush or by dabbing a waded up paper towel using a “dry brush” technique. A large brush can be used but clean up requires a lot of thinner.

RECOMMENDED ACCENT COLORS

Floquil	Model Master
Grime	2007
Antique White	Burnt Sienna
Rail Brown	
ATSF Mineral	2081
Coach Green	Dunkelgrun
Foundation	RLN71
Earth	
Mud	2057
Dirt	RAF Ocean Gray
Concrete	
Reading Green	34159
Wisconsin	SAC Bomber
Central Golden	Green

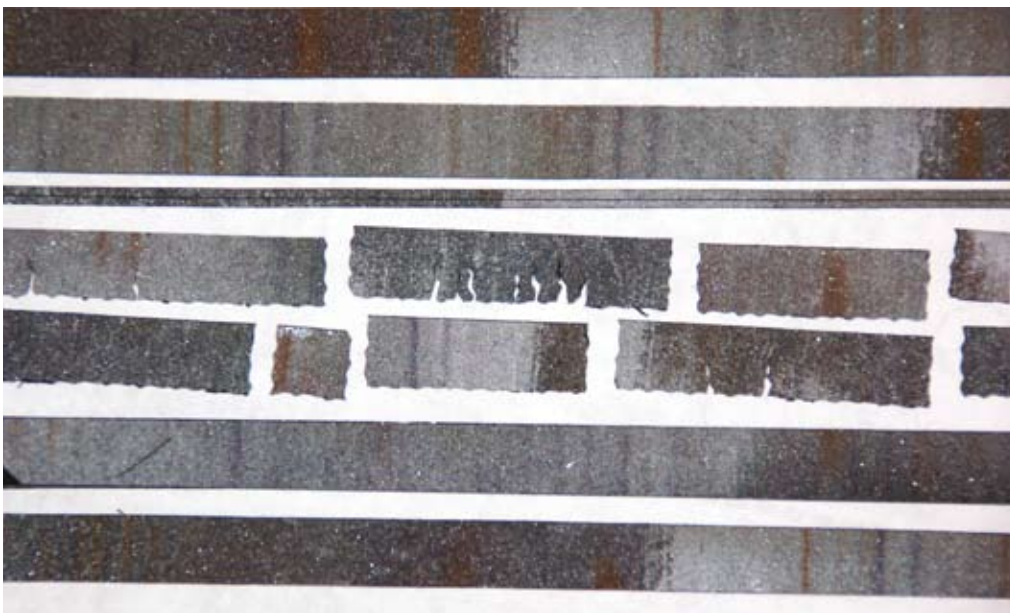


Streaks and lines can be applied with an airbrush or an old, wide ($\frac{1}{2}$ -inch or $\frac{5}{8}$ -inch wide) stiff brush. The older and more ragged the brush, the better it is to make “dry brush” streaks.

Airbrushed streaks are best applied by using a “shield” or “mask” made by cutting two- to three-inch slits in a stiff (65 lb.) paper. Cut several slits (see photo above right) to vary the effect. Also, the closer you hold the shield to the paper, the sharper and more defined are the lines. You will probably want both sharp streaks and fuzzy-edge streaks.

Caution: Don’t overdo the streaks, splotches, and lines. The accent colors should not block out the base color. Consider the accent colors highlighted in the table on page 8.

I prefer to paint darker colors first followed by lighter and lighter colors. The lighter colors of Antique White and Grime are my last streak colors applied. If you paint dark to light, minimal airbrush or paint brush cleaning is needed between colors. In moderation, bright colors of “Reading Green” and “Wisconsin Central Golden” can be used.





Important: Always apply streaks and lines in the direction of water shed as the roofing is to be applied.

Some of the wildest and pronounced streaking can make for effective results after cutting the paper into strips and slipping the patterns during application.



After painting, leave the paper taped and allow it to dry at least 24 hours. Then, cut the sheets into strips $\pm \frac{3}{8}$ -inch wide. Prototypical roll roofing usually comes in 36- to 39-inch wide rolls. Carefully cut a “ragged edge” using a craft/scrapbooking scissor. Fiskar brand “Deckle” or “Random” cut scissors work best. Edge cut only $\pm \frac{1}{2}$ inches at a time so as not to be “too” ragged. Then, cut the paper into $\frac{3}{4}$ -inch to two-inch lengths (\pm six to 15-foot lengths). Real roofing rolls are longer, but I believe the shorter lengths add character and visual interest to the model. Experiment and cut lengths you feel look best.

APPLICATION

I first draw pencil alignment lines on the roof sub-base to use as a guide for applying the pieces straight. Slight misalignments create a good visual variation.

“Tarpaper” wall finish is very similar. Slightly bend or flex the paper pieces to have “curled edges.” Also, consider “ragged” cut roll ends.

I also believe the roll roofing overlap joints take on a more appealing appearance if the edges are exaggerated by leaving a slight gap and not pushing the lap joint tight. Lap the running edges all the same direction on each roof section.

I use two part, 5-minute epoxy to place all the roofing pieces. Apply the epoxy directly to the roof sheathing and overlay the roofing

pieces. The first bottom starter row should be applied and allowed to dry (five minutes) before proceeding up the roof. Epoxying more than four or five rows takes patience to avoid multiple misalignments you cannot correct. If you make a mistake here — the most difficult phase — just pull the pieces off quickly and wipe the epoxy with a paper towel and rubbing alcohol to remove the epoxy and start over. (Remember, rubbing alcohol cuts the epoxy from the roof and your fingers.) Wipe off excess epoxy because glue globs are very noticeable. The gloss of the epoxy can be countered with an application of Dullcote.

I believe some cuts should be perpendicular where roof roll simulates further deterioration and disrepair. This is done with the Fiskar scissors, removing small triangular slivers to expose substrate. This approach is really effective on tarpaper walls and in simulating tarpaper over old shingles.


Place the roof strips with a slight overhang of the drip edge and the eave rake. After this dries, the roof piece overhang along the rake can be cut to alignment with the Fiskar scissors.

If any epoxy oozes out of edges, wipe with a paper towel and let it dry. The epoxy gloss can be dulled with a light overspray of Dullcote.

You can further weather the roof with chalks and an airbrush to simulate dirt, stains, streaks, and rust. Realize that too much chalk will cover all the “painted texture.” Apply to your liking.

The ridge cap can be made with a narrow strip, \pm -scale one-foot wide, scored to bend cleanly, applied in one continuous length or in pieces two to four scale feet lengths. It is easy to get glue marks with ridge application, so, remove the excess and use Dullcote to kill the gloss after the epoxy cures over 24 hours.

I apply a spray of Dullcote to the roof before applying chalks. Dullcote tends to dissolve the chalks away and chalks usually will not remove the gloss from the epoxy.

Experiment and take your time to apply the roofing. I’m sure you will achieve great results. I hope this method of detailing roofs gives you realistic effects in colors and textures not commercially available. 

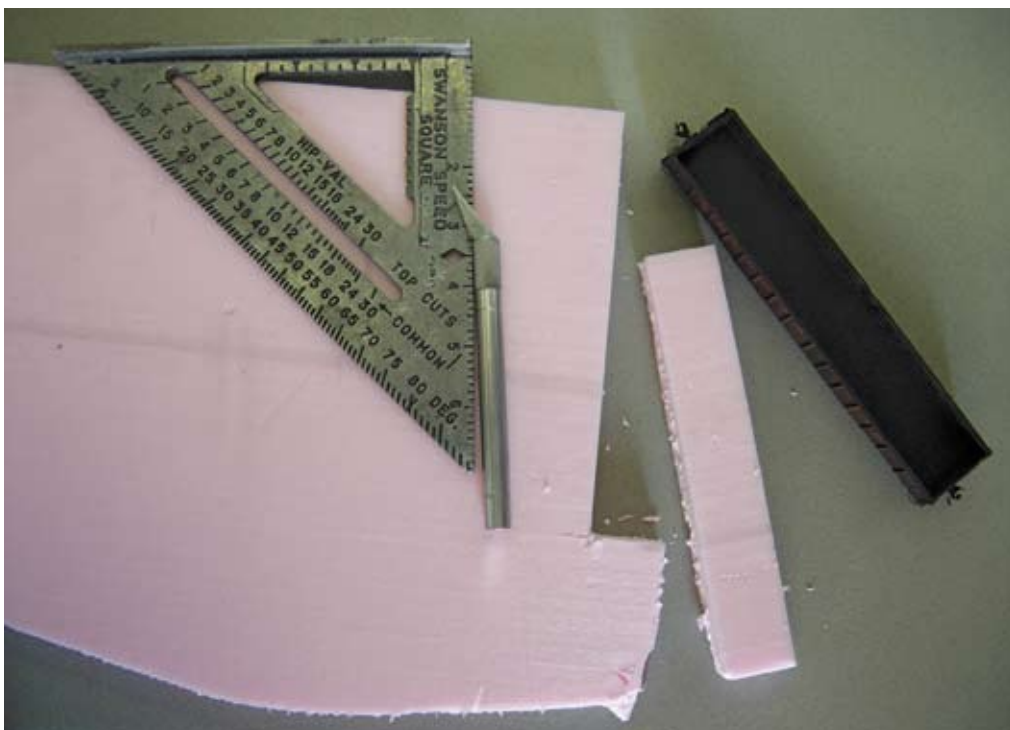


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ECONOMICAL SCRAP LOADS

BY STEVE MALCOLM: EASTERN IOWA DIVISION



Having recently completed the weathering on seven gondolas, I decided that these cars now needed to be filled with scrap loads. I browsed through the Walther's catalog, visited a couple hobby shops, and even checked out the Chooch website. Not satisfied with the look of any commercially available products and not really up to parting with my hard-earned dollars, I decided to try to use materials already on hand. The result are these shredded scrap loads. All seven were made for less than a couple of bucks.

The fundamental process to this technique is to shape a rough load from a foam block, adhere the pencil sharpener shavings to the foam, and then add color — quick, cheap, and easy.

I began by laying out the cut pattern using a framers speed square. For the Proto 2000

BILL OF MATERIALS

12x12 inch scrap of $\frac{3}{4}$ -inch extruded foam board.

Scrap of 80 GRIT sandpaper

Box top from a ream of paper

4 cups of pencil sharpener shavings

Brown Tempura paint

Diluted white glue

Woodland Scenics gray rock coloring

AIM weathering powders

Framers speed square

X-acto knife

Dullcote

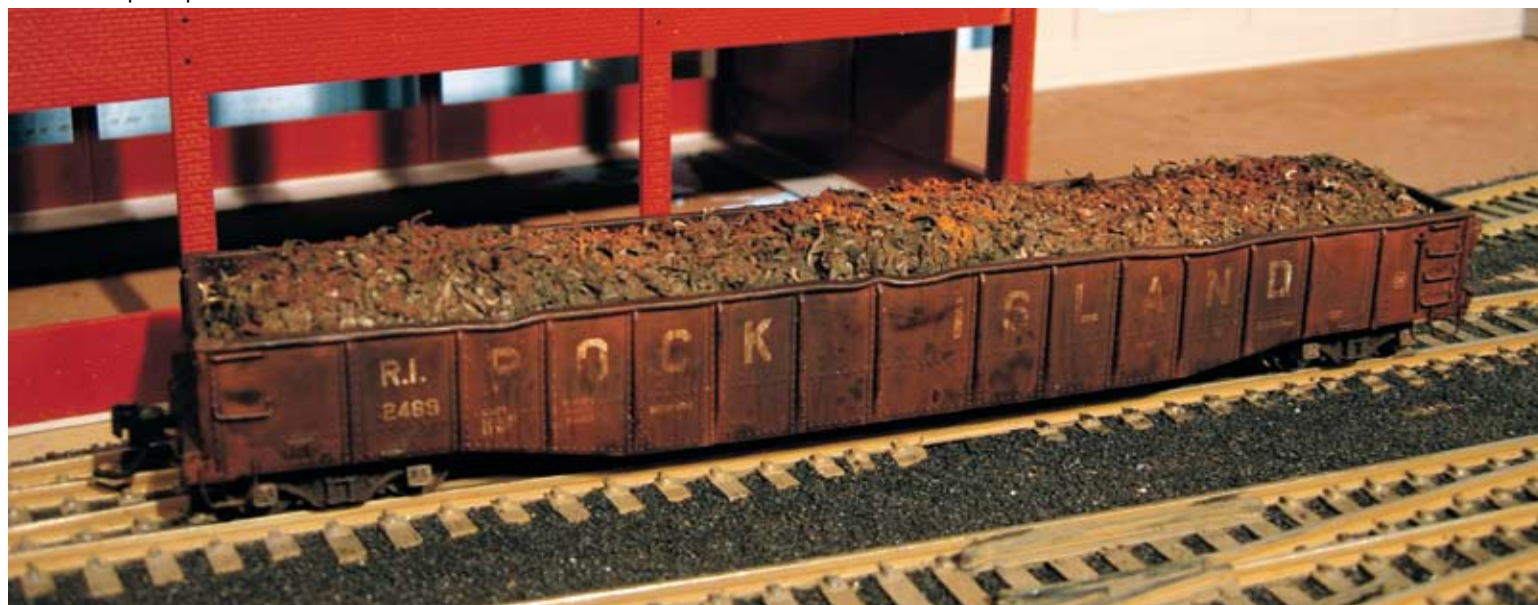
gondolas, the rough opening measurements equaled $7\frac{1}{4}$ inches long by $1\frac{1}{4}$ inches wide. Using the speed square as a guide, I cut out each individual block with an X-acto knife. Each block was test fit and matched with a specific car. This matching was necessary because my weathering processes made each of the gondolas geometry unique. The foam blocks each required a few passes over a sheet of sandpaper to get them to fit properly.

Once the rough foam blocks fit their cars, I started to shape each individual load. There is no science to this. It is purely random shaping. It might have some humps like a coal load or be loaded unevenly, heavier at one end. To quote Chevy Chase in "Caddyshack," "Be the ball," or in this case, "Be the load. See the load. Feel the ...," *Never mind!*

After shaping, I painted a base coat of brown tempura paint on the loads. This was

globbed on heavy. While the paint was wet, I covered the loads completely with pencil sharpener shavings. The shavings were pressed into the wet paint and left to dry.

I should note that I used a box top from a ream of paper to contain the mess. As an added measure to secure the shavings, I added a second step of soaking the load





with thinned white glue similar to the process for securing ballast. At this point everything pretty much looks like crap, or to be more politically correct, like a bunch of sawdust glued to pink foam. The whole mess was left to dry overnight.

The next step is to add some color. My first attempt was to use Woodland Scenics gray rock coloring. I diluted several drops of the pigment with water in a shot glass. Using pipette, I again soaked the load. Unsatisfied with this result, I decided to try adding some of the AIM weathering powders. I used a strong amount of their dark gray, then lightly added in the rust colors. This was all sealed with a coat of Dullcote.

These same techniques will also work for making coal loads as shown below. Any model "coal" will work. But for the scrap loads... gentlemen, sharpen your pencils! ~~XXXXX~~



GATEWAY EXTRA

THE GATEWAY DIVISION IS ACTIVE AND PROMOTING THE HOBBY BY BOB AMSLER



WEBSITE BROADCASTS NEW INFORMATION


Gateway division now has a RSS feed available to anyone who wants updates. Richard Schumacher set this up. The feed will publish new articles (webpages), existing content that was substantially updated, and Division announcements (such as info on the next Division meeting). You can also opt-in subscribe via email to this information. You will only get an email on the days that an update or new article first appears. The links to access the feed or email subscription have been placed on a number of pages, and is available on the right side ("Subscribe to this Website") of the home page (<http://www.gatewaynmra.org/>). If you don't use an RSS feed reader or have a browser that shows feeds, you can see the

content of the current feed at <http://www.gatewaynmra.org/rss/> or by clicking on the RSS feed link <http://feeds.gatewaynmra.org/GatewayNMRA>.

SCHOOL OF THE MMR

Members of the Gateway Division have started a group that will meet in order to work together on projects so that the members can earn Achievement Program certificates and eventually their Master Model Railroader certificate. The purpose of the group is to get modelers together and pick a project that all may work on at the same time so the members can share tips, techniques, and generally encourage each other during the process. The group plans to meet at least one Saturday a month and several current MMRs have pledged their support

and willingness to work with the group. The project is open to all Gateway Division members on a space available basis. Currently the group plans to meet at Robert Amsler's home and there are six members participating.

The group is picking the first project now and will report to the division as a whole to let others know what the group is achieving, to see if others wish to join, and to generally encourage other modelers to get involved. The whole idea is for each modeler to master the techniques for good modeling and to further their home layouts. This is not a competition between the members of the group but rather each modeler is challenging himself or herself realize more enjoyment and satisfaction in model railroading. 

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CHASING HISTORY

BY CINTHIA PRIEST, CK EDITOR





Recently, my husband, Stephen, and I made a research trip to Texas. Two of our graphic designers came along to assist us with image collection at the DeGolyer Special Collections Library at Southern Methodist University in Dallas. The road trip down was filled with interesting railroad stories and historical anecdotes gleaned from our late friend and historian, Russell Crump, about the various rail lines and abandoned rights-of-way we encountered between Kansas City and Dallas. While at the DeGolyer, we immersed ourselves in the photographic files, reminiscing the bygone days of the Santa Fe and Southern Pacific as seen through the lens of Everett L. DeGolyer, Jr. and Richard Steinheimer. Our primary focus was Santa Fe equipment, and this repository did not disappoint. The days were filled with, "Ooh, look at this!" and "What a great shot!" Our experience at the DeGolyer was exceptional, from the friendly and helpful staff to the vast and wonderful photographic collection. After three full days of intense image gathering, our help flew back to Kansas City while Stephen and I moved on to Temple.

The Railroad and Heritage Museum inside the former Santa Fe depot at Temple is another great archive and is the official repository for the Santa Fe Railway & Historical Society. The late Richard Scholz, a former mechanic for the Santa Fe, had an extensive collection of historical documents that are part of this museum's collection. Noted author Larry Brasher met us there to assist us in locating files within the Scholz collection. Talking diesels with Larry was a real treat for me. Larry, author of *The One-Spot Twins*, showed us the various stages of Santa Fe's first passenger diesel. Through photographs and drawings, we discussed trucks, paint schemes, and various other modifications that were applied to "Amos and Andy," a nickname for this passenger duo. Next, we discussed E units, F units, and Alcos (one of my favorite subjects). At one point, a former Santa Fe (BNSF) engineer, Gordon Locke, joined us in the archives. Gordon volunteers at the museum, helping categorize and scan collections. Gordon shared many humorous railroad stories that were both insightful and informative regarding the realities of running diesels from various manufacturers. Larry and Gordon really made the trip



ABOVE: Cinthia Priest and Craig Sutherland pose outside the DeGolyer Library on the campus of Southern Methodist University in Dallas, Texas.

to Temple extraordinary. Craig Ordner, the museum's archivist, was gracious enough to host us (even if it meant cutting his vacation a bit short), and his assistance and dedication are noteworthy. We accumulated a small mountain of material that kept him and his volunteer staff busy at the copy machine for quite some time.

During our two-day trip at Temple, we reunited with an old friend, and BNSF engineer, Cody Pullin. Fortunately for us, Cody had tied up earlier that morning and wouldn't be called back to work until the next day. We asked for a tour of the railroad facilities, including the new fueling pads south of town. We drove around as Cody explained the operations in and out of Temple. The fueling pad location was definitely an afternoon shot, and both days we were disappointed

by the lack of trains when we attempted to photograph the facility (especially since we could hear a steady stream of train traffic all day as we researched). After waiting for quite some time on our last day in Temple with no luck, we opted to press on to our final adventure in Austin.

This trip's pièce de résistance was the cab ride on the Austin & Texas Central's Alco RSD-15 — the last operating alligator and a former Santa Fe 'gator to boot! (Who knew being the editor of *Railroads Illustrated* would lead to such a fantastic experience, one that I will never forget?) To be on a living, breathing (and belching) Alco was incredible, and I eagerly took in all the information and anecdotes offered by the dedicated, hardworking volunteers of this tourist line to prepare an article for a future issue



ABOVE: The former Missouri-Kansas-Texas depot at Temple, Texas, is owned by the Temple Railroad & Heritage Museum.

of a railfan magazine.

As I experienced the sounds, smells, and sensations of a working Alco, Stephen gave chase, photographing the round trip from Cedar Park to Bertram. Spring break increased ridership this weekend, upping the number of passenger cars from the usual seven to 11. I opted to join the crowds on the return trip so I could experience the comfort of the A&TC's restored Pennsylvania Railroad P70 cars. The three-hour round trip ended much too quickly for me.

As we departed Cedar Park homeward bound, Stephen and I recounted our "history chasing" experiences of the week. We cherished the candid moments with fellow railfans and historians Larry, Gordon, and Cody and mourned the loss of Russell Crump, Richard Scholz, and many other oral histories left untold. I am grateful to those who continue to write in the pages of railroad history through various newsletters, magazines, and books, and I consider myself blessed to be a small part of it. ~~XXXX~~

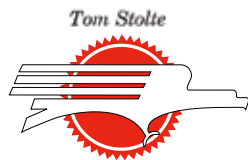
Right: Austin & Texas Central's 442, dressed in a Southern Pacific black widow-inspired paint scheme, was originally Santa Fe RSD-15 842.



ABOVE: BNSF engineer Gordon Locke (left) and noted author Larry Brasher (right) take a moment to pose with Cinthia in the lobby of the beautifully restored former Santa Fe Depot at Temple, Texas.



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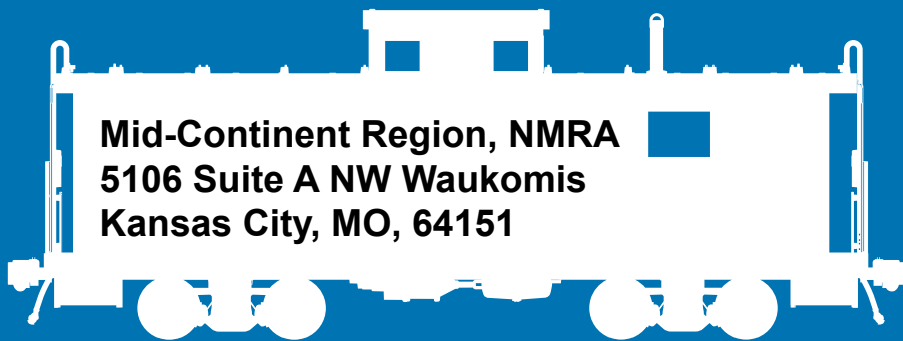
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