

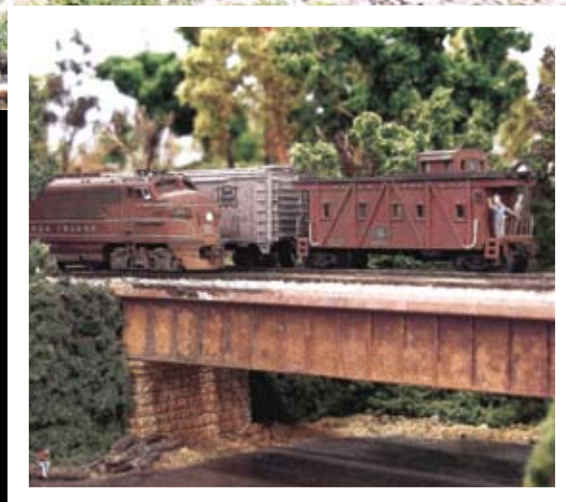
Caboose Kibitzer

3RD QUARTER 2009

VOLUME 59, ISSUE 3



- AN N SCALE CABOOSE
- MCOR 2009 REGIONAL CONVENTION HIGHLIGHTS WICHITA, KANSAS



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Mike Schafer Photograph

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Association

www.mcor-nmra.org



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

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

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First Quarter 2009 . . . January 1, 2009
Second Quarter 2009 . . . April 1, 2009
Third Quarter 2009 . . . July 1, 2009
Fourth Quarter 2009 . . . October 1, 2009

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WAYBILL

THIRD QUARTER 2009
VOLUME 59, NUMBER 3

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By Tony Bowen, MMR

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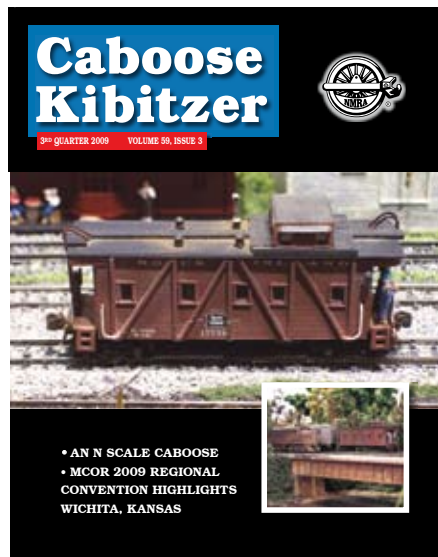
By Bob Amsler

LAST TRAIN RIDE 21

In memory of Frenchie Gratts

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On the Cover:

Tony Bowen shows us how he created a well-detailed outside braced caboose in N scale. Tony provides us with lots of background information on Rock Island's fleet of OB cabooses useful to any modeler. Look for his article starting on page 10. Tony Bowen, MMR photograph

THE HEAD END

BY LARRY ALFRED, MMR
MCoR PRESIDENT

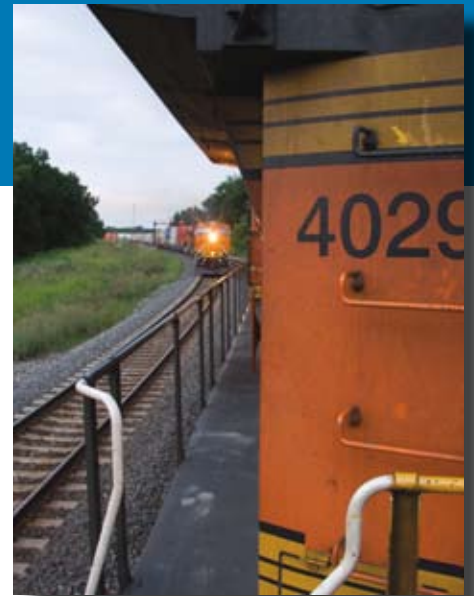
With this column, I will conclude my two-year term of office as your President. It has truly been my privilege to serve the MCoR in this way. I hope that my efforts have in some small way left the organization better off. As a result of the recent election, rest assured that we are in good hands with the new officers. If you haven't heard, Paul Richardson MMR was elected as your new President, Whit Johnson as Vice-President, Bob Wintle MMR as Secretary, and John Shaw as Treasurer. Please continue to support these folks, as you have the previous officers.

I want to take this opportunity to thank the past officers for their service to the MCoR. Richard Napper MMR will step down as Vice-President after many years as President, VP, and other positions. Richard has been a real stalwart supporter of the region and continues as our Membership Department Chair. Whit Johnson has served tirelessly for many years as Secretary and now moves up to VP. Finally, John Shaw continues for another term in his position as Treasurer...carefully handling the finances of the region. Many, many thanks to them all!

The 2009 MCoR Convention, recently held in Wichita, was great! Phil Aylward and his crew organized a really enjoyable event. It was well attended and offered a

full schedule of activities. I believe there will be some details within this issue of the CK. The Saturday night Banquet included the acknowledgement of those receiving the Region's service awards...Whit Johnson received the Kenny Johns Award, Miles Hale MMR received the Kenny Cline Award, and Earl Mullins MMR received the Larry Long Award. In addition, Bob Wintle received his MMR Certificate and the Riebe brothers (Bob and Bill) were cited for their long-term support and attendance at MCoR conventions. Congratulations to all. The convention was a very enjoyable one...and, if you missed it, you missed a lot of fun. Your next opportunity to join the fun will be in Cedar Rapids, Iowa, next year. It will be the 60th anniversary of the MCoR and a special event...don't miss it!

As I step down from the position of President, I will soon be on the road to narrow-gauge heaven. A trip to Colorado Springs in mid-September for the 29th National Narrow Gauge Convention followed by a vacation week in SW Colorado. These conventions, if you are not familiar with them, routinely have attendance near 2,000, a full schedule of tremendous clinics, some of the best contest models you will ever see, and great home layouts. This trip will, of course, include time spent in Durango (Durango & Silverton NG Railroad) and Chama, New Mex-



Stephen Lane Hattie Photograph

ico (Cumbres & Toltec Scenic Railroad), both fully operational narrow gauge remnants of the Denver & Rio Grande Western railroad. We will also be doing some four-wheeling in that beautiful part of the state. And, upon returning, I hope to get back to some serious modeling projects. After all, the Turkey Creek Modeling Challenge and the 2010 MCoR Convention contest will both be held in June of next year. Get to work on something yourself and join in on the fun!

I hope to see you at future events. Until then....Happy Railroading.

Larry

CONDUCTOR'S CALL

BY CINTHIA PRIEST, EDITOR

I witnessed many misty eyes during Robert Wintle's acceptance speech at this year's Regional Convention. Robert conveyed his deepest appreciation for all the inspiration and mentoring he received from local modelers while on his quest for Master Model Railroader. Robert explained that it was these relationships that kept him motivated.

As we embark on celebrating "National Model Railroad Month," let us keep Robert's sentiments in mind. Introducing others (especially friends and family) to this very

enjoyable hobby opens doors for both you and the invitee. Lifelong friendships abound in this hobby as well as strong parent/child bonds. I want to encourage members to share the boundless rewards of this hobby and what it means to be a part of this great organization. You never know how much an encouraging word motivates someone to keep going during life's challenges.

Cinthia



ACHIEVEMENT PROGRAM REPORT

Since the last report published in the Hand Car, the following certificates have been earned.

GOLD SPIKES 17

Lester Lorhan	Platte Valley Division
Donald Vetter	Great Midwestern Division
Paul Speer	Great Midwestern Division
James D. Dustin	Great Midwestern Division
Duane Parsons	Great Midwestern Division
Robert Kennedy	Great Midwestern Division
Norman Anderson	Great Midwestern Division
Grant Bosch	Great Midwestern Division
Ron Bosch	Great Midwestern Division
Murray Bouschlicher	Eastern Iowa Division
Dennis Brandt	Cowboy Line Division
Craig Drenkow	Cowboy Line Division
James van Delden	Cowboy Line Division
Darold Lidgett	Cowboy Line Division
Bryan Lidgett	Cowboy Line Division
Floyd Britton	Turkey Creek Division
Kevin R. Salvo	Platte Valley Division

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Larry Lamb	Volunteer	Great Midwestern Division
Duane Parsons	Volunteer	Great Midwestern Division
Paul Speer	Volunteer	Great Midwestern Division
Mike Armstrong	Author	Eastern Iowa Division
Steve Marquess	Official	Maple Leaf Division
Robert Wintle	Cars	Maple Leaf Division
Shelly Levy	Author	Turkey Creek Division
Fran Hale	Electrical	Turkey Creek Division
Fran Hale	Civil Engineering	Turkey Creek Division
Steve Marquess	Volunteer	Maple Leaf Division

Howard Junker	Author	Platte Valley Division
Edward Bommer	Official	Indian Nations Division
Barry Quensel	Official	Oklahoma Heartland Division
James Dimatteo	Volunteer	Ozark Mountain Area
Brad Slone	Motive Power	South Central Missouri Area
Brad Slone	Author	South Central Missouri Area
Howard Junker	Electrical	Platte Valley Division
Peter H. Jaynes	Dispatcher	Eastern Iowa Division
Peter H. Jaynes	Author	Eastern Iowa Division
Peter H. Jaynes	Structures	Eastern Iowa Division
Peter H. Jaynes	Scenery	Eastern Iowa Division

I am also pleased to report to you that since the last Hand Car we have a new Master Model Railroader in the MCoR.

MASTER MODEL RAILROADERS

Robert Wintle MMR 419 Maple Leaf Division

Please congratulate all these members next time you see them, they have worked hard to earn these certificates. Based on the number of members who have completed 5-6 certificates, I think we are going to have a number of new MMRs in the next couple of reports, including the Region's first female MMR, two from Iowa (are you reading this Allen?) and I even have some hope that a certain individual here in Turkey Creek will actually finish his cars certificate and his MMR, right Jim Flynn?!

If you live in an Area as opposed to a Division and are interested in participating in the AP program contact me and we'll find ways to help you get started...

If you are in Norfolk, Nebraska, in October for the Cowboy Lines meet, I'll see you there.

Marty Vaughn MMR
MCoR AP Chairman



Above: Fran Hale receives two certificates from Marty Vaughn, MMR while attending the MCoR Regional Convention in Wichita.

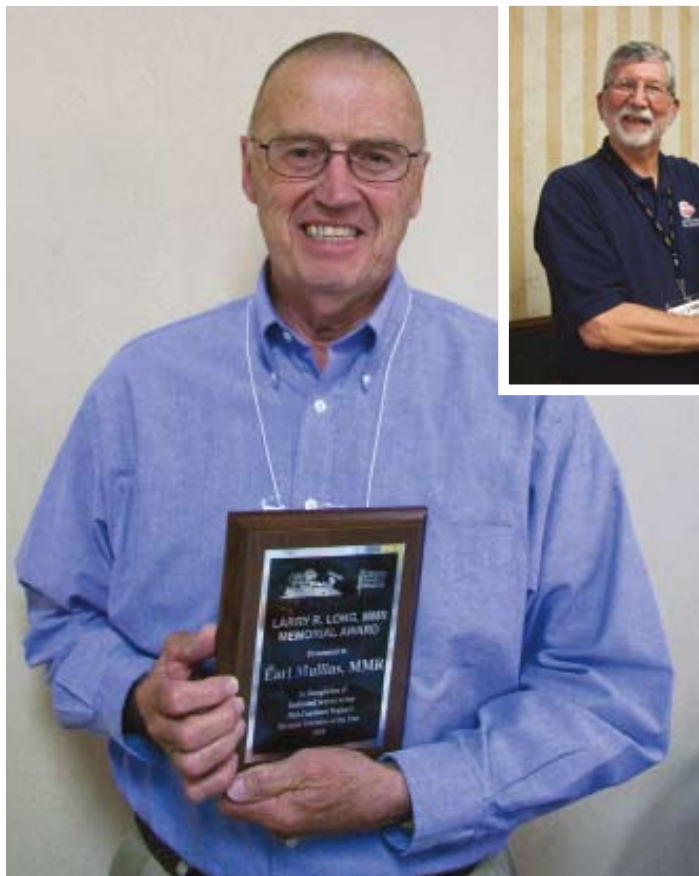
Right: An overwhelmed Robert Wintle thanks one of his mentors, Rick McCellan, MMR, for his support and inspiration during his journey to Master Model Railroader.

both photos by Cinthia Priest



MCOR 2009 REGIONAL CONVENTION

WICHITA, KANSAS JUNE 2009 BANQUET PHOTOS BY STEPHEN PRIEST, MMR



Above: MCoR president, Larry Alfred, MMR (left) presents MCoR Secretary Whit Johnson with an award. Whit is this year's K.B. "Kenny" Johns Memorial Award winner.



Top Left: Earl Mullins, MMR, this year's recipient of the Larry Long, MMR Memorial Award, cheerfully displays his plaque.

Above: Miles Hale, MMR (right) is this year's recipient of the Kenneth R. Cline Memorial Award presented by James D. Anderson (left).

CONTEST RESULTS

STEAM

- 1st Brad Slone FRISCO #40
- 2nd Paul Myers MMR Tyco Pacific

DIESEL

- 1st Marty Vaughn MMR German Armored Heavy Rail Cruiser
- 2nd Al Warren MMR KSC SD40-2 #669
- 3rd Al Warren MMR C&S BN SD40-2

FREIGHT CARS

- 1st Robert J. Wintle Jr. MMR SLSF Cement Hopper #83703
- 2nd Pat Harriman MMR OCM&T On30 Stock Car #5153
- 3rd Pat Harriman MMR OCM&T ON30 Low Side Gon #41

NON-REVENUE

- 1st Non-Revenue 29 Brad Slone ET&NWC Crane
- 2nd Pat Harriman MMR OCM&T ON30 Plow Flanger #9
- 3rd Pat Harriman MMR OCM&T ON30 Light Snow Plow #7

CABOOSE

- 1st Pat Harriman MMR OCM&T ON30 Tool Caboose #5
- 2nd Dave Roeder MMR BN #12325 Wide Vision Caboose
- 3rd Robert J. Wintle Jr. MMR SLSF Transfer Caboose #1322

ON-LINE STRUCTURES

- 1st Edward Bommer S.I.R.T. New Dorp Station, South Track Shelter and High Level Platform
- 2nd Edward Bommer S.I.R.T. New Dorp Station, North Track and High Level Platform
- 3rd Richard Napper MMR Frisco Telephone Booth

OFF-LINE STRUCTURES

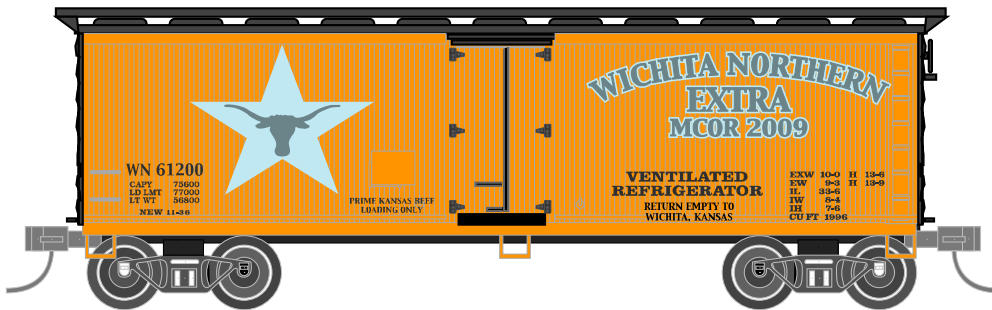
- 1st Allen Merta W.M. Vaughn House Paint, Barroom Murals, & Friscos
- 2nd Allen Merta Old Country Gas Station
- 3rd Paul Myers MMR Barber Shop

ON-LINE DISPLAYS

- 1st Brad Slone Bonkhous Trestle

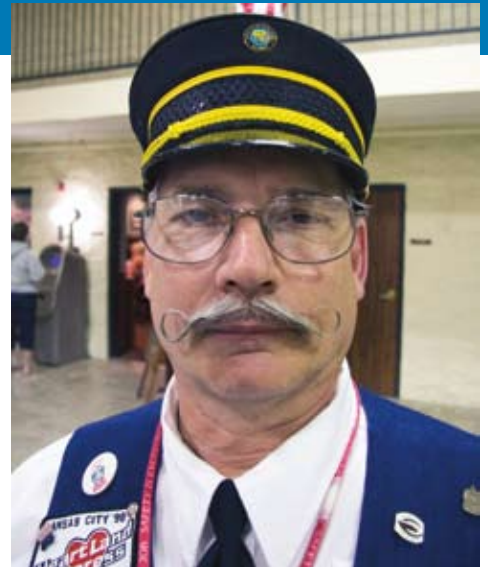
HOSTED BY CHISHOLM TRAIL DIVISION

MODEL PHOTOS BY LOUIS SEIBEL



Above: A few convention cars are still available for \$20.00 ea (includes postage). Make checks payable to Phil Aylward, 603 Chestnut, Halstead, KS 67056-2302.

Right: Phil Aylward dressed the part as he conducted this year's Regional Convention in Wichita, Kansas.



2nd Larry Diehl The Rock in Jactal
Gabbies Aggregates
3rd Dennis Brandt Cimarron Ice
House

OFF-LINE DISPLAYS

1st Dennis Brandt Auto Repair
Shop
2nd Brad Slone Dixon Farmers
Coop
3rd Bryan Lidgett Johny Carson
Zoo



COLOR MODEL PHOTO

1st Ronald Morse MMR FC&CRR
#79 At Morse Mill
2nd Marion Brashen Reflection of
Two IC Jeeps
3rd Ronald Morse MMR FC&CRR
Heisler



COLOR PROTOTYPE PHOTO

1st Louis Seibel Moving the Bridge
KCS
2nd John Averill Out of the Fog #1
3rd Phil Aylward Sante Fe at
Crossing



B&W PROTOTYPE PHOTO

1st Donald Morice Down at the
Station
2nd Donald Morice Taking Water
at Centralia
3rd Donald Morice 60mph CB&Q
#4960



BEST OF SHOW

Marty Vaughn MMR German Ar-
mored Heavy Rail Cruiser



THE SWITCHING LIST

THIRD 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. 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

OCT 25-15th ANNUAL WTTTC SWAP MEET, 4-H building, 21st & Ridge, Wichita, KS, 9 am-3 pm, Adm \$5, under 12 free w/ pd adult, Tables will be \$20 until September 26th and \$25 after September 26th. The day of the show tables will be \$30. Concessions available, Info: www.wtttcinc.org, or P. O. Box 4091, Wichita, KS 67204-0091 or Jason Ingels, jingels208@yahoo.com 913-961-8080, Jim Hickman, jwhickman@att.net

NOV 28-THE JOPLIN MUSEUM COMPLEX MODEL RAILROAD SHOW & SWAP MEET 7th and Schifferdecker Streets in Schifferdecker Park between the golf course and swimming pool; 9:00 a.m. to 3:00 p.m.; attractions include several operating train layouts, over 65 tables of items for sale or trade from scale model trains, collectible antique electric trains, and train collectibles; admission: \$3.00, adults; 12 and under admitted free w/ pd adult. All proceeds at the door go to benefit the Joplin Museum Complex. For more information, contact: Rick Gardner, (417) 673-4888; e-mail: rickgardner@sofnet.com; or visit: www.tristate-modelrailroaders.com

DEC 3-5-WHITE RIVER VALLEY MODULAR RAILROAD CLUB OPEN HOUSE at 251 St. James Street, Hollister, MO. There will be door prizes, free clinics & trains running. Due to limited space for clinics preregistration is required. For more information call T.P.A. Hobby center (417) 335-6624 E-mail tpahobby@aol.com or Jim Dimatteo (417)



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.

239-0436 jbdimatteo@aol.com.

JAN 31 & FEB 1, 2010-WICHITA TRAIN SHOW & SWAP MEET, CHISHOLM TRAIL DIV., NMRA & ENGINE HOUSE HOBBIES, Cessna Activity Center, 2744 George Washington Blvd., Wichita, KS, Sat: 9-5, Sun: Noon-4, Swap tables, Modular Layouts, Switching Contest, Model Contest, Photo Contest, Live Clinics & much more; Adm: \$6.00 for both days, Advance Table Registration includes 2 admission tickets, Before 12/31/2008 take off 10%, 8 foot tables are \$25 each, Info: Phil Aylward or Jon LaRoe, 1-316-685-6608, mail registration to 603 Chestnut, Halstead, KS 67056-2302 or aylward1@cox.net

APR 11, 2010-SPRINGFIELD TRAIN FAIR, Illinois State Fairgrounds Orr Bldg., Springfield, IL, 10 am - 4 pm, Admission is \$4 per person and kids 10 and under are in for free! Contact person Tracy Bailey - springfieldmodelrailroadclub@yahoo.com

JUN 10-13, 2010-THE CROSSROADS OF IOWA MIDCONTINENT REGION CONVENTION CEDAR RAPIDS 2010, HOSTED BY EASTERN IOWA DIVISION, MCoR, NMRA, Clarion Hotel & Convention Center, 525 33rd Avenue SW, Cedar Rapids, IA and Official Convention Site Kirkwood Community College Center for Continuing Education 7725 Kirkwood Blvd. SW, Cedar Rapids, IA, Info: eid.mcor-nmr.org.

ROCK ISLAND N SCALE OUTSIDE BRACED CABOOSE

BY TONY BOWEN, MMR: EASTERN IOWA DIVISION



The above photo shows the caboose shortly after it was painted and decaled. The model had not been sprayed with Dull-Cote and was missing the end railings and ladders. The roof and cupola are just sitting on top of the caboose and are not glued on.

In 1937, the Rock Island Railroad was finding itself financially getting back on its feet after a hard hit during the Great Depression and after coming out from its second bankruptcy. The railroad had also elected a new president, John Farrington, who was an innovator and very progressive person for the railroad. Some of the progressive ideas led to an increase in freight traffic, which would require Rock Island to order new equipment such as TA locomotives and



A view of the passenger / baggage end of the caboose shows that the truck has been inset from the end of the car on the center sill to accommodate the passenger style steps.

four-car train sets. These TA locomotives and passenger cars would travel all over the system to promote passenger service. At the same time, many steam engines were rebuilt or new ones ordered such as some of the 5100 Class 4-8-4 Northerns. And the arrival of the first order of EMC FTs made an impact on Rock Island's business. All this freight traffic led to the railroad's need for more cabooses. Many older wood sheath cabooses were rebuilt with steel center sills, but there was still a demand for more cabooses. So, rebuilding 40-foot Class B-2 boxcars into cabooses was the solution.

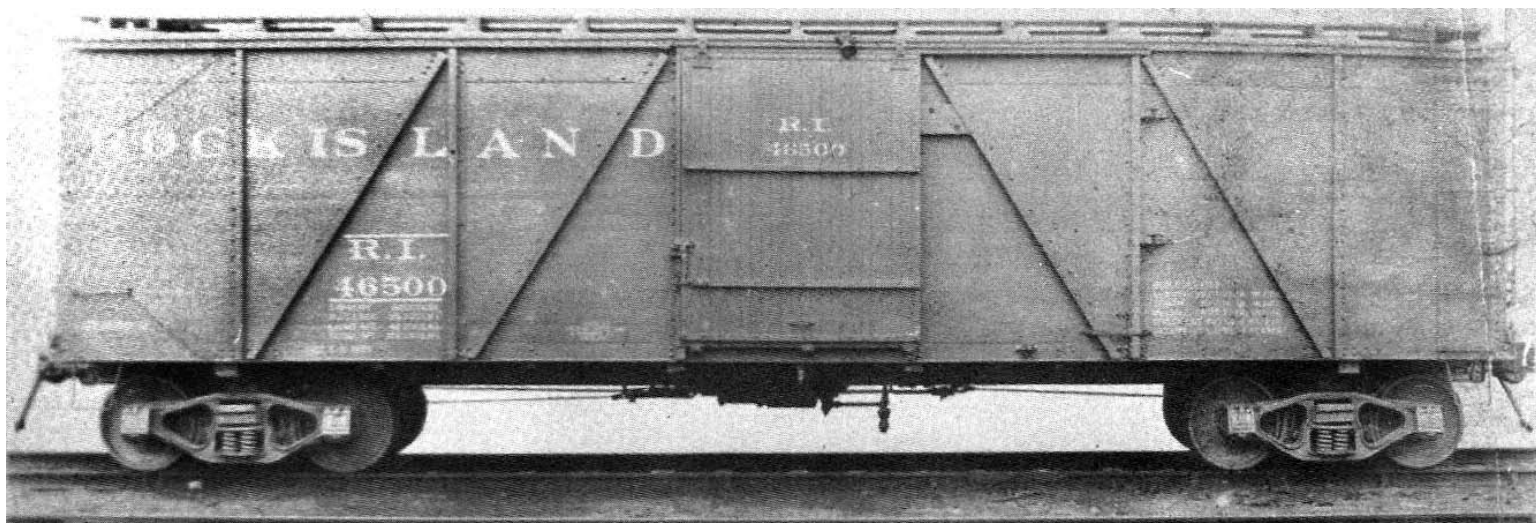
The 40-foot Class B-2 boxcars were originally built for Rock Island in 1915 and had seen many years of service. Two hundred of these Class B-2 boxcars would be rebuilt at the 124 Street Shops in Blue Island, Illinois, from 1938 to 1944. Of these 200 Class B-2 boxcars, 180 were rebuilt and assigned to mainline train service. Cutting the mid-section of the boxcar doors, floor, and ceiling, then splicing the underframe back together shortened the underframes. This resulted in the length of the caboose measuring 28 feet, six inches, which was the same basic dimensions as some of the double-sheathed wooden cabooses owned by the railroad. The trucks were not inset when the carbody was spliced back together for the standard outside braced cabooses. Rock Island did not tamper with the relation of the trucks to



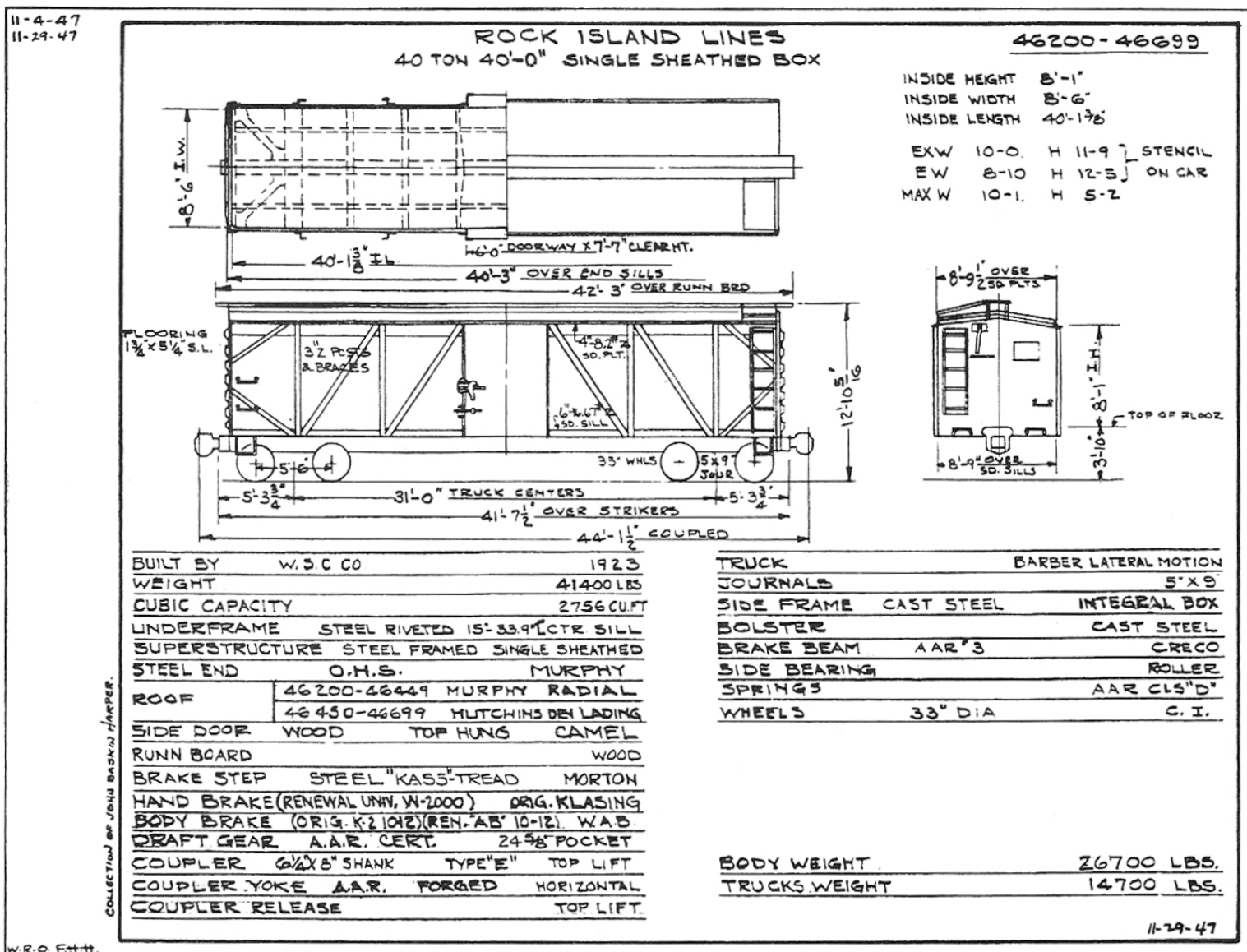
On the freight end the truck was not moved and the steps were more of a ladder style step mounted on the outside frame of the caboose. You can also see the "Z" angle bracing of the caboose. I had to change my plans for this bracing when it looked too bulky for an N scale model.

ROCK ISLAND OUTSIDE BRACED CABOOSE REBUILD INFORMATION

Caboose Nos.	Qty	Converted at	Date	Service
RI 17625 – 17649	25	124 St Shops, Blue Island, IL	1944	freight caboose
RI 17650 – 17699	50	124 St Shops, Blue Island, IL	1943	freight caboose
RI 17725 – 17749	25	124 St Shops, Blue Island, IL	1938	freight caboose
RI 17750 – 17764	15	124 St Shops, Blue Island, IL	1940	freight caboose
RI 17765 – 17774	10	124 St Shops, Blue Island, IL	1940	pass. baggage cab.
RI 17775 – 17784	10	124 St Shops, Blue Island, IL	1941	pass. baggage cab.
RI 17785 – 17799	15	124 St Shops, Blue Island, IL	1941	freight caboose
RI 17800 – 17824	25	124 St Shops, Blue Island, IL	1942	freight caboose
RI 17825 – 17849	25	124 St Shops, Blue Island, IL	1943	freight caboose
Total:	200			



Above is what a typical B-2 Class boxcar looked like before its rebuilding process into one of Rock Island's outside braced cabooses.



A similar 1923 diagram of a B-2 Class boxcar, the car is basically the same as the 1915 cars that were rebuilt into outside braced cabooses.

the end sills; this led to the steps on the end platforms being mounted outside the frame giving it that ladder style look. The other 20

passenger / baggage style cabooses were used on local and branchline trains. However, the passenger/baggage caboose under-

frames were not shortened but the trucks on the passenger end were set in. This allowed the trucks to swing freely and not be



Here are two views of the cupola from a passenger / baggage caboose located in Walker, Iowa. The roof walks around the cupola and down the center of the roof are missing, but you can see the all steel construction of the cupola that were the same on the standard and passenger / baggage cabooses. Unfortunately this caboose has had its roof replaced with sheet metal instead of the wood roof with tarpaper.



obstructed by the passenger-style steps on the passenger end of the caboose.

For both types of outside braced cabooses, standard and passenger/baggage, the cupolas were the same. They were fabricated out of metal at the 124 St. Shops. The cupolas were all the same even during

World War II's material rations. The cupolas had eight windows: two facing the caboose roof on each side, and two facing out from the caboose. The cupolas originally had a footboard that went around each side of the cupola. However, these weathered very easily over the years and frequently were not replaced. The cupolas in these cabooses

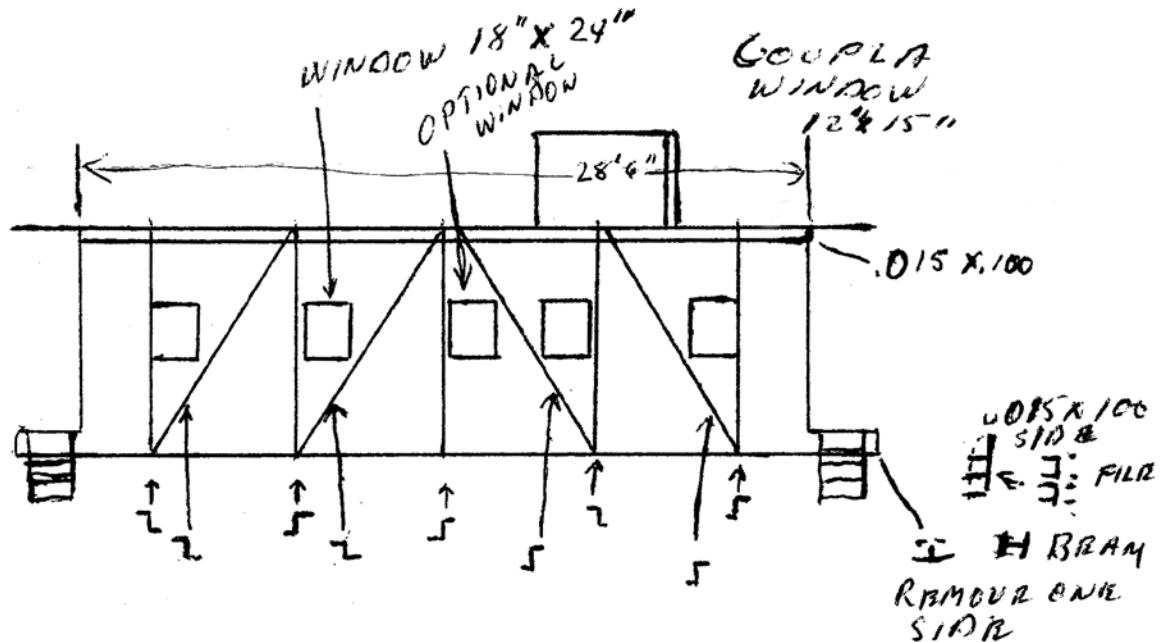
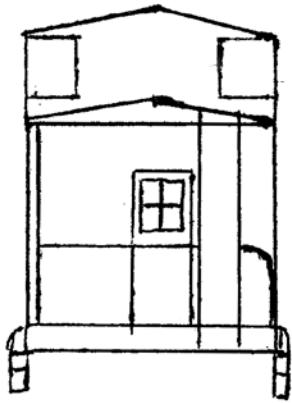
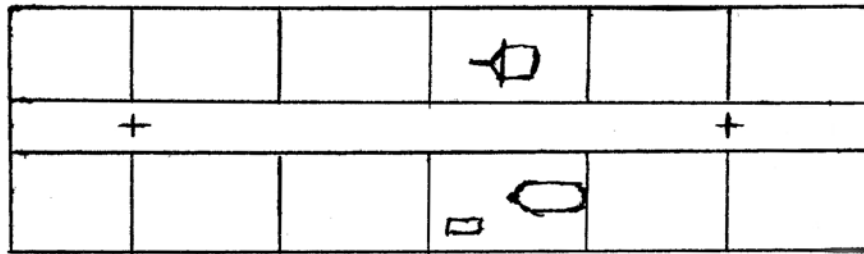
were extremely drafty. There was not much insulation between the outside metal and the interior. In the wintertime, it was a very cold place to ride, and the all-metal sides retained the summer heat very well, making for an uncomfortable working environment for crews. Over the years, the paint began to peel from these cupolas and not long after signs of rust were visible. This might have also led to why so many of these cabooses had such a wide range of paint schemes and lettering styles over the years.

The window configuration for the sides of the outside braced caboose would vary as much as some of the different paint schemes. When these cabooses originally rolled out of the shops at Blue Island, they had a nine-window configuration of four windows on one side and five on the other. Over time, some of the windows were blanked out. Also, depending where the crew preferred the stoves to be located, many blanked-out windows would be nearest the stove, since the heat from the stove chimney would sometime crack the glass. The roof had four locations where the stove could be located, depending on crew preference. However, the most common location for the stove was in front of the cupola since heat rises, and in winter, some crews would open a cupola window just a little bit to create a draft, bringing the heat upwards toward the crew sitting in the cupola.

My grandpa, Clyde Swift, was a conduc-

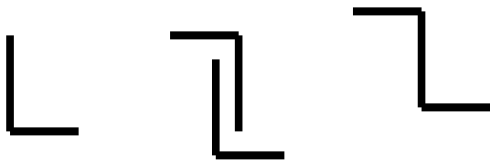


Brakeman C.F. Swift (left) and Conductor H.D. Schrage (right) stand on the back of Rock Island caboose No. 17759. Their train was stopped on the Illinois side of the Mississippi River while waiting for the Government Bridge to be aligned for them in 1941.



tor for Rock Island for 38 years. When he hired on the railroad in 1937, he was placed on the brakeman's extra board. Soon after that, he was placed into regular train service and was assigned to outside braced caboose No. 17759 as a Brakeman. After four years as a brakeman, my grandpa took the promotion to conductor and was still assigned to the same caboose. His stories that he shared with me were the inspiration behind building this caboose model.

When it came to modelling Rock Island's outside braced caboose, I knew that most of the model would have to be scratchbuilt. For the standard outside braced caboose, I took measurements from one located



The "L" angle worked great to glue together to get the "Z" angle look, but even the smallest "L" angle glued in this method looked rather large and bulky on the N Scale car sides. So I changed my plans. The "Z" angle bracing did not give the appearance I was going for so the idea was scrapped.

Here are two rough draws I made from measurements off a standard Rock Island outside braced caboose that I used during the construction process.

in Baxter, Iowa, and drew my own plans. I broke out the Walther's Catalog to see what was available to begin my bill of materials for the project, submitting my order at my local hobby shop. I went with Evergreen Styrene for most of the scratchbuilding supplies and used Plastruct Glue with the self-storing brush throughout this project.

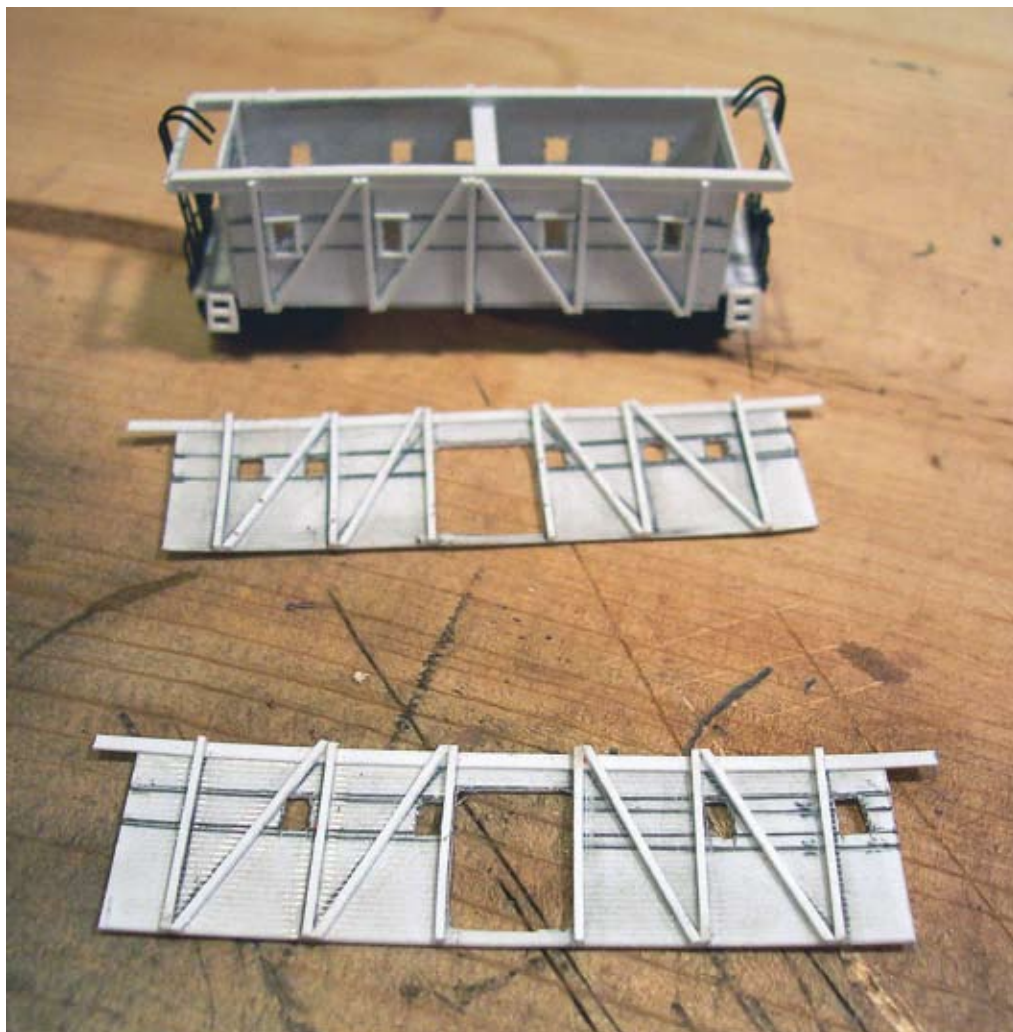
I did run into one problem since some of the outside bracing was "Z"-shaped and I was only able to find "L"-shaped bracing. However, I easily overcame this by ordering extra "L" angle channel, thinking I could glue two inverted piece together to get the "Z" shaped channel bracing. Within a week, my parts came in, and I was ready to start building.

I began the project by cutting the car sides first. I cut several car sides at one sitting so I would have additional ones on hand. I also planned on building multiple cabooses, and I used some of the additional parts as templates that I could refer to when building other cabooses. The car sides measured a

scale 28 feet, six inches long and nine feet high.

When the sides were cut to the correct size, I marked off where the vertical outside bracing would fall and then drew where the diagonal bracing would be placed. From there, I measured for the placement of the windows. When the Class B-2 boxcars were converted into cabooses, the window figuration varied over the years. The window configuration seen just after the 1940 conversion was used for this project. Framing the windows was one of those subtle details that I added during the construction phase. My Northwest Shortline Chopper II made it a little easier because I could cut many parts and then glue them in place. Making additional needed parts was also helpful because many window frame pieces would bend or break easily trying to place them in the correct locations.

After the windows were cut into the car sides, I moved onto the "L" angle trim piece at the roofline of the caboose. On the out-



In this view a passenger / baggage caboose is in the rough stages of construction. The pencil marks were a guide as to where the vertical and diagonal bracing would be placed. I used the same method on the standard outside brace caboose that is in the background.

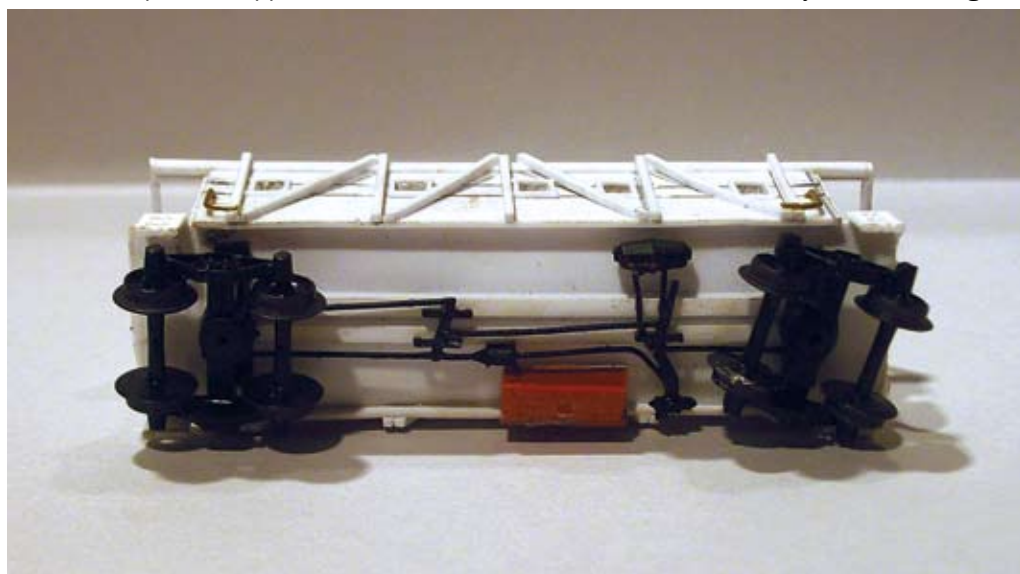
side braced cabooses the trim at the roofline was a piece of steel that stretched the length of the car and made up part of the overhang over the platforms. This piece of trim also had the vertical and diagonal bracing welded to it. I measured two styrene stripes that would represent the steel trim at the caboose roofline and would later support the roof overhang on both ends.

Now came the big moment of placing the vertical bracing on the caboose sides. It did not take long for me to realize that the bracing I was using was way too big. I thought sure I ordered the correct size of "L" angles bracing, and I had. However, even the smallest "L" angle still measured a scale one-foot wide! It did not look bad by itself, but once it was applied to the car side, it looked very bulky and way out of scale. It was time to head back to the drawing board to find what other materials I could use for the outside bracing. I found strip wood that would possibly work, but even it did not measure

colors? So, it was back to looking at Styrene again. I finally settled on ordering some 0.020x0.020-inch square Styrene strips. The square strips did not offer an exact outside bracing look similar to the prototype. However, it was small enough material that I could use it to represent the bracing I was looking for and without the bulky look of the previous "L" angle.

After gluing the smaller strip bracing that would be using on both car sides, I moved to the caboose ends. The caboose ends were pretty plain — just a door with a window. I cut a piece of car siding material styrene nine scale feet wide by nine scale feet tall. I measured in 3½ scale feet from the outside edges and made two marks. Between these two marks was a two-foot area that I cut for the doorway. I used Grandt Line doors on each end of the caboose. When I had both caboose ends ready, I glued them in place with the car sides that I had just completed.

I started the underframe using 0.40 styrene cut into a rectangle shape. The floor itself extends out over the trucks, and the ladder-style steps that would be added later would be mounted to the outside of the under frame floor. I cut an older 40-foot boxcar underframe apart that was in my junk box for the car bolsters. I used two styrene "I" beam pieces that would make the center sill for the caboose. I was ready to drill and tap holes for the bolster pins that would hold the trucks. I used the regular tap and drill set that Micro-Trains offers to accomplish this task. I then checked to make sure the trucks fit and rolled freely before moving on.



The main car body of the caboose is completed. This view shows the under frame details along with the ladder style steps and the grab irons that have been installed on the sides.



The other detail parts such as the air reservoir, triple valve, and brake rigging would be added. The toolbox that would store spare couplers was a detail part that I cut from another junk caboose that was in my box of parts. I used this since the original detail part was discontinued. The caboose steps on the prototype had three steps. However, three steps on the model did not look correct, so I cut off the bottom rungs. For the side grab irons, I used 0.015-diameter small brass wire, which I bent with my wife's barrel-nosed bead-making pliers. I drilled No. 78 holes on the caboose sides for the grabs to go into and then glued them from the inside of the caboose for extra support.

With the basic caboose body completed, I moved to the cupola and roof. I started the cupola ends by cutting them to the correct size and cutting the window openings. For the cupola sides, I cut a small rectangle

After the end railings and ladders were installed the caboose was weathered and sealed with a light spray of Dull-Cote. Once the Dull-Cote dried the caboose was ready to be put into service.

and then cut two small window openings on each side. After all the windows were cut, I glued the four pieces together to form the cupola that would sit on top of the roof. This piece was very delicate, so I went ahead and added a roof right away to secure the sides from being damaged. However, even as careful as I was, the cupola just did not turn out how I had hoped it would. I tried several other ways to tackle this problem and either the sides would not look the same, or I was not pleased with the outcome. I then went ahead and ordered two cupolas out of the Walther's Catalog that would serve as a close likeness to the cupola. For the roof walks, I placed each piece of styrene individually on the caboose roof. The outside braced caboose originally had a small foot-board that went around the sides of the cupola, which I included on my model.

Before I moved to the painting stage, I test ran the caboose over some test track. I noticed right away that the caboose was very light and did not track well. To solve this problem, I added small self-stick pine wood derby weights to the car body floor. I also added microscope slide glass for the caboose windows increasing the model's weight. Microscope glass is very easy to cut to the correct size and glue inside the car. For the cupola windows, I used regular clear plastic material. When I tried using glass in the cupola, it threw the caboose's center of gravity off and made it lean to one side. Once I removed the glass, the problem was corrected.

With an airbrush, I painted the caboose with several light base coats using Badger's Accu-Flex Paint Primer Gray. The reason for

the several light coats was to get a good coverage to all parts of the model. The first coat of primer focused on working the paint on both sides of the caboose bracing then letting it dry overnight. For the second coat, I focused painting all the other parts of the model and again let the model dry overnight. The third coat was a blending of the primer coats in any areas that looked a little weak from the first or second coat. After the primer had cured, I went back and painted the basic caboose carbody. I used Badger's Accu-Flex Boxcar Red. In the same fashion as I primed the caboose, I applied the paint focusing on the bracing of the caboose then moving to the sides. The cupola was painted at the same time.

After the caboose had fully dried, I went back and masked the bottom to paint the underframe black. At this time, I masked the cupola to paint its roof along with the remainder of the caboose roof. I used Accu-Flex Engine Black for the three areas. Once the roof and underframe were painted, they were allowed to dry overnight.

Rock Island's outside braced cabooses had a large variety of colors and lettering styles. However, sticking with the original paint scheme and lettering, the cabooses were pretty plain when they rolled out of the Blue Island car shops between 1938 and 1944. This also made for some challenges for finding the correct decals to complete the job. I used a combination of decals from Micro-Scale and from the Rock Island Technical Society (RITS) member Steve Hile. In decaling, I cut all the decals from the sheets, soaked them in warm water, applied them to the caboose, and then moved them into position with the point of a toothpick. Once I was happy with the decal location, I lightly blotted the excess water with the edges of a paper towel. The decals were set using a mix of 50/50 water and Solvaset first since N scale decals often can be very fragile and full-strength Solvaset can be a little too strong. Once the decals were thoroughly dry, a second coat of full-strength Solvaset was lightly brushed on. When the decals were totally dry, the car was sprayed with Testors Glosscote to blend the decal film edges to the model. Once the Testors Glosscote had dried for 24 hours, the car was then sprayed with Testors Dullcote to get rid of the shiny gloss look.

I wanted my version of the model to be weathered with a light dusting on the roof,

BILL OF MATERIALS		
Manufacture:	Item Number:	Description:
Evergreen Scale Models	269-113	0.015 X 0.060"
Evergreen Scale Models	269-120	0.020 X 0.020"
Evergreen Scale Models	269-131	0.030 X 0.030"
Evergreen Scale Models	269-143	0.040 X 0.060"
Evergreen Scale Models	269-281	0.060" I-beam column
Evergreen Scale Models	269-291	0.060" L Angle
Evergreen Scale Models	269-2025	0.025" V-Groove car siding
Evergreen Scale Models	269-9040	0.040" Plain
Ngineering Tubing	514-N20182	Brass rod for grab irons
Delta Science	1996-70038	Microscope slide glass
Grant Line	300-8001	Doors
BLMA Parts	176-404	Cut levers
BLMA Parts	176-69	Air hoses
BLMA Parts	176-6705	Air reservoir
BLMA Parts	176-6704	Triple valve
BLMA Parts	176-6708	Brake cylinder
BLMA Parts	176-6713	Brake rigging
Sunrise Enterprises	695-15652	Caboose markers
Micro-Trains	489-49957905	Chimney / smoke jackets
Micro-Trains	489-49950905	End railings / ladders
Micro-Trains	489-102003	Body-mounted couplers
Micro-Trains	489-302020	Bettendorf trucks
Life-Like	433-7720	Caboose for cupolas
Woodland Scenics	785-2153	Railroad worker figures
Accu-Flex Paint	165-1612	Primer gray
Accu-Flex Paint	165-1612	Boxcar red
Accu-Flex Paint	165-1601	Engine black
Accu-Flex Paint	165-1602	Ref. White for the grab irons
Polly S Paints	270-110144	Platinum Mist for the chimney
Polly S Paints	270-414323	Rust for the air hoses
Solvaset	904-470	Decal setting
Testors	704-16960	Dullcote
Bragdon's Weathering Set	FF-R12	Dirt, rust, dust
Doc O'Brien's Weathering Set	81632	Highlight powder
Micro-Scale Decals	460-601229	Early wood/steel RI cabooses
RITS Decals	No Order #	RITS Member Steve Hile

wheels, couplers, and a little on the sides. Weathering was applied by brush using a combination of Doc O'Brien's and Bragdon's Weathering Powders. I started weathering the couplers and trucks of the car with a rust-colored powder from Doc O'Brien's. Once I was happy with the rust covering on the couplers and trucks, I went back and used Doc O'Brien's white highlight powder on the roof and underframe. From there, I moved to a light dusting of Doc O'Brien's road dirt and dust on the car sides. For the underframe, I went back and used Bragdon's grimy gray and grimy dirt with Doc O'Brien's white highlights. The weathering powders were set by giving the car an additional light spray of Dullcote to seal the weathering in place so it

would not rub off over time.

All in all, the Rock Island's outside braced cabooses bridged a long, extended life starting off as boxcars in 1915 then being cut and spliced together to start a new career as cabooses. Many of these cabooses can still be found today, whether it is on a tourist lines, historical museums, or privately owned. In my researching on the whereabouts of my grandpa's original outside braced caboose No. 17759, I found that it was dismantled in Kansas City in the early 1970s. Nevertheless, my grandpa's caboose continues to ride the rails on my layout. 🚂

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



CLINIC MANIA

The Gateway Division is presenting clinics to its members in a number of areas. These clinics are hands on and provided the members not with a discussion only but time with the presenter to learn or improve his or her skills.


Greg Gray demonstrated how to weather with pastel chalks. Many know of Greg's painting talent and he leveraged this knowledge with chalks to offer new experiences to those who had not yet used chalk in their modeling efforts. This clinic was enjoyed by all.

Recently Brian Post gave a clinic on how to wire your engines with DCC decoders. Many members brought their favorite locomotive that was in need of a DCC decoder and had expert advice on how to wire the decoder. Now all were sent home with a project of wiring the rest of their engines.

The Division also is sponsoring a kitbash building contest. Each person was provided with a building and one extra side and one extra end. There were kits in both HO and N. The person may do whatever he or she wants with the pieces. No other pieces are permitted however. The members will bring their creations back to the Gateway Division

for a night when they can discuss their experiences.

OP SESSION AT QUINCY, ILLINOIS

The Division traveled north to Quincy to participate in an operations day at the Quincy Society of Model Engineers in Quincy, Illinois. Members of the Division enjoyed themselves while trying their hand at operating on a very large and very nice layout. It was a very enjoyable experience for all of those in attendance. The club members at Quincy are always cordial and willing to host our Division and we are very thankful for their support. 

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- 100-table train show
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LAST TRAIN RIDE


Milford W. (Frenchie) Gratts passed away February 15, 2009, leaving us with such wonderful memories. His architectural talents were a great match for model railroading, a hobby he first entered after visiting Caboose Hobbies in 1947.

Frenchie will be with us forever. He enjoyed flowers, creating with his hands, flying, sailing, and shared and intense love for model railroading with his wife, Beryl.

Frenchie had an immense love for friends and family. A man of absolute integrity, Frenchie was always fair, caring, teaching, and giving of himself. A sailing buddy of many years referred to Frenchie as "a man for all ages."

He is deeply loved and missed by family and friends too numerous to count.

Born on July 2, 1923, in Fort Wayne, Indiana, Frenchie was preceded in death by his parents and sister. He is survived by his wife, Beryl, sons Robert and Gary, daughter Karen Schoonover, grandchildren Christopher, Nicholas, Tyler, and Kayla.

Donations in Frenchie Gratts' honor can be made to St. John's Hospital Hospice in Springfield, Missouri. 



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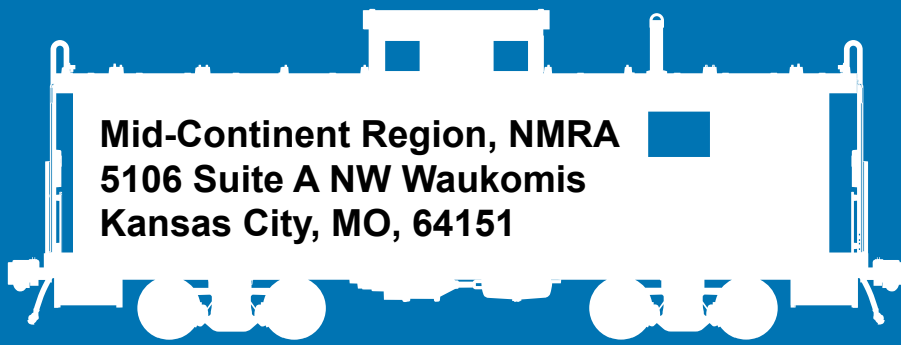
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