

Caboose Kibitzer



4TH QUARTER 2009

VOLUME 59, ISSUE 4



- KITBASHING TO MATCH PROTOTYPES
- CRESTON RR TIE INCIDENT
- OL' 0-4-0T NUMBER 71
- MODELING CHAIN LINK FENCE IN O SCALE



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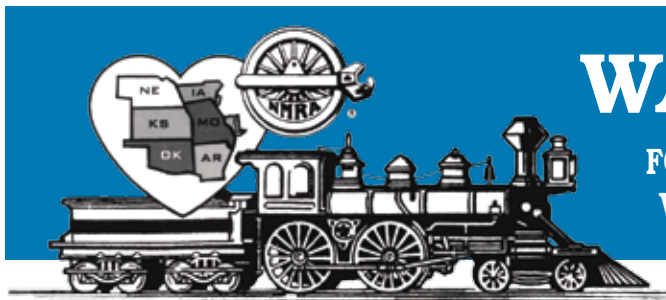
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On the Cover:

Phil Bonzon, MMR presents several examples of kitbashing stock steam engines to match specific prototypes. — *Phil Bonzon, MMR photograph*

Inset: Richard Napper, MMR explains how he detailed this little mill switcher for his layout. — *Richard Napper, MMR photograph*

THE HEAD END

BY PAUL RICHARDSON, MMR
MCOR PRESIDENT

As I write this column, we are quickly approaching Christmas and our minds are filled with anticipation about family gatherings and, of course, what railroad-related goodies the Santa will place under the tree. I hope you find the things that inspire you under your Christmas tree.

I suppose I should introduce myself to those of you who do not know me and that's a large majority of the members in the region. My name is Paul Richardson, and I model in HO_n3, yes, I'm one of those "narrow minded" guys. My wife, Betty, is a conductor's daughter and has been around railroads all her life. I spent 14 years as a brakeman/switchman for the Frisco until I "lost my mind" and got into computer software. I started in HO back around 1970 and stayed in what I now refer to as "broad gauge" until the mid-1990s when I backed out into narrow gauge and never looked back.

In the early 1990s, I had the pleasure of visiting one of the nicest guys you will ever meet, Gil Frietag, MMR in Houston, Texas. I was a bit frustrated with the NMRA at the region level, and while I helped Gil set up for an operating session that was to take place the next night, our conversation turned to the NMRA. I told him that I kept my National membership but had not renewed my Region membership (remember when we could do that?). I told him I had asked the then-president about getting involved and was told he would send a list of things that need to happen, and it never came. Gil listened to what I had to say and then asked, did you contact him again? I had to admit that I had not (I had

felt brushed off). In his kind manner, Gil said, "The NMRA is a lot like life, you get out of it what you put into it, no more, no less." He then suggested I contact the new president and express my interest in becoming involved. Gil also introduced me to some modelers in the Dallas area, and I became friends with many of them. Before I knew it, I ran for the office of Division Director and was elected to two terms. I was about to run for a third term when a business contract in the Kansas City area gave me the opportunity to meet former AP Chairman, Pat Harriman. I told Pat I was about to run for a third term, and he told me I needed to resign. I was stunned at first then Pat explained to me that the Association Official is a difficult certificate to earn because some guys get elected to the office and seem to hold onto it, unintentionally, keeping others from earning the Official certificate. I withdrew my name from the ballot the next day. Four years later, another contract opportunity brought me back to Kansas City from the Dallas area. My wife and I bought a basement, and to my surprise there was a house on top. During this time I began helping Pat with the AP database, and when he expressed an interest in retiring from the AP Chairman job, I expressed an interest in filling his shoes. President Mike Brestel later appointed me as the National AP Chairman. In retrospect, Gil was right on target, you DO get out what you put in.

During my "NMRA career" I have served as a Division Director, Division AP Chairman, Region Clinics Chairman, Division Superintendent, National AP Chairman, Mentor to more than a dozen Master Model Railroad-



Stephen Lane Hattie Photograph

ers, and now MCoR President. I wouldn't trade the experiences for anything. I urge you to get active in your Division and Region, you will be glad you did.

If any of you are experiencing the frustrations I felt early in my NMRA experiences, feel free to contact me and I will help in any way I can. On that note, I noticed we have several Areas that do not have a Director and I would like to change that. If you live in an area that does not have an established leadership team and you are interested in getting something started in your area, I'm as close as the phone or an e-mail, I'm here to serve you. If you live in an area without a leadership team, you may get a call asking you to serve or to recommend someone whom you think would be capable and interested in doing so.

Until next time, keep the wheels out of the dirt,

Paul

CONDUCTOR'S CALL

BY CINTHIA PRIEST, EDITOR

Winter is here, and many of us modelers will "hibernate" in our train rooms, venturing out only when necessary. Rather than having a true hibernation period, perhaps a few of those craftsman kits will now be built, a structure will

be modeled, or scenery competed. Whatever the project, I would like to invite you to share your modeling with other CK readers by sending in your articles.

Cinthia



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KITBASHING ENGINES TO MATCH PROTOTYPES

BY PHIL BONZON, MMR: GATEWAY DIVISION

Have you found a lack of models for your prototype? Oh, maybe there were some available in brass 40 years ago and you might find one on eBay today or there are engines available with your prototype's name, but that and the wheel arrangement are all that matches the prototype. Well, that really is not a problem. If you can assemble a car or building kit, you can modify a steam engine to match a prototype or at least make a reasonable replica of one. It is not that difficult, and you will have the satisfaction creating something unique for your layout.

The first thing to do is select which prototype engine you want to model and compare it to models that are available. With the Internet, you can search both for prototype photos and for models that are similar to the prototype. Depending on the models available and how much modification you feel like doing, you can either just capture the principle characteristics of the prototype or make a very close copy.

Now let me show four examples of HO scale engines that I won on eBay at a considerable discount and modified to follow examples of Baltimore & Ohio steam engines. In my efforts to capture the character of the prototypes, I made modifications that run from very minor to rather extensive. And, all

the engines were hard-wired for DCC and sound, but that is another story.

B&O 4-6-2 CLASS P-6

Very minor modifications were required to this brass Akane USRA 4-6-2 to capture the appearance of the B&O engine. The headlight was raised from the center of the smokebox to the high position and a Cal Scale B&O Capital plate was installed at the center of the smokebox. The USRA trailing truck was replaced with a Delta truck kit from Precision Scale. Lastly, an engineer and fireman were added to the cab.

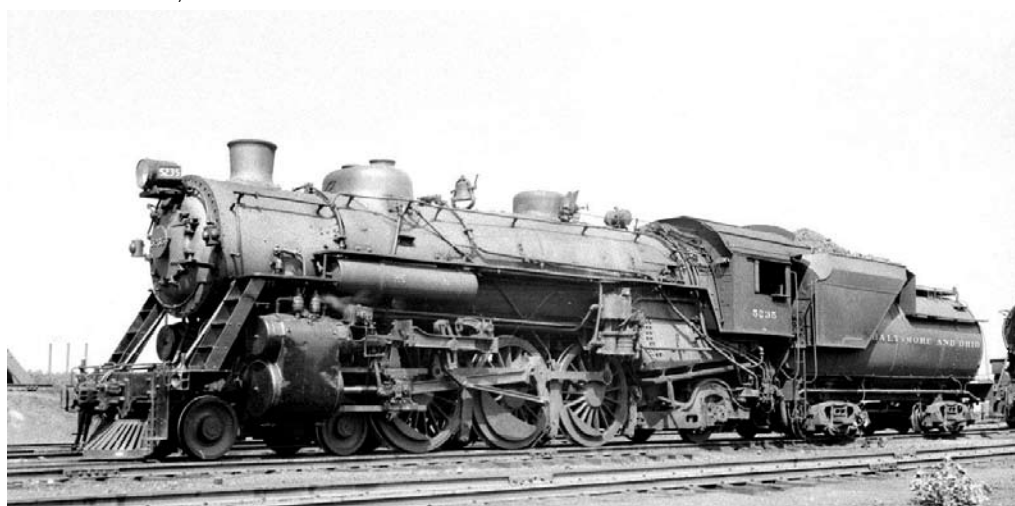
The P-6 class used both USRA and Vanderbilt tenders, I intend to scratchbuild a

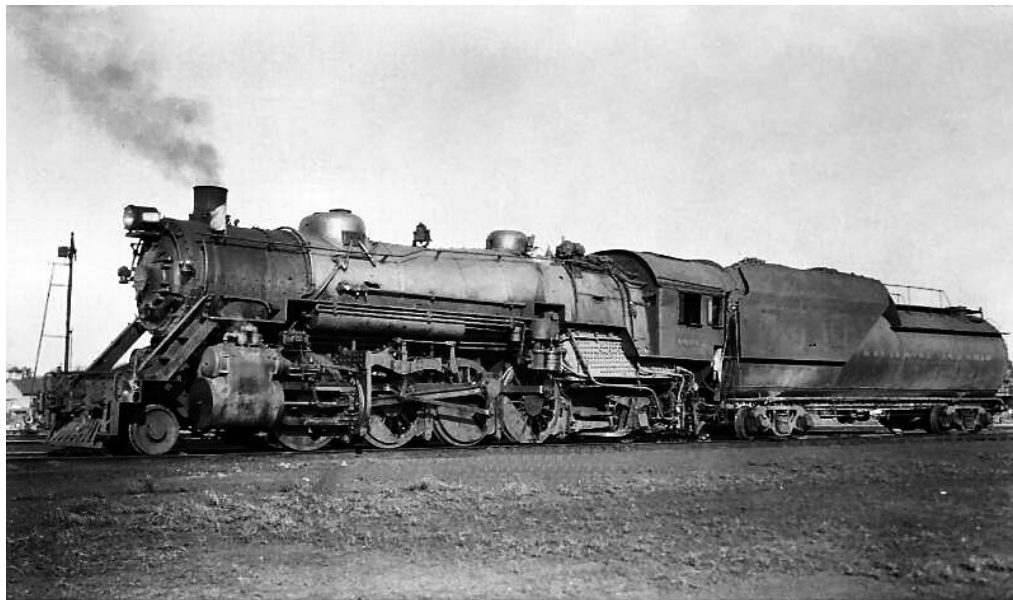
Vanderbilt tender to replace the current USRA tender, but that is a future project.

Using an airbrush, the engine was given a glossy coat of Floquil's Engine Black to represent an engine that was recently repainted and that had accumulated a light coat of soot (Floquil's Grimy Black) and road grime (Floquil's Grime). In addition to adding DCC and sound, the open-frame motor was replaced with an insulated can motor.

B&O 2-8-2 CLASS Q-4

Starting with an Athearn USRA 2-8-2, the first change was just replacing the Athearn USRA tender with a Rivarossi's Vanderbilt tender that I had on hand.





applied to represent water overfill.

B&O 2-10-2 CLASS S-1

I have wanted a B&O class S-1 2-10-2 for sometime. Westside imported a brass model of it in the 1970s as did AHM, also at that time, but nothing has been available since then.

Bachmann makes several versions of the USRA 2-10-2 to replicate the variations used by different railroads. Unfortunately, they do not make the B&O version, but comparing their Seaboard model to B&O prototype photos, the Seaboard would make a good starting point because of the numerous similarities to the B&O.



To capture the B&O's appearance, the stock headlight was removed from the center of the smokebox and replaced with a Cal Scale B&O Capital plate, the classification lights were lowered, and a Cal Scale Pyle headlight and bracket were installed in the high position. The interior of the Pyle headlight was ground out using a Dremel tool to accept a light bulb. Pieces of styrene were fabricated to simulate the frame members above the pilot. The Athearn bell was relocated to match the prototype, and an engineer and fireman were added to the cab.

The B&O 2-8-2s used both single and dual air pumps. I choose to model mine with dual air pumps.

Some of the B&O engines had a distinctive head brakeman's cab as an extension of the fireman's cab. The brakeman's cab extension was made from sheet styrene and added behind the fireman's cab.

The Rivarossi's six-wheel trucks were replaced with four-wheel trucks set on new bolsters at the correct wheelbase. The top of the coalbunker was extended with 0.010-styrene and edged with 0.020-annealed brass wire and bonded together with CA adhesive.

The coal load was removed to gain access into the tender for installation of DCC and sound. A removable coal load was made with holes drilled in it to allow the sound out.

The engine was airbrushed with Floquil's Grimy Black, then Engine Black, to replicate soot and Grime for road grime and dirt and years of hard service. Floquil's Rust was used to highlight rusty areas and a wash of Rustall's Rust was applied overall, as well as multiple washes of India Ink. Finally, the tender was given a load of coal with a little spillage and some Testor's clear gloss was

The first change was the easy one: I just swapped the USRA tender for a Bachmann long Vanderbilt tender.

I then popped out the smokebox front, moved the bell to the off-center position, lowered the classification lights, moved the headlight and bracket from the center to the high position, and added the B&O Capital plate to the center of the smokebox front.

Next, things got a little more complicated. Everything was removed from the boiler except the smoke stack and the steam dome. All details were replaced with brass wire and/or Cal Scale brass casting.

The S-1's sand domes are unusual in that they are split on the boiler centerline giving them four separate domes. Making new sand domes turned out to be very easy. To make the pattern, I carved a piece of balsa



made since then that really matched the B&O. Having two Bachmann 2-8-0s that I modified to resemble the Buffalo Creek & Gauley's No. 4 and No. 13, which I also model along with the W.M. Ritter Lumber Company, I took another look at the Bachmanns. Bachmann labels one of its 2-8-0s as B&O. This was a case of the road name and the wheel arrangement being the only things that were B&O. The biggest discrepancy was the placement of the domes. If this could be corrected, then the rest was minor.

After removing the boiler, I found that the domes had a flange on the inside to hold them in place. Using a combination of a



wood to match the prototype's sand dome and coated it with CA adhesive to harden the surface. After drying, I applied a coat of Testor's gloss enamel. I used latex rubber to make the mold, silicone spray as the release agent, and 5-minute epoxy for casting the sand domes. The bottom of the castings was touched up with a half-round file to match the profile of the boiler. Pin-holes in the castings were filled with plastic putty. CA adhesive was used to attach the castings and other parts to the boiler.

The running boards over the cylinders were removed with a razor saw, as well as one step on each side, then lowered and bonded in place with CA adhesive. A section of the running board over the air pumps was removed, and a replacement made from styrene sheet was added in a raised position over the new dual air pump casting.

Cylinder cock castings, air hoses, and exposed frame members over the pilot were added.

The brakeman's cab extension was made from sheet styrene and added behind the fireman's cab.

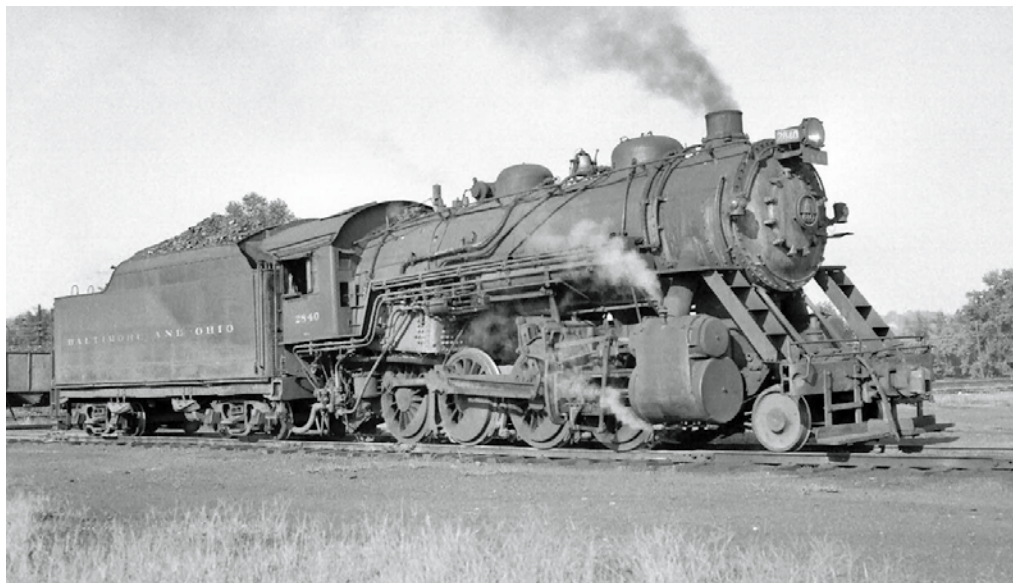
The B&O prototype No. 6204 was built in 1920 and was still in service in the late 1950s. My No. 6204 was painted and weathered to replicate those long hard years of service. To accomplish this, I used the same method as was used on the preceding Class Q-4, except it was more heavily weathered.

B&O 2-8-0 CLASS E-27

Wanting another B&O E-27 to go with the brass E-27 that I had purchased in the 1970s, I found that nothing had been


Dremel tool with a milling bit and an X-acto knife, I removed the flanges and popped the domes out. The remaining holes were filled in with multiple layers of 0.010-styrene sheet, which were very easy to bend, and bonded them together with plastic solvent adhesive. Small gaps around the edges were filled with plastic putty and sanded smooth when dry. Two lagging straps were replaced with scale 1 x 2 styrene strips. The bottoms of the domes were cleaned up with a half-round file to match the boiler profile, bonded in place with CA adhesive, and the wire sanding pipes were reused in their new locations.

The bell, generator, and whistle were re-located. The old classification lights on top of the smokebox were discarded and new Cal Scale classification lights were added to the front of the smokebox. The headlight



A cut lever, air hose, and a flush backup light were added to the tender, as well as the usual coal load.

My B&O No. 2752 was painted and weathered in the same fashion as my previous class Q-4.

I hope these short stories will encourage you to consider and actually try some engine kitbashing. I have really enjoyed it, as well as other aspects of model railroading, whether it is research, operations, building cars, buildings, scenery or laying track...I enjoy it all. 

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and bracket were moved from the center of the smokebox to the high position and an LED was reworked to fit inside the headlight. A Cal Scale B&O Capital plate was added to the center of the smokebox. The running boards over the cylinders were removed with a razor saw along with one step on each side, then lowered and bonded in place with CA adhesive. Wire braces and a train control box were added to the pilot. Cal Scales' Nathan injectors and piping were added to both sides of the firebox.

The center roof hatch and the side vents on the cab were removed with an X-acto knife, and the edges of the roof reshaped to match the prototype. An engineer and fireman were added to the cab.

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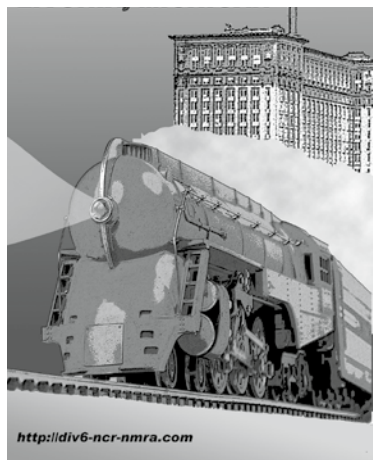
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THE SWITCHING LIST

FOURTH 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 Meetings 1pm. Full schedule: MCoR website or email: garyonho@cox.net. Next meeting February 13. Tom Katafiasz host: 2105 Northwood Ln, Salina, KS: Turn off I70 south on Ohio St, turn Left (east) on Iron St, go to top of hill, turn Right (South) on Marymount Road go past the stop light, turn left (East) on Northwood (first street past stop light) Tom's house is on the corner (first one on your left (north) once you turn onto Northwood.

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. 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

JAN 30-31, WICHITA TRAIN SHOW & SWAP MEET, Chisholm Trail Div. & Engine House Hobbies, Cessna Activity Center, 2744 Geo. Washington Blvd., Sat: 9-5, Sun: Noon-4, Swap tables, modular layouts, switching contest, model contest, photo contest, live clinics & much more; Adm: \$6 for both days, Advance table registration includes 2 admission tickets, 8' tables \$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

FEB 20, 9TH ANNUAL LAWRENCE TRAIN SHOW & SWAP MEET, Douglas County Fairgrounds, Building #21, 9-5, Info: Jim Taylor, 225 N. Michigan #5-25, Lawrence, KS 66044, 785-841-6256 or jimforegolf@hotmail.com, www.lawrencemodelrailroadclub.org

FEB 27, 7TH ANNUAL GREAT NWA MODEL TRAIN & HISTORICAL MEMORABILIA SHOW sponsored by Sugar Creek Model RR and Historical Society 9-4, Clarion Hotel and Conv. Ctr 211 SE Walton Blvd Bentonville, AR 72712, Interstate 540 take exit 85 go west on Hwy 71 about 1.3 miles on your right; Fare: adults \$6, children under 12 free w/pd adult; Info: Bill Wright, PO Box 3113, Bella Vista, AR 72715, Cell: 479-426-1544, E-mail: w5mth73@cox.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.

MAR 27, THE JOPLIN MUSEUM COMPLEX MODEL RR SHOW AND SWAP MEET 7th and Schifferdecker Streets in Schifferdecker Park between the golf course and swimming pool; 9-3; several operating train layouts, over 65 tables; admission: \$3, adults; 12 and under admitted free w/pd adult. All proceeds at the door go to benefit the Joplin Museum Complex. Swap tables are \$15 each. Info: Rick Gardner, (417) 673-4888; e-mail: rickgardner@sofnet.com; or visit: www.tristatemodelrailroaders.com

APR 11, SPRINGFIELD TRAIN FAIR, Illinois State Fairgrounds Orr Bldg., Springfield, IL, 10-4, Admission \$4 kids 10 and under free! Contact Tracy Bailey - springfieldmodelrailroadclub@yahoo.com

APR 24-25, WESTERN HERITAGE DIVISION TRAIN SHOW, Burke High School (just off Dodge St) Omaha, NE \$6 admission with \$1 off for food donation. Children 12 and under free. Sat 9-5 Sun 10-4 Info: Barbara Lundquist, Clerk & Show Committee Chairman: blundquist1@cox.net

JUN 10-13, 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.

MODEL RAILROADERS NEVER FORGET...

PART I: THE CRESTON RAILROAD TIE INCIDENT

This is a true story. The names have not been changed to protect the guilty. My name is Patrick Lana. I am a model railroader.

It was the week after Thanksgiving 1977. I felt tired but good as I prepared to go to work. The sunshine from the beautiful clear fall day illuminated my bathroom as I shaved. Reflected in the mirror was the eastbound Amtrak — running late — as it rolled into Creston, Iowa. We lived a few hundred yards north of the Burlington Northern (ex-Chicago, Burlington & Quincy) mainline running from Chicago to Denver. I thought this Amtrak sighting was good omen for the day.

My route to work paralleled the mainline. While driving, I reflected on the Thanksgiving holiday when my father-in-law and I had driven to Altoona, Iowa, to pick up a Rock Island switch stand a friend gave to me. It felt good that my salt-of-the-earth farmer father-in-law thought enough of me to drive his pickup to get a railroad artifact. I think “piece of junk” was his actual description of the item. Since I knew the Rock was in financial trouble, I was really pleased to be able to get this high target switch stand as a fantastic memento. I didn’t know how my friend had acquired the switch stand, but he said it was from a spur that was removed in Altoona. I smiled as I thought about how my father-in-law and I had almost been arrested for picking it up. My friend’s neighbor had seen the two of us removing the switch stand from his property and almost called the police since she knew my friend was not home. I also felt fortunate that my wife, Annette, was okay with using the switch stand next to the front door of our house as a piece of “art.” Now, all I needed were a couple of railroad ties to mount it on.

Within five minutes, I arrived at the office. I worked in an economic development district serving seven counties around Creston. Creston had a population of about 8,500 and the seven counties had a population of about 62,000, so everyone knew each other and their business. It was a great place and job. The very dedicated, produc-

tive, fun-loving staff was mostly in their 20s and 30s. As I entered work, I noticed Allen Merta and Ted Hauser in one of their common discussions about Ted’s AMC Gremlin.

All three of us loved a good practical joke, and one of our favorites was to leave a fake pink phone message slip on Ted’s desk. Not thinking, Ted would call the number and ask for the name written on the slip. One day, the message said “Mr. Buss” called and a telephone number to call back, which was the Des Moines Transit Authority number. Unquestioning, Ted called and asked for Mr. Buss. We were all surprised when the receptionist (who had probably heard this a million times) said, “I’m sorry sir, he just left!”

Allen, a quiet but efficient and effective community specialist, was the youngest of the three of us. Ted, the oldest, was a very intelligent and productive employee who came across as the laid-back, absent-minded professor. He smoked a pipe, and invariably his clothes were full of pipe ash burn holes. He owned an AMC Gremlin, probably the only one in the seven counties, which made him highly recognizable when out and about.

As usual, Ted was questioning Allen about a part that had fallen off the Gremlin, “Is it really needed?”

“The Gremlin was AMC’s attempt to beat Ford and GM to the subcompact punch. To save time and money, basically the rear of an AMC Hornet was whacked off with a cleaver. The result was one of the most curiously proportioned cars ever, with a long low snout, long front overhang, and a truncated tail, like the tail snapped off a salamander. Cheap and incredibly deprived — with vacuum-operated windshield wipers, no less — the Gremlin was also awful to drive, with a heavy six-cylinder motor and choppy, unhappy handling due to the loss of suspension travel in the back. The Gremlin was quicker than other subcompacts but, alas, that only meant you heard the jeers and laughter that much sooner.” (Source: Time.com)

Ted’s turquoise Gremlin had a black stripe and the shine was definitely long gone! Ted treated cars as basic transportation, nothing more. He used the Gremlin to haul feed for the small livestock on his hobby farm. The Gremlin was well suited for this because it had a rear window hatch that opened and the rear seat could fold down. Ted kept the rear seat folded down to hide the burn holes in the upholstery from his pipe. (You never rode behind Ted with the car windows open.) Today, all that hard work had caught up to the Gremlin and it was in the shop for new rear shock absorbers.

I joined Allen and Ted’s conversation and eventually I mentioned my need to get two railroad ties to mount my switch stand. Ted immediately responded that his Gremlin would be ready by noon and we could easily use it to haul two railroad ties. Besides, he needed to test out the new rear shocks with a load. “Life is good,” I thought as I headed to my office. I wouldn’t have to dirty one of my vehicles and I knew where many discarded used ties strewn along the BN main on the east side of Creston.

We picked up Ted’s car a little after noon, grabbed a quick lunch, and drove out U.S. 34 East to where I had seen the ties along a gravel road. This was my family’s favorite picnic and train-watching spot the old used ties had been there for quite some time. We bounced over the ruts in the road and loaded two of the best ties we could find into the back of the car. With the rear hatch open, about a third of each tie stuck out the rear. The Gremlin was nose-up with all the weight in the back.

As we headed back west on U.S. 34, I told Ted to drive slowly so we did not attract attention. Yeah, right ... a beat-up Gremlin with its nose in the air and two railroad ties sticking out the back wouldn’t attract attention. Just as I spoke, we passed a Creston police cruiser parked on a side street.

After a couple of blocks, Ted, looking in his review mirror said with a bit of alarm, “You know that police car we passed? It’s following us with its red lights on.” I sug-

gested he might want us to pull over. At this point, U.S. 34 is four lanes and the main east-west road through Creston — very busy road where you did not want to get stopped if you did not want half the town to know you were in trouble with the law!

I slid down in my seat when I realized we had stopped right in front of the Iowa State University District Extension Service office. We worked with many of the staff there who were community leaders in the seven-county area. I definitely did not want them to see us. The older of the two policemen came to Ted's door and asked for his driver's license. I noticed the younger officer standing by police car's passenger door smiling like a Cheshire cat. At that point, a Soil Conservation District (which we also worked closely with on many projects) car drove by with the occupants waving. Oh man, we were in deep doo-doo. I slid further down in the seat.

Then the situation got worse. The policeman at Ted's door asked, "Where did you get them railroad ties?" We were in deep trouble. Stealing railroad property is a federal offense. Ted, in a very meek professor voice said, "Why don't we get out of this busy street and go over to Pat's house to discuss this?" I thought the police officer was going to chew Ted out for not answering his question but surprisingly instead said, "Okay, you lead the way." The officer quickly turned on his heel, hiding his face, and with Ted's license returned to the cruiser. As we drove away, I noticed many faces with noses pressed against the glass staring at us from the ISU office.

Ted said, "I hope that was okay telling the officer to go to your place." I replied with a weary smile, "I have a switch stand out front with no paperwork to say where I got it from. Now in addition to the railroad ties, they will want to know about the switch stand!" Nervously, Ted lit his pipe, immediately burning a hole in his shirt. A dead silence overcame us as we drove the Gremlin and its contents to my driveway. I could see our careers and good reputations going up in flames once the word got around we had

stolen railroad ties and a switch stand, not to mention it was a federal offense!

Luckily, Annette and the kids were not home when we pulled up with the black-and-white police cruiser again having red lights flashing. I noticed some of the neighbors looking at us suspiciously. As Ted and I exited the Gremlin, we were hoping the officers would not look toward the house to see the switch stand. The officers walked toward us with great big gleaming smiles on their faces, the younger one was so amused he could not talk through his laughter. The older said, "You should have seen your faces when we pulled you over! This is all compliments of Allen Merta!"

Allen Merta! Allen instigated this? It quickly sank in that mild-mannered Allen had called his friends in the Creston Police Department so they could pull a practical joke on us. As the two policemen, Ted, and I laughed, the lights on the police car kept flashing. I'll bet the neighborhood was confused. Having a good laugh, the older policeman said that Allen had called them and told them where we would be, but then they had to respond to a call so they thought they had missed us. After the call, the officers waited for us. The older officer returned Ted's license and said they would escort us back to the office.

As the young officer turned to get back in the police car, he said, "Where did you get that switch stand?" My heart skipped a beat and then went straight to my throat. I meekly replied, "A friend in Altoona gave it to me." Looking slightly envious as he got back into the cruiser, he said, "You know it sure looks good there. And those railroad ties will work out perfectly."


It was anticlimactic, but when we got back to the office, they put Ted in handcuffs and escorted him inside. About a half dozen people in our office and another half dozen across the hall were shocked and wondered what was going on. Allen was not there but I could imagine him smiling slyly wherever he was. After the true story was told, everyone got a good laugh. Unfortunately, the officers

did not have the key to unlock Ted's handcuffs, so they had to take him to the station to get the key! Ted took the whole thing in stride and never truly got really excited.

That evening as I was grading the ground for the railroad ties to mount the switch stand on, I thought, "Life *is* good — good friends, a good art display, and no harm done." Then my thoughts turned to "How do we pay Allen back for his practical joke?"



Shortly after the railroad tie incident, all three of us left Creston to further our careers. Allen left for Bismarck, North Dakota, in December 1977. In 1978, Ted went to southern Illinois, and I went to Des Moines. It seemed that a payback would never come to fruition. But then again, model railroaders *never* forget...

Tune in next quarter for Part II: The Payback... 

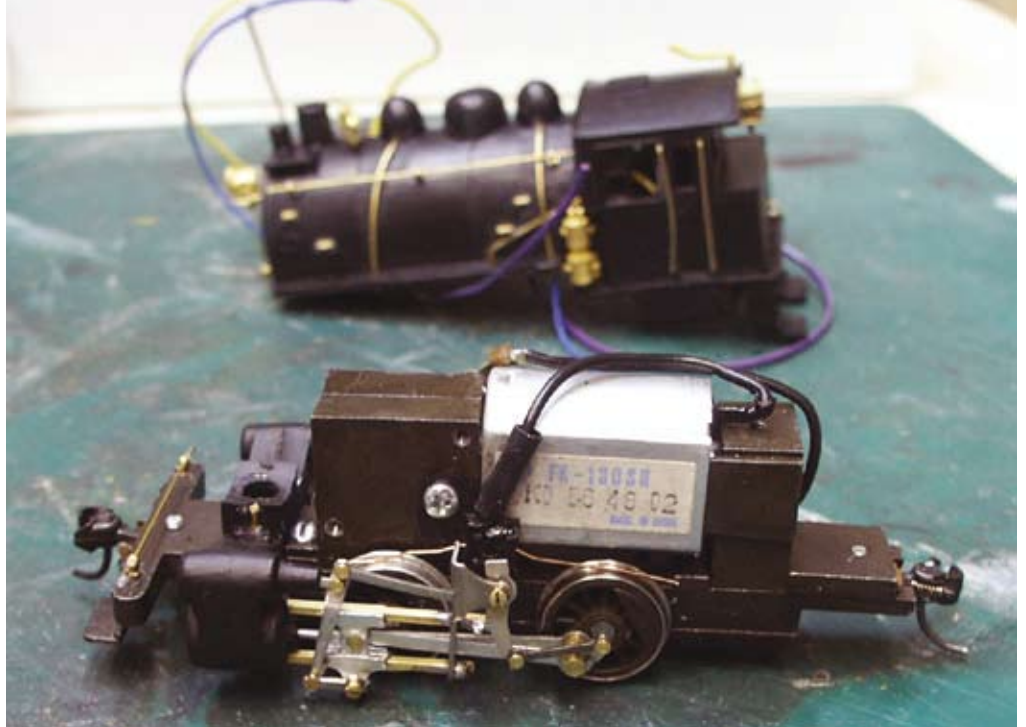
OL' 0-4-0T NUMBER 71

BY RICHARD NAPPER, MMR: KANSAS CENTRAL DIVISION

Bowser produces an 0-4-0T tank engine that has always caught my eye. However, the Frisco never owned one, and since I am a Frisco modeler that posed a slight challenge. Still, I love the look of the little steamer, so I purchased an undecorated, powered model along with the valve gear kit and super detail kit. Since I could not make it a Frisco engine, I decided to renumber the engine No. 71 and use it as the plant/mill switcher at the ADM grain elevator on the layout.

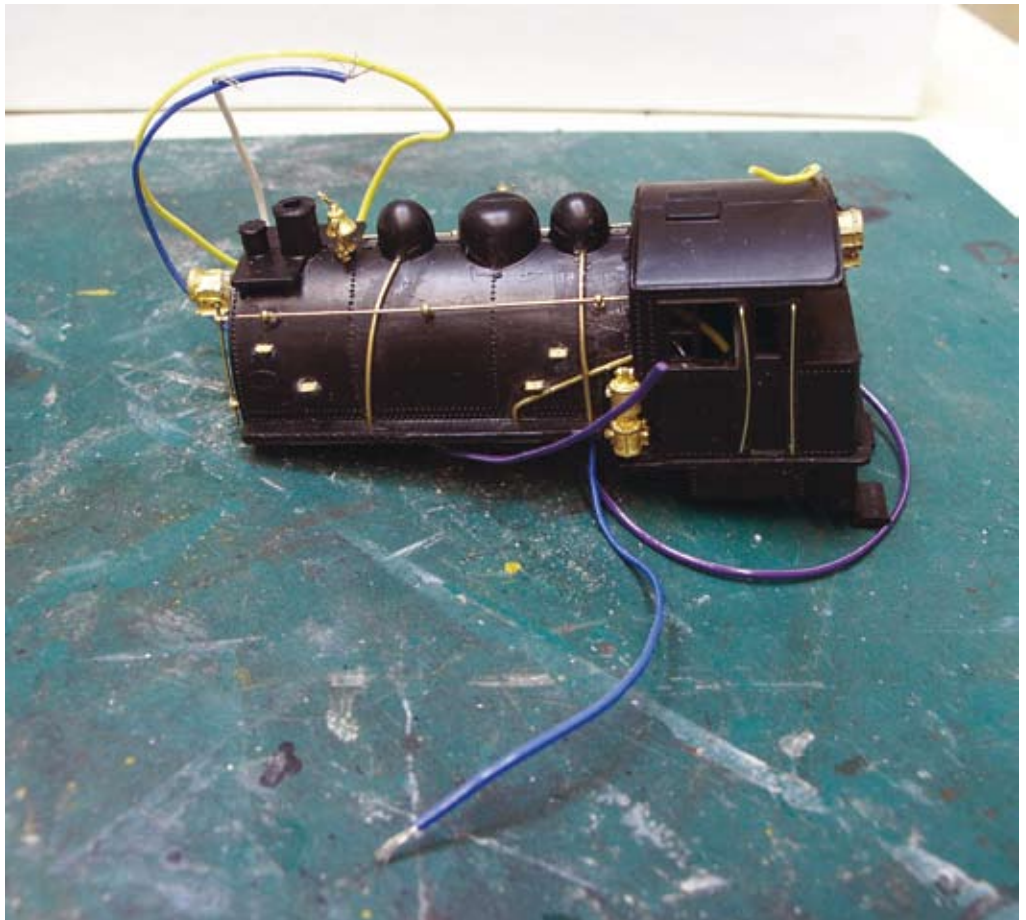
Installing the valve gear kit and super detail kits really upgraded the look and performance of the model. I took the engine apart and discovered one thing I really disliked: the cylinder casting was not attached to the frame. The floating cylinder casting makes it really hard to install the valve gear kit. The first thing I did was drill and tap two holes in the cylinders and frame so I could attach the cylinders to the frame permanently. Once that was accomplished, I fabricated and installed the valve gear kit to the locomotive frame. I took time to ensure that the mechanism did not bind and that everything was square and free. Once installed and working correctly, I soldered the valve gear hangers to the two piston guide bars. Ordinary solder worked just fine, although a resistance soldering iron and silver solder could also be used.

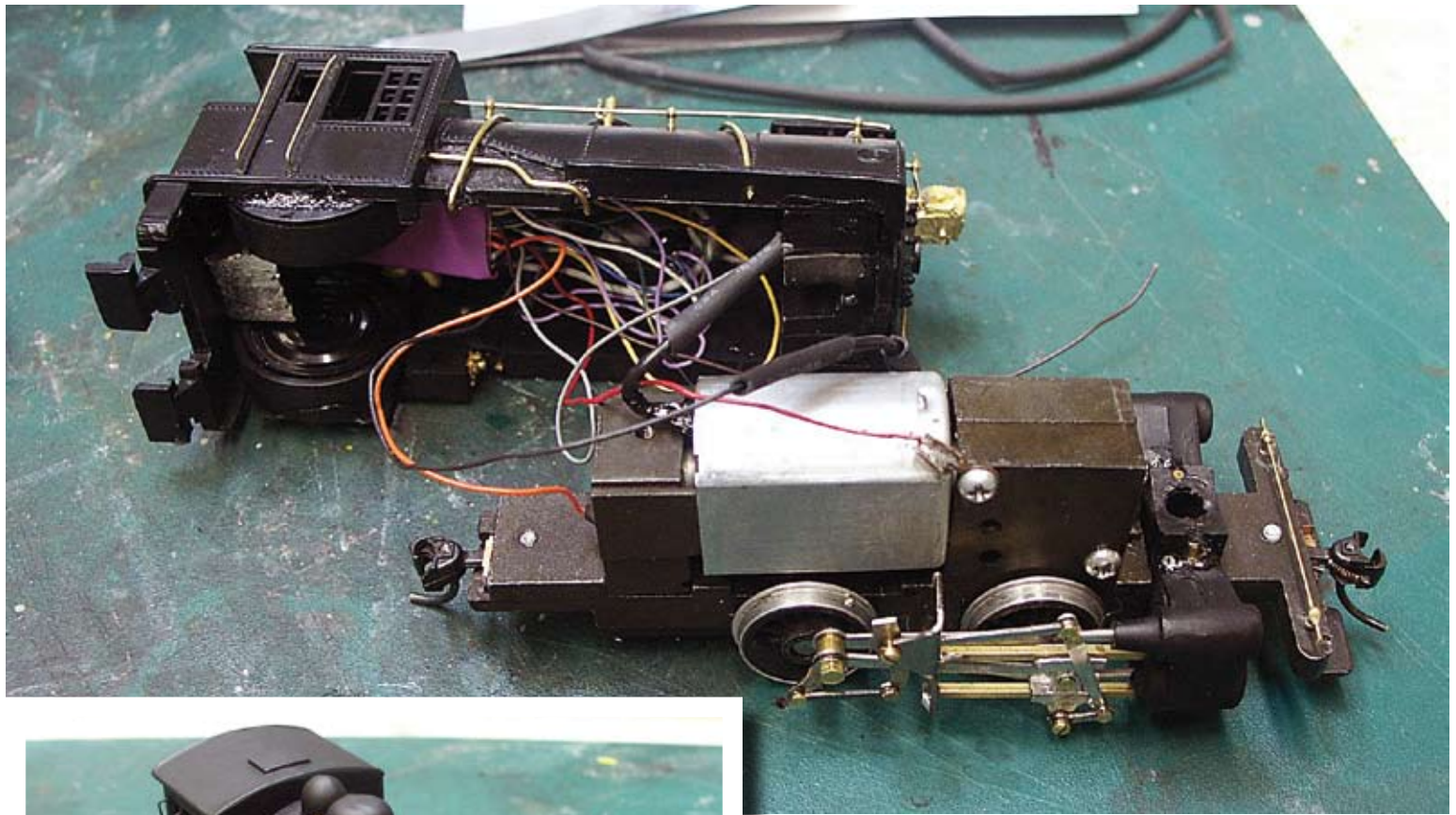
My work then shifted to super detailing the plastic locomotive shell. I added the new bell, sand lines, boiler steps, headlight castings, and grab irons. Holes were drilled in the appropriate places, and the castings were secured to the shell with ACC. To simulate headlights, I used 3mm white LEDs. I use LEDs because they last for a lifetime and they are brighter than bulbs. They also produce a directional "beam" similar to real headlights. To prepare the brass headlight castings to house the LEDs, I used a No. 31 drill to ream out the castings. Using heat-shrink tubing and the NMRA DCC standard correct color-coded No. 28 gauge wire, I wired both LEDs and installed them in the headlight castings. The castings were then affixed to the body of the engine shell. Holes were also drilled through the plastic locomotive shell allowing the LED wiring to



Above: The drive mechanism with the valve and cylinder and superdetail is shown here. The shell with the superdetail parts is shown in the background. Notice the phosphor-bronze electric pickups resting on the wheel treads.

Below: The superdetailed shell was finished separately from the underframe. The brass castings are a kit available from Bowser. The parts require drilling and gluing with ACC.





Above: The drilling and taping of the cylinder can be seen in this image. Most of the wiring had been completed when this image was captured. Notice the two speakers and their associated boxes. These slide down over their frame and motor.

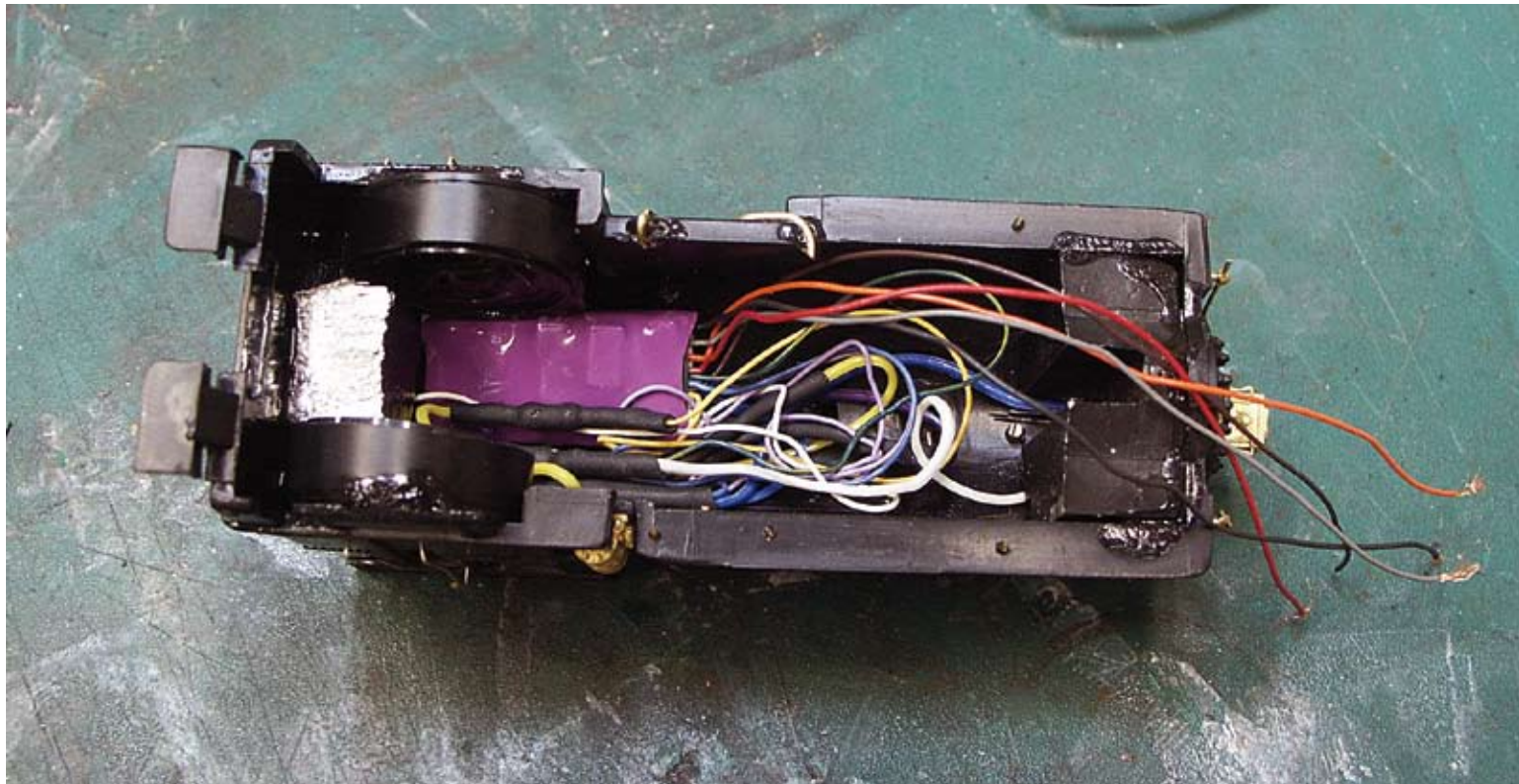
Left: The shell is almost complete. A paint brush and a little Floquil will be used to blacken the headlight generator and the whistle. The valve gear will also receive some attention to darken the brass pieces.

Below: The Bowser 0-4-0T builds into a unique and interesting locomotive. The super-detail kit really makes the locomotive look great and with the addition of the Tsunami sound decoder and some paint the steamer is ready to go. This project would make an excellent first-time locomotive kitbashing project for anyone interested in undertaking such a venture. The parts are commercially available and the project is simple enough that anyone with basic skills and a set of modeling tools can accomplish the task in a few nights.

pass into the shell for wiring to the decoder. I had to cut a groove in the front weight, so the wires from the front headlight would clear the smokestack hole that is used to mount the shell to the frame. For the front light, the LED positive lead (the longer one) uses a blue wire, and the negative lead uses a white wire. For the back light, again the positive lead is blue and the negative lead is yellow. Using this as a wiring guide allows the headlights to be turned on and off with the decoder.

The LEDs I used have a very low voltage and current requirement. They turn on at 2.5 volts and draw only 3mA of current. The supply voltage on all DCC decoders is





14 volts. Because of this, you must use a resistor to drop the voltage down so you do not burn up the LED. To calculate the required resistance, subtract the 2.5 volts from the 14 volts and divide the result by 0.003 (the current of the LED). The result is 3880 ohms at less than a $\frac{1}{4}$ watt. Therefore, I used a 3.9 Kohm $\frac{1}{4}$ watt resistor for each LED. I then glued the front weight in place, but after several attempts to fit all the innards in the shell, I finally had to leave the cab weight out. In its place is the Tsunami sound decoder, speakers, and associated wiring.

To create a bold, full locomotive sound, I used two $\frac{3}{4}$ -inch round speakers and enclosures. The two speakers are both 8 ohm speakers. The output of the Tsunami is 8 ohms, so in order to not overload the decoder (incorrect impedance), I wired them in series. I soldered one purple and one yellow wire to each speaker and drilled holes in the enclosures to pass the wire through. I then mounted the speakers backwards in each enclosure. Because of the locomotives design the motor is no wider than the frame, so I could glue the speakers to the inside walls of the cab area allowing the frame to slide in and out of the shell between the speakers and their associated enclosures.

I used a TSU-750 Soundtraxx decoder. It only has a 750mA total capacity, but since the headlights only draw 3mA, that leaves well over $\frac{1}{2}$ AMP for the little can motor used

Above: The wiring package of the model includes the Tsunami decoder (purple object), the speakers, and their associated boxes. The wiring must be tucked into the shell over the mechanism. The fit is tight but achievable.

Below: Number 71 is just about ready to go to work switching 40-foot boxcars at the ADM mill. All that is needed is a little touch-up with a brush and some Engine Black Floquil paint. An airbrush could also be used to lightly weather the little steamer.



in the dockside switcher. Again, using the correct NMRA DCC color code, I wired the decoder to the motor, a capacitor, speakers, and headlights. The small 220 ufd 25 WVDC capacitor was positioned in the cab area as well. This is a "keep alive" capacitor for the sound decoder. The electronics housed in the locomotive cab are a very tight fit, but there is room for everything to fit into the shell and clear the frame, motor, and drive.

After all the wiring had been figured out, details parts added, and glue allowed to dry, it was paint booth time. I painted the shell with Floquil Engine Black. I then added dry transfers for the numbers. The shell was then sprayed Testors Dullcote to seal the dry transfers to the model. I was finished at last, and I now have a smooth-running, great-sounding little switcher to pull and set cars into my ADM mill.

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MODELING CHAIN-LINK FENCE IN O SCALE

BY DENNIS BRANDT: COWBOY LINE DIVISION

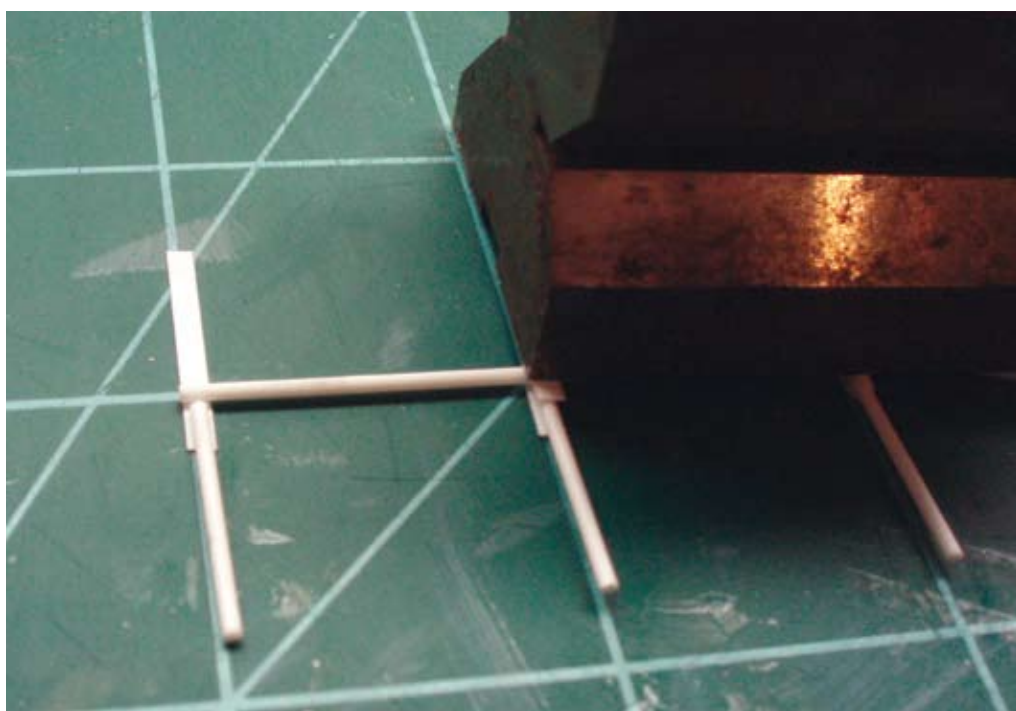
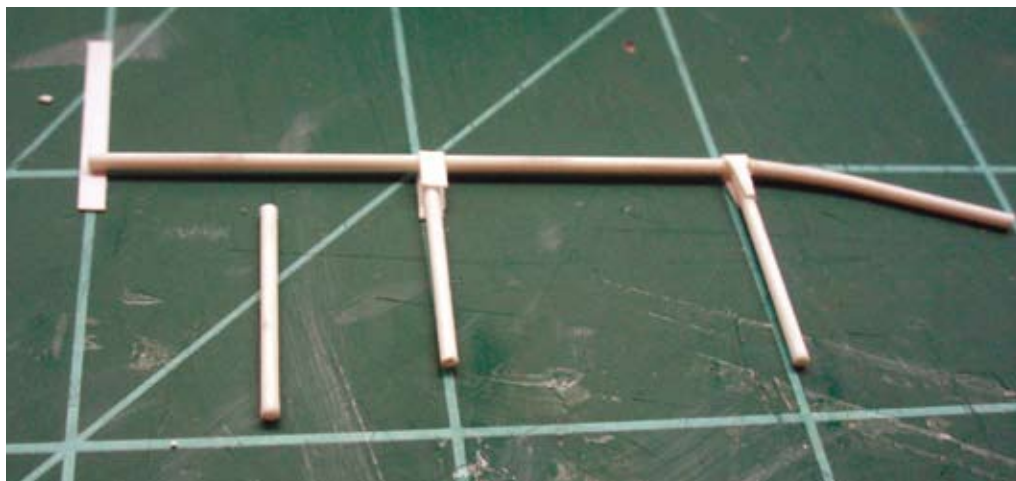
As I scratchbuilt a 1930/40s service station and repair shop, I noticed that the proprietor seemed to have accumulated a fair amount of “junk.” I felt the property needed a fence to contain everything and to keep onlookers out. A six-foot wood fence worked well for one side, but there wasn’t much room behind the property, and I felt that a tall fence would prevent visitors from viewing the junk detail.

Remembering an example of a chain-link fence in a magazine that used florist wire and wedding veil, I decided to experiment with some Evergreen styrene I had on hand. I found some 1/16-inch rod that accurately represented three-inch pipe in O scale. In addition, I used 0.015 x 0.080-inch flat stock to wrap around the post and rail to support the fence. This made a nice bracket to hold the top rail to the post very much like the prototype.

To begin, I cut the top rail to length, then I cut the posts allowing four feet between each post and one for each corner. I remembered the chain-link fences I had owned ranged anywhere from three- to four-feet tall, so I decided to make my fence 42 inches and added another six inches to bury the posts in the base. (Refer to the drawing and photos). Lay the styrene strip under the rail and ACC glue a post perpendicular to the rail. I used a metal weight to hold everything in place until the glue dried. After the joint has dried, cut the strip to an appropriate length, wrap it around the rail, and glue it to the top of the post.

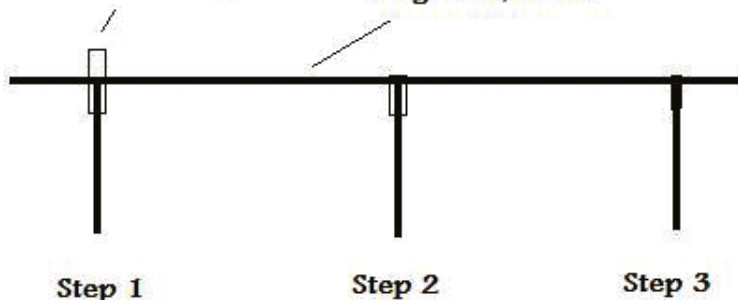
After the glue is thoroughly dry, carefully trim the overhang back with a sharp knife or razor blade. Final shaping was done with sandpaper and small file. I covered the pipe with wedding veil, which can be bought at any Hobby Lobby, Michaels, or similar store for a few pennies. I cut a piece of veil somewhat oversize and attached it to the rail and posts with tacky glue. I found this glue has sufficient holding to keep the veil in place until it dries. After the glue had dried, I trimmed the excess veil with a razor blade.

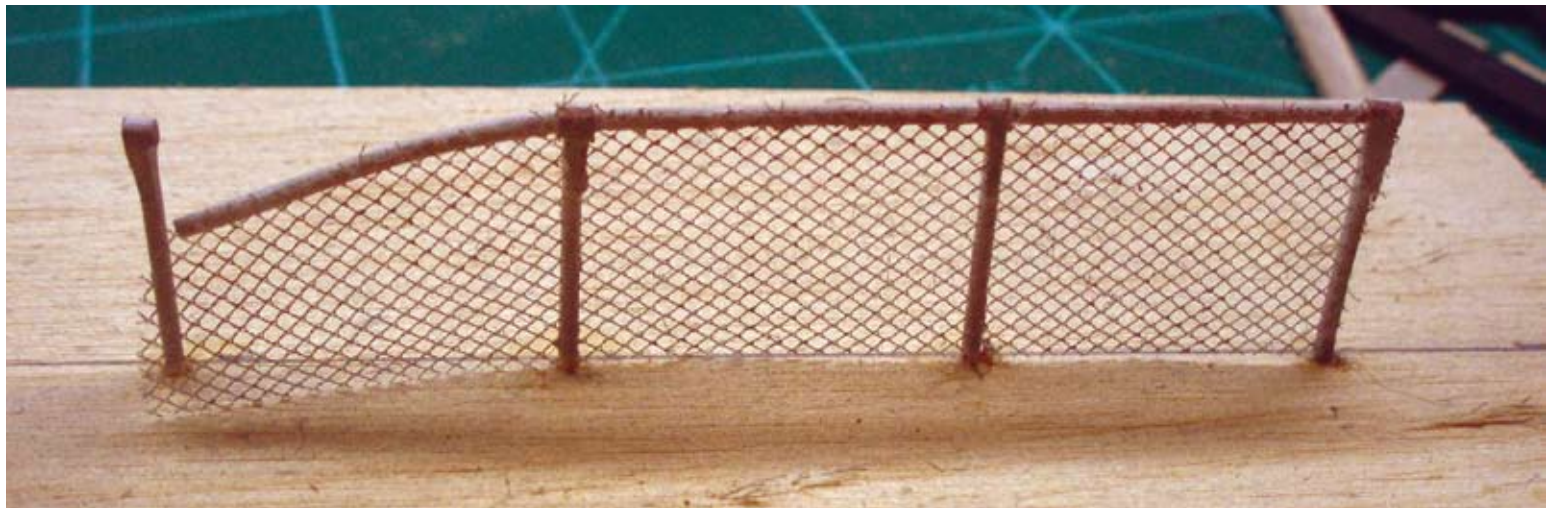
I mounted the fence by marking the post



Evergreen .015 x .080 strip

Evergreen 1/16" rod






locations on the base and drilling small holes. I added a small amount of glue to each hole and strode the fence in place. Finally, I painted the fence an appropriate color. I used a light grey but aluminium would work as well. I used a spray can, but an airbrush would also work very nicely.

for other scales, particularly S scale. However, it might be a little bulky for HO scale. Evergreen does make a smaller rod, but that might be harder to work with.

The finished fence is a good representation of a chain-link fence. I really like the way you can see through the fence without obstructing any of the other scenic details.

The fence seems to be quite strong: if you bump it, the fence will give and bounce back to its original shape. For my model, I left one corner loose and allowed the rail and chain-links to drop down to indicate a broken section where kids have been climbing and over the fence. A number of junk details piled into the corner completed the scene. 

I believe this process would also work well


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