

# Caboose Kibitzer

3RD QUARTER 2010

VOLUME 60, ISSUE 3



- CAR REPAIR FACILITY
- BACHMANN HO 44 TON CONVERSION
- THE GRAUE GRIST MILL
- MCOR REGIONAL CONVENTION CONTEST RESULTS

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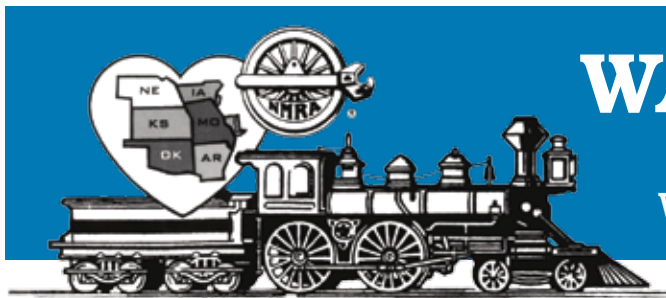
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# WAYBILL

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### On the Cover:

A modern car repair facility can add interest and operational fun to your layout. Find out more starting on page 6. — *Greg Baker photograph*

Dave Roeder details how he converted this Bachmann HO 44 tonner to HON3 starting on page 12. — *Dave Roeder, MMR photograph*

# THE HEAD END

BY PAUL RICHARDSON, MMR  
MCOR PRESIDENT

**T**he Eastern Iowa Division hosted the Region Convention in June, and if you were not there, what can I say, *YOU REALLY MISSED A GREAT CONVENTION!!!*

I would like to take this opportunity to say *thank you* to everyone who worked so hard to prepare and host this convention. Well done. I can hardly wait until next year when we will head to Nebraska for the 2011 Convention. Dennis Brandt and his crew are working hard to make this a memorable event. If you have some time to volunteer, contact Dennis and offer to help. A region convention is a huge task, and volunteers are always welcome.

As I write this column, the weather is starting to cool. Fall is just around the corner, and high school football has begun. It won't be long until winter slaps us with its cold weather — a perfect time to head to the

train room. I know the to-do list for my layout is a long one, and many of us are in the same boat. I encourage you to set a goal to work on your railroad and projects at least two to three hours each week. This is only an hour a night for two to three nights, a goal that I think is achievable and your will be amazed how much your railroad will improve. In addition, many of you are working to earn an AP certificate and this will be a good time to put some effort into the Achievement Program. I am currently working on Motive Power and Civil Engineer. I have the scratch-built locomotive completed and received a merit award, so the hardest part of Motive Power is done. I have a pair of MDC steam locomotive kits that are nearly complete. I need to add the super-detailing to them to complete this certificate. For Civil, I need to scratchbuild some track components and have them judged. I have scratchbuilt these items in the past, so it is just a matter of



Stephen Lane Hottel Photograph

devoting some time to completing them. I encourage you to make a checklist of the items you need to complete for your AP project and complete the requirements to earn that certificate.

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

Paul

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# THE MODERN CAR REPAIR FACILITY

BY: GREGORY BAKER, KANSAS CENTRAL DIVISION





**M**aking repairs, upgrades, and rebuilds of freight cars has been going on since the beginning of railroading. Many railroads made repairs at company shops located throughout the railroad's system. Many shops could do everything from replacing a missing bolt to build a car from the ground up. When the "standard" boxcar began to give way to more specialized car types, it became increasingly difficult to keep up with repairing and building all these different cars. Many railroads looked for ways to cut costs and found that reducing car fleets meant reduced inventories, reduced labor forces, and reduced facilities' maintenance costs. During the late 1960s, leasing companies began to play a larger role in the railroad industry. Instead, railroads now had the option to lease cars based on customer demand. This trend increased through the 1970s and currently is the predominate means of car ownership today. With all these cars being leased out and built to customer specifications, the question arose as to what to do when the car breaks down. Many car builders began to do the work on their own cars, but balancing building, repairing, and managing a fleet can be time-consuming. This in turn opened the door to smaller companies that specialize in rail car repair at smaller facilities located on railroad property. These subspecialty businesses provide an opportunity to add an interesting prototypical operation for your layout.

When looking for industries on a layout it is often important to have something that will generate moves in a realistic manner and only take up a small amount of real estate. I know of many layouts that have a Repair In Place or RIP track, but these have serious limitations and are not really an industry. So why bother with a car repair facility? Simply put, diversity! A railroad-owned car shop would generally work on only its



cars and perhaps the cars that were from the area. Generally speaking, a company would not send car types not used in one area to another area to be rebuilt. However, a car repair facility would allow for a variety of different cars from other areas to be worked on. For example, if your railroad is primarily an agricultural railroad but you have always liked the looks of steel coil cars you now have a place to spot them: The car repair facility.

Although the RIP track may be a neat feature on your layout, realistically they should produce less than one bad order car during a normal operating session. So you may have one or two moves into your RIP track over the course of three or more sessions. Changing this valuable real estate into a car repair facility should provided a

full spot at least once during the session. At many locations these facilities can require multiple switches a day, depending on what type of work is being done.

The other advantage of modelling a car repair facility is cost. Unless it is a major shop, most facilities recycle existing buildings or bring in small amounts of equipment. Using either an existing piece of track or squeezing in a small spur is sufficient. You can open shop with as little as a worn out container, a forklift, a pick up, and some unused wheel sets. If you are feeling a little more sophisticated, add a chain link fence and small office with signage. If you are looking for a larger industry, the car repair facility makes a great backdrop building that could easily be modelled with a long structure with a door at each end where cars could be pushed through and be "repaired" inside the building.

So, if you are looking for a new industry, or tired of an old one, maybe adding a car repair facility is what you need to spice things up a bit. This low-cost addition can add variety and interest on any modern-era layout.





# THE GRAUE GRIST MILL

FULLERSBURG, ILLINOIS CIRCA 1860-1870

BY R. (BOB) E. PIERSON, WESTERN HERITAGE DIVISION

## A BRIEF HISTORY

The Graue Grist Mill was completed in 1852 by Frederick Graue in Fullersburg, Illinois (now Oak Brook) on the banks of Salt Creek. It was operated by three generations of Graues, who ceased operations in the early 1920s. It was restored to its original design by the Civilian Conservation Corps (CCC) in the 1930s and is still oper-



ated by The Dupage Graue Mill Corporation, who did additional restoration work on the mill in the 1950s. In addition to the operating mill, the Corp. has a museum that has various artifacts of the mill and a number of exhibits.

Some years ago, I thought of building a model of the mill because it is a unique structure with a history of over 150 years. The mill brings back many memories to my wife and me because we ice-skated on the mill pond in the winter and picnicked on the banks of the pond in the summer. This was in the late 1940s.

The HO scale model of the mill was donated to the museum in October 2005, where it is still on display.

## CONSTRUCTION OF THE MODEL

"Artistic license" was used to depict a rail siding in front of the mill. The prototype does not have a siding, but one could have easily been constructed if the traffic had warranted it. The mainline of the Chicago, Burlington & Quincy is only about a mile or so south of the mill, in Hinsdale, Illinois.

I measured the prototype and took many

pictures. Using picture postcards, newspaper photos, and the various brochures offered by the mill, I was able to draw up some rudimentary plans of the building.

I also used documentation by the Chicago Regional Planning Association paper published April 1939, "Graue Mill and Environs." I found an expert in water-powered grist mills, Theodore R. Hazen of Norfolk, Virginia.

Mr. Hazen furnished most of the details in the design, operation, and the purpose of the mill machinery. His knowledge of water-powered grist mills is extensive, and I owe him much for his gracious help in this project

Additionally, I used some drawings from the U.S. Dept. of Interior as reference. We believe these drawings were used in the restoration effort by the CCC.

The sides of the building were constructed of Holgate brick sheets, which are plastic and give a very good replication of brickwork because of their "three D" construction. The sheets of brick were mounted on artist foam board using a spray-on contact cement. Because we planned on detailing the interior, the bricks were mounted on both sides of the foam board.

Openings, such as window and doors were cut into the brick material before the sheets were mounted to the foam board.

Although they cannot be seen unless one looks into the interior of the shell when it is removed from the core, the roof was constructed with roof rafters of appropriate design. The special fixture mentioned below was used to put the "crow beaks" in the rafters so they sit on the top framing member



of the outer walls. The two chimneys are flashed with copper at the roof line.



Once the basic structure had been completed, the interior was planned. This sequence was dictated by the fact that the outer shell of the building had to be removable so the interior of the mill could be viewed. A special jig was built to align the







floor joists, and they were glued in place for each bay.

The basic construction is post and beam, and this framework was made using 12x12-inch scale beams and posts. A glue jig was made of a block of paraffin into which were cut slots the size and spacing of the post and beams. Using CA to glue the assemblies, they were glued without fear that the glue would stick to the jig. The assembled joists were then installed and plank flooring laid over the joists. Openings were made for the staircases and the main shaft and the grain elevator.

The stair stringers were made using a special fixture designed to be used in a drill press with a corner squaring chisel. This fixture was also used to cut the "crow beaks" in the roof rafters. (See article in the *CABOOSE KIBITZER* the NMRA Mid-Continent Region publication, Summer 2006 issue)

Grant Line windows (5 x 6, or 30 panes per sash) were used throughout and are not true to the prototype, which were 4 x 5, or 20 panes per sash. This resulted in 1,080 panes that had to be glazed with liquid glaze. The windows are the correct size overall, however.

The foundation was constructed of 1/2-inch

plywood shell to which Plaster of Paris was applied, and the field stones were then hand carved in the partially cured plaster. The water wheel well was similarly constructed.

The mill machinery is atypical of grist mills of this era, but does not represent the actual Graue Mill machinery. I could not

find any record or drawings or other descriptions of the "works" of the mill except in a very general way. None of the original equipment is in the building now. Only a replica of one of the two grindstones is installed in the mill at present.

Depicted in the model is the grain elevator, the main shaft (with wooden gears), the distribution chutes and storage bins, the bolster, and the two mill stones that ground the grain. The cranes that were used to lift the one-ton mill stones when they required maintenance are also in place. The flour filling station is also shown. Most flour was shipped in barrels in the era depicted. All the machinery and other operating equipment were scratchbuilt. The office is equipped with a scratchbuilt roll-top desk and chair as well as a pot bellied stove.

I could not find any record of how the building was heated, but there are two chimneys so some kind of heating apparatus was used. I did not believe that fireplaces would be appropriate for this kind of operation, so I designed and scratchbuilt large wood burning stoves, one to each floor, to furnish heat to the building. Wood bins are next to each stove holding logs used for fuel.

To animate the activities in and around the mill, various vignettes were designed. In the interior we see a man cleaning up a grain spill, another is attempting to clear a blocked chute, the Master Miller is overseeing the grinding of the grain at the mill stones, another

is manning the flour filling station. Various workers are seen going about their business. Outside, a farmer is shovelling his corn into the receiving door from an ox-cart. (The corn is caraway seed painted yellow-orange.) At the front of the mill, another farmer is loading his wagon with ground grain. Around the dam, a group of fishermen are trying their luck. A goose is taking off the pond leaving a wake.

The water wheel was constructed from pictures and represents the wheel as it exists today. It is automated using a 2.5 RPM motor. Research showed that speed of the wheel was 10 RPM. A chain drive and appropriate size sprockets were purchased for the proper speed. The chain and gears are Grant Line products. The shafting for the wheel were scratchbuilt, as were the bearings.

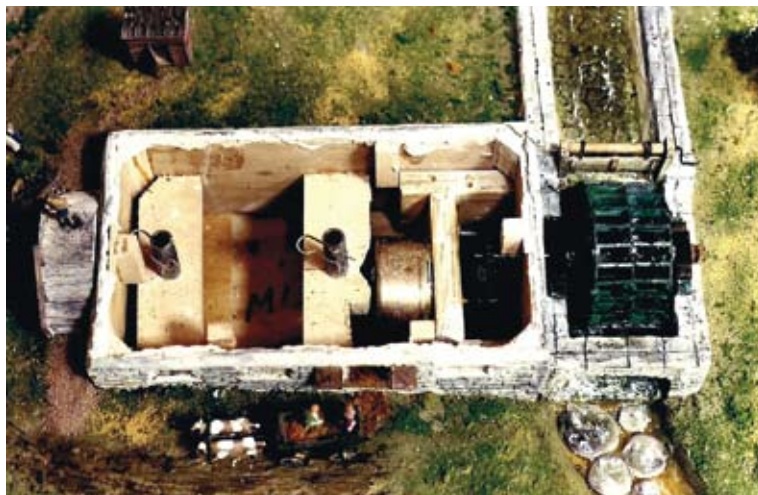
This decision created another problem. To service the wheel drive the interior structure (all three stories) had to be capable of being removed intact to allow access to the drive mechanism. The fastenings for the interior had to be such that it had to be located in exact alignment with the foundation and the outer shell of the building. To accomplish this, a system was designed that provided the alignment as well as to hold the interior rigidly in place.

The base of the diorama was constructed of 1x4-inch pine covered with 1/2-inch plywood. Because we planned to automate the wheel and add sound to the scene, power would be required. Accordingly, a surface-mounted duplex outlet box was mounted underneath the base. The box was wired with a 14 gauge extension cord and plug. The lead for the motor drive of the wheel and the sound system were plugged into the outlet.

The dam, according to historical records, was originally a brush dam that somehow







burned despite being immersed in water. A log dam was then erected, which is depicted in the model. Plans or descriptions of this dam were not available, so “imagineering” was used to construct the model. The dam was constructed of twigs cut off a flowering crab tree. We believe it accurately portrays what such a dam would look like, including the leaking water.

The scenery was created using foam insulation as a base and covered with plaster cloth. The water in the pond was made using Woodland Scenics water. In fact, all the scenic products were from Woodland. We chose to model fall (harvest time), so the trees are starting to turn colors.

The pond proved to be a challenge because the elevation of the pond had to be such that the mill race would be at the proper height with regard to the wheel well and the wheel. (Water will not flow uphill!) A sluice gate to control the flow of water is also shown.

The back drop was hand painted. The fascia board is made of hard board and painted a forest green. This fascia also contains the control panel for the wheel and the sound. The sound is provided by MRC Town and Country sound system. One of the sound elements of the MRC sound is “Gurgling Water,” which, to my delight, seemed to be in “sync” with the water wheel.

Painting the brick work was a challenge because Graue used brick for the structure that he made on site. The bricks are basically a buff color but with variations. After an initial coat of “buff” paint was air brushed on the bricks, the individual bricks were touched up with various shades of color to represent the prototype. Mortar joints were made by using a white acrylic paint

straight out of the tube and wiped on the bricks. Any excess was then wiped off leaving the joints filled.

The quarried stone foundation was given various washes to bring out the colors of weathered stone. The window frames were



air brushed before installation.

This was a special project to me because of the many memories it invoked. If you are ever in the Chicago area, visit the Graue Mill in Oak Brook because it is very unique and is the only operating grist mill in Illinois.

*This model earned a Merit Award (both scores >100) for both Master Builder Scenery and Structures.*

## Parts List

### Grantline

Windows, Chain Sprockets, Drive Chain

### Woodland Scenics

Water, Trees, Ground Cover, Plaster of Paris Cloth

### Micro-Mark

1 ea Animation Gearmotor Cat. #82090

### Microscale

Micro Kristal Klear

### Miscellaneous

Holgate Plastic Brick Sheets  
Artist Foam Board 3/16”  
3M Super 77 Spray Adhesive  
Plaster of Paris  
2-inch foam insulating board  
1x4-inch pine lumber  
1/2-inch plywood  
1/8-inch Masonite  
MRC Town and Country Sound System  
Electrical Switches (Radio Shack)  
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14g Wire and Plug  
Hook-up Wire  
Nails, Screws, 8 and Glues  
Acrylic Artists Colors in Tubes



# MCOR REGIONAL CONVENTION CONTEST RESULTS

This was a very busy convention in the contest room. We had over 100 models in the contest room this year with 37 of them earning merit awards.

## STEAM

- 1st Philip Bonzon, MMR B&O 4-6-2 No. 5301
- 2nd Dave Roeder CB&Q No. 5601 4-8-4

## DIESEL

- 1st Dave Roeder Webster Groves and Fenton Rail Truck
- 2nd Al Warren, MMR BN #2601 GP38-2B
- 3rd Al Warren, MMR C&NW SD45 #944

## FREIGHT CARS

- 1st Ryan Moats Blackhawk and Central City House Car #305
- 2nd Ryan Moats Blackhawk and Central City House Car #306
- 3rd Ryan Moats Blackhawk and Central City House Car #303

## NON REVENUE

- 1st Marty Vaughn, MMR On30 Rail and Tie Car
- 2nd Dave Roeder Silverton Gladstone and Northerly Bullion Car
- 3rd Dave Roeder Frisco #50386 Steam Crane

## CABOOSE

- 1st Ryan Moats Blackhawk and Central City Caboose #402
- 2nd Ryan Moats Blackhawk and Central City Caboose #401
- 3rd Dave Roeder Silverton Gladstone and Northerly #3

## PASSENGER CARS

- 1st Ryan Moats Blackhawk and Central City #52
- 2nd Ryan Moats Blackhawk and Central City #51
- 3rd Ryan Moats Blackhawk & Central City Excursion Gon #81

## ON-LINE STRUCTURES

- 1st Mike Engler Backwoods Three Stall Roundhouse
- 2nd Dennis Brandt Twin Pine Engine Facility
- 3rd Ken Breher Milwaukee Road Depot

## OFF-LINE STRUCTURES

- 1st Dennis Brandt Howard Transfer & Storage
- 2nd Al Warren, MMR Iowa Corncrib
- 3rd Ken Breher Road Bridge at Red Oak II Missouri

## ON-LINE DISPLAYS

- 1st Philip Bonzon, MMR Cressmont, WV Dairy Scene
- 2nd Peter Jaynes Beaver Brook Bridge

## B&W MODEL

- 1st Joe Ludley Machine Shed Interior
- 2nd Joe Ludley Coal Mine
- 3rd Joe Ludley Water Tower

## B&W PROTOTYPE

- 1st Donald Morice Operator on MoPac @ Pacific MO, 1961
- 2nd Donald Morice City of St. Louis - Westbound at Ferguson
- 3rd Donald Morice Night Trick on the Wabash

## COLOR MODEL

- 1st Marion Brasher, MMR ATSF Helper at Summit
- 2nd Joe Ludley Fever
- 3rd Marion Brasher, MMR River Freight Train

## COLOR PROTOTYPE

- 1st Donald Morice Alamosa, CO Roundhouse at night
- 2nd Donald Morice "Windy Point" in the fall
- 3rd Richard Johnson (family) SP #4449

## PEOPLE'S CHOICE

- Dennis Brandt Twin Pine Engine Facility



## BEST OF SHOW

Both, Whit Johnson Photograph

- Philip Bonzon, MMR B&O 4-6-2 No. 5301



# BACHMANN HO 44 TON CONVERSION TO HOn3 BY DAVE ROEDER, MMR GATEWAY DIVISION

## THE BACK STORY

The HOn3 Silverton Gladstone & Notherly on my basement railroad empire was in need of more modern road power for hauling the silver ore out of the Gladstone Gold King mine.

After a review of the surplus diesels in my inventory, I chose an old two motor version of the GE 44-ton Bachmann model as the starting point for a unique locomotive rebuild project. These early two motor units suffered from short motor life and were taken out of switching service on my HO scale Webster Groves & Fenton road and relegated to the scrap bin.

I took the chassis from my HO 44-ton diesel over to a friend's N scale layout and compared truck centerline dimensions with several of his four-axle diesels. An N scale locomotive was chosen because I could extend the gauge width from 0.353 inches to HOn3 0.413-inches without having to create new power trucks. A Bachmann N scale GP40 was close to my needed length with a truck centerline of 2.520 inches versus 2.560 inches on the HO 44 ton. The N scale GP40 was my first choice primarily because it had inside wheel wipers for electrical pickup. This arrangement would allow me to regauge the wheels without effecting the electrical pickup.

After a review of prototype narrow gauge diesel cab and body designs, I decided to lower the cab roof to match the hood height and then change the handrails to a more modern EMD-ish design. Other body modifications included the addition of a bell and the fabrication of new headlight housings and new exhaust stacks. These changes were cosmetic, but really improved the looks of the little switcher.

The 44-ton body was 0.625 inches wide, so I added 0.030-inch styrene sheet stock down each side under the cab walkways to reduce this to 0.430 inches for a slip fit over the N scale chassis. I used super glue to attach two 0.030-inch styrene adapter strips to the N scale chassis. Two No. 0 sheet metal screws were used to attach the body



ABOVE: Gladstone Mines No. 1 is ready for work. This fantastic-looking HOn3 switcher is an amalgamation of two locomotives and two scales. The modifications and kitmingling all added up to a locomotive that truly has character and runs like a champ.



ABOVE: The N scale GP40 underframe and mechanism were super-modified to fit inside of a kitbashed GE 44 tonner shell. Number 1 brings a little diesel action to the HOn3 steam on the layout. The wheelbase of the new unit is 2.520 inches, a little shorter than that of the 44-tonner.



ABOVE: This down-on shot clearly shows the detail additions added during the modification of the locomotive. The exhaust pipes, smaller couplers, and the hood-mounted bell add to the visual character of the little switcher.



to the chassis. The Kadee No. 714 couplers for HO<sub>N3</sub> require a lower and smaller coupler mount, so I fabricated new body mount coupler blocks and set them for the new height.

I needed to use the truck side frames from the 44-ton chassis, so they had to be modified to match the new truck wheelbase. They were cut in half at the centerpoint, shortened, and then butt-jointed and reglued into place matching the bearing locations of the N scale trucks. This shorted them to 0.674-inch centers. I added two round plas-

tic N scale trucks were then reamed out from 0.055-inch diameter to 0.075-inch diameter to a running fit for the HO wheel sets. I re-formed the wiper springs on the power trucks to make contact with the wider gauge wheels.

The N scale chassis halves needed further modification to clear the larger-diameter HO wheels. I used a round-end carbide Dremel tool bit to create radiuses in the die cast frame. The final chassis modification was the addition of a two-ounce lead weight. This brought the total weight up to

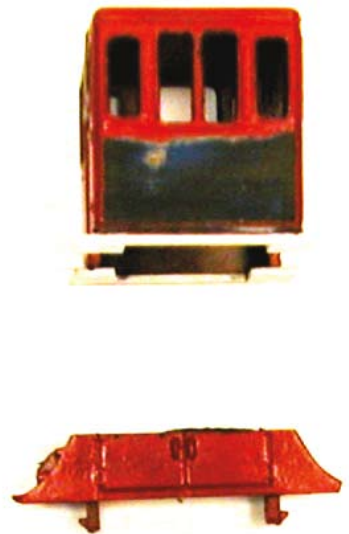


*Above: It is difficult to imagine a more dissimilar pair of locomotives to be mingled into a single locomotive. The dinky HO Bachmann 44-tonner and the large modern N GP40 are an unlikely starting pair. However, the project demanded the inherent traits of each of the units to fulfil the goal of the HO<sub>N3</sub> switcher.*

tic dummy outboard axles to each truck. I also wanted to retain the bolster mounting lug from the old N scale trucks, so I removed it from each truck and added it to the back of the shortened 44-ton frames. The side frames also needed to be spaced out 0.130 inches to put them in the same relationship with the wider HO scale body. Wheel and axle assemblies from the 44-ton HO model were modified to press fit into the N scale 15 tooth axle gears. I used my lathe to turn the HO axles down from 0.060-inch diameter to 0.039-inch diameter. The axle holes in

six ounces, matching the HO version for added traction.

I primed the body with Testors flat white surface primer and sprayed three color coats of Model Flex 16-24 UP Armour Yellow. The truck frames, frame, steps and walkways were brush painted using Floquil Polly Scale F414290 Engine Black. I used India ink and a hawk quill point ink pen to line the door and hood openings. Powdered chalk was used to lightly weather the truck side frames.



*Above: To lower the cab, the curved fillet base portion of the cab had to be removed. This was accomplished with a Zona saw and some careful cutting. The same results could be achieved with an X-acto blade and a small ruler.*



*Above: The Bachmann GE-44 tonner cab was modified by lowering it and removing the stock exhausts. The cab sits on a 0.030-inch sheet of styrene.*



*Above: The cab is shown here after the two stock exhaust stacks had been removed from the shell. The new location of the cab will lower its overall height, thus requiring the removal of the exhausts for clearance.*

Decals were made on my computer using Word Art and Draw. They were printed on an HP-1500 Ink Jet printer; then sealed with Krylon 1305 Gloss UV resistant spray. The final finish is a coat of Testors Dullcote.

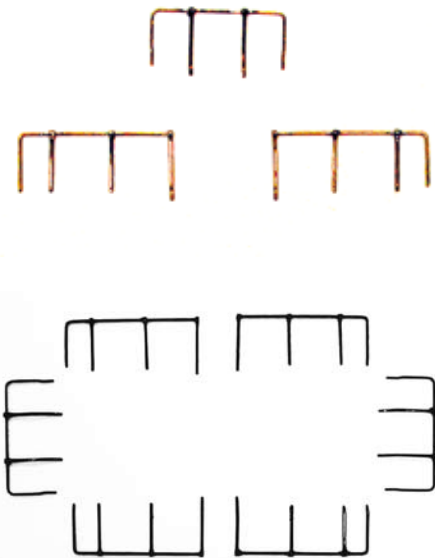
The new yellow Gladstone Mines No. 1 diesel will pull the same length of train as my Blackstone K-27 steam locomotive with ease. This conversion gives me a unique narrow gauge diesel, one that fits in quite nicely on the HOn3 railroad.



*ABOVE & BELOW: A Bachmann GE 44-tonner shell was used as the starting point for the switcher body. Modifications to the shell were undertaken to create a more believable hood style for a narrow gauge switcher. The lowered cab really added that unique look to the project. Notice the 0.030-inch styrene base for the cab.*



*Below: With the lowering of the cab, new exhausts needed to be fabricated and added to the locomotive. These were made from brass pipe cut into short sections and glued to the shell. A new bell was also added to the unit as were scratchbuilt brass handrails. These railings were soldered together and painted as sub-assemblies prior to their addition to the model. The headlight housings on each end of the locomotive were scratchbuilt.*



*ABOVE: The handrails for the little switcher were scratchbuilt from brass wire stock. The wire was cut to length, bent, soldered, and then added to the locomotive. There were four side railings and two end railings built for the unit and painted with Tamiya semi-gloss black prior to their addition to the model.*



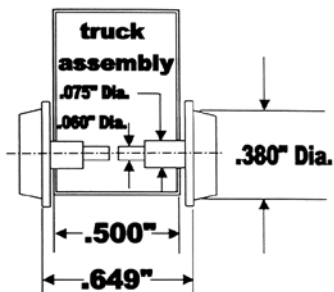
*ABOVE: The cab had to be modified by opening up a larger area on the end sheets to clear the N scale GP40 mechanism and the additional weight. This can be done with a sharp X-acto or a moto tool.*





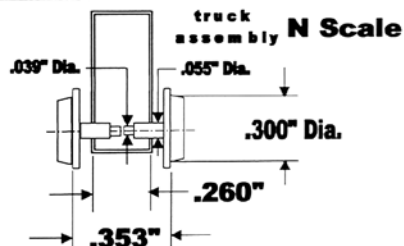
## GEARBOX MODIFICATIONS TO SET GAUGE FROM 0.353" TO 0.413"

**HO Gauge**



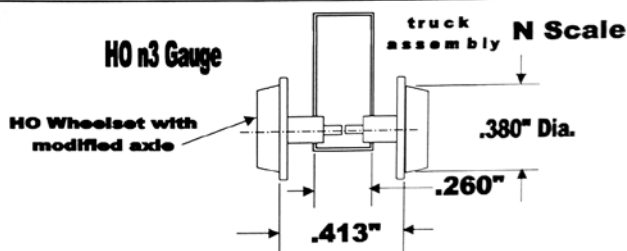
LEFT: Disassemble N scale wheelsets. Remove 15 tooth gear from center of the power truck.

**N Gauge**



LEFT: Use taper reamer to enlarge axle holes to a running fit for .075" diameter HO axes.

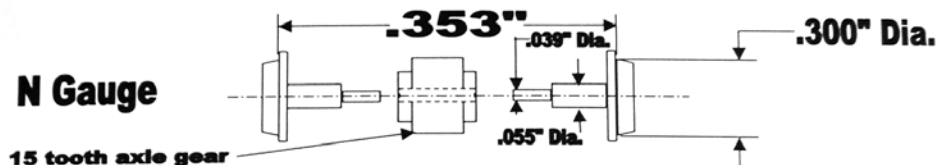
**HO n3 Gauge**



LEFT: Press new HO Wheelsets into 15 tooth gear and set to HO n3 Gauge.

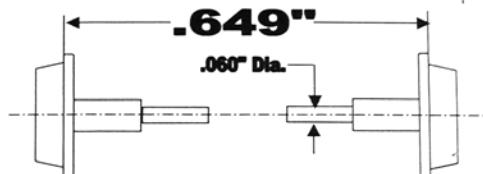
### AXLE END MACHINING

**N Gauge**

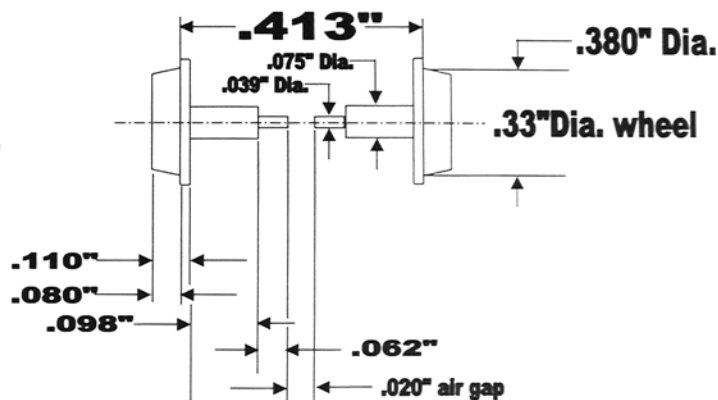


15 tooth axle gear

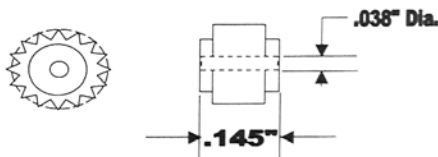
**HO Gauge**



**HO n3 Gauge**  
.060" wider than N gauge



**N Gauge**  
15 tooth axle gear



ABOVE: The N scale GP40 frame half has had milling work done to the frame to provide clearance for the larger diameter wheelsets. All milling should be done with the motor and drive mechanism removed. This eliminates the possibility of getting metal shavings in the motor or drive.



ABOVE: The N scale GP40 chassis with the HO n3 wheelsets added to the trucks. The electrical pick-up material can be seen behind the wheelsets, the motor is center-mounted in the frame.



ABOVE: The larger 44-tonner drive is shown above the GP40 drive to contrast the similarities and differences between the two mechanisms. The "F" marks the front of the unit.

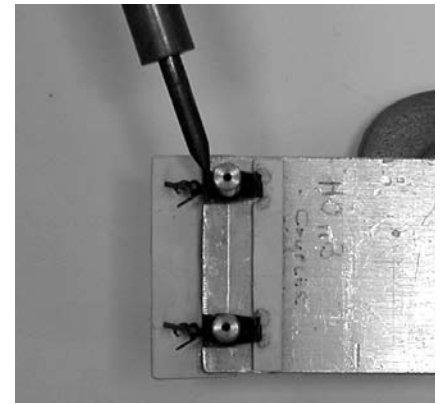
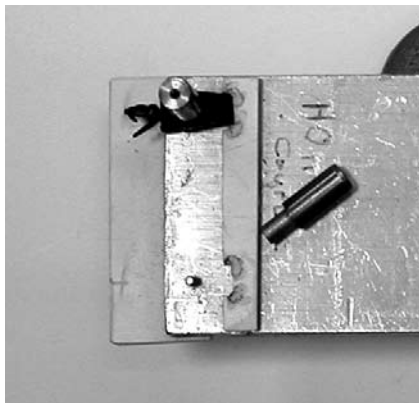


ABOVE: The split frame was milled to clear the larger diameter wheelsets. This was accomplished after the trucks had been reworked so that clearance points could be checked with the trucks. It is a good idea to remove the motor and drive train before milling the metal frame.

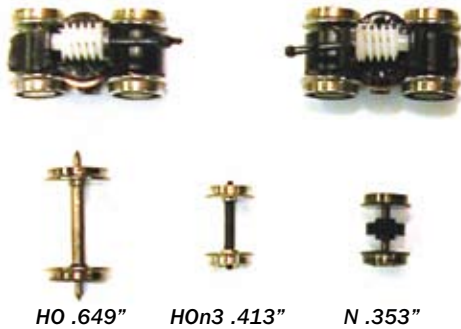
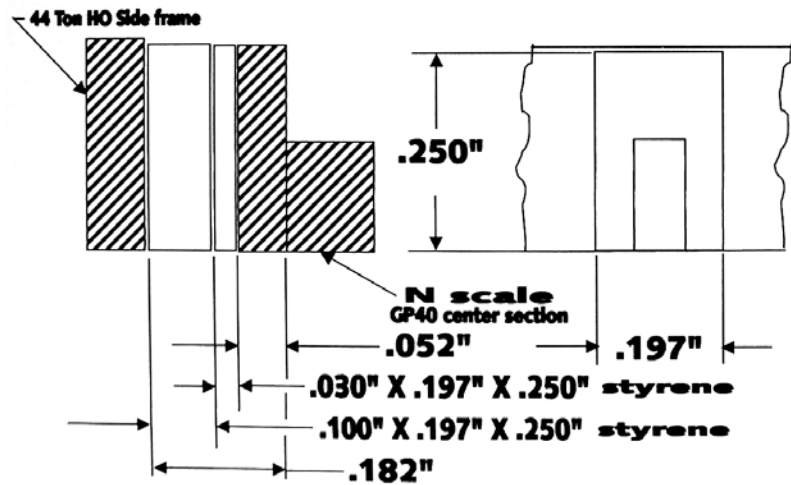




ABOVE: The original 44 tonner side frames had a 0.290-inch center section removed to match the wheelbase of the reworked narrow gauge trucks. The mounting pin for the GP40 trucks was retained to facilitate the addition of the new sideframes to the new trucks.



#### TRUCK SIDE FRAME SPACERS FOR HO GAUGE TO HOn3

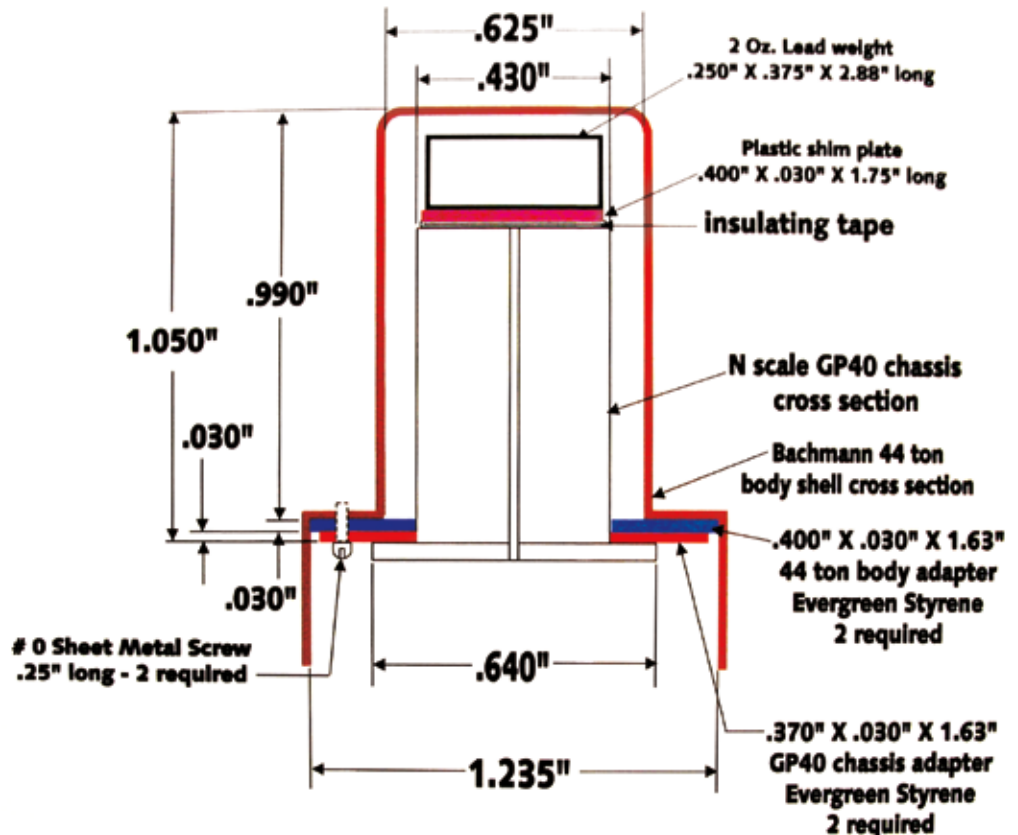


ABOVE: The finished trucks gauged to HOn3 (0.413 inches) with HO, HOn3, and N scale wheelsets for comparison.



ABOVE: A lathe was used to turn axles from the GE-44 tonner allowing them to fit in the axles of the GP40 trucks.

#### FRAME & CHASSIS MEASUREMENTS



ABOVE: The finished trucks gauged to HOn3 (0.413 inches) and set back into the frame. Notice the extreme clearance between the sideframes and the wheels. Spacers were added to keep from breaking the sideframes from the gear towers while handling the locomotive.





ABOVE: The backside of the reassembled truck side frame shows the shortened side frame pieces, the GP40 bolster mount (silver), and "axle extenders" filler pieces added to the bearing areas. These were made from 0.14-inch diameter and 0.10-inch long pieces of round styrene. The sideframe is now ready to add to the gearbox. The width between journal box is 0.964-inches.



ABOVE: The finished frame and trucks with the low-plate in place. This plate will be used to hold the underframe to the shell.



ABOVE: The shell is held to the underframe with a pair of screws that sandwich two 0.030-inch pieces of styrene together. The screw is located inside of the cab so that it cannot be seen sticking up into the locomotive from beneath. The blue seen in the upper image is a layer of insulating tape to keep the lead weight from shorting out the two frame halves by bridging the two sides.



# REGION CLUB ROSTER

This roster was created for the benefit of members of the Mid-Continent Region. It identifies those clubs that are presently active in MCoR. Any group that wishes to be included in the listing should send the Editor the club's name, contact address and scale interest. Listings in this section are free of charge.

Big Bend Railroad Club  
8833 Big Bend Blvd  
Webster Groves, MO 63119  
(O)

Capital City Model Railroaders  
PO Box 243  
Jefferson City, MO 65102  
(HO)

Central AR Model RR Club  
P.O. Box 1825  
Conway, AR 72033-1825  
Daniel Gladstone 501-269-3030  
www.artrains.org  
(all)

Claremore & Southern  
3049 Clover Creek Dr  
Claremore, OK 74017  
(HO)

Columbia Model Railroaders  
410 Camelot Dr  
Collinsville, IL 62234  
(HO)

Eastern Jackson County Mainliners  
Model Railroad Club  
Outlet Mall, Odessa, Mo  
www.easternjacksoncountymainlines.com

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

Green Valley Baptist Model RR  
11993 County Rd 162  
Savannah, MO 64485  
Nancy Adams 816-262-0304  
nadaams@bi-vetmedica.com

Heartland N-Trax  
131 S. Water  
Liberty, MO 64068  
816-436-3022  
Nscales@kc.rr.com  
Meetings 1st Sun. Month @ 3PM

Kansas Area N-Trak  
2046 S Elizabeth #1306  
Wichita, KS 67213  
(N)

Kansas Central Model  
Railroad Club  
530 E Third St  
Hutchinson, KS 67501  
(HO)

Kansas City Garden RR Society  
David Roberts  
24595 Hedge  
Paola, KS 66071  
GScalefun@hotmail.com  
913-406-3400

Kansas City O-Scale Modulars  
10334 Ash  
Overland Park, KS 66207  
(O)

Kansas City Soc. of Model Engineers  
John Teeple, President  
9539 Perry Ln.  
Overland Park, KS 66212  
913-492-4142  
jsteep@aol.com

Manhattan Area Rail Joiners  
1223 Pierre St  
Manhattan, KS 66502-4331  
Contact: Don Clagett  
dclagett@ksu.edu  
785-587-9075

Mississippi Valley N Scalpers  
20 Apostle Ct  
Fenton, MO 63026  
http://mvns.railfan.net  
mvns@railfan.net (N)

Missouri Northern Railroad Society Inc.  
PO Box 12591  
North Kansas City, MO 64116  
(HO)

Modular HO Narrow Gauge Society  
914 Summer Leaf Ct  
Saint Peters, MO 63376  
(HO)

Mo-Kan RailJoiners  
1069 N Logan  
Olathe, KS 66061  
913-393-3495  
l-seibel@comcast.net  
(all)

Nishna Valley Railroad Society  
1303 Eighth St  
Harlan, IA 51537 (HO)

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

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

Ozark Model Railroad  
Association  
424 W Commercial  
Springfield, MO 65803  
(all)

Parsons Model Railroad Engineers  
Cherryvale Depot  
Cherryvale, KS 68335  
(HO)

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

Southwest Independent  
Modular Railroaders  
3107 W Capitol  
Little Rock, AR 72209  
(HO)

The Sugar Creek Model Railroad &  
Historical Society Inc.  
PO Box 5452  
Bella Vista, AR 72714  
(all N modules for shows)

Tri-City Model Railroad  
Association  
607 S Shore Dr  
Hastings, NE 68901  
(HO, N)

Warren County Modular Railroaders  
HO Scale, Transition era. RI & CB&Q  
Iowa's only 100% NMRA club  
John Averill 515-961-3018  
14910- 92nd Lane  
Indianola, IA 50125  
WCMR1@cs.com

Wichita Model Railroad Club  
PO Box 48082  
Wichita, KS 67201

# THE SWITCHING LIST

FOURTH QUARTER 2009 BY GARY HEMMINGWAY

**T**he 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 are at 1:00 pm. For the full schedule check the MCoR website or email: garyonho@cox.net. The next meeting is October 2, 2008: Inman Depot Museum: Going south on I-135 take exit 58 to Hutchinson. Inman is about 12 miles south on Highway 61. The Inman Depot is very visible from the 61 highway. There is a freshly painted RI caboose sitting beside it. I think we should meet there first, have a quick business meeting, tour the depot, and then go over to Scale Structures, Ltd. The latter is in an unmarked building on the other side of the highway, very visible but you wouldn't know what was there unless you've been there before.

**GATEWAY DIV.** (ST. LOUIS, MO) meets 3rd Monday each month, 7:00 P.M. Odd numbered months: Trinity Lutheran Church, 14088 Clayton Road at Woods Mill Rd (Hwy 141), Ballwin, MO; Even numbered months: VFW Hall, O'Fallon, IL <http://www.gateway-nmra.org/division.htm>

**TURKEY CREEK DIV.** (KANSAS CITY) 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 & 2nd Streets in Papillion (across from Runza). Visit [www.whdnmra.org](http://www.whdnmra.org) for more info and a map.

**KATE SHELLEY DIVISION** now meets the 4th Thursday at the Ames Public Library in

Ames, Iowa. Time is 7 Pm to 8:45 PM. Due to Thanksgiving being the 4th Thursday we usually try to meet on the 3rd Thursday. Call Superintendent from NMRA web sight for latest information. All are welcome to attend the meetings. The library is located at 515 Douglas Ave. We meet in the upstairs meeting rooms. December we have NO meetings due to the holidays.

**PLATTE VALLEY DIV.** (HASTINGS, GRAND ISLAND, KEARNEY, NE) meets 2nd Tuesday of each month at 7pm in member's homes on a rotating basis. Info: John O'Neill, MMR, Div. Dir., 308-384-5011 or [jponeill@computer-concepts.com](mailto:jponeill@computer-concepts.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](mailto:ras@odsgc.net).

**INDIAN NATIONS DIVISION** Meets 5 times a year, remaining 2010 meetings: September 19, Theme - Freight Cars; November 14, Theme - Structures/Dioramas. Meet from 9:30am-12:30pm at the Hardesty Library, 8316 E. 93rd St, Tulsa, OK. The library opens



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.*

at 9am and the meetings start at 9:30 am. November 20 - Structures/Dioramas \*Note new date. Web page: [www.tulsanmra.org](http://www.tulsanmra.org) Superintendent - Dave Salamon (918)272-5512 or [drs\\_rr@yahoo.com](mailto:drs_rr@yahoo.com)

**OK HEARTLAND DIVISION** of the NMRA meets in the even months in the Oklahoma City area. All who are interested in Model railroading are welcome. Info: [www.okcnmra.org](http://www.okcnmra.org)

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**[INFO@TOTOTRAINS.COM](mailto:INFO@TOTOTRAINS.COM)**

**1031 VERMONT STREET, SUITE A  
LAWRENCE, KS 66044**



Division Directors, Train Show Chairs, or Club Show Chairs: Let's get the word out about your 2010 or 2011 event! Get your information to Gary at any of the above addresses. The Switching List is a service of Mid-Continent Region, NMRA.

## TRAIN SHOWS & MEETS

**OCT 3, 2010—WASHINGTON, IOWA ANNUAL TRAIN SHOW AND SWAP MEET,** KC Hall-608 West 3rd Street 9am to 3 pm \$4.00-Adults, Children under 10-\$1, 60 tables/15 dealers All Scales, Contact Mike Worley at [meworley@iowatelecom.net](mailto:meworley@iowatelecom.net) for more info.

**OCT 7-9, 2010—MISSOURI PACIFIC RAILROAD HISTORICAL SOCIETY CONVENTION,** Sedalia, MO, Info: [www.mopac.org](http://www.mopac.org)

**OCT 16-17, 2010—TWO DEPOT TRAIN SHOW & SWAP MEET,** Kingman Activity Center, 101 S. Main, Santa Fe Depot 201 E Sherman and Missouri Pacific Depot 201 S. Main Kingman, KS, Sat. 9:00-5:00, Sun. noon-4:00, Setup Fri. 3-11, Sat. 6 am - 9 am; Tear Down Sun. 4-6:30, Tables \$20 each concession stand available at the Armory (next door to Kingman Co. Activity Center) with displays also at the Santa Fe depot and the Missouri Pacific depot (hopefully the restaurant in the MoPac will be in operation then). There will be an art and crafts show on Saturday in the Kingman Armory which is next door to the Activity Center. Information: Anita Cheatum [sfdepot@sbcglobal.net](mailto:sfdepot@sbcglobal.net) or 620-532-2142 (mornings).

**OCT 16, 2010—CENTRAL ARKANSAS MODEL RR CLUB OPEN HOUSE,** McGee Sports Center, 3800 College Ave., Conway, AR, 9 am—3 pm, FREE; Info: Daniel Gladstone, 501-269-3030, [ca\\_mrc@yahoo.com](mailto:ca_mrc@yahoo.com), [www.artrains.org](http://www.artrains.org).

**OCT 23, 2010—The Ozarks Model Railroad Association's Fall Train Show,** Springfield Catholic HS, 2340 S. Eastgate, Springfield, MO 9am to 3pm, Tables are \$20. Admission is \$5 adults, children under 12 are free with a paid adult and a family is \$10. Info: Ron Williams, MMR, [rjwilliams1@mchsi.com](mailto:rjwilliams1@mchsi.com).

**OCT 23-24, 2010—3rd WESTERN KANSAS TRAIN SHOW,** Ellis County Fairgrounds, 1343 Fairground Rd., Exit 157 on I-70, Hays, KS, Sat: 9 am—5 pm, Sun: 11 am—4 pm, Adm: \$5 adults, 12 and under free w/pd adult, 100 tables @ \$25 each, large operating layouts, food vendor on site, door prizes,

KND Collectibles sponsor, Info: Kevin Keeler [klk@mchsi.com](mailto:klk@mchsi.com).

**OCT 30-31, 2010—SMALL RAIL GROUP SHOW & SWAP MEET,** Great Mall of the Great Plains, 20195 W. 151st St., Olathe, KS, 9 am-4 pm both days, Adm: \$5, Tables \$25, 30,000 sq ft of operating layouts, vendors, clinics, Giant G scale club layout next door is open free to the public, Info: David Roberts: [gscaleisfun@hotmail.com](mailto:gscaleisfun@hotmail.com), (913) 406-3400

**NOV 6, 2010—KATE SHELLY DIVISION 19TH ANNUAL MEET,** United Community School located between Ames and Boone, Iowa, on US Hwy 30 (9 mi W of I-35/US 30 interchange) 9 a.m.—3:30 p.m., Adm: prepd, \$4, at door \$5, \$1 off for NMRA and full-time student, children under 13 free w/pd adult, Tables \$15 each includes dealer adm.; Clinics by national and local presenters, Door Prizes, Model Contests: Diesel Locomotives, Amtrak Equipment, Freight Cars (restenciled), Steam Locomotives, Tank cars, Online Structures, Youth Contest all categories; Photo Contest color and black & white: Rolling stock (model), Rolling Stock (prototype). NMRA Merit Judging, Silent Auction, operating layouts, food & refreshments, operating layouts, layout tour after the show; Info: Bob Folkmann 515-232-8689.

**NOV 6-7, 2010—MIDCONTINENT PROTOTYPE MODELERS,** Lions Activity Center, 150 S. Main, Benton, KS, Sat: 9 - 5, Sun: 10 - 4. Admission for this event is \$10 if pre-registered by Oct 22, 2010, \$15 not preregistered and at the door. Admission includes all clinics, display space for your models and a great time. Please note that space is limited and priority will be given to pre-registrants to display. Contact [mcpmmeet@hotmail.com](mailto:mcpmmeet@hotmail.com) for more information or visit us at our website <http://www.midcontinentprototypemodelers.org/>.

**NOV 27, 2010—JOPLIN MUSEUM COMPLEX TRAIN SHOW AND SWAP MEET,** Schifferdecker Park, 7th and Schifferdecker Streets, Joplin, MO; 9am to 3pm, Included will be several operating model railroad layouts along with over 65 tables of items for sale or trade. Admission is \$3 adult, children 12 and under admitted free w/pd adult. All proceeds at the door go to benefit the Joplin Museum Complex. For further information or table rental call Rick Gardner at 417-673-4888 or email [rickgardner@sofnet.com](mailto:rickgardner@sofnet.com). Tables rent for \$15 each. On the web at [www.tristatemodelrailroaders.com](http://www.tristatemodelrailroaders.com)

**DEC 4-5, 2010—OKLAHOMA CITY TRAIN SHOW,** Travel and Transportation Bldg., State Fairgrounds, Admission is \$8.00, Children 12 and under are FREE! w/pd adult, Join us this year for the: 3rd Annual GREAT TRAIN SET GIVEAWAY, <http://www.okctrain-show.com/>

**DEC 6, 2010—SANTA'S ARRIVAL BY UNION PACIFIC TRAIN,** Great Overland Station, 701 N. Kansas Ave., Topeka, KS, more info later [www.greatoverlandstation.com](http://www.greatoverlandstation.com).

**DEC 11-12, 2010—MACTRAX SHOW & SWAP MEET,** McPherson Community Bldg., 122 E Marlin, McPherson, KS, Sat: 10-5, Sun 11-4, Adm: \$4 adults, 10 and under free w/pd adult, Tables \$10 each, Info: Jerry Bruce [skytracker@ks-usa.net](mailto:skytracker@ks-usa.net).

**FEB 12-13, 2011—WICHITA TRAIN SHOW & SWAP MEET,** CHISHOLM TRAIL DIV., NMRA & ENGINE HOUSE HOBBIES, Cessna Activity Center, 2744 George Washington Blvd., Wichita, KS, Sat: 9-6, Sun: 11-4, 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](mailto:aylward1@cox.net)

**MAR 12, 2011—BOEING EMPLOYEES' RAILROAD CLUB-ST LOUIS RAILROAD SWAP MEET** Greensfelder Recreation Complex at Queeny Park 550 Wiedman Rd., St. Louis, MO 63011; 10 am - 3 pm, Tables \$15 each, Adm: \$3.00 children under 12 free w/pd adult; doors open for sellers' setup at 8 am, Info: Wayne Schimmel after 6:30 pm Central Time (636) 668-6313 or 733 Hwy Y, Winfield, MO 63389-2206, e-mail [wm-schimmel@gmail.com](mailto:wm-schimmel@gmail.com)

**MAR 18-20, 2011—INDIAN NATIONS DIV & LDSIG & OPSIG LAYOUT DESIGN AND OPERATIONS CONFERENCE,** Shriner's Temple, 28th & Sheridan, Tulsa, Oklahoma, Info: [www.tulsanmra.org](http://www.tulsanmra.org) Superintendent - Dave Salamon (918) 272-5512 or [drs\\_rr@yahoo.com](mailto:drs_rr@yahoo.com)

**\*The 2011 Mid-Continent Region's Annual Regional Convention will be in Norfolk Nebraska, Plan now to attend the MCoR Convention, 2011 NMRA Regional Convention**

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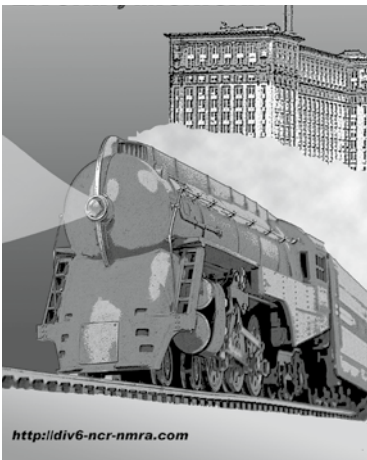
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# ***NORTH CENTRAL EXPRESS 2010***



**THURSDAY - FRIDAY - SATURDAY - SUNDAY  
OCTOBER 21-22-23-24, 2010  
LIVONIA, MICHIGAN, USA**

**WELCOME** to the NCR Model Railroad Convention, ***NORTH CENTRAL EXPRESS 2010!***  
The convention is being hosted by DIVISION SIX, located in the western Detroit metro area. We are planning a great weekend of model and prototype railroading, just for YOU!

### **EVENT HIGHLIGHTS INCLUDE-**

- \* Operation sessions available Thursday, Friday, Saturday
- \* **FREE** bag of model railroad "stuff" first 200 registered
- \* Extra Best in Show and Participants Choice Contest Awards
- \* All-you-can-eat Pancake Breakfast on Sunday morning
- \* Keynote speaker, Art Fahie of Bar Mills Products on Sunday morning
- \* Special event HO & N scale billboards on sale
- \* 15+ Workshops on

### **Friday and Saturday**

- \* 20+ model layouts to visit
- \* Door Prizes awarded Friday and Saturday
- \* Silent Auction Fund-Raisers!
- \* Special DAY PASS entry available!
- \* Event site- Livonia Marriott, Laurel Park Mall

### \* Prototype tours available on Friday

- \* NMRA Model and Photo contests
- \* Limited special event shirts on sale
- \* Online Registration available, see website!
- \* **EVERYONE** welcome to attend!

For more information or questions answered, contact - Barry Hensel 734-397-5182 (5pm-10pm) email- [barry76Lt@wowway.com](mailto:barry76Lt@wowway.com), OR Glenn Joppich 734-464-6004 (5pm-10pm) email- [steambigot@yahoo.com](mailto:steambigot@yahoo.com) and visit our web pages at- [www.div6-ncr-nmra.com](http://www.div6-ncr-nmra.com)



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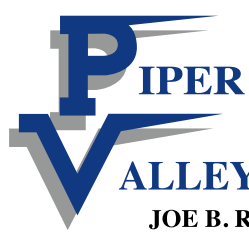
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