

# Caboose Kibitzer

3rd Quarter 2011 VOLUME 61, ISSUE 3



The picture of Larry Diehl's models that won  
Best of Show at the regional meet in Norfolk, NE

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# waybill

THIRDDTH Quarter 2011

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# The Head End

by , MMR

MCOR PRESIDENT

Model Railroading Month. November is almost here and we are seeing reminders from several sources that it is Model Railroad Month.

Several Divisions within the Mid-Continent Region are promoting our hobby with great efforts during this time. Meets, Displays, Clinics, Open Houses, and many other events are getting out the word about a hobby we all enjoy. This is one of my favorite times of the year and it gives me an excuse for sharing the hobby, with anyone who will listen.

Your club or Division can use this as a method of promoting the ageless boundaries that our hobby shares. A Division near me used to make a trip to visit their governor's office in late October every year taking the youngest member and oldest member along with anyone else who could go. Sometimes there were as many as 10 people, between 7 and 75, that would go and visit the governor to get a proclamation for the state declaring November to be Model Railroading Month.

## Conductor's Call

BY TED TSCHIRHART , Editor

In this day we all like to have everything, but with the cost of printing, mailing. I do other news letters and found that 90% or better of the members have email and do not mind printing their news letter out. In most cases it will get to several faster. In the case of the Caboose Kibitzer it would 10 or so days faster. Cost we would save \$7,000.00 a year. When emailed we no longer stuck to 24 pages.

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make them larger.

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Please look at the "Switching List" that Gary Hemmingway provides and visit one of the local events within the Region to celebrate this time of the year and promote your hobby. Providing a clinic at a meet, setting up a display at a mall, school, or anywhere, are just some of the ways we can enjoy celebrating this month together.

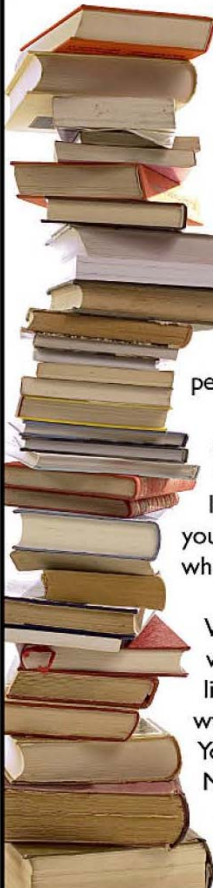
On another note, we had a great convention this year in Norfolk, NE with the Cowboy Line Division as our hosts. The train show was great and the contest room was again a busy place. The prototype tours of the Steel Mill and Ethanol plant really made this a unique location for the convention. Next year we are going to visit the Gateway Division for a convention in St. Louis. These folks are planning a grand event for us. Watch for details in future issues of the Kibitzer and Handcar about this grand event. I would encourage anyone who has not been to a regional convention in recent years to please come and join us. There really is something to

be said about getting involved and meeting other modelers at one of these events. The fellowship and experience at one of these events can make it an event that you do not want to miss in the future. Come visit with me and others, I can usually be found in the contest room or chatting in the halls.

Keep the rails shining!



Whit Johnson



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Good evening.

I would like to welcome some new members to the Board of Directors.

Todd Peterson as the new director of the Platte Valley Division.

Doug Harding as the new director of the Fallen Flags Division.

It is also my pleasure to welcome Allen Merta MMR as the new Vice President for MCoR.

Allen, Todd, and Doug are all copied on this email in the CC. The BOD members are all in the BCC.

The updates to the web page are underway and should be up soon.

Thank you all for your efforts in MCoR and the NMRA.

Whitney D. Johnson



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# The Rolling Stock of the Blackhawk and Central City, Part III: Finishing the Gondolas

Ryan Moats, Western Heritage Division

This article continues the series of “how to” articles on building the rolling stock of the Blackhawk and Central City (my basement road). As a reminder, this small road (about 70 square feet using HO scale) is a narrow gauge short line in the Colorado Rockies set in 1870. The road’s inspiration is the north Clear Creek branch of the Colorado Central and the Gilpin Tramway. We pick up from the end of the first article with the finished car base that is adapted into the different types of cars on the B&CC (Photo 1).

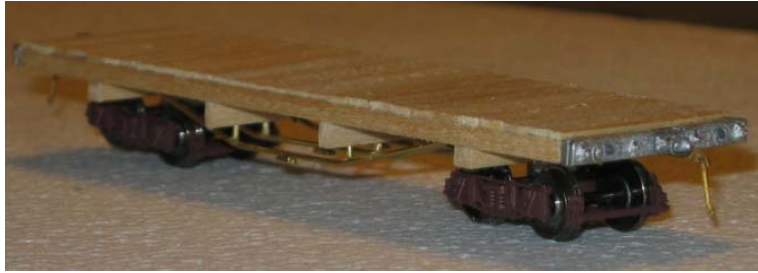


Photo 1: Car Base

In this article (and subsequent parts) steps are presented in the order they are performed (not the correct order for optimum results). Any omissions or corrections will be pointed out during the process.

## Gondola Car Plans

The B&CC has two gondola variations: a freight hauling gondola, and an excursion gondola for taking passengers on sight-seeing trips to upper parts of the line. The plans for the freight gondolas are shown in Figure 1 and for the excursion gondolas in Figure 2.

Figure 1: Freight Gondola Plans

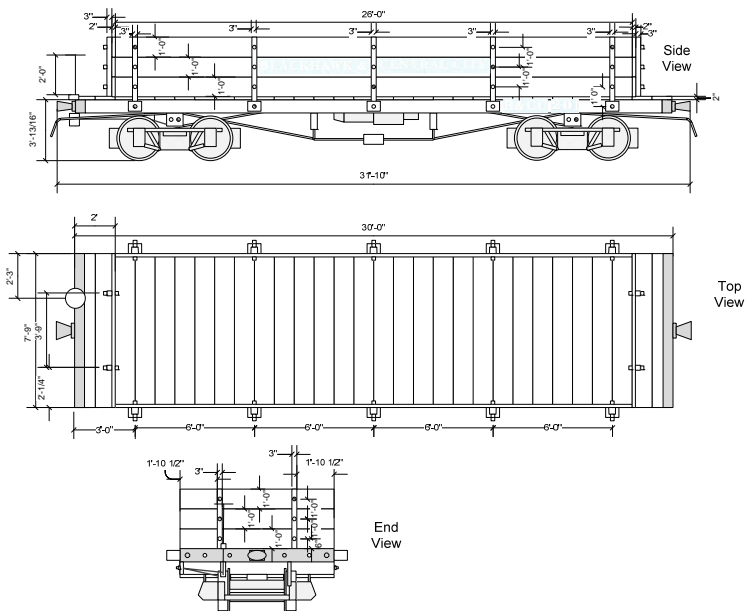


Figure 2: Excursion Gondola Plans

## Additional Details

As with the flat cars, the car base needs a couple of extra details – specifically, the chain roller bracket and lower brake stave bracket both need to be added to the car. These are parts of the Grandt Westinghouse brake system discussed in part 1 and the easiest way to add them is to turn the car over and glue the brackets in place with CA (see Photo 2).

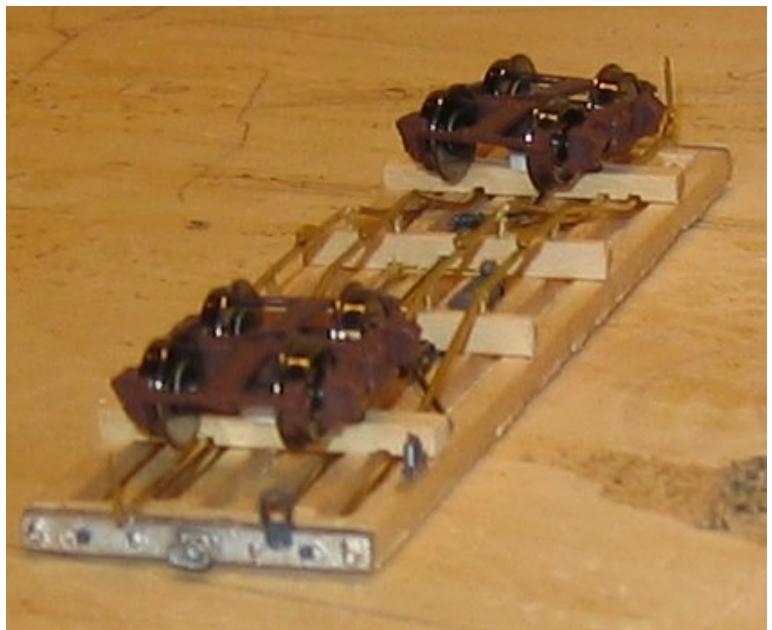
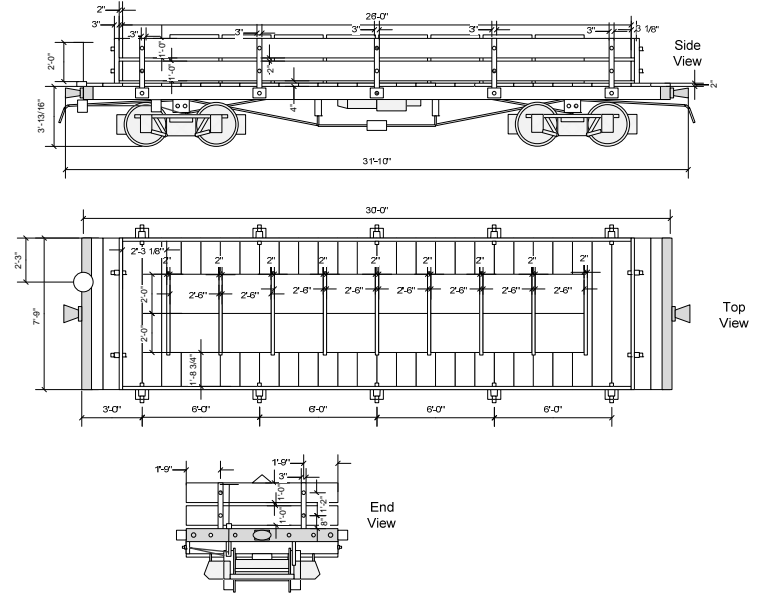


Photo 2: Car with Chain Roller Bracket and Lower Stave Bracket

In addition, the truck beams would include rod supports holding them in place. This is modeled by adding two Grandt NBWs to the end of each truck beam with CA (see Photo 3).

## Building the Sides of the Gondola Box

Since a gondola is essentially four sides on top of a flat car, the sides of the gondola need to be constructed. For the freight gondola, each side of the car consists of three 2"x12" stock pieces cut to 26' in length (Photo 4).



Photo 3: Truck Beam with Grandt Line NBWs

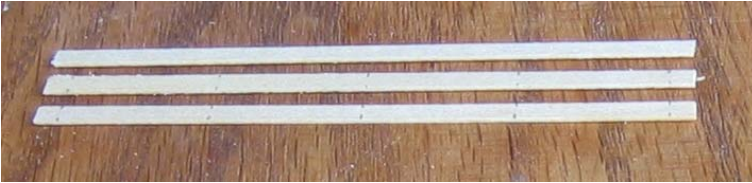


Photo 4: Raw Box Sides

These are edged glued together and 4"x4" vertical posts are glued 1' in from both ends and then every 6' (Photo 5).



Photo 5: Side with Vertical Posts

The last step of assembling a side is to glue Grandt Line NBWs along each vertical post, centered on each board and more NBWs on the board side, again centered on the vertical post and in the center of the board (Photo 6). This models the bolts that would be used to hold the side together.

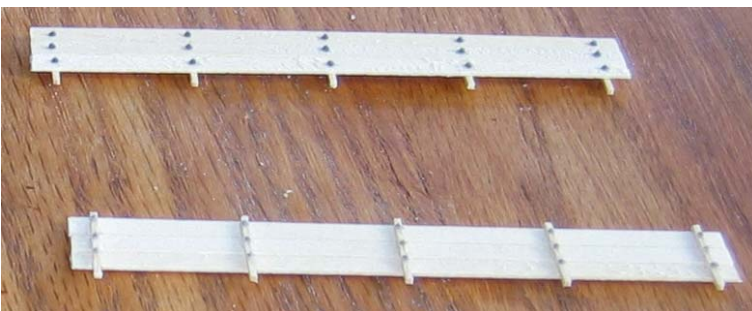


Photo 6: Finished Gondola Sides

For the excursion gondola, the build process is slightly different. Rather than use three side members, the excursion gondola has two side members with a 6" spacing at bottom and in the middle (so that children could see through). Otherwise, the process is the same.

## Finishing the Gondola Box

To finish the gondola box, the two sides are glued to the base car with white glue (see Photo 7 - pockets will be added later) and the box ends are constructed on the car to ensure a proper fit.

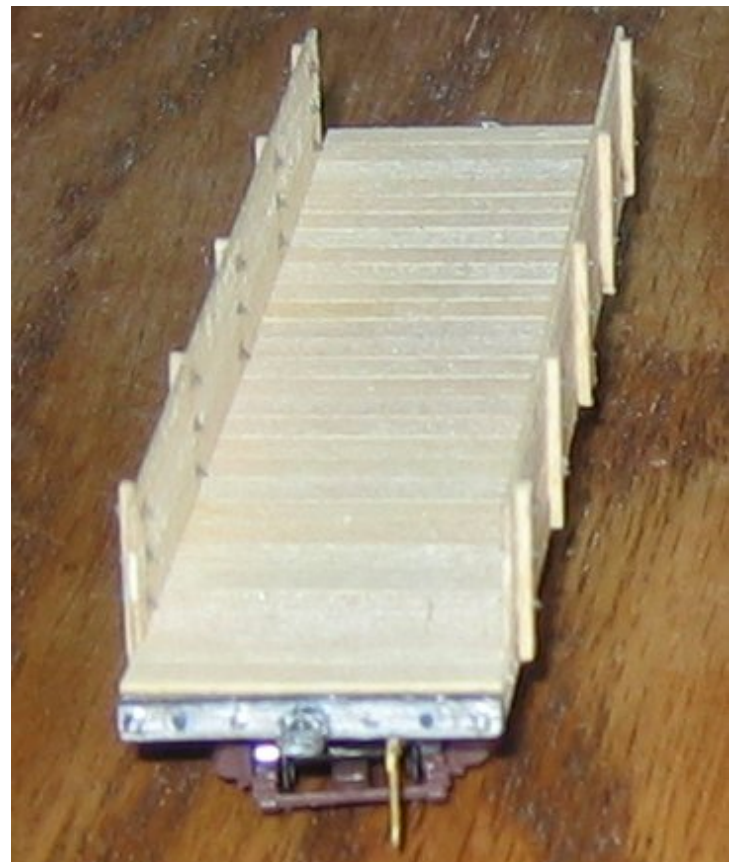


Photo 7: In process Gondola with Sides

Building the gondola end consists of gluing the 2"x12" cross members in place (Photo 8), adding the vertical posts (Photo 9) and the NBWs on both sides (Photo 10 no shown). Rather than drill holes in the floor of the base car for the vertical posts, the model simplifies assembly by cutting the end vertical posts short.

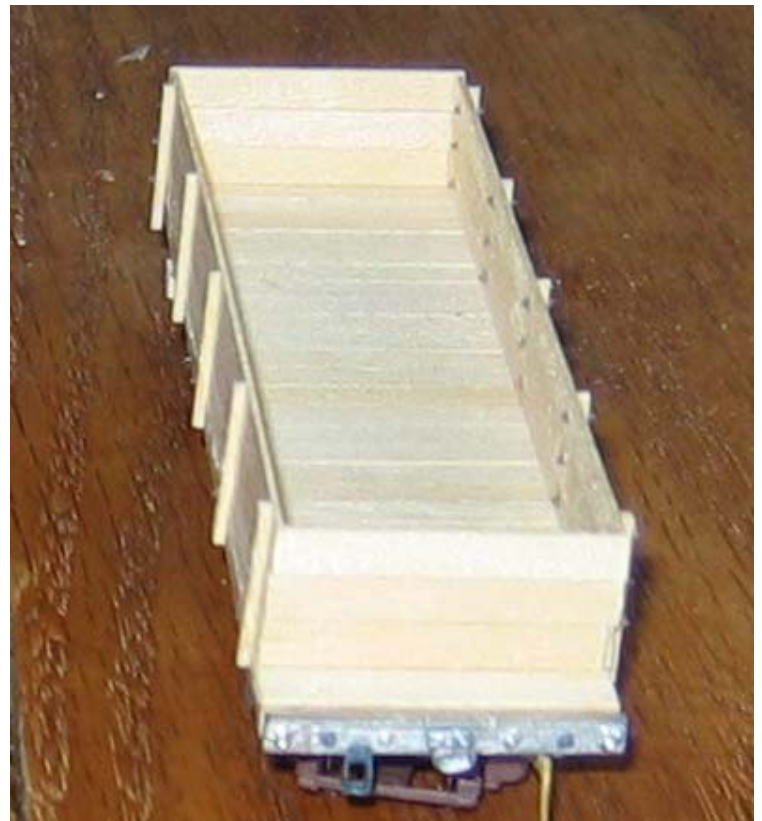


Photo 8: Gondola with End Panel Cross Members



Again, for the excursion gondola, the process is slightly different: the two cross members are glued using the assembled sides as guides to keep them square. Then the vertical posts and NBWs are added.

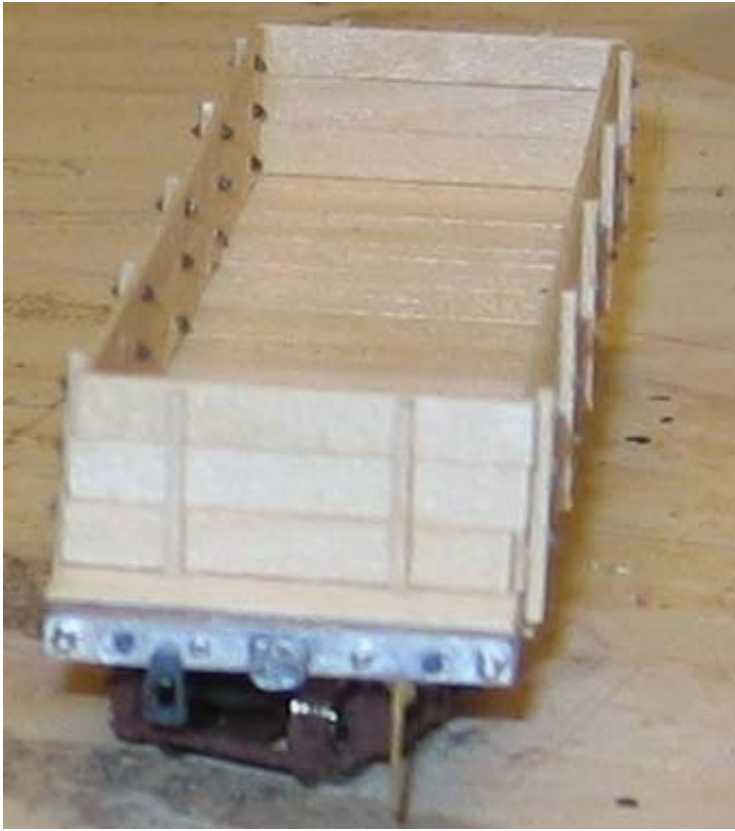


Photo 9: Vertical Stakes added

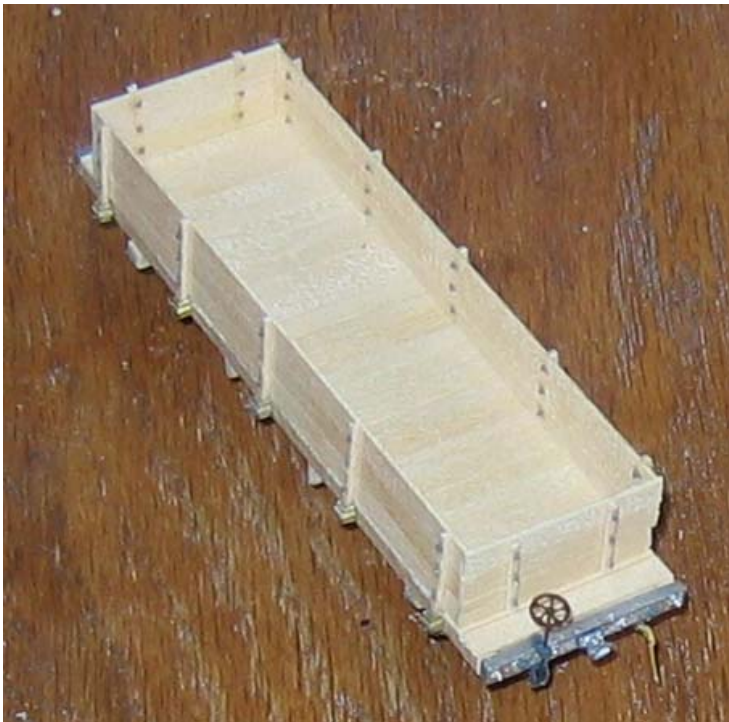


Photo 11: Constructed Gondola Box

## Pockets and Brakes

At this point, construction is finished by adding Precision Scale stake pockets to the sides of the flat car over the vertical stakes. On top of

these pockets an NBW is glued, modeling the support bolt that goes through the pocket and stake into the frame of the car.

To finish the brakes on the gondola, we use the same steps as for a flat car. We first cut a brake staff to length from 0.015" piano wire. The flat car ratchet/pawl assembly (from the Westinghouse brake kit) is slipped over this wire. The bottom of the wire is glued to the lower brake stave with CA, and the ratchet/pawl is glued into position on the top of the end sill with more CA. The brake wheel center hole is cleared with a #70 bit in a pin vise and glued to the top of the brake stave with CA. Lastly, the brake chain is made from 40-link to the inch chain available from A-line. Photo 11 shows a freight gondola at this point.

## Excursion Seats

For the excursion gondola, the seats are Grandt Line's Coach Seats – Narrow Gauge – Wood Ends, ganged together with CA adhesive. Two sets of these are glued back to back in the center of the car (Photo 12).

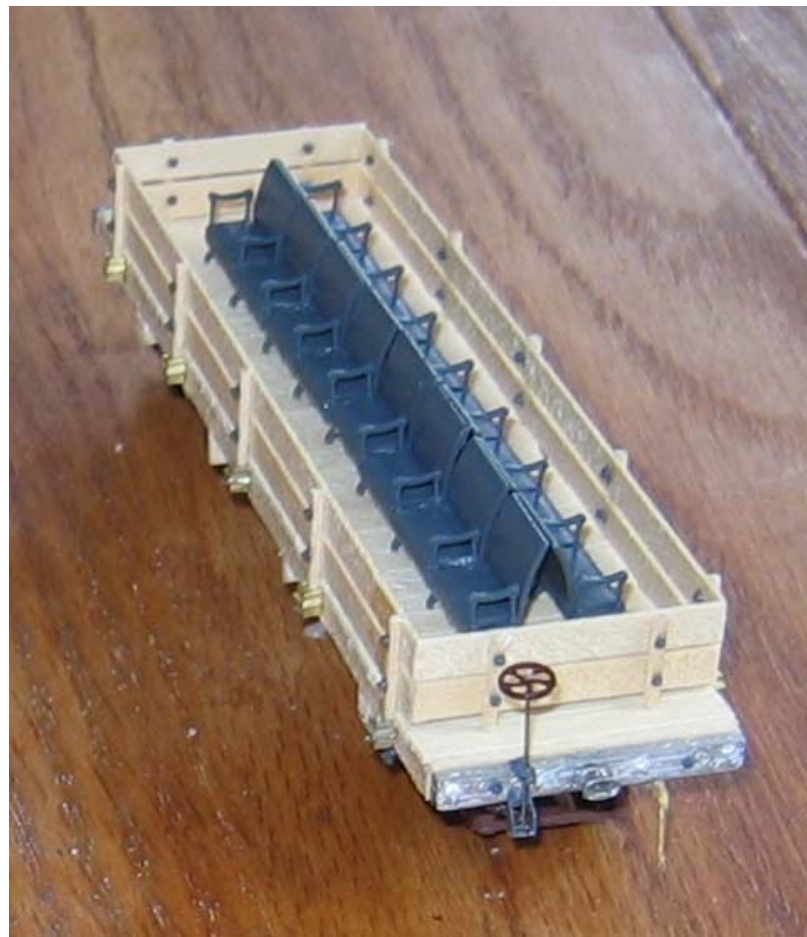


Photo 12: Unfinished Excursion Gondola Car

## Painting the Car

The top and sides of the gondolas are airbrushed Polly Scale Light Freight Car Red, thinned according to bottle directions. It is not necessary to worry about keeping the paint coat even because the cars would fade in the high UV environment prevalent in the mountains of Colorado (See Photos 13 and 14).



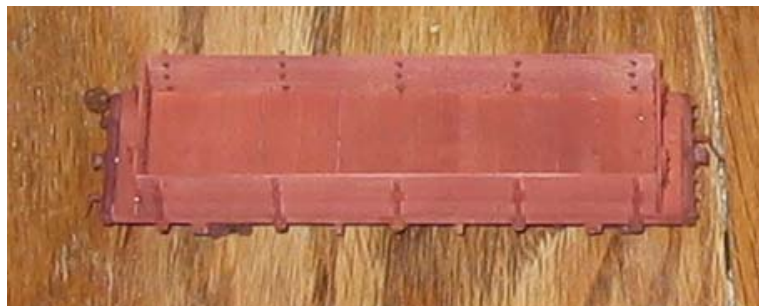


Photo 13: Painted Gondola Top



Photo 14: Painted Excursion Gondola Top

The undersides of the cars are painted with Polly Scale Grimy Black, again thinned according to bottle directions. When painting the ends of the truck beams, don't be afraid of overspray, it can be your friend as it will help weather the otherwise pristine car sides. The undersides at this point are shown in Photos 15 and 16.



Photo 15: Underside of a Gondola



Photo 16: Underside of the Excursion Gondola

## Lettering

Custom decals from Rail Graphics make up the car lettering. Because of the size of the name decals, the logo was split across the panels of the gondola and centered on each. To add these decals one should (if using a flat paint) first cover the car with a coat of gloss coat, then apply the decals, use Solvaset (or some similar product), and then cover the car with a coat of dull coat. Unfortunately, the first step was missed (as will be seen later in later parts) leading to a glare depending on the view angle.

The Gondola cars are series 200 cars in the B&CC, so this particular car is number 202 (Photo 17).



Photo 17: B&CC 202 Gets its Name and Number

The Excursion Gondola is numbered 81 (B&CC passenger cars have two digits numbers) (Photo 18).



Photo 18: B&CC 81 Ready for Weathering

## Final Finishing

A close look at photos 17 and 18 reveal that the trucks are still clean and the ABS truck spacers are still white (and you know that you are **not** going to find anything white on the underside of a railroad car). So, the trucks were removed and air brushed with Polly Scale Weathered Black, thinned according to bottle directions – a 1.5 mm miniature Allen wrench makes a wonderful pivot point for stacking multiple trucks and painting them all at one). The spacers were hand painted with the same color. In the meantime, the rest of the car received an airbrushed coat of Polly Scale's Dust, thinned according to bottle instructions (Photos 19 and 20).



Photo 19: A Finished Gondola Car



Photo 20: Finished Excursion Gondola <Replace Photo>

Next article, we'll return to the base car and build the radial-roof house cars.



# Cowboy Line Hosts MCoR 2011

Last June all roads led to Norfolk and over 80 modelers and spouses from as far away as Connecticut descended on Norfolk for the annual MCoR Convention. In addition to attendees from all corners of the regions, registrants arrived from Colorado, Wyoming, Iowa, Illinois, Ohio and other states. Cowboy Line members extended a warm Midwest welcome with an Early Registration party at the Rodeway Inn. There was lots of food, refreshments, clinics and just plain one on one conversation to get the convention off and running well into the night. The evening was topped off with old fashion root beer floats made with homemade brew prepared by Whit Johnson.



The convention kicked off on Friday morning at the Life-long Learning Center with a warm welcome from the city Mayor. This was followed by a keynote presentation by Kyle from Nucor who talked about the world's largest recycler. Some of the region's best modelers provided two days of outstanding and informative clinics covering all aspects of the hobby from prototype subjects to building trees. It also provided a stage for newcomers to present their first regional clinics.

Nucor, Richard Dreyfus Ethanol, and Nebraska Central Railroad gave the guys (gals too) tours that were not only informative but were close up and as one tour attendee commented "we could feel the heat" of the furnaces melting the steel. The guys were right on top of the cars as the NE Central engineer moved the cars back and forth shuffling them to get them in order in the yard. The wine tour offered a wonderful mix of food, art, Johnny Carson remembrances, and of course lots of wine and cheese tasting to complete the afternoon.

After enjoying a delicious meal catered by First Choice we were entertained with a Chicago to Norfolk train call skillfully done by our guest speaker Rudy Daniels. Rudy held the audiences interest as he talked about how WWII may not have ended in



victory for the allies when it did if it weren't for the railroads. He pointed out that only were the home railroads important for moving troupes and supplies to the nearest ships but he explained how American railroad engineers rebuilt the European railroads to expedite troop and supply movement on the front.

The banquet was also highlighted with several members being singled out for awards for their service to model railroading and the region. Jim Wells was presented with the Larry Long Memorial Award. Brad Morneau MMR was presented with the Kenny Johns Memorial Award. Robert Rands was presented with the Kenny Cline Memorial Award. Allen Merta, Ryan Moats, and yours truly were awarded Master Model Railroader certificates. In addition, several AP awards and contest awards were presented.

The Cowboy Line would like to thank everyone for attending and making the 2011 MCoR convention a success. We look forward to seeing you again next year in St. Louis.

Dennis Brandt

Local Convention Chair/Division Director





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# Bridging The Gap

## - Part I -

By Robert Simmons

Photos by the Author

### Thinking Out-of-the-Box

This is the story of a bridge module in a N-Trak layout, however, the same techniques with modifications can be used on any scale modular layout, or even permanent home layouts with a duck-under.

### The Genesis

Ever since the Boot Hill Model Railroad Club started construction of our award-winning N-Trak layout in 1994, we have faced one problem every time we set up. Once the circle is complete, we have to crawl on our hands and knees to enter or leave the center of the layout. We moved the layout controls to the outside of the layout, and this helped with the problem plus offered much more interaction with the spectators, but we still had to go in and out.



Over the years, and many train shows later, we have witnessed many entrances to N-Trak layouts. One common approach is to build a self-contained lift bridge unit with a substantial support structure under the layout. We decided this approach had two disadvantages; first, it was heavy and harder to transport than a regular module, and second, once the bridge was lifted, you had to step-up, walk through, then step down. Another solution was offered by a different Club that had no under-layout

structure, but featured a large arch that rose four to five feet above the layout. This solved the problem of stepping up and down, but we felt it was not visually attractive, and therefore detracted from the layout. Then we saw a third option, which was the simplest, a bridge unit with no lateral supports at all. In visiting with the host Club members, it seemed to work well, and they said if you start the leveling process with the lift bridge unit, there was little or no lateral stress on that side of the layout.

Time passed, and we discussed the lift-bridge module at some length, but with the optional "Mountain Division" on our Club layout, it made a hard task even harder. In 2004, I had an opportunity to construct my own N-Trak layout, as the Club layout was in disrepair and needed substantial rebuilding, so I brought up the idea of having a second, smaller layout to substitute temporarily while we rebuilt the original. This layout was constructed without the "Mountain Division", and was more "Operations" oriented. As things turned out, the "new" layout is

now larger, and again the issue of a lift bridge returned as I stood up, holding my knees, and swearing "I'm getting too old for this!"

### Eureka!

After mulling over the construction problems, I was struck by the notion that I could solve some of the issues by starting with a hollow-core door. They are relatively light, and will maintain shape and

square ness. I visited my local

Home Depot, and selected a door that was 24" by 80". This was ideal, as the width was perfect, and I could adjust the length to 48" as needed. I then contacted fellow Club member Duane Riley, and asked for his thoughts and if we could use his table saw. After taking some measurements and making scale drawings of the project, I purchased two doors, and we headed to Duane's home.

### Old Head

Duane has always been one of the

first to volunteer to help others, but he not only used his table saw to cut the pieces to proper dimensions, he brought to the project a level of understanding and expertise it would have taken me years to learn. Duane was able to get set-up in minutes, and more importantly, was able to take measurements once and adjust the saw perfectly, which I had counted on when I made the designs. In fact, we had all the necessary pieces cut and assembled into a "kit" within about two hours. Even if I had purchased an equal table saw of my own, I would not have been able to make the precise adjustments and cuts like Duane did. I would like to thank Duane Riley for all of his help and advice with this project and others.

### The Cuts

A standard N-Trak straight module is four foot in length. I had Duane cut a standard ninety-degree cut, six inches from one end of the door. We then angled the blade to thirty-degrees, and made a second cut, six inches from the other end of the door. This gave us two pieces with solid framing on three sides. We then placed the first two pieces on the garage floor, and placed them as if they were at opposite ends of the module, *including the two end clamp plates set on end*. Duane then measured the center section of the door, and made a ninety-degree cut to fill the gap of about three feet. This gives a large open section with the bridge raised, but some may wish for a smaller opening, and you can adjust your cut sizes accordingly. I placed all of the pieces of the "kit" on top of the second door to show the cut door pieces, and the new insert pieces that were ready to install (fig 1).

We cut some 1/2"-plywood into 3-inch strips for use as end plates, to be attached to the two end pieces for clamping to the adjoining modules. The light colored pieces on top are the inserts, two of these are cut using the same 30- degree angle as on the door itself (upper right).

### Starting Assembly

One tool that I found essential is a air-powered nailer/stapler. I picked-up one at Home Depot along with some staples of various sizes (Fig 2). Of course, it didn't hurt that I already had a 40-gallon air compressor in the garage, but you could also use a small air tank, or rent a portable unit.



Figure 1 – The “kit”



Some of you may have asked yourself, “why buy two doors?” The answer is I needed a firm, smooth surface on which to construct the project. I set-up my two “Workmates” (saw horses would do as well), and placed the second door on top, making sure it was well-supported in the middle to prevent bowing (fig 3).

## The Construction

They're called hollow core for a reason, when you cut one open, you see there is nothing inside but some cardboard



Figure 2 – Air Stapler

ribs, although some may have Styrofoam inserts, this one did not. The first thing, is to use a putty knife to scrape the cardboard rib and any glue away from the open edge on the inside of the upper and lower veneer surfaces to allow your insert piece to slip in

Figure 3 – The Work Bench



place. The inserts should be a tight fit, and should be exactly the same height as the surrounding edge pieces of the door frame (Fig 4). If your inserts are not exactly the same, you can distort the thin veneer surface, either bowing in, or out, making track work much more difficult.

Don't try to apply wood glue to the insert before assembly, because as you slide it in, the top and bottom surfaces of the door will push the glue off, and leave it on your hands. I found that if you apply the wood glue inside of the door opening, on all four surfaces, about one inch in from the cut edge, it will spread the glue for you, and keep it inside the door.

At this point you need to work quickly, as the wood glue will begin to set rapidly. You should slide in the insert, until it is flush with the outer edges. If you push it in too far, use a small screwdriver to pry it out a bit

This is where the air stapler comes in very handy, as it allows you to quickly fasten pieces together, without shifting them out of place. Once you have the insert exactly where you want it, and before the glue sets up, staple the insert in place on both the top and bottom surfaces (fig 5). For this job, I chose 3/4” staples, but you could go as large as one inch.

For those of you with eagle eyes, no, the air line is not connected, as I am not going to try to staple and take pictures at the same time. Air tools can be dangerous, so please read all the instructions, and follow all

safety precautions.

This is what the completed left side end looks like. It is now a rigid, 6”-long by 24”-wide piece that is both strong and yet light in weight. Next, repeat this process with the right side end, using your 30-degree cut insert, followed by both ends of the center lift section, until you have three completed pieces. Then lightly sand all the new insert ends with medium grit sand paper on a sanding block. Go easy, we're not trying to remove material, just remove any excess glue, and make sure everything is smooth. Now you should have the three basic pieces ready to assemble.

***Next month, how all the pieces fit together...***

Figure 4 – The Insert

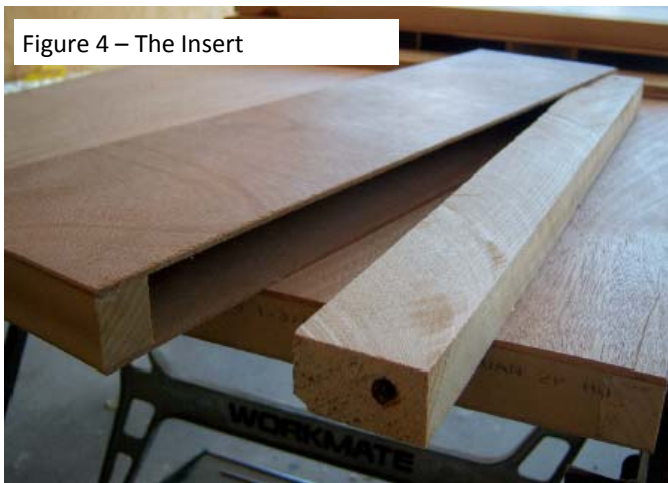


Figure 5 – [Left] The Air Stapler



Figure 6 – [Right] The finished end

# Gateway to Model Railroading Fun

NMRA MCoR Convention May 30, - June 3, 2012

Gateway to Model Railroading Fun -

**Meet Us in St. Louis**

NMRA MCoR Convention -

May 30, - June 3, 2012

Phil Bonzon MMR

The NMRA Mid-Continent Regional convention returns to the Gateway city, Saint Louis, after an eight-year absence, "Meet Us in St. Louis", the "Gateway to Model Railroading Fun". The Gateway Division has broken with tradition and our convention is starting on Wednesday May 30 and continuing through Sunday June 3, 2012, which allows us to pack the convention full of activities giving you better value and a more exciting convention. Notable model railroaders, including Tony Koester, Bill Darnaby and Mont Switzer, are presenting clinics. Over forty quality layouts are available for your viewing and interesting prototype/industry tours are available. Prototypical operating sessions (OPSIG) are available and space has been included for Special Interest Groups (SIG): Operations (OPSIG), Layout Design (LDSIG) and Railroad Prototype Modelers (RPM), so that you can meet with them and discuss your model railroading problems. **Come Meet Us in St. Louis and have Fun!**

**Wednesday, May 30**, the convention starts off with registration and a welcoming reception at the Holiday Inn Southwest Convention Center, which is at the northwest corner of Watson Rd. and South Lindbergh Blvd. in Sunset Hills, Missouri, a St. Louis suburb. The Hotel, Convention and Train Show are all under one roof for your convenience and it has excellent access to the St. Louis highway system and attractions. Wednesday night starts our first OPSIG session on Randy Meyer's beautiful S and Sn3 "Canyon and Rocky Mountain Railroad", other available OPSIG layouts will be named later, check our website <http://gatewaynmra.org/2012>.

**Thursday, May 31**, the convention is in full swing with a prototype bus tour to the Gateway Rail Services, in Madison, Illinois, where passenger cars are repaired and refurbished; notable model railroaders present twelve clinics. The Model Contest room is opened to accept models for NMRA Judging, Peoples Choice and/or Display; self-guided layout tours start with over forty layouts available for your viewing; the second evening's OPSIG layout is John Schindler's great operating HO "St. Louis Junction Railroad", other available OPSIG layouts will be named later, check our website <http://gatewaynmra.org/2012>. And, of course, there are the great St. Louis attractions available to you, i.e. the St. Louis Zoo, Muni-Opera, St. Louis Art Museum, the Gateway Arch and National Westward Expansion Museum, etc.

**Friday, June 1**, has a prototype bus tour to the Union Pacific Car Shops in Desoto, Missouri with lunch at an old Railroad Hotel in Desoto; sixteen clinics are available; the model contest is open; self-guided layout tours continue; time is allowed for the St. Louis attractions and the third evening's OPSIG lay-

out is Bob Johnson's extensive HO "Pseudo SOO Line", other available OPSIG layouts will be named later, check our website <http://gatewaynmra.org/2012>

**Saturday, June 2**, another tour is planned, but not yet confirmed so check our website <http://gatewaynmra.org/2012> for details; sixteen clinics are available; model contest judging; train show opens; layout tours continue. In the evening, during the banquet dinner, you will be entertained by Mississippi River Jazz, an appropriate St. Louis music. Tony Koester is the keynote speaker, awards given and a general membership meeting held. *Don't miss it!*

**Sunday, June 3**, the Train Show is open from 9:00 AM until 3:00 PM and we hope you had a great time.

**Clinics:** Twenty-two different clinics, each presented twice so that you don't miss one, for a total of forty-four clinics. The clinic's topics are balanced between, planning, operations and building...something for everyone.

**Tony Koester:** Multi-level Layout Design and Construction

**Tony Koester:** TT & TO Operations

**Bill Darnaby:** Working Interchanges

**Mont Switzer:** Prototype Modeling

**Brooks Stover MMR:** Research and Building the BC&G in S-scale

**Brooks Stover MMR:** Scratchbuilding Structures Using Inexpensive Materials

**Gary Hoover:** Modeling the N&W in Steam

**Dave Roeder MMR:** Building Award Winning Models

**Randy Meyer MMR:** Rock Casting & Coloring

**John Waite:** Modeling Iron Furnaces

**Greg Gray:** Painting Backgrounds

**John Kalin:** Building Wood Trestles

**Dennis Brandt:** Building Turnouts with Fast Tracks

**Doug Harding:** Modeling Meat Packing & Operations

**Larry Alfred MMR:** Modeling Blank Walls

**Rich Mahaney:** Selecting Industries For Your Layout

**Rich Mahaney:** Iron Ore Operations & Car Ferries

**Rich Mahaney:** Quick Industries For Your Layout

**Marty Vaughn MMR:** NMRA Achievement Program

**Rich Lake:** Basic Operations

**Pete Smith MMR:** Building Wood Structures

**Richard Napper MMR:** Building a Really Big Bridge

**Prototype and Industry Tours:**

## Gateway Rail Services, Madison, Illinois

Thursday, May 31, you will depart the Holiday Inn at 8:00 AM by motor coach for the Gateway Rail Services and you will see how they repair, rebuild and store passenger cars in the former Chicago & North Western's Madison yard. After the tour you will arrive back at the Holiday Inn at 12:00 noon.





"Canyon & Rocky Mountain", Dave Roeder's "Webster Groves & Fenton", the Big Bend Model Railroad Club, the St. Charles Model Railroad Club and K-10 Hobbies' tremendous layout. You will have an opportunity see some really great layouts and discuss them with their owners.

### **St. Louis Attractions**

The Gateway city has more than enough attractions to keep you busy and provide you with an enjoyable visit. Information and maps are provided for your self-guided activities. The following are just some of the places and activities that you might want to enjoy:

## **Union Pacific Railroad Car Shops, Desoto, Missouri**

Friday, June 1, you will travel by motor coach from the Holiday Inn to the UP Car Shops, located in the historic railroad town of Desoto, Missouri. Founded in 1851 when the St. Louis, Iron Mountain and Southern Railroad announced plans to build a railroad from St. Louis to Iron County. Today, the UP Car Shop is the town's largest employer and repairs between 1,200 and 1,600 freight cars per year. You will have a buffet lunch at the Victorian Arlington Hotel, an old railroad hotel, founded in 1860. You will depart from the Holiday Inn at 8:00 AM and arrive back at the Holiday Inn at 2:30 PM.

### **Other Tours**

Additional tours are planned, but have not yet been confirmed, so check our website <http://gatewaynmra.org/2012>.

### **Layout Tours**

There are over forty quality layouts available on self-guided tours, with information and maps provided, so that you can view them when it is convenient for you and spend as much time as you wish. Some of the notable layouts available include Eric Brooman's "Utah Belt", Gary Hoover's "Norfolk & Western", Brad Joseph's "Union Pacific", Randy Meyer's

- Tour the World Famous Anhauser Busch Brewery.
- Tour the wineries of St. Charles County.
- Attend a musical show at the unique outdoor theater the "Muni" in Forest Park.
- Visit the St. Louis Art Museum, Laumeier Sculpture Park and the Contemporary Art Museum.
- Visit Forest Park with its Famous St. Louis Zoo, the Jewel Box, St. Louis Science Center and Planetarium.
- Visit the Gateway Arch & Museum, the Historic Old Cathedral, Old Courthouse and Union Station.
- Explore the Missouri Botanical Gardens, with its Japanese Garden, English Garden and its multi-climate building, the "Climatron".
- Wander through the Museum of Transportation with its steam engines ranging from a small industrial 0-4-0T to the mighty UP "Big Boy", passenger and freight cars, trolleys, diesels, automobiles, a DC-3 and a tug-boat.
- Kemp Auto Museum has one of the World's finest collections of Mercedes Benz autos.
- Explore Grant's Farm with President Ulysses S. Grant's cabin "Hardscrabble", the Bauernhof, Deer Park, Tier Garden and the Clydesdale stables



**Registration, additional  
information and details  
are available online at**

<http://gatewaynmra.org/2012>



## **Gateway to Model Railroading Fun – Meet Us in St. Louis NMRA MCoR Convention- May 30 – June 3, 2012**



- The Gateway Division is hosting the 2012 Mid-Continent Regional Convention in the Gateway City, St. Louis, Missouri May 30 – June 3. This year our convention will be different, as we are adding an extra day so that more activities can be provided and give you better value.
- The convention, train show and hotel are all under one roof at the Holiday Inn, Southwest Convention Center at Watson Rd and Lindberg Blvd. in Sunset Hills, MO, with a special room rate of \$89.00 per night.
- 44 Clinics given by noted model railroaders, including Tony Koester, Bill Darnaby and Mont Switzer.
- Layout prototypical operating sessions on three nights.
- More than 40 quality layouts open for your inspection, self-guided tours so you can visit on your own schedule and stay as long as you wish.
- Visit the Union Pacific Car Shop in Desoto, Mo and Gateway Rail Services in Madison, IL, plus an interesting industry tour.
- Enjoy some of the local activities that St. Louis has to offer: the Museum of Transportation, the Gateway Arch, St. Louis World famous Zoo and many more for your enjoyment.
- NMRA Model Contest including Judged, Peoples Choice and Display.
- Awards Banquet on Saturday evening with Mississippi River Jazz to entertain you.

**Registration** options include conventional mail-in and on-line with payment by check or PayPal.

Go to the Gateway website <http://gatewaynmra.org/2012> for full details and options.

**Join us in St. Louis for a Great Convention in the  
Gateway to Model Railroading Fun!**



**Meet Us in St. Louis**



# A Simpleton's Solution to Scenery!

By Bob Johnson  
Pseudo-Soo Line Model Railroad  
St. Peters, Missouri

I have a very hard time doing scenery! My problem is that I don't have an eye for color or composition. I carefully read the "how to" articles in *Scale Rails* and *Model Railroader*. I study essays on color and pigmentation. I analyze the paintings in my doctor's office. Those guys with the gorgeous layouts seem to cover a square yard of

pink insulation foam. I could not give the grandcritters a pink railroad empire! I covered it with the same tan latex paint I had used on my layout. Better but still ugly! I bought a bottle of Woodland Scenics Green Undercoat (C1228) and a few trees. The paint comes in an eight ounce bottle with a self-sealing flip-top cap and pouring nozzle. That saved the day and the kids were thrilled! Grandpa Grumpy Bob had come through!



I only used half of the Green Undercoat on the kids' layout and it was stashed with my other scenery materials under the layout. Hopefully it would not be fully hardened. Maybe I could splash some green in the scene and fertile Wisconsin would finally flower again.

The paint was as good as new! I poured a tablespoon of paint into a plastic tray, grabbed a one-inch brush, and a margarine tub (empty!) of water. I started

layout with color, vibrancy, and detail in just an evening of effort. But when my brush meets the layout it just doesn't zing. I dribble and dab and finish off a square inch! Is it any wonder that my most recent version of the Pseudo-Soo Line is 11 years old and only one-fourth of the scenic? It is not quite the Plywood Central or the Styrofoam Sierra but at the current rate of progress I will be 109 years old before it is finished.

I kept staring at the corner where Quandt's farm is represented. My grandfather owned a two hundred acres of very rich farmland near Hartford, Wisconsin. My granddaughter made a beautiful pasture and a field of young corn. My wife had promised to do her signature Rubber Stamp Art the backdrops for the area but medical problems have slowed her down. I wanted to make some progress! Anything to get beyond the dull tan latex that I splashed across the layout when I built it 11 years ago.

One evening as I stared at the vacant corner I had a brain bang! About seven years ago I built a classic figure-eight 4 by 8 layout for my grandsons. The base was two inch thick

swishing and sloshing green paint almost every where across the scene. Wow! Suddenly the area came to life! All I needed now was some brown for the muddy fields and tractor lanes. Woodland Scenics also markets Earth Undercoat (C1229) in a similar bottle so I scooted down to Mark Twain Hobby in St. Charles day or two later. Pretty soon I was painting way beyond the Quandt corner through Ladysmith, Robbins Lumber Narrow Gauge, and beyond.

The photos show the "before and after" effect in my Weyerhaeuser yard. This area could use some black to simulate a thick layer of coal dust in this 1953 model railroad but the simple combination of Earth and Green undercoat did wonders without further elaboration.

The two paints from Woodland Scenics are specialty blends. The

"earth" is a rich tan; the "green" is avocado. Out of the bottle they are thin compared to normal latex and can be thinned further with water. The two colors blend well together and flow well. You can easily control the color from opaque to a light blush. Brush strokes disappear. The layout becomes more "alive" with the warp and woof of colors and emphasis. Woodland Scenics has number of other "undercoat" colors although in smaller bottles. The black would be good in rail yards in the steam era. The other colors are for rocks and similar scenery effects.

You still need a base coat on your layout to seal the plywood, Homosote, or Styrofoam. A gallon of tan or brown "one-coat" interior latex will cover a very large layout. That alone helps bring your layout to life and provides a base for future "water soluble" scenery.

This is hardly super detailing and you won't get your scenery merit award if you do nothing else. However, it is a step forward and brings you a square yard or two closer to a nicely scened layout.



# THE SWITCH LIST

## THIRD QUARTER 2011 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: [glhemmingway@cox.net](mailto:glhemmingway@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](http://www.mcor-nmra.org). Put me on your newsletter list. NOTE NEW E-MAIL ADDRESS

### DIVISION MEETINGS

**KANSAS CENTRAL DIVISION** Meetings are at 1:00 pm. For the full schedule check the MCoR website or email: [garyonho@cox.net](mailto:garyonho@cox.net). The next meeting **October 1, 2011** Wayne Castegnaro, 1502 Lilac Ln, Wamego, KS 66547, US 24 highway to Wamego, turn North on Lilac Ln at stop light, go right to stay on Lilac Ln, 1502 is on the right.

**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.gatewaynmra.org/division.htm>

**TURKEY CREEK DIV. (KANSAS CITY, MO & KS)** monthly meetings 4th Tuesday, 7:00 P.M., 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 Library at 2nd & Washington Streets in Papillion. (across from Runza). Visit [www.whdnmra.org](http://www.whdnmra.org) for more info and a map.

### EASTERN IOWA DIVISION

The EID Fall Meeting will be September 18th at the Cedar Rapids Area Chamber of Commerce, 424 First Avenue NE in Cedar Rapids, Iowa. Parking is free on Saturdays, so do not feed the parking meters! We will have a short meeting, silent auction, Bring & Brag / Show & Tell. I'm pulling together an interesting program on modeling. We will start at 9:00 am. The EID Annual /

Winter Meeting will be 9am, January 15th, 2011 at the First Christian Church in Davenport, Iowa.

**\*KATE SHELLEY DIVISION** will meet September 19, 2011 at the Ames Public Library in Ames, Iowa. Time is 7 Pm to 8:45 PM. This is a one time thing after which we will return to our normal meeting schedule of meeting on the 4<sup>th</sup> Thursday of each month at the Ames Public Library, Ames, IA, from 7 to 8:45 pm. In November we meet on the 3<sup>rd</sup> Thursday. Call Superintendent from NMRA web site 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 2<sup>nd</sup> Tuesday of each month at 7:00 p.m. in members 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 Tuesday evening from 6:30 P.M. to 9:00 P.M. 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** Unless otherwise specified, all Indian Nations NMRA meets are held at the new Hardesty Library, 8316 E. 93rd. St., just east of Memorial Rd. in Tulsa, OK. The library opens at 9:00 am and the meetings start at 9:30 am. 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)

**Cowboy Line Division (Norfolk, NE)** meets 3<sup>rd</sup> Thursday each month, 7:00 P.M. at HyVee East upstairs meeting room. Corner of 1<sup>st</sup> Street and Norfolk, Ave. Info: Dennis Brandt, Div. Dir: 402-9925-2415 or email [dennisbrandt44@gmail.com](mailto:dennisbrandt44@gmail.com) for more information.

**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

**\*CANCELLED--OCT 22-23, 2011—TWO DEPOT MODEL TRAIN SHOW, Kingman Armory, Kingman, KS;** Displays also at the Santa Fe and Missouri Pacific depots; Celebrating the 100<sup>th</sup> anniversary of the SF depot. Information: [sfdepot@sbcglobal.net](mailto:sfdepot@sbcglobal.net) or call 620-532-2142 weekday mornings.

**\*NOV 15, 2011—KATE SHELLEY DIV, MCoR, NMRA 20<sup>TH</sup> ANNUAL FALL MEET**, United Community School, US Highway 30 between Ames and Boone, IA, 9 am to 3 pm, Adm: \$5 at door, \$4 preregistered, clinics, silent auction, dealers, displays, layouts, door prizes; contest categories: diesel locomotives, steam locomotives, cabooses, box cars, offline display, online structures, Photo Contest TBA, Info: Bob Folkmann, 515-232-8689, Dave Yetter, 515-233-5665, Kate Shelley Div., P. O. Box 474, Ames, IA 50010

**NOV 26-27, 2011—GREAT TRAIN EXPO**, Belle-Clair Fairgrounds Park, Belleville, IL

**NOV 26, 2011—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)

**\*JAN 28, 2012—THE GREAT TRI-STATE RAIL SALE**, The La Crosse Center, 2<sup>nd</sup> & Pearl Streets, La Crosse, WI, 10 am – 5 pm, Railroad Show, Flea Market, Swap Meet, guided tours of steam locomotive, caboose and Grand Crossing tower, Adm: \$5.00 children under 12 free w/pd adult, BNSF Railway locomotive display at North La Crosse Yard, Canadian Pacific Railway exhibits and displays, proceeds go to maintain and restore the La Crosse Short Line Railroad Museum, Info: The 4000 Foundation Limited, P. O. Box 3411, La Crosse, WI 54602-3411, 608-781-9383, [www.4000foundation.com](http://www.4000foundation.com)



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Facebook  
[secretary@bigbendrrclub.org](mailto:secretary@bigbendrrclub.org)  
(O)

Capital City Model Railroaders  
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(HO)

Central AR Model RR Club  
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Daniel Gladstone 501-269-3030  
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Columbia Model Railroaders  
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(HO)

Eastern Jackson County Mainliners  
Model Railroad Club  
Outlet Mall, Odessa, Mo  
[www.easternjacksoncountymainline.com](http://www.easternjacksoncountymainline.com)

Greater Kansas City Model Railroad Club  
Walter L. Ohrnell, President  
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Kansas City, MO 64153  
[wohrnell@kc.rr.com](mailto:wohrnell@kc.rr.com)

No web site at this time  
Brush Creek and Western - three tier  
HO scale railroad, era between 1935-1975

Greater Omaha Society of Model Engineers  
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Council Bluffs, IA 51502  
Brian Wiaters  
402-895-0296 or 402-491-3692  
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11993 County Rd 162  
Savannah, MO 64485  
Nancy Adams 816-262-0304  
[nadaams@bi-vetmedica.com](mailto:nadaams@bi-vetmedica.com)  
Kansas Area N-Trak  
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Kansas Central Model Railroad Club  
Charles Moll  
3106 Tulane Place  
Hutchinson KS 67502  
[c.moll@sbcglobal.net](mailto:c.moll@sbcglobal.net)  
H) 620-663-8167  
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Kansas City Garden RR Society  
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Rich Velten, Treasurer  
100 N. Sappington Rd  
Kirkwood, MO 63122  
[rmvelten@swbell.net](mailto:rmvelten@swbell.net)  
[www.krta-stl.org](http://www.krta-stl.org)  
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[dclagett@ksu.edu](mailto:dclagett@ksu.edu)  
785-587-9075

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[mvns@railfan.net](mailto:mvns@railfan.net)  
(N)

Missouri Northern Railroad Society Inc.  
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North Kansas City, MO 64116  
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Modular HO Narrow Gauge Society  
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(all)

Nebraska Railroad Museum  
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Fremont NE 68025  
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Dave Fachman  
402-727-0615  
[fevr@fremontrailroad.com](mailto:fevr@fremontrailroad.com)  
[www.fremontrailroad.com](http://www.fremontrailroad.com)

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

Northeast Kansas Garden Railway Society (NEKAN-GRS)  
1308 SW Caldon  
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Northwest Kansas Model Railroad Club,  
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