

Caboose Kibitzer

4th Quarter 2011 VOLUME 61, ISSUE 4



Kansas City Terminal RR

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The Head End

by , MMR

MCOR PRESIDENT

Seasons Greetings! Many of us have enjoyed the meets and open houses that were sponsored near us over the last couple of months. I hope that each of you have laid in a supply of modeling materials and are preparing for some shop time this winter. I look forward to seeing many of the models that you are building this year at some of the Division meets in the spring and especially in St. Louis at the convention.

The 2012 convention is coming together and I am really excited about all the activities the Gateway Division is planning. I am anticipating the online registration process. This will make it easier for everyone to register and register early.

The last several conventions have each set new standards and we continue to exceed them each year. Every Division has railroad activities unique to their location and it has been exciting to experience more of them. I look forward to 2012, and beyond.

You should have been seeing notes and hopefully hearing comments from the Directors in your Division or Area about the future of the Mid-Continent Region, especially the Caboose Kibitzer. At a 2011 Board meeting it was decided that we would move in a new direction. Starting with the first issue of 2012, the Mid-Continent Region will be shifting to an electronic Caboose Kibitzer. As part of this effort the subscription rates of \$12.00 and \$8.00 will go away. The Caboose Kibitzer will be posted online at least quarterly, possibly more often, and a notice will be emailed to all of the Directors, Superintendents, and members that have email addresses on file with their Division. Many members do not have email address on file with the Divisions and some of you may not have email at all, so the Division officers and Area Directors will need to help make sure that everyone gets word. Your friends, officers, and other media sources can help us get the Caboose Kibitzer into your hands.

This is a new direction for the Mid-Continent Region and we are counting on more people sharing the modeling and activities that the Region has to share by placing the Caboose Kibitzer into more homes and libraries.

The Board of Directors will meet in January 2012, in Kansas City. Please get with your directors, or call one of the officers with anything that you would like to see addressed at that meeting. This is your region, our region, and I look forward to seeing many of you and many new faces at activities in 2012 and beyond.

Keep the rails shining!



Whit Johnson

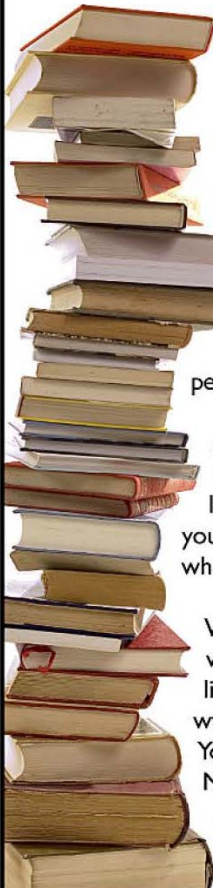
Conductor's Call

BY TED TSCHIRHART , Editor

We will be needing your email address or not email address. So please send it to Your Division Director. (See page 2)

**Also all AD prices are
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Gatorfoam Structures

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

Several years ago I read an article about the virtues of “Gatorfoam” board. It sounded like it might be an interesting material to use. This is not your grampa’s foam board! It is tough, rigid, very stable, and water resistant. The foam is an extruded polystyrene bonded between two layers of a resin-impregnated wood fiber called Luxcell. I could easily imagine a number of uses ranging from complete buildings to low relief backdrops to tunnel portals.

Gatorfoam board (often just called Gatorboard) is available in several thicknesses. The most common, 3/16 inch (5mm), is more than adequate for the majority of model work. The face veneers come in white, black, and “natural” (a light brown). It is expensive compared to ordinary foam board. MicroMark sells 3/16 inch thick 12 x 18 inch (1 ½ square feet) panels for \$5.95 plus shipping. I assumed it would be available at my local Michael’s, Hobby Lobby, or Archivers but none carried it. Happily, an internet search turned up a wholesale plastics supplier only a few miles from home.

They had exactly what I wanted and the price per square foot was, logically enough, considerably less than the MicroMark offering. Unfortunately, they only sold full sheets (4 x 8 feet) and their minimum sale was \$100! Ouch! Fortunately, my wife was with me and she never turns down an opportunity to invest in the layout. I succumbed to her pleas and bought two sheets for a bit more than the \$100 minimum plus tax. It was still a pretty big investment but I had hopes that some of my model railroad buddies might buy some of it. The salesman offered to slice the 4 x 8s into 4 x 4s to make them easier to handle and squeeze into my minivan. At \$1.57 per square foot it was a heck of a deal!

This stuff is tough! It can be cut with a very sharp knife (I suggest the type with a snap off blade) but power tools are a must for anything larger than a small project. A table or radial arm saw would be excellent if you have room to handle the big pieces. A saber saw would also work if you can maintain a straight cut. A band saw with a ¼ inch blade and a good fence is easy to work with. That is what I used for my primary cuts after first using a knife to slice one of the 4 x 4 foot sheets into 2 x 2 foot panels.

There was one last issue. My first project was to be a likeness of my Grandfather Quandt’s barn near Hartford, Wisconsin. Ideally the walls should have miter joints at the corners to give solid footing for styrene siding. A table saw or a band saw with a tilt table would work nicely. My band saw has a tilting head and would be a lot of work to move it back and forth multiple times between a normal 90 degree cut to a 45 degree cut. Then my wife reminded me that we still had “her” ancient Dremel “Moto Shop” scroll saw. Neither of us had used it in years. I carefully set the table to 45 degrees. It worked but it was less than ideal. The blade was too narrow and there is no provision for a guide fence. In retrospect I probably should have set up my radial arm saw to achieve better accuracy but it seemed like overkill at the time. “Learn while you churn” I always say!

It dawned on me that I had better figure out how to glue the pieces together. I also needed a way to bond styrene “planks” to the sides and ends of grampa’s barn. I hit Google searching for several variants

of “gatorfoam board adhesives.” A large majority of the hits dealt with gluing paper, cardboard, and photos to the face of the board. Most of those referrals were advertisements for Gatorfoam with factory applied contact cement. I did not find a single reference to gluing two pieces of Gatorfoam together, either edge-to-face or edge-to-edge. Nor was there anything about attaching styrene to the face or edge of the Gatorfoam beyond the factory applied contact adhesive.

My long suffering (and very supportive) wife is deep into Rubber Stamp Art. She has an amazing collection of papers, scissors, punches, rubber stamps, pencils, pens, and adhesives! She whipped out a half dozen brands of non-repositional glue sticks. I tested them using scrap pieces of square styrene tubing. See Figure 1. Two of them, “Elmer’s Poster and Picture Stick” and “Coccolina 84,” made good bonds. The rest of them were total wimps. Next the wife provided an 8 ½ x 11 inch sheet of double-sided adhesive transparent film. A test with a small piece showed it was extremely tenacious! It looked like the right stuff to nail all those planks to the barn. On the other hand none of the other glue stick adhesives were appropriate for bonding Gatorfoam edge-to-face or edge-to-edge.



Figure 1 Test of non-repositional glue sticks. Only two of the six bonds survived a light nudge. This piece of Gatorfoam board had already been cut to serve as the floor of the barn.

I have had some success using hot melt glue so I thought it might do the trick. I assembled several test pieces and knew I had a winner! See Figure 2. I used hot melt throughout this project. However, it turned out that hot melt is not the best solution for complicated or large joints. The first glue put down cools too much before the final glue is in place and the pieces can be joined. There is also little time for fine adjustments after the pieces are brought together. That did cause some problems. Since completing the project I have done further experimenting with latex sealant (specifically DAP “Alex Ultra 230”) and “Liquid Nails for Construction and Remodeling.” Both gave a solid joint as seen in Figure 3. I assume other brands and styles of thick adhesives would work equally well. These bonding agents have the disadvantage of relatively long cure times and, in some cases, the need to clamp or weight pieces. You are also likely get some ooze from the joints that will have to be carefully trimmed if it is in an exposed location.

I have a vivid image of the sights (not to mention smells!) of my Grandfather’s barn but its width, length, and height would be pure



Figure 2 Test of hot melt glue for edge-to-edge and face-to-edge bonding.

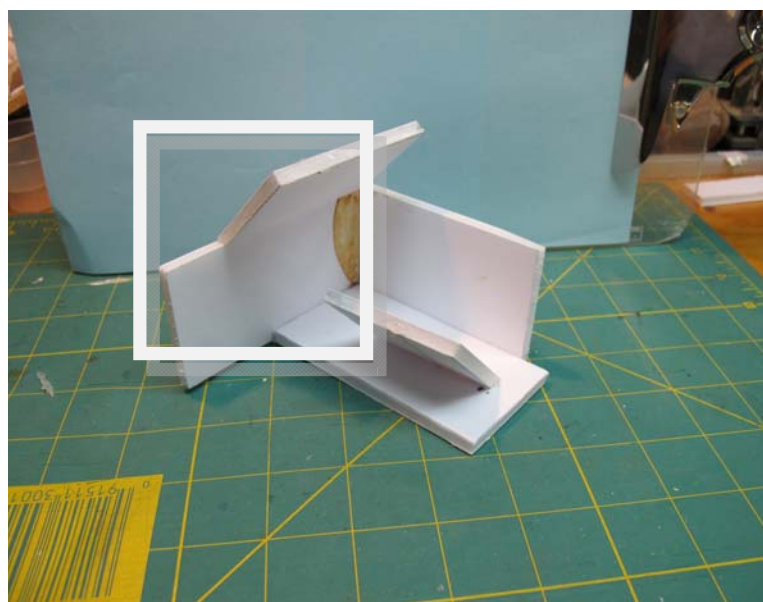


Figure 3 Test of DAP Ultra 230 latex sealant and "Liquid Nails" Construction and Remodeling adhesive.

guesses. Fortunately, I have an excellent aerial photo from around 1946. See Figure 4. The CIA could scale everything to within an inch or two using complicated trigonometric formulas. For me the only obvious scale reference was my Grandfather's 1940s GMC pickup backed up to the milk house. Another web search led to a site showing the frame length of the equivalent Ford pickup. Using some creative scaling I was able to "guesstimated" the barn to be about 39 feet wide, the peak 41 feet high, etc. (Later, curiosity led me to GoogleEarth to see what the satellites see. The overhead image measured the roof at about 44 feet wide. Allowing a couple of feet of roof overhang on either side brings the width down to 40 feet, compared to my calculated width of 39 feet.) The attached milk house scaled in at very close to 12 wide. Depth was harder to judge but overall it closely matched the dimensions of the free standing "Purdue" milk house described in Mort Switzer's "One Room Milk House" (Scale Rails March 2010). An issue was the correct profile for the gambrel roof. A web search for "Barn Roof Types" provided guidance on the proper proportions. Who would have guessed?



West farm buildings: old barn, new barn, equipment shed, house. Ctv Hwy U northwest of Hartford. Wisc. circa 1946 - 47

Figure 4 Aerial view of my Grandfather's barn in Hartford, Wisconsin probably taken in 1946. View is looking west.

My barn would be positioned in a corner area about three feet from the aisle. There wasn't much room at the site so I built a cardboard mock up to see how the barn would fit with the dimensions I had calculated. It was overwhelming! Time for some "selective compression." I reduced the width by about 10 % and the height by 25%. The revised mock up fit better in the space and looked much more appropriate, especially for a background building.



Figure The "south" side of the barn with the printed "foundation" glued to the Gatorfoam board and foundation windows installed. The shiny areas are where PVC adhesive has smeared beyond the "foundation" paper. It had no effect on the finished project.

The barn needed some windows. The aerial view shows a window near the peak that scaled to three feet wide by five feet tall. There is a window in the foundation facing the viewer. Other photos of the barn from ground level show similar windows on the opposite end. There are also two windows in the foundation along the side. I found suitable frames for the four foundation windows in my scrap box. In the prototype barn all of the windows are vertically oriented.

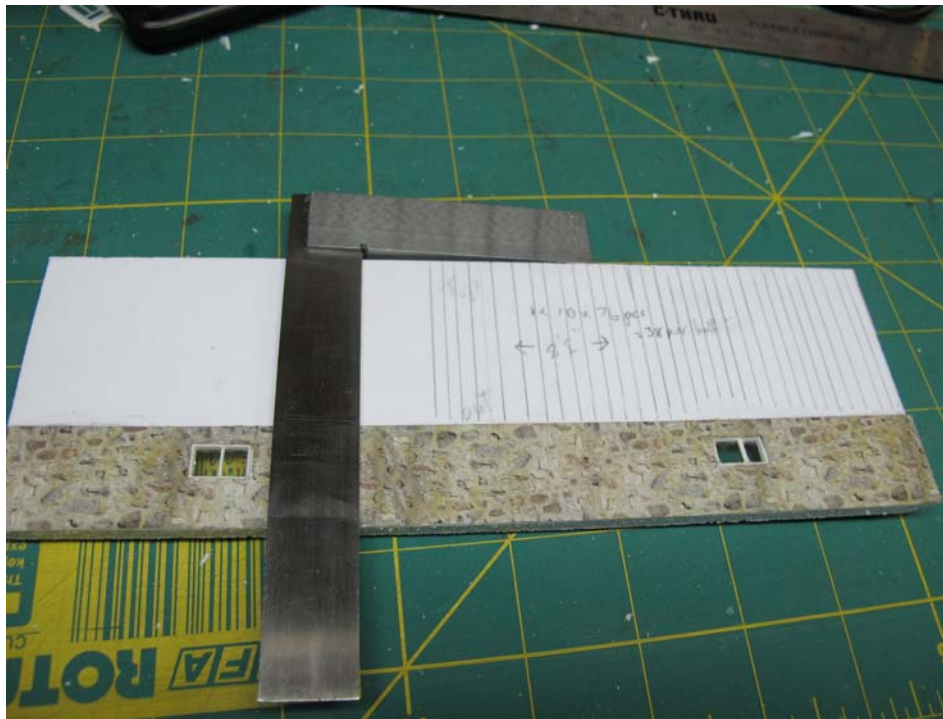


Figure 6 Drawing vertical lines to help keep "planking" straight and vertical.

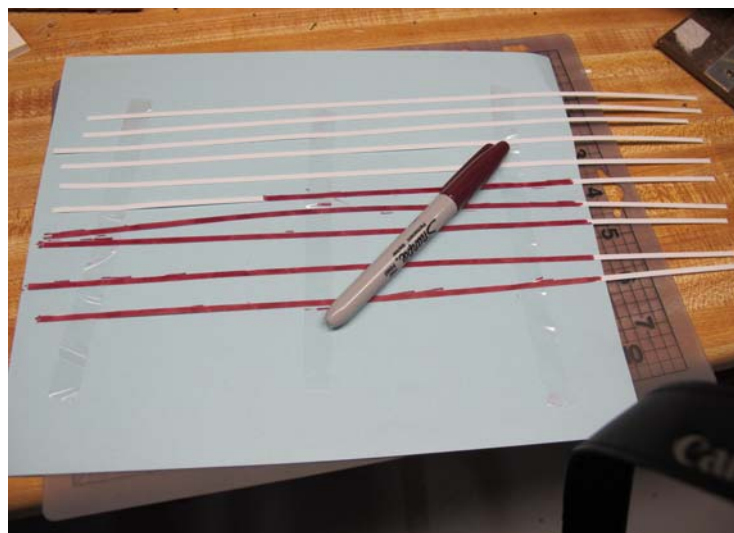


Figure 7 "Painting" the styrene strips something like "barn red" using a Scripto indelible marker pen.

However, because I had reduced the overall height of the barn I decided that

the windows in the "foundation" would look better horizontally oriented. I fabricated the frames for the peak windows from styrene strips. I then cut holes in the Gatorfoam in the right places and test fitted everything before going further.

Like most barns in glacier country this one has a stone and mortar foundation. I suppose there are a number of commercial products to simulate the foundation wall. However, Dave Roeder, MMR, got me into creating models using computer generated designs printed on ordinary paper. Besides, being a cheapskate I have found that with diligent web search almost anything is available for free. I searched for "images barn walls," "images stone walls," and similar key words. I found dozens of photos. One seemed perfect. A screen capture

brought the low resolution jpeg into the computer. By pasting several copies together in my photo editing program I could build "walls" long enough for the sides and ends. Although almost any copy paper would do I prefer the heavier 24 pound paper for this type of project. I glued the printed foundations to the Gatorfoam using an acid-free PVA (polyvinyl acetate) adhesive designed for bookbinding and paper projects. As you might have guessed it was from my wife's stash. The glue is similar to white woodworking glue but somewhat thinner. It spreads easily and dries quickly. Figure 5 shows the result.

The next step was to draw pencil lines perpendicular to the base of each structural piece above the "foundation." See Figure 6. I did not attempt to space the lines accurately. They were only needed so that I could keep my "planking" vertical and straight. I then cut the double-sided adhesive sheet to approximate size for each wall and applied the pieces to the ends and sides above the foundation. After removing the second backing sheet the reference lines were visible and easy to use.

I used Evergreen #8110 HO scale 1" x 10" styrene strips for my planking. I wanted to pre-paint them "barn red" individually but I am totally lost trying to mix colors. Again, my lovely bride had the answer. She had a set of "Scripto" indelible ink pens. One of the colors was something like cranberry or raspberry. To my indiscriminating eye it looked barn red. Before painting them I anchored the styrene strips on a separate sheet of paper with several strips of double sided adhesive tape. Running the pen up and down a few times gave me a color close to what I envisioned with considerable variation within and between strips. See Figure 7. I then cut individual pieces to length and put them down on the barn walls over the previously applied double-sided adhesive sheet, starting at the center of each structural piece. After the styrene planks were in place I touched up the white spots with a brown Scripto marker to simulate more worn and weathered wood. See Figure 8. This thing was starting to take form!

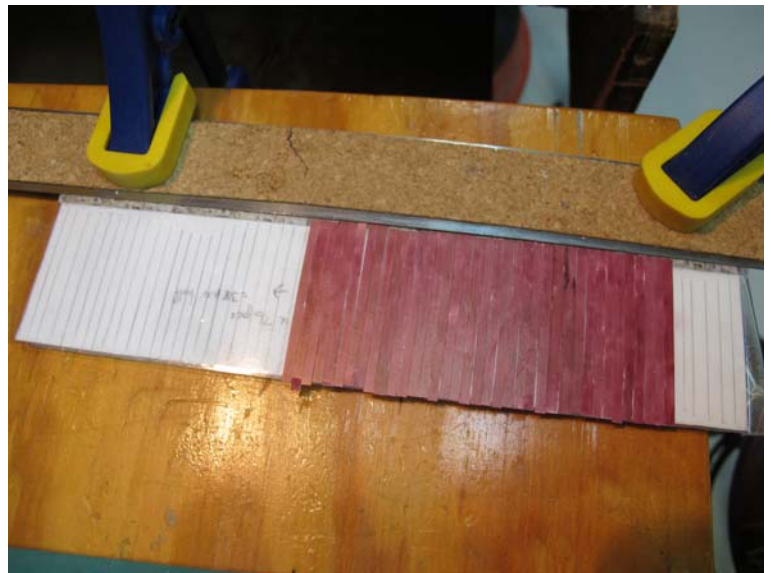


Figure 8 Adding planking to the side of the barn. The clamps and steel rule helped keep the bottom ends of the styrene strips even and slightly overlapping the "foundation." The jagged edges at the top of the wall will be trimmed.

I fabricated the doors from styrene strips. I attached pieces of Evergreen #262 channel above the door openings in the barn. The door hangers were made from very short pieces of inverted channel. After installing the windows it was time to glue the barn together. That is when I learned the limitations of hot melt! Fortunately it worked adequately and I was able to hide the worst faults by installing the white corner trim boards. Figure 9 shows the “west” end of the assembled barn.

Gatorfoam is much too thick to use as overhanging roofing material. I reverted to Strathmore board, an old favorite. This is a heavy, artist quality board that holds its shape well. I cut four pieces to length and width to form the roof. Figure 10 shows the bottom side of the four strips of Strathmore taped together. These will naturally drape over the barn ends to form the gambrel roof. This was another complex gluing job that would have been done better with a few spots of seal-

ant or “Liquid Nails” rather than hot melt. In addition, I should have blackened the ends and overhang with felt tip markers to help hide the thickness before taping them together. Once again everything worked out but it was a lesson learned!

At this point the roof is a pretty ragged looking affair. It is not clear in the aerial photo whether the original roof was covered with tar paper or shingles. My memories say it was shingled and shingles would make a more attractive model. I turned to a free three-dimensional drawing program known as Google SketchUp. From my perspective



Figure 10 The four roof sections taped together ready to form the gambrel roof.

it is a difficult program to learn (I am probably a two-dimensional guy) but it can do a lot of neat stuff. Among other things, it has dozens of standard “material” templates including eight different roofing materials. Click on your shingle style of choice, click on the area of your drawing that you want to “roof,” and you have a sheet of shingles ready to print. Everything in the drawing is measured in feet and inches but can be printed at any scale you specify. Presto! I had a roof ready to be glued to the Strathmore board with PVA adhesive.

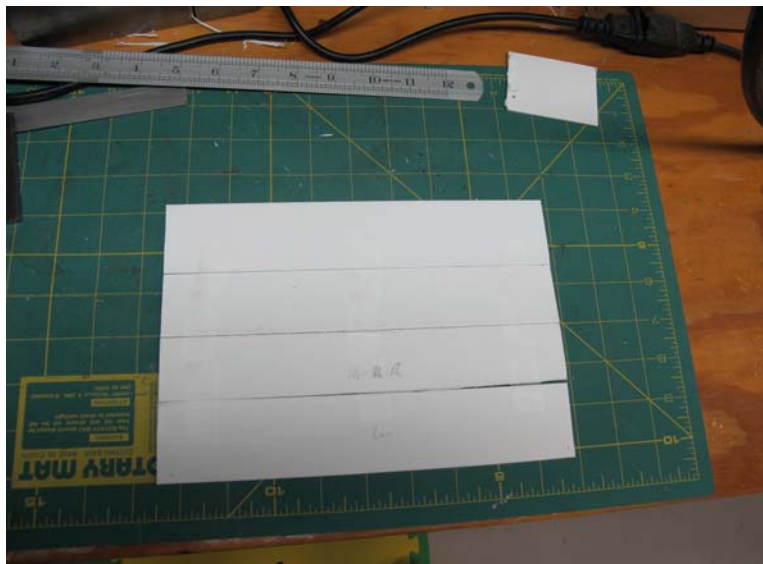
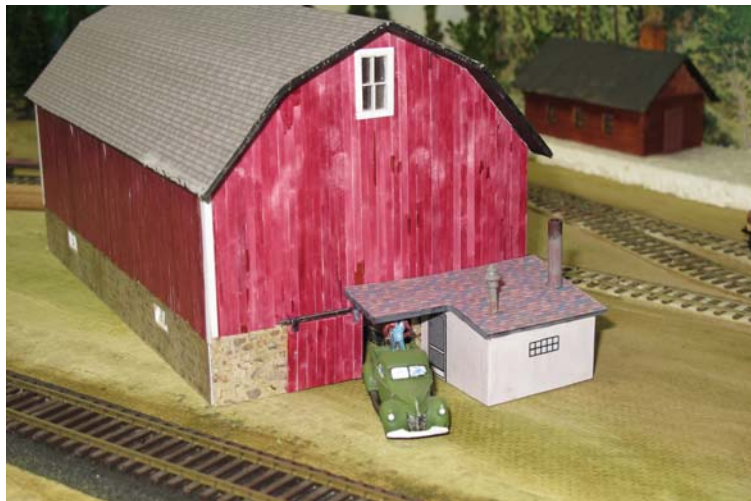


Figure 11 The completed barn from the “southeast” with the milk house in place and Grampa's GMC pickup truck backed up to unload empty milk cans.



The barn was complete except for the milk house. I used Gatorfoam to form the structure. The prototype milk house was poured concrete. Google SketchUp provided a standard “concrete” material and I manipulated the color a bit. SketchUp tools allowed me to form the glass block window and the screened entry door. I printed the three faces as a single image, then glued it to the milk house as a wrap-around covering. The “concrete” printed a bit lighter than I would have liked. It would not be hard to re-do it and apply the printed result over the original. Last, but not least, a Strathmore roof and SketchUp shingles completed the effort as shown in Figure 11.

My techniques on this first Gatorfoam project were not the best but it was interesting and educational. The barn is far from contest quality but it serves the purpose of representing the barn I knew so well as a child. I also finally forced myself to learn the basics of SketchUp and have followed through with a couple of projects. Most of all I had fun!

And a couple of my railroad buddies bought most of my excess Gatorfoam! A heck of a deal indeed!

Gateway to Model Railroading Fun

NMRA MCoR Convention May 30, - June 3, 2012

The Museum of Transportation A St. Louis Treasure

Jon W. Marx, Gateway Division

When planning to attend the 2012 MCoR Annual Convention in St. Louis, we strongly recommend including time to visit the Museum of Transportation on Barretts Station Road in St. Louis County. John H. White, Curator Emeritus of the Smithsonian Institution, said, "The St. Louis Museum of Transportation houses one of the largest and best collections of transportation vehicles in the world."

The Museum was founded in 1944 when a group interested in preserving historically significant items of transportation that were even then rapidly disappearing. Starting with a horse-drawn street car from Bellefontaine, MO, the collection has grown to what visitors see today. Located on part of the right-of-way of the first railroad built (1851-53) west of the Mississippi River, even its location is of historical significance.

The Museum organizers acquired 129 acres on Barretts Station Road in 1947. The property includes one of two Barretts tunnels. Both were bored using hand labor, hand tools, and black powder. Alfred Nobel's patent for dynamite would not be granted until 1867. Originally 450 feet long it was later shortened to 410 feet. This line was in active service until 1944 when transportation demands of WWII created a bottleneck in the shipment of war materiel. The Missouri Pacific then moved the right-of-way 100 feet south and the tunnels were abandoned. The second tunnel is on private property east of the Museum and not accessible. A recent issue of the Missouri Pacific Historical Society Magazine had an article about the Barretts tunnels. The tunnel is considered unstable and cannot be entered.

The Museum collection includes more than 70 locomotives, many of them are one-of-a-kind survivors of their class or parent railroad. On display in the Roberts Building is the oldest locomotive in the collection, the Daniel Nason, built between 1858 and 1863 for the Boston and Providence Railroad. The Nason is unique in that the cylinders and drive rods are inside the frame. It is also from the link and pin coupler era. On a related note, the B&P built the Canton viaduct over the Neponset River between 1834 and 1835. It has since been reinforced for heavier equipment and now carries Amtrak Northeast Corridor trains.

Two tracks over from the Nason is the Frisco 1522, which was restored to operating condition between 1985 and 1988 by the St. Louis Steam Train Association. Between 1988 and 2002 the engine was used in excursion service, mostly around the Midwest. The 1522 was borrowed for the HBO-produced movie *Truman*, starring Gary Sinise, in 1995. However, any true railfan, especially Frisco enthusiasts, know that the real star was Frisco 1522.

Another highlight of the Roberts Building displays is the set of pas-

senger cars through which guided tours are available. The first car in the tour is the "Aleutian," a business car built by Pullman in 1923 for the Copper River & Northeastern. This car costarred with the 1522 in *Truman*, appearing in the scene where Truman held up the famous "DEWEY BEATS TRUMAN" headline.

Another Frisco locomotive on display is the "Russian decapod." Built during WWI for Czarist Russia as part of an aid package, it was not delivered because of the Russian Revolution in 1917. Built to Russia's 5' gauge, the engine needed to be regauged to operate on our 4' 8 1/2' rails. There are three things to note related to its intended heritage. First is that the drivers are wider. Lead truck wheels are easy to swap out, but drivers are more easily modified. (Even the prototype found it necessary to modify "as received" locomotives.) Second, the running boards along the boiler are wider because in Russia soldiers rode there to protect the train. And third are the three builders plates on the smokebox. Both English and Russian characters are seen.

Nearby is the last of the *Zephyrs* built for the CB&Q by Electro-Motive Corporation and Budd delivered in April 1939. The *Zephyr* on display at the Museum served the route between St. Louis and Kansas City as the *General Pershing Zephyr*. The first *Zephyr* was the world's first streamliner. In 1934 it set a new speed record between Denver and Chicago, 1000 miles at 78 mph, cutting 12 hours off the normal time for the trip. The cost of the fuel used for the trip was \$14.64.

For fans of articulated power a Union Pacific Big Boy and Norfolk and Western Y6a #2156 (1942). The latter is the only compound locomotive in the Museum collection.

As an adjunct to its Railroad Engineering Department, Purdue University in West Lafayette, IN, had a small collection of railroad equipment, including a trolley test car (*Louisiana*) that had been built for use in engineering test work by an agency of the 1904 World's Fair. In the mid-50s the university decided to "deassession" the collection. That collection now resides at the Museum.

Electric power is also well represented. The only surviving Milwaukee Road bipolar (1919), #E-2, B&O #1 (1925), the second commercially produced diesel-electric locomotive in the U. S., B&O #50 (1935), the first successful non-articulated passenger locomotive, PRR GG-1, #4918 (1942), and Illinois Terminal Railroad Class C freight locomotive (1929) are only a few examples.

The rolling stock collection is also representative of rail history. Caboose, a covered hopper, tank cars, reefers, the first tri-level auto carrier, built by the Frisco in 1960, a Hood's glass-lined tank milk car, and several types of cars found on passenger trains. One car that cannot be missed is the GATX #96500. At 97 feet long with a capacity of 63,000 gallons, this is the largest freight car built. Because of its design, it is referred to as a "whale belly." It proved to be TOO big

and led to maximum size restrictions being placed on new freight equipment. The maintenance of way equipment collection includes a Union Pacific rotary snow plow (#90081) and a Cotton Belt wedge snow plow built on a steam locomotive tender.

Not all the displays are static. The Museum of Transport Trolley Volunteers have been granted space to restore and operate trolley cars for Museum visitors. One is a Chicago "el" car built in 1960 for the Chicago Transit Authority. Chicago had some 1947 Pullman-built PCC street cars that they wanted to retire to reduce street congestion. The cars were sent to St. Louis Car Co. and many of the parts from the PCCs were recycled into these cars. The cars were retired in the early 1990s in part because they are not easily air conditioned and could not easily be made compliant with the Americans With Disabilities Act. The car was purchased for scrap value and brought to the Museum and restored to operating condition.

The second car was built in 1947 by St. Louis Car Co. for the Philadelphia Transportation Co. It ran in the Philadelphia area until the early 1990s and was retired for the same reasons the CTA car was. This car was purchased at scrap value, brought to the Museum, and restored to operating condition.

The third car was built in 1914 by St. Louis Car Co. for the City of St. Louis Water Department. It served to transport department employees from the end of public transportation on the north side of the city another seven miles or so to the filtration plant at Chain of Rocks on the Mississippi River north of downtown St. Louis. It also transported the general public who lived along the route and, later, when the Chain of Rocks Amusement Park was built, transported people to the park. This car and two others were retired in the mid-1950s, brought to the Museum of Transport, and stored for several decades. The trolley volunteers inspected the car and realized it was in an excellent state of preservation. While it required several thousand hours of restoration work, it was the one most easily restored to operating condition. The car is over 90% original. Another unique feature of this car is that the floor is higher than one would expect on a trolley car. The reason is that this car was also used to take freight cars of supplies to the filtration plant. Its coupler height had to match those of standard freight cars.

A fourth car, a St. Louis PCC that ran on Grand Avenue, is in the process of being restored and could be close to finished in 2012.

The normal operating schedule for the trolleys is from April 1 to October 31, depending on weather conditions. Operations are on Thursday and Friday mornings and all day Saturday, Sunday and holidays. The cars operate on about 900 feet of track from the

loop on the east end to the Barretts Tunnel on the west end. As this is written (mid-2011) ground is being prepared to extend the trolley track to go behind the Earl C. Lindberg Automotive Center. The building has a second floor on the north end and passengers will be able to access the trolley cars there as well as at the other stops. The half-circle of track in the loop at the east end came from the street car operation in Boston. Another unique piece of track work on the trolley line is a curved switch entering the north side of the loop.

On the days the trolley operates, a miniature train, as one would see at a zoo or other attraction, operates on the north end of Museum property. A tram is available to take passengers from the Visitors Center to the station. Part of the right-of-way goes over the turntable from the Frisco's Lindenwood yard. If you decide to ride the miniature train, the route of the tram to the train will go near the Rock Island Aerotrains.

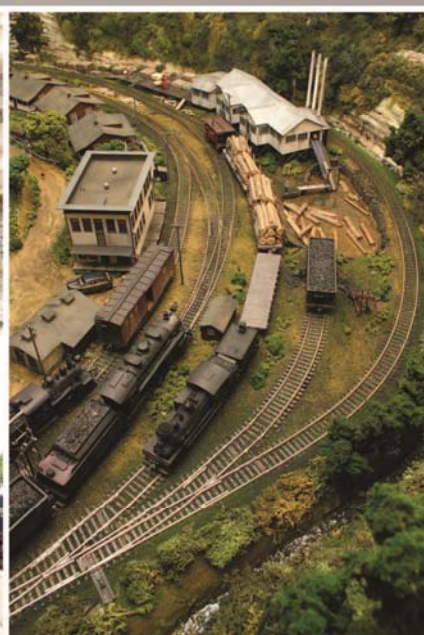
Railroad equipment is not the only thing to be found at the museum. When entering the Museum one passes a Douglas C-47A transport airplane and a Mississippi River tug boat. Displayed in the parking lot is a Panama Canal mule used to move ships through the Panama Canal. Behind the Visitors Center is the Earl C. Lindberg Automotive Center. On permanent display are the Bobby Darin "Dream" car, the only operational Chrysler Turbine car and, for those familiar with St. Louis history, part of a motel unit from the Coral Courts Motel that was located along old Route 66 in suburban Shrewsbury, MO. These units were unique in that they had glossy ceramic tile on the outside walls and a one-car garage for guests' vehicles. The latter feature seemed to give the establishment a somewhat questionable reputation. The Darin car was designed in 1953 by Andy Di Dia, a Detroit clothing designer, and features the first use of rear seat speakers and hidden windshield wipers among other innovations. The author was told that this car was the inspiration for the car used by The Jetsons in that cartoon series.

This article can only hint at the artifacts on display at the Museum. Unfortunately, not everything is available for viewing, such as Wabash Mogul 573 (Rhode Island, 1899), last steam engine on the Wabash, which is being cosmetically restored using funds raised by the local chapter of the NRHS. The Museum web address is: <http://www.transportmuseumassociation.org/>. If you are able to visit, "Welcome aboard!" We hope you enjoy your visit to this genuine St. Louis Treasure.

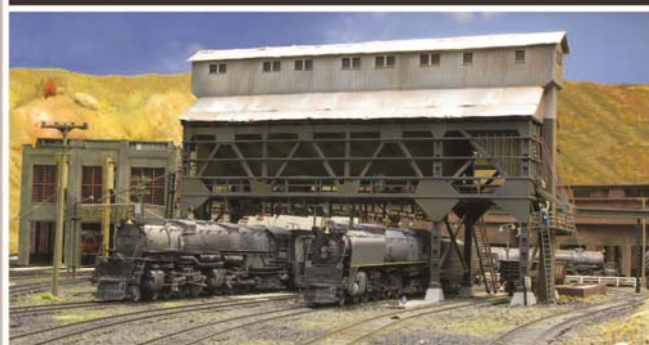


Registration, additional information and details are available online at

<http://gatewaynmra.org/2012>



St. Louis: Your Gateway to Model Railroading Fun



2012 MCoR Convention: May 30 through June 3, 2012



- Attend clinics by noted model railroaders, including Tony Koester, Bill Darnaby and Mont Switzer.
- Visit more than forty model railroad layouts.
- Experience guided tours of the Union Pacific Car Shop, Gateway Rail Services and American Model Builders.
- Operate on great local model railroads.
- Enter the model and photo contests, enjoy St. Louis activities, and dine at the Awards Banquet at the Transport Museum.



For more info or to register online: www.gatewaynmra.org/2012

The 2012 Mid-Continent Regional Convention is hosted by the Gateway Division NMRA, May 30 through June 3, 2012, in St. Louis, Missouri. We've added an extra day this year for more activities, more clinics, more layouts, and more value for you. The convention, train show, and hotel are all under one roof at the Holiday Inn Southwest Convention Center at Watson Rd. and Lindbergh Blvd. in Sunset Hills, Missouri, with a special room rate of \$89 per night.



2012 MID-CONTINENT REGIONAL CONVENTION REGISTRATION FORM

GATEWAY TO MODEL RAILROADING FUN!

St. Louis, Missouri -- May 30 - June 3, 2012

To Register On-Line Go To: gatewaynmra.org/2012

Title	First Name	Last Name (please print)	Name to appear on badge
Registrant:			
NMRA Membership Number:			Expiration Date:
Spouse			
Street, City, State, Zip:			
Email:		Phone:	
Member of SIG: RPM [] OP SIG [] LD SIG [] Scale: N [] S [] G [] HO [] O []			

	Quantity	@ Price	=Subtotal
Primary NMRA Member Registration		\$ 55.00	
Primary Non-Member Registration - (Includes 6-month Rail Pass Membership - if eligible)		65.00	
Spouse Registration		10.00	
Thursday Prototype Tour - Gateway Railcar Services		25.00	
Friday Prototype Tour - UP Desoto Car Shops (includes Lunch)		39.00	
Saturday Prototype Tour - American Model Builders		5.00	
Saturday Awards Banquet (at the Museum of Transport - Open Bar - Tony Koester - Keynote Speaker)		50.00	
Golf Shirt - Blue with Gateway Division/NMRA Logo Size: S [] M [] L [] XL [] XXL [] XXXL []		35.00	

Check or Money Order (Payable to Gateway Division)	Amount:
PayPal (Transfer Funds to: gatewaynmraconv@charter.net)	Amount:

Return Form and Check or PayPal Receipt Copy to:

Gary Gross
5581 Baronridge Drive - # 5
St. Louis, MO 63129-3030

Site Hotel for all activities:
Holiday Inn
St. Louis Southwest (Viking)
10709 Watson Road, St. Louis, MO 63127
314-821-6600



Information : Contact Registrar (Bill Linson) at 636-220-6652 or email: blinson@charter.net

The Indian Nations Division of the NMRA will be hosting its 3rd annual Tulsa Area Layout Design and Operations Weekend, March 23, 24 and 25, 2012.

With the help of other Model Railroaders, Divisions, LD and OP Sig's and Model Railroad Hobbyist we've able to help spread the word on the past 2 events and I hope that you all can help again this year.

We have a great weekend of operations lined up and a full day of presentations on Saturday:

Lance Mindheim – *Planning and Designing a Switching Layout*

Lance Mindheim – *Modeling Prototype Switching Operations*

Steve Davis – *Computer Switchlists for Model Railroads: Why? And HOW to do it for FREE!*

John McBee with Dick Hovey - *What Time Has Taught Me About My HO Scale Pueblo Division*

Jim Senese/Tom Fausser/Dave Salamon – *How we operate our model railroads: variations in car forwarding systems*

Additional Activities include:

32 Square Foot Layout Design Challenge – Open to everyone!

Bring your trackplans, photos, display boards and mockups to share with everyone, great place to solicit feedback on your layout!

Panel question and answer discussion

3 Operating sessions with several layouts available for each session

The cost is \$35.00 to get in and that includes an self serve sandwich bar which includes sides and a drink.

There are shirts available also for those who are interested.

Operation signups are by first come first serve.

I'm asking that you please forward this flyer to all members of your division, clubs or anyone else who may be interested. I've attached a copy of the flyer that can be put in your newsletters also.

Appreciate any help in communicating this with other model railroaders.

Here is the web page address, it will be updated over the next several days with a PDF copy of the registration, Hotel information and also the Layout Design Challenge PDF is going to be posted for those that are interested in participating in that event. The Pay Pal portion is live and can be used today to register.

<http://ldopsigmeet.tulsanmra.org/>

If you have any questions please don't hesitate in getting in touch with me.

Thanks again and Hope that you all can attend also!

Dave Salamon

Indian Nations Division Superintendent and Tulsa Area LD/OP weekend Chairman

Deep River Southern - N Scale

www.picturetrail.com/salamon



3rd ANNUAL TULSA AREA LAYOUT DESIGN AND OPERATIONS WEEKEND

March 23, 24 & 25

Presented by the Indian Nations Division of the NMRA
In conjunction with the LDSIG and OPSIG

Location:

Shriners Temple
2808 South Sheridan Rd.
Tulsa, Oklahoma 74129

Plan to Attend!

Workshop Presentations

Saturday March 24th from 8:00am-5:00pm

(Check Web page for detailed information on presentations and activities)

- **Lance Mindheim** – *Planning and Designing a Switching Layout*
- **Lance Mindheim** – *Modeling Prototype Switching Operations*
- **Steve Davis** – *Computer Switchlists for Model Railroads: Why? And HOW to do it for FREE!*
- **John McBee with Dick Hovey** - *What Time Has Taught Me About My HO Scale Pueblo Division*
- **Jim Senese/Tom Fausser/Dave Salamon** – *How we operate our model railroads: variations in car forwarding systems*

Additional Activities include:

- ✓ 32 Square Foot Layout Design Challenge – Open to everyone!
- ✓ Bring your trackplans, photos, display boards and mockups to share with everyone, great place to solicit feedback on your layout!
- ✓ Panel question and answer discussion
- ✓ 3 Operating sessions with several layouts available for each session

Local layout operating sessions:

Friday March 23rd from 6pm-9pm

Saturday March 24th from 7pm-10pm

Sunday morning March 25th from 9am-12pm

(Register early to secure spots as an operator on the layouts.)

**Come Operate on
Great Layouts!**

Visit our web page to register using Pay Pal or fill out the registration on reverse side of this flyer.

<http://ldopsigmeet.tulsanmra.org/>

**Come and Meet well-known Model Railroad Author and Custom
Model Railroad Builder Lance Mindheim!**

Welcome to the 2013 Convention



It can be in your Division.

***This time everyone can
come to Division.***

Contact

Contact Larry Alfred Convention Department Chairman
at captlalfred@gmail.com or

Whit Johnson at whitjohnson@mchsi.com.

REGION CLUB ROSTER

Big Bend Railroad Club, Inc.
8833 Big Bend Blvd.
Webster Groves, MO 63119-3731
www.bigbendrrclub.org
Facebook
secretary@bigbendrrclub.org
(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.easternjacksoncountymainline.com

Greater Kansas City Model Railroad
Club
Walter L. Ohrnell, President
6060 NW Waukomis Dr. N.W.
Kansas City, MO 64153
wohrnell@kc.rr.com

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

Greater Omaha Society of Model Engi-
neers
Post Office Box 67
Council Bluffs, IA 51502
Brian Wieters
402-895-0296 or 402-491-3692
SOME@TheHistoricalSociety.org
(HO, G, O)

Green Valley Baptist Model RR
11993 County Rd 162
Savannah, MO 64485
Nancy Adams 816-262-0304
nadaams@bi-vetmedica.com
Kansas Area N-Trak
2046 S Elizabeth #1306
Wichita, KS 67213
(N)

Kansas Central Model Railroad Club
Charles Moll
3106 Tulane Place
Hutchinson KS 67502
c.moll@sbcglobal.net
H) 620-663-8167
(HO)

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

Kansas City Module "O"
Jack Ferris, Secretary/Treasurer
10334 Ash
Overland Park, KS 66207
fhs1955@gmail.com
2 Rail O Scale Modular Layout - double
track main line with 4 track staging yard
plus On3 single track loop. Control is
wireless DC. (O)

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

Kirkwood Railroad Association
Rich Velten, Treasurer
100 N. Sappington Rd
Kirkwood, MO 63122
rmvelten@swbell.net
www.krra-stl.org

We meet every Thursday evening from
7:00 PM to 9:00 PM.
(HO)

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)

Nebraska Railroad Museum
1835 N Somers Avenue
Fremont NE 68025
1'-1'
Dave Fachman
402-727-0615
fevr@fremontrailroad.com
www.fremontrailroad.com

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

Oklahoma N-Rail
Bruce Alcock, President
P.O. Box 96131
Oklahoma City, OK 73143
info@oknrail.org
<http://www.oknrail.org>

N Scale
Layout at Crossroads Mall, I-35 and I-
250 next to where Macy's used to be.
Open Saturday 10am to 9pm and
Sunday, noon to 6pm.

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
Mrion, 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)

Union Station Kansas City Model
RailRoad Society
Ted Tschirhart
816-816-3449
30 West Pershing Road
Kansas City,. MO 64108
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tedtschi@kc.rr.com
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(HO Scale,
WCMR1@cs.com
Wichita Model Railroad Club
PO Box 48082
Wichita, KS 67201

Please send new club info
Or any changes to
caboose@kc.rr.com

THE SWITCH LIST

FOURTH QUARTER 2011 By GARY HEMMINGWAY

www.okcnmra.org

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, 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. 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. The next meeting **February 4, 2012 Tom Katafiasz**: 2105 Northwood Ln, Salina, KS: Turn off Interstate 70 south on Ohio Street, Turn Left (East) on Iron Street and go to top of hill, turn Right (South) on Marymount Road go past the stop light, turn left (East) on Northwood (first street past stop light) Tom's house is on the corner (first one on your left (north)) once you turn onto Northwood. anniversary convention.

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 in the Sump Library at 2nd & Washington Streets in Papillion (across from Runza). Visit whdnmra.info for more info and a map.

EASTERN IOWA DIVISION

The Eastern Iowa Division will hold its Winter/Annual Meeting February 4, 2012 at the First Christian Church, 510 East 15th Street in Davenport, IA. We will keep the annual meeting short so that we can hand out AP awards and conduct the silent auction and Bring & Brag/Show & Tell. While the agenda is still being firmed up, hopefully we will have some layout tours and possibly an operating session.

KATE SHELLEY DIVISION meets on the 4th Thursday of each month at the Ames Public Library, Ames, IA, from 7 to 8:45 pm. In November we meet on the 3rd 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 2nd 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.

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

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 Superintendent - Dave Salamon (918) 272-5512 or 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:

Cowboy Line Division (Norfolk, NE) meets 3rd Thursday each month, 7:00 P.M. at HyVee East upstairs meeting room. Corner of 1st Street and Norfolk, Ave. Info: Dennis Brandt, Div. Dir: 402-9925-2415 or email 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

***DEC 15-31, 2012--ALL ABOARD! LIONELS AT LAMAN**, Laman Library, 2801 Orange Street, North Little Rock, AR Hours:
Monday 9:00 AM - 9:00 PM
Tuesday 9:00 AM - 9:00 PM
Wednesday 9:00 AM - 9:00 PM
Thursday 9:00 AM - 9:00 PM
Friday 9:00 AM - 5:00 PM
Saturday 9:00 AM - 5:00 PM
Sunday 1:00 PM - 5:00 PM

Overview: Lionel Collectors Club of America (LCCA) and other hobbyists will operate a 14x20-feet Lionel-based layout and present train displays for public enjoyment. Admission is free. Information:

[Daniel Gladstone](mailto:Daniel.Gladstone@gmail.com), Email: ca_mrc@yahoo.com

Web Site: www.artrains.org, Phone: 501-269-3030

***JAN 28, 2012—THE GREAT TRI-STATE RAIL SALE**, The La Crosse Center, 2nd & 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

JAN 28-29, 2012—GREAT TRAIN EXPO, Mid America Center, Council Bluffs, IA.

FEB 4-5, 2012—GREAT TRAIN EXPO, St. Charles Convention Center, St. Charles, MO.

FEB 11-12, 2012—WICHITA TRAIN SHOW & SWAP MEET, CHISHOLM TRAIL DIV., NMRA, 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 12/31/2011 take off 10%, 8 foot tables are \$25 each, Info: mail registration to Phil Aylward, 603 Chestnut, Halstead, KS 67056-2302 or aylward1@cox.net

FEB 18-19, 2012—GREAT TRAIN EXPO, American Royal Complex, Kansas City, MO.

FEB 25, 2012--SUGAR CREEK MODEL RAILROAD AND HISTORICAL SOCIETY NINTH ANNUAL GREAT NWA MODEL TRAIN & HISTORICAL MEMORABILIA SHOW, Holiday Inn & NWA Convention Center 1500 S 48th Street, Springdale, AR 72762 (Interstate 540 exit 72 onto HWY 412 on East side of Interstate 540), 9:00 AM - 4:00 PM, Admission: Adults \$6.00 and Children 12 and under FREE (\$1.00 off w/nonperishable food item Contact Information: Keith Johnson 479-871-2802 email train072@cox.net or sloobjb@cox.net NWA Train Show P O Box 1283 Farmington, AR 72730 Club Website: www.railroadclubssugarcreek.org

MAR 17-18, 2012—CISCO JUNCTION MODEL RAILROAD GROUP TRAIN SHOW, The Cisco Center, North Eldon St., Cisco, IL, (exit 156 between Champaign and Decatur), Sat: 9 am- 4 pm, Sun: 9 am – 3 pm; Admission \$3.00 adults, Children 12 and under free w/pd adult, 5 operating layouts, Goodchild Brothers Circus layout, Children's Door Prizes, Breakfast and Lunch available, vendor and swap tables, Silent Auction, Info: Don Ploch, 10408 E. Washington St. Rd., Argenta, IL 62501, 217-669-2261 don@ciscojunction.com, or Randy Bennett 309-369-9600.

MAR 23-25, 2012--3RD ANNUAL TULSA AREA LAYOUT DESIGN AND OPERATIONS WEEKEND, INDIAN NATIONS DIVISION OF THE NMRA, HOSTS; We have a great weekend of operations lined up and a full day of presentations on Saturday: **Lance Mindheim** – *Planning and Designing a Switching Layout*; **Lance Mindheim** – *Modeling Prototype Switching Operations*
Steve Davis – *Computer Switchlists for Mod-*

el Railroads: Why? And HOW to do it for FREE!

John McBee with Dick Hovey - *What Time Has Taught Me About My HO Scale Pueblo Division*

Jim Senese/Tom Fausser/Dave Salamon – *How we operate our model railroads: variations in car forwarding systems.* **Additional Activities include:**

32 Square Foot Layout Design Challenge – Open to everyone! Bring your track plans, photos, display boards and mockups to share with everyone, great place to solicit feedback on your layout! Panel question and answer discussion 3 Operating sessions with several layouts available for each session.

The cost is \$35.00 to get in and that includes an self serve sandwich bar which includes sides and a drink.

There are shirts available also for those who are interested. Operation sign ups are by first come first serve.

Here is the web page address, it will be updated over the next several days with a PDF copy of the registration, Hotel information and also the Layout Design Challenge PDF is going to be posted for those that are interested in participating in that event. The PayPal portion is live and can be used today to register. <http://ldopsigmeet.tulsanmra.org/> If you have any questions please don't hesitate in getting in touch with me. Dave Salamon

Indian Nations Division Superintendent and Tulsa Area LD/OP weekend Chairman
Deep River Southern - N Scale
www.picturetrail.com/salamon

***MAR 31, 2012—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. Tables rent for \$15 each. On the web at www.tristatemodelrailroaders.com

APR 14-15, 2012--18TH ANNUAL TRAIN SHOW, D&N EVENT CENTER, 501 East Walker Road, North Platte, NE, April 14th and 15th, 2012. Sponsored by the Nebraska West

Central Division, Hours 9 to 5 Saturday the 14th, 10-4 Sunday the 15th, Admission: \$3.00 children under 12 \$1.00, Under 5 free with paid adult, Tables \$10 till April 1st then they will be \$15. Union Pacific tours on Saturday only are an extra fare item. For information contact: Gene R. Tacey, P.O. Box 485, Sutherland, NE 69165, 308-386-2489, taceys@gpcom.net

***APR 21, 2012-- 35TH ANNUAL OZARKS MODEL RAILROAD SHOW AND SWAP MEET,** at the fieldhouse at Central Bible College, Grant Avenue and Norton Road in Springfield, MO, 9am to 3 pm,. This is a new location for us. For now information is available from Ron Williams, MMR, at 417-883-5350 or rjwilliams1@mchsi.com.

***MAY 30-JUN 3, 2012—MID-CONTINENT REGION CONVENTION,** Holiday Inn, Southwest Convention Center at Watson Rd and Lindberg Blvd. in Sunset Hills, MO; 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, People's 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.

AUG 11, 2012 TURKEY CREEK DIVISION MEET, Lenexa Community Center, 13420 Oak (Pflumm & Santa Fe Dr.), Lenexa, KS, more later.

The Switching List is a service of Mid-Continent Region, NMRA.

Canadian Pacific in Southwest Iowa – Part I of . . .?

by Jack D. Hofmockel

I've been a model railroader since, as they say, Hector was a pup. It wasn't until the early-mid 1990s that my dreams and visions started to coalesce and I began to understand just what I wanted to model and what kind of layout I wanted to build.

erations, SIGS, train shows & swap meets, and the layouts of some well-known model railroaders and many other model railroaders with lots of experience. While on a trip to Tulsa, OK, to operate on George Maulsby's "Claremore & Southern" I met Steve Rosnick and had my first introduction to Digital Command Control – specifically, Digitrax.

But not long afterwards, I got pulled away from the hobby for a time: I attended Saint Paul School of Theology, a United Methodist

Seminary in Kansas City, MO. I know there were scads of well-known model railroad layouts in the area, but with Classwork and everything else, I didn't have time for model trains. When I started serving a church back up here in southwest Iowa, the parsonage had a perfect basement for a train layout! Alas! No time. When I came to Logan, IA, the basement of the parsonage was a little smaller, but I figured out I could make time to start the layout I wanted to build.

I have learned a lot from clergy colleague and friend, Doug Harding, who is relatively well known in model railroading circles – shows, publishing, NMRA, etc. He had much helpful advice on construction methods to employ (of course: we're METHODISTS, after all) that would make transportation easier when we would be appointed to a new church someplace and would have to move. Lightweight, yet sturdiness of design was necessary criteria. The gusset/leg assemblies at the section interfaces, for example, are totally Doug's design. And instead of Digitrax, I've decided to go with CVP Products "EasyDCC" – I plan on having both tethered



Fortunately, I had an understanding spouse. The first layout I built was based on a series of articles in *Model Railroader* magazine written by Jim Kelly, et al, and later assembled into the Kalmbach book, ***HO Railroad from Start to Finish***. It let me do some things, but it wasn't the railroad I wanted to build.

I was active in the Western Heritage Division of the Mid-Continent Region of the NMRA – charter member, actually – and that exposed me to op-





of their unique characteristics, and because it was somewhat “exotic” – not like the UP or the BN or the CB&Q or the CNW or . . . that everyone else was modeling.

Pacific’s Fairbanks Morse / Canadian Locomotive Company “C-Liners” – CFA16-4s, CPA16-4s, CFB16-4s, and CPB 16-4s – FM /CLC’s answer to EMD’s F-units and GE’s FAs and PAs. In my opinion, they’re so ugly, they’re beautiful! They were based in Nelson and the diesel shops were built specifically to service them. These engines were pretty much gone by about 1975.

I plan on using car cards and way-bills, along with timetable and train order operations. This was all dark territory.

throttles as well as (eventually) “wireless” throttles. I hope to at least have the throttle bus in place before I cover the tops of the frames with Styrofoam for the scenery base. I’m in the process of installing the fascia plates for the plug-in throttles.

I got into Canadian Pacific years ago – first with the maroon & grey. I couldn’t stand “CP Rail” or “Action Red” or the “pac-man” / “multi-mark” logo. But somehow over the years they grew on me. I decided on Canadian Pacific because I like the look of their equipment, some

Prototype location / era was the next thing to be decided. I don’t know how I first found out about it, but when I found out about Nelson, BC, the diesel shop there, the station, and the barge operations on Slocan Lake to the northwest, I had the location. I’ve been fascinated with how CP put a whole train (a locomotive, usually a Geep or an FM H16-44, 5 or 6 cars, and a caboose) on a barge on a lake, shoved it up to the north end of the lake, then took it off and then operated on a totally separate subdivision, cut off from everywhere else.

And I fell in love with Canadian

As you can see by the pictures, construction has not progressed very far: I have seven section frames and several leg assemblies constructed – 2 six-footers for Nelson Yard (though I’ll probably have to have one or two more), a corner section (which could either be considered part of Nelson Yard or the first part of the Boundary Subdivision), another six-foot section, 2 four-foot sections, and a “T” section – that will be the junction of the Boundary Sub with the Slocan Sub at the wye at South Slocan. The Slocan Sub takes off north from the Boundary Sub up to Slocan City on the shores of Slocan Lake. There is a barge slip there (looks like I’ll have to scratch build that!) where the train is put on the barge and the tug, “Iris G” pushes the barge up the lake to Rosebery, where there’s another barge slip (and I’ll have to scratch build that, too!) where the train is taken off to service Rosebery and the rest of the Kaslo Sub.

Construction of those is down the road a ways. Fortunately, I still have an understanding spouse! I’ll keep you posted!





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Building the Blackhawk and Central City

Part 4: Finishing the House Cars

Ryan Moats, MMR
Western Heritage Division

The rolling stock of the Blackhawk and Central City are all built on top of a common flat car base (see Part 1 for how to build these). From this start, Part 2 showed how to finish a flat car, Part 3 covered finishing two types of gondolas and this article continues the series by describing how to build a radial roof house car (19th century term for a box car) on top of the car base.

The plans for the house cars include full truss bracing and internal and external sheathing similar to that used on the Pennsylvania Railroad from the 1870s as shown in figure 1.

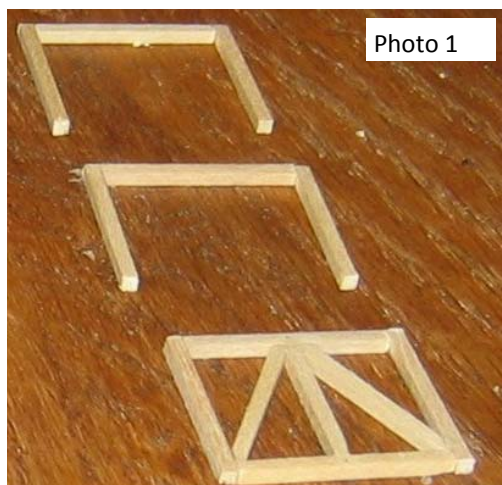


Photo 1

Building the House Car Frame

Depending on the desired age and condition of the house car, there are two ways to construct the internal frame of the house car. For older cars, construct the frame segment by segment. This will lead to joints that aren't always square, modeling the warpage that can occur during the lifetime of a car. For newer cars, use single frame members for the long sides and fill in the vertical posts, ensuring a square car. This section discusses these two approaches. When assembling an older car, first assemble the end pieces (with diagonal bracing) and cross ribs section by section as shown in photo 1. Then connect the ribs with short horizontal bracing – these multiple cuts will naturally lead to the rib sections being

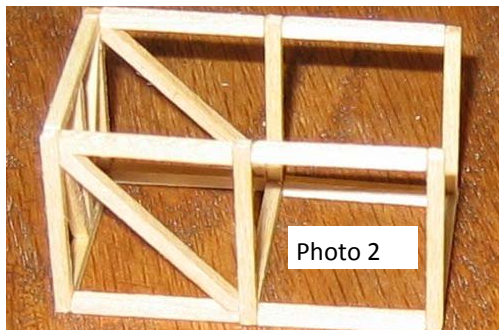


Photo 2

slightly out of line as shown in photo 2. Finally, use a short length of cross section for the door area as shown in photo 3 (The cross bracing and tension rods will be explained at a later step).

For a newer car, I use a full car length horizontal run between the end frames as shown in photo 4. Before assembly, mark the horizontals with the location for the verticals and roof braces. Typically, the first one is located over the truck bolster; however, early narrow gauge house cars did not always follow this practice. Then add the verticals at the marked locations. You can either cut the lower frame for the door opening; using this scrap for the door header (as shown in photo 5), or cut an additional piece of framing for this purpose. Then add the roof braces when the horizontal has been marked.

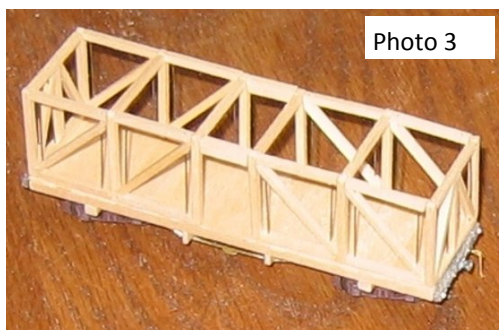


Photo 3

Bracing the Frame

The internal car support is a simple Howe Truss, so diagonal braces towards the center of the car need to be added (photo 6). Truss rods are made from 0.020" piano wire. I install the truss rods by using a #74 bit and pin vise to drill a pilot hole where

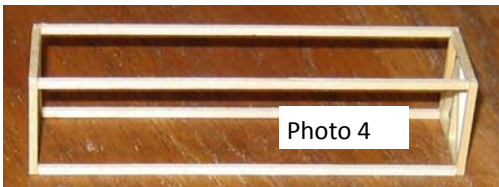


Photo 4

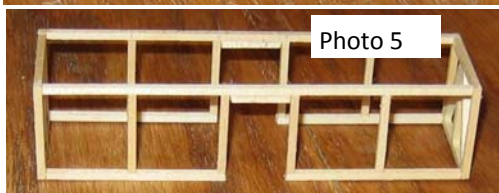


Photo 5

the diagonal support meets the horizontal beam and then use the end of the wire itself to dig into the other side of the frame. Do this for both the sides and the ends (photo

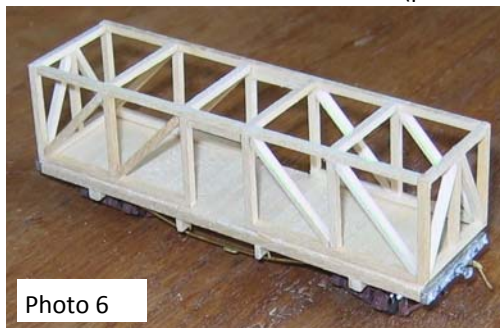


Photo 6

7). For added detail, NBWs can be glued to the roof horizontal beam in line with the truss rods.



Photo 7

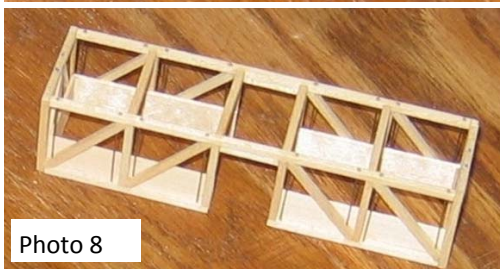


Photo 8

Sheathing and Doors

Sheathing (both inside and outside) consists of Scribed Wood Siding available from Northeastern Scale Lumber. The inside of the car is sheathed to half the car height with the sheathing oriented horizontally as shown in photo 8. The same material is used for sheathing the outside of the car, with the scribes oriented vertically and cut to overhang the edges of the car base (photo 9). Since this is a radial roof car, the car ends are cut to match the roof profile. My preference for cutting the sheathing material is to use a scroll saw or jeweler's saw so that the saw dust can be recollected for patches.

Also shown are the car doors. These are constructed from scrap sheathing cut to size and banded with 1"x6" stock. The door tracks at the top and bottom of the door are made from a 4"x4" piece of stock for the runners and a 2"x6" piece of stock as the "lip" that holds the door to the car. This

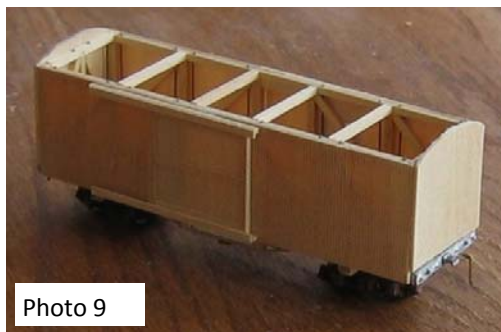


Photo 9

allows both doors to be operational.



Photo 10

Adding the Roof

My initial attempt to form roof rafters via steam bending wasn't a success. While it would eventually work, it takes a lot of time and isn't too accurate. A quicker solution is to cut rafters from 1/32" aircraft plywood (photo 10) and mount them to the roof of the frame with white glue (photo 11).

Car roofing is just more scribed sheathing, with the scribes facing the inside of the car. The scribes act like kerf cuts, allowing the wood to bend more easily. To help attach the roof a jig (photo 12) was constructed. This jig acts as a clamping block when attaching the roof with white glue (photo 13). Note that this jig will also be used when finishing the Combine and Caboose Cars.



Photo 11

External Details

Remaining external details include the roof walk, external ladders and grab irons. The roof walk is 3 2"x6" pieces of stock, cut to 30' long and edge glued with white glue. The roof walk is then mounted to the top of the roof with more white glue. Ladders use 4"x4" verticals and 2"x6" steps glued



Photo 12



Photo 13



Photo 14

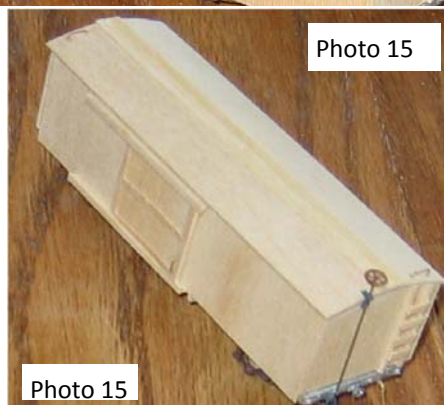


Photo 15



Photo 16

together with white glue and mounted on both ends of the car with white glue. Door and roof grab irons started out as stock A-



Photo 17

These are then re-bent to the correct size to function as door and roof grab irons. A #74 drill in a pin vise is used to drill access holes and the grab irons mounted with CA (photo 14).

Finishing Brakes

The Brake wheel, upper stave bracket and

brake stave are glued to the B end of the car with CA adhesive. As retainer valves were added to Westinghouse brake systems in 1882, they are not added to the car. Further, the brake staff is not glued to the lower bracket so that the top can be removed for adding/removing weights (photo 15). At this point the NBWs can be glued to the truck bolster and brake chain can be added to the underside of the car if they haven't already been (see previous articles for how this is done).

Painting and Lettering

The top and sides of the house cars are airbrushed with Polly Scale Light Freight Car Red, thinned according to bottle directions. Because the cars would fade in the high UV environment prevalent in the mountains of Colorado (photo 16), it is not necessary to worry about keeping the paint even.

The underside of the car is airbrushed 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 will help weather the otherwise pristine car sides. The undersides at this point are shown in photo 17.

The Blackhawk and Central City lettering is Rail Graphic custom decals. The House cars are series 300 cars in the B&CC, so the car shown in photo 18 is number 304.

Final Finishing

A close look at the last photo reveals that the trucks are still clean. 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 and the result for car 304 is photo 19.



Photo 18



Photo 19

Robert D. & Prudence B. Johnson

1409 Granite Ridge Dr.

St. Peters, MO 63303

(636) 922-2507

bjohnson2000@earthlink.net

The Many Marvelous Mottos of the

Mighty Pseudo-Soo Line

Every surviving, thriving, conniving business has to have a motto. You see them every where. Some are pretty “cool” (a most overused cliché) and some are pretty mundane. The mighty Pennsylvania Railroad, to give a prototype example, called itself the “The Standard Railroad of the World.”

Some have asked where in the world we came up with the corporate name. Others are too polite to ask. The origins are somewhat mired in the mists of time. For an older guy that means some time before yesterday. Briefly, we were torn between calling this sorry wreck the Pseudo-Soo Line, the Semi-Soo Line, or the Sorta' Sorry-Soo Line. Management also considered Quasi-Soo Line as an appellation. We quaffed a bit on that before deciding it was either too French or too German. If French it wasn't worth a sou; if German it missed the mark. In the end it was the zing that counted. Just as with your motto, your corporate name “don't mean a thing if it ain't got the zing.” Of course, the corporate colors of maroon and gold were a natural for a railroad imitating the old Soo with its headquarters in Minneapolis, land of Gophers.

Of, course, it somewhat matters “where you're coming from,” whatever that means. In the hope that the Pseudo-Soo Line covers the “whole nine and a half yards,” we have a motto for every occasion, whether it is to stay “cool” in hot Wisconsin winters or make it to “the final frontier” on the outskirts of Rhineland, right up there next to the Arctic Circle.

The CB&Q “Burlington Route” boosted “Everywhere West.” The Pseudo-Soo Line can't match that but our motto has just as much zing:

“Everywhere

'tween

Here and There”

which, we hope, is where you're coming from or going to.

Having spoken of the proto-Pennsy, we need to give equal time to the New York Central's well known motto, “The Water Level Route.” The Pseudo-Soo Line doesn't follow any rivers so plagiarizing directly wouldn't be appropriate. However, we do slosh and sway across the swamps and streams of northern Wisconsin so it is appropriate that we be known as:

“The Swamp Level Route.”

Back in the day (that is, before the day before yesterday) Shakey's Pizza had hundreds of restaurants around the country. It was good pizza but long ago lost a major slice of the pizza pie to the competition. When Shakey wasn't lookin' we blatantly plagiarized our most revered motto from him:

“We give prompt service no matter how long it takes!”

And we live up to our motto a hundred times over. In the words of our former quality control guru, our customers are always “delighted” if they get any service at all.

Beware of impostures! A model railroad in the Phoenix area (to remain unnamed because they have much more expensive lawyers) has blatantly purloined our plagiarized most revered motto. You might see it blazoned on their business cards, letterhead, and



useless trinkets meant to bribe customers to part with their hard earned cash.

The Pseudo-Soo Line hauls its share of people as well as potatoes, pigs, and pig iron. We just had'ta have a marketing motto for the miserable masses:

“Come take a ride on the Pseudo-Soo Choo.”

Doesn't it bring tears to your eyes and cinders to your nostrils?

Other railroads toddy to the “KISS” principle – “Keep It Simple, Stupid.” Hah! I think they use the “CISS” principle – “Cook Instant Soggy Spaghetti” with track winding in and out and 'round about. Conversely, on the Pseudo-Soo Line we go the “extra mile and a tenth” for seriously simple:

“As simple as possible and no simpler.”

We strive to assure that even the most seasoned simpleton can understand our stupendously simple circle of track.

Just to show that we mean business when we say simple, one of our mottoes that is often repeated during operating sessions is:

“Even a five year old with fifteen years experience can understand it.”

Speaking of business, management is also very proud of its modern methods and procedures. For example, other railroads have abandoned well tested car routing systems in favor of spouting pounds of complicate, throwaway computer printouts. Egads!! When the hard drive goes down you are out for the count! The Pseudo-Soo Line, on the other hand, has followed a more reasoned evolutionary path that keeps the forests of Wisconsin green. Thus, we graduated from punched cards to ultra reliable car cards and waybills. No wonder our motto for the business side of our playground is:

“Keep it clean, keep it lean, keep it green

Keep the gold in our maroon machine.”

But in the long run there is only one motto that tells it all. This was stolen from the real competition, an 18-wheeler we spotted in Minneapolis some years ago:

“No motto, just service.”

Be careful out there, guys and gals. The Pseudo-Soo Line sometimes runs rampantly off its rusty rails.



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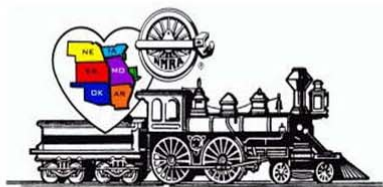
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DATE: DECEMBER 5, 2011
 INVOICE: 11-30 PIKE REGISTRY

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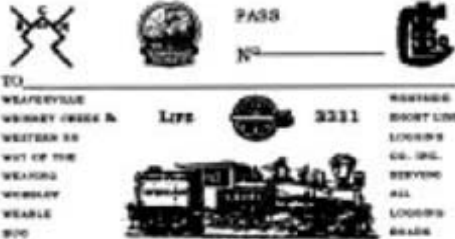


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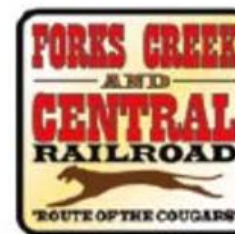
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