

Caboose Kibitzer

4TH QUARTER 2008

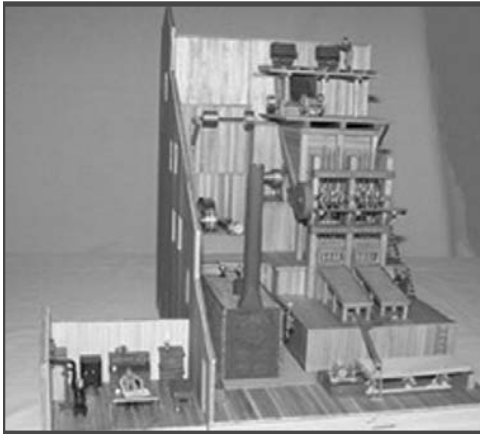
VOLUME 58, ISSUE 3



- MILW AND C&NW E7S
- CK VISITS THE MODEL BUILDERS
- MARTY VAUGHN, MMR, VISITS GATEWAY DIV.
- SYNAGOGUE REVIEW UPDATE



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Caboose Kibitzer

Official quarterly publication
of the Mid-Continent Region
of the National Model Railroad
Association

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

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

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On the Cover:

Rock Island Caboose 17203, wearing the "bankrupt blue" paint scheme, brings up the rear of a piggyback train. *Mike Schafer photograph.*

Stephen Lane Hottle photographed this ATSF SD75M.

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Mike Schafer Photograph

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Rev. 12-9-08

THE HEAD END

BY LARRY ALFRED, MMR
MCoR PRESIDENT

Mike Schafer Photograph



There are significant changes coming to the MCoR's publication staff! Wendy Harlow, *CABOOSE KIBITZER* Editor, recently submitted her resignation because of increased work demands and family responsibilities. I'm sure that we can all agree that during the past two years Wendy has made significant improvements to the CK, not only to its physical appearance, but also to the format and content. I want to personally thank Wendy for her valuable contribution to the Region.

To complete the transition, I'm very excited to announce that Cinthia Priest has agreed to fill the position of *CABOOSE KIBITZER* Editor. Her significant experience in the field of railroad-related publication, including her current position as NMRA's *Scale Rails* Assistant Editor, makes her extremely well qualified for this new position. I am confident that we will be seeing many new and exciting features in the *CABOOSE KIBITZER*. Thank you, Cinthia, for taking on this important position! Because there have been several months where the status of the next issue has been uncertain, Cinthia and her assistants have been working hard at getting out the issue that you are now reading. When the opportunity presents itself, please show her that we all appreciate her involvement. As time goes on, I'm sure Cinthia will be requesting the submittal of publishable material from the membership. The *CK* always needs material, so please consider submitting something for consideration.

Now, let me also include a few thoughts about involvement in the hobby. If you have followed my past columns, you know that I tend to "harp" a little on personal involvement in all of the aspects of the hobby. I have always believed that the benefits that we all get out of the hobby and the NMRA organization are directly related to the effort we put

into being involved with them. A few years ago, during one of my terms as Superintendent of the Turkey Creek Division, I did all I could to encourage not only attendance, but, also, active participation with planned activities at the monthly meetings. I pushed hard for new and better clinics and tried to inject variety in the meeting format by scheduling meetings with layout tours and prototype related venues. We actually were able to tour the BNSF training facility at the Johnson County Community College, with their computerized simulators. It was a fun and enlightening outing. In addition, one new activity that we tried was a "modeling challenge," intended to promote both individual participation and improved model building skills. The intent was to entice the involvement of many of those members that don't typically participate in division activities or events. Although the specific modeling theme for the challenge has varied somewhat each year, over the five years that the challenge has been held, most of the events focused on the creation of small diorama/display projects. These have been very popular, with perhaps 15 to 20 entries every year. A particularly satisfying outcome along the way has been the participation of many that have not otherwise jumped into the fray. This included a couple of younger members for which this was their first attempt at modeling anything. In each case, a popular vote determined the members' favorites.

The concept of diorama modeling could be carried to the next level. Here's a suggestion for those who say that they don't have the space, time, or finances to build a traditional (whatever that is) home model railroad layout... consider building one or more smaller diorama/displays. These could be separate displays or multiple pieces that ultimately fit together in a somewhat larger arrangement. This could be thought of as "limited-space modeling." This concept provides the opportunity to develop our skills at most all aspects of the model railroading hobby without investing too much in space, time, and finances. It allows some modest bench work, track laying, structure construction, scenery, and general detailing. I know several of the local members of the Turkey Creek Division who have built some of these, and it appears to provide a very satisfying outlet for their modeling urges. Try it... you might find that you like it!

The last item is to encourage everyone to give serious consideration to attending the MCoR Convention in Wichita during June 2009. It should be a great event. Further information regarding dates, location, and specific planned events will be included in the *CK* as time goes on.

Until next time, Happy Railroading!

Larry



ABOVE: Larry Alfred, MMR, (left) meets with new editor, Cinthia Priest, and associate editor, Stephen Priest, MMR, at the PRRP studios to discuss the CK transition. Todd Gillette, photo

CONDUCTOR'S CALL

BY CINTHIA PRIEST
EDITOR



Hello and welcome to my first issue of the *CABOOSE KIBITZER*. While much time has passed since the last issue, rest assured that subsequent issues will be timely. I want to first and foremost thank Wendy Harlow for her years of dedication and hard work as former editor of this magazine. I, for one, know how much work is involved and all members should take the time to extend their gratitude for her labors.

So, who is Cinthia Priest? Currently, I am the editor of *Railroads Illustrated*, a current news and monthly feature magazine on North American railroads. I have been modeling alongside my husband since 1987. I have won several modeling contests throughout the years, including best of show. I won the young author contest and was featured in the November 1988 issue of *Model Railroader Magazine* (under my maiden name, Cindy Green). My railroad of choice is Santa Fe. Stephen, Joel (our 9-year-old son), and I built a project railroad that was featured in a yearlong series in *Model Railroad News* magazine in 2006. I also assist my husband, Stephen Priest, MMR, with editing *Scale Rails*. If you are currently a member who does not subscribe to *Scale Rails*, you really should give it a try.

Why did I volunteer for the role of editor? First, I love trains. Second, I want to support model railroading and the membership as a whole. And finally, I have begun working on my Master Model Railroader. I was inspired by the yearlong series in *Scale Rails* last year to “get off my duff” and begin earning certificates. I know that I already qualify for the Author Certificate — it’s just a matter of filling out the paperwork. Perhaps you also could easily earn a certificate as well by just filling out the paperwork. Make this year’s New Year’s Resolution to spend more time modeling and filing out paperwork. I’d love to brag about your achievements within the pages of both *CABOOSE KIBITZER* and *Scale Rails*.

Taking over the editorial services for any magazine is a huge endeavor. No one can do it alone. I have to express sincere thanks and appreciation to Wendy for supplying templates and some historical files; Larry Alfred, MMR, for meeting with me and giving guidance; Stephen Priest for coordinating printing and distribution as well as gathering our initial articles; Louis Seibel for supplying files and his advertising efforts; Richard Napper, MMR, for his membership efforts; Mike Schafer for opening his photographic vault for our use; and many others who have volunteered to assist in our efforts to bring out a quality quarterly magazine promoting our region, its members, and the model railroading hobby.

And here’s the bottom line: I need you to send in articles, photographs, and other items that will make this magazine shine. Without you, this magazine can only go so far. And, unless you want to see countless articles featuring Stephen or myself modeling the Santa Fe, I suggest you send in some articles about your favorite railroad or mod-



ABOVE: Stephen and Cinthia Priest pose in front of their double-deck Santa Fe Emporia Subdivision layout in Kansas City, Missouri.

eling subject. As editor of this magazine, my first directive to the Mid-Continent Region membership (should you choose to accept it) is to “Get off your duff!” 🚂



ABOVE: Joel and Cinthia Priest pose in front of their completed Rock Island project railroad on October 31, 2006. Joel was dressed as Clark Kent/ Superman for Halloween (notice his hair curl) but was asked to temporarily don his train attire for this photo shoot. Stephen Priest, MMR, photo

THE SWITCHING LIST

FOURTH QUARTER 2008

BY GARY HEMMINGWAY

The Switching List contains all known Mid-Continent Region, NMRA, train shows and Division meetings. It also lists all known club shows and swap meets in the Mid-Continent Region (IA, IL, MO, AR, NE, KS, and OK). To list your event, send it to: garyonho@cox.net, or Gary Hemmingway, 3201 SW Stone Ave., Topeka, KS 66614. To subscribe, or unsubscribe, to The Switching List send an email to the above link. Look for us on the MCoR web site: www.mcor-nmra.org.

DIVISION MEETINGS

KANSAS CENTRAL DIVISION meets the 1st Saturday of even numbered months at various locations around the division area. This is a new schedule for 2008. Meetings are at 1:00 PM. For the full schedule check the MCoR website or email Gary Hemmingway: garyonho@cox.net.

Richard Napper, MMR: 7244 NW US Highway 24, Topeka, KS 66618-5605: Richard's house is the third house West of Channel 27 KSNT TV on the North side of the Highway and his house is the only one that sits at an angle to the Highway on the North side of the Highway. Coming from the West on U.S. 24 it is 3.7 miles from the corner Shell gas station in Silver Lake, KS. All are invited regardless of NMRA membership.

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 PM. 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 sec-

ond Saturday (except June and December) at noon. Sump Memorial Library, corner of Washington and Second Streets in Papillion (across from Runza). Visit www.whdmra.org for more info and a map.

EASTERN IOWA DIVISION Davenport, Iowa: Eastern Iowa Division Meeting Saturday, February 7, 2009 at 9:00 AM. The meeting will be held at the First Christian Church, 510 East 15th Street in Davenport, Iowa The meeting will include a business meeting, clinics and layout tours. We are still working out the details of the afternoon. More information will follow.

KATE SHELLEY DIVISION now meets at the Ames Public Library in Ames, Iowa. Time is 7 PM to 8:45 PM. All are welcome to attend the meetings. The library is located at 515 Douglas Ave. We meet in the upstairs meeting rooms.

PLATTE VALLEY DIV. (HASTINGS, GRAND ISLAND, KEARNEY, NE) meets 2nd Tuesday of each month at 7:00 PM. in members homes on a rotating basis. Info: John O'Neill, MMR, Div. Dir., 308-384-5011 or jponeill@computerconcepts.com.

WESTERN KANSAS DIVISION (GARDEN CITY, KS) Meets every Monday evening from 7:00 PM. to 9:00 PM 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.

CLAREMORE & SOUTHERN RR OPERATING SESSION. THE NEXT OPERATING SESSION IS PLANNED FOR JAN 10, 2009. George Maulsby, 9372 E. Clover Creek Dr, Claremore, OK 74017-1487, Claremore & Southern RR www.csrailclub.com geomaulsby@cox.net 918-341-9446

Division Directors, Train Show Chairs, or Club Show Chairs: Let's get the word out about your 2009 event! Get your information to Gary at any of the above addresses. The Switching List is a service of Mid-Continent Region, NMRA.



Stephen Lane Hottle Photograph

TRAIN SHOWS & MEETS

NOV 15, 2008–JAN 4, 2009 TOPEKA MODEL RAILROADERS HOLIDAY DISPLAY, Fairlawn Mall, 21st & Fairlawn Rd., Topeka, KS, Adm: Free, Open times: Fri 4–7, Sat 10 AM–6 PM, Sun 11 AM–5 PM. Other times by appointment; Info: Gregg Wilcox, coaltrain_one@cox.net, or 785-271-6272

JAN 25–26, 2009—GREAT TRAIN EXPO, American Royal Complex, Kansas City, MO, 10-4 both days.

JAN 31, 2009—THE GREAT TRI-STATE RAIL SALE, Info: The 4000 Foundation Limited, P. O. Box 3411, La Crosse, WI 54602-3411, 685-582-4761, 608-784-0036, www.4000foundation.com.

FEB 7–8, 2009—WICHITA TRAIN SHOW & SWAP MEET, CHISHOLM TRAIL DIV., NMRA & ENGINE HOUSE HOBBIES, Cessna Activity Ctr, 2744 George Washington Blvd., Wichita, KS, Sat: 9-5, Sun: Noon-4, Swap tables, Modular Layouts, Switching Contest, Model Contest, Photo Contest, Live Clinics & much more; Adm: \$6 for both days, Advance Table Registration includes 2 admission tickets, 8 foot tables are \$25 each, Info: Phil Aylward or Jon LaRoe, 1-316-685-6608, mail registration to 603 Chestnut, Halstead, KS 67056-2302 or aylward1@cox.net

FEB 21, 2009—LAWRENCE TRAIN SHOW & SWAP MEET, Bldg. 21, 2120 Harper, Douglas County Fairground, Lawrence, KS,

9 AM – 5 PM, Info: Jim Taylor, 225 N. Michigan #5-25, Lawrence, KS 66044 785-841-6256

FEB 28, 2009—6TH ANNUAL SUGAR CREEK MODEL RAILROAD & HISTORICAL MEMORABILIA SHOW, Clarion Hotel & Convention Center, 211 SE Walton Blvd. Bentonville, AR 72712; 9:00 AM—4:00 PM. Adm: \$5.00 adults, under 12 free w/pd adult; Interstate 540 Exit 85 go west on 71, 1.3 mile on the right; Info: Bill Wright, PO Box 3113, Bella Vista, AR 72715 479-426-1544 (cell) w5mth73@cox.net.

MAR 21, 2009—BOEING EMPLOYEES RAILROAD SWAP MEET. St. Louis, MO-10 AM—3 PM, Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Rd., St. Louis, MO 63011, Adm: \$3 children under 12 free w/pd adult, doors open for sellers setup at 8 AM, Tables (30"x96") \$15.00, Info: Wayne Schimmel, VP/Swap Meet Con-


ductor, Boeing Employee's Railroad Club, St. Louis, MO, wwhtehrse@aol.com or call after 6:30 pm 636-668-6313 or mail: 733 Hwy Y, Winfield, MO 63389-2206.

APR 18-19, 2009—15th Annual Train Show, D&N Event Center, 501 East Walker Road, North Platte, NE. 9-5 Sat, 10-4 Sun, Adm: \$3, children under 12 \$1, under 5 free with pd adult. Trai layouts, displays, vendor tables (\$10 each before 4-1). UP tours Extra Fare Sat Only. Contact Gene Tacey, PO Box 485, Sutherland, NE 69165, 308-386-2489, taceys@gpcom.net

JUN 11-14, 2009—MID-CONTINENT REGION CONVENTION, Best Western Airport, 6815 W. Kellogg, Wichita, KS, 67209 1-316-942-8568, Hosted by Chisholm Train Div., MCoR, NMRA, Rooms \$79.99 + tax, block of rooms are available until 5/28/2009, late reservation space available, hot complimentary breakfast for 1-4 persons each

room; Convention registration: Pre-registration NMRA members: 2 days-\$30 1-day \$20, family members free, Non-NMRA (includes NMRA Rail Pass) 2-days \$40, 1-day \$30 until March 31, 2009, April 1, 2009 & later NMRA 2-day \$35, 1-day \$25, Non-NMRA 2-day \$45, 1-day 35, Banquet (Saturday) \$25 adult, \$15 children 12 & under; Vendor tables \$15 each, Events include Model & Photo contest, Silent Auction, Clinics, Layout Tours (Friday), Live Steam (extra fare), other events to be announced as confirmed. Down load registration form www.mcor_nmra.org/MCoR_Region_Meet.html

AUG 1, 2009—TURKEY CREEK DIV MEET, Lenexa Community Center, Lenexa, KS 9:30-4; more information later.

SEP 26-27, 2009—UNION STATION KANSAS CITY 2ND ANNUAL TRAIN SHOW, Union Station, Kansas City, MO; Sat: 9-5, Sun 10-4, more info later. 

ADVERTISING RATES

MCoR invites you to consider the Caboose Kibitzer for your advertising needs. This magazine serves over 900 National Model Railroad Association members within a seven-state area: Iowa, Nebraska, Kansas, Missouri, Illinois, Arkansas, and Oklahoma.

Single issue Commercial ad rate is 35% of the yearly rate. Want ads are free to current MCoR members. They are subject to available space and acceptance at the discretion of the Editor, and are limited to 25 words or less.

Ads need not be identical throughout the year. Prices listed above are for camera ready copy. Design and typesetting services are available on request, at extra cost.

All inquiries and payments should be sent to the Advertising Manager: Louis Seibel, 1069 N Logan, Olathe, KS 66061. Make checks payable to the Mid-Continent Region.

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Eighth page	2.5" x 3.5"	22.00
Business card	2" x 3.5"	15.00
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PIKE REGISTRY:		
Business card	1.375" x 2.375"	5.00

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www.tulsanmra.org

TURKEY CREEK DIVISION

www.tc-nmra.org

KATE SHELLEY DIVISION

www.mcor-nmra.org/Divisions/Kateshelley

EASTERN IOWA DIVISION

www.thewigwag.org

WESTERN HERITAGE DIVISION

www.whdmra.org

KANSAS CENTRAL DIVISION

www.mcor-nmra.org/Divisions/KansasCentral

GATEWAY DIVISION

www.gatewaynmra.org

OKLAHOMA SOUTHWESTERN AREA

<http://oktrains.com/>

COWBOY LINE DIVISION

www.cowboyline.org

GATEWAY DIVISION WELCOMES MARTY VAUGHN, MMR

BY DAVE ROEDER, MMR

Marty Vaughn attended the July 21, 2008, NMRA Gateway Division monthly meeting to give a presentation on the NMRA Achievement Program.

We had a good turnout with 30 people in attendance. Three of the local MMRs were there; Dave Bartz, Dave Roeder, and Don Taschner.

Marty used a Power Point program and projector to briefly cover the 11 categories available for the MMR program. Seven of these 11 must be completed to qualify for the MMR certificate. There are many choices within the program, however you must select at least one certificate from each of the four major categories. Recent issues of *Scale Rails* provide greater details on the program.

Marty made the point that the paperwork is not as daunting as some may think. He showed several examples of the forms you are required to complete.

Presentation highlights

AUTHOR: Author AP certificate is easy to get, but you must keep a copy of any articles you write. You can also earn a lot of the required points by submitting articles with photos to the NMRA Regional or Divisional web site.

STRUCTURES and SCENERY: Judging for structures and scenery is done on site in the St. Louis area. The Judges are able to discuss what you have done and ask questions about your techniques, skills and the amount of detail work you have done.

NMRA contest judging requires more written detail, but you do not need to "write a book" about the model.

MERIT AWARDS: The requirement for a merit award is 87.5 points on the NMRA judging. If you want to get an idea of how far you need to go on super detailing a model for the merit award, just ask a judge to take a look at what you are doing before you enter a contest.

Personal experience

I found the NMRA Achievement Program information on the web site to be an excel-



ABOVE: Marty Vaughn, MMR, gives Gateway Division members pointers on the NMRA's AP.

lent source of information. Every detail is there if you take the time to read through the material. I downloaded a copy of each of the pages and put them in a notebook for reference.

The AP program is a good way to improve your modeling skills. Since the requirements are very specific, you will be working on some things you normally would not do. The Achievement Program will definitely get you out of your comfort zone. While it is true you can now purchase excellent quality highly detailed models in almost any scale, the satisfaction of building something from scratch is what the AP program promotes. It also provides you with national recognition for your time, effort and skill. I really enjoyed scratch building rolling stock. The AP program guidelines motivated me to try scratch building in a different scale [HO_n3]; this turned out to be very rewarding.

Today complete assembled and weathered structures and freight cars are becoming more common. Purchasing these is not modeling, it is collecting and as such is no different than the O gauge train collectors who simply purchase trains and display or run them.

If you have a layout that runs and you are active in your local NMRA division, chances are you already have enough of the basics covered for at least one of the seven required AP certificates. My first certificate was Author. I was surprised to learn I had more than the required number of points. This was due to the number of articles, clin-

ics, and photos published and presented since joining the NMRA in 1998.

Certificate of Appreciation

Our 80 year old longtime divisional AP chairman Don Taschner had to step down due to health reasons. Marty Vaughn presented Don with a certificate of Appreciation at the July meeting. Don was the contest chair and organized the model contest at the Gateway NMRA Divisional Meets.

Don also has a table or two at the local swap meets. He and Doris always have something interesting for sale. We all hope to see Don and Doris again at the fall train shows in the St. Louis area.

Filling the position of AP chairman is Jim Ables from O'Fallon, Illinois.



ABOVE: Don Taschner, MMR, was presented with a Certificate of Appreciation at the Gateway Division Meeting last summer.

BUILDING LAYOUTS FOR A LIVING

BY MILES HALE, MMR

STEPHEN M. PRIEST, MMR



Todd Gillette Photograph

LEFT: Mike, Miles, and Fran were hard at work wiring a large layout that will be going to St Louis.

BELOW: This beautiful N scale railroad was built for an individual. Fran worked hard on the scenery applying the experience to her goal of MMR.



Stephen M Priest, MMR Photograph



TOP: This Pamida store was built using photographs of the real store. Photographs provided a quick and efficient method of creating a prototypical structure. The parking lot was modeled using a sheet of sheet styrene. The automobiles are from a variety of manufacturers.

ABOVE: The school on the backdrop was “modeled” by photographing a prototype structure and adhering it to the backdrop. The structures in the foreground were manufactured by a variety of manufacturers.

BELOW: The “Suburban” neighborhood was assembled using commercially available kits. The streets are styrene. Notice the fireplugs, foliage, and backdrop.



His Story: In the words of the great Yakov Smirnoff, “What a country!” When you can build model railroads every day and get paid for it, what more do you want?

Her Story: It was the fall of 2003 when Miles announced that he was going to build models for a living. I was pretty sure that we’d starve to death before the year was out. Obviously, I’m the pessimist in the group. It’s not that I doubted his ability to build railroads — he’d already built at least four of his own — but I just didn’t think there was a big enough market out there. Incidentally, we haven’t starved, and in fact, things are going quite well.

His Story: The company I was working for in 2003 was sold and moved out of town, so I had to do some fast footwork to find employment. Not only was there nothing available, there wasn’t really anything that I wanted to do. I thought model building and railroad building were pretty good options, given the situation.

Her Story: It took a while to produce advertising, build a web site, and spread the word about the new venture. Luckily, my employment was going well and Miles got about five or six months of work for a client in Tennessee while we got everything else in place. That really saved us, because it provided us start-up capital and gave us the time to get our feet on the ground.

His Story: At this point I’ve done a little of everything. At first, I built a couple of legal models and business models, but lately it’s been all railroads. I’ll work in any scale from Z to 1½-inch live steam, standard or narrow gauge, scale, or tinplate. That includes just about everybody in railroading.

Her Story: I think one of the reasons we’re a little different is that we’ll accommodate the client for any part of the layout he/she is interested in. Miles has done just electrical, just scenery, just DCC conversions, in addition to total layouts.

His Story: And I’m willing to travel. I’ve been to New York for wiring, Pennsylvania for scenery, Colorado for electrical work, and even got to Hollywood with a complete layout. I told Fran, “Marry me and see the world!”

Her Story: Up until March 2008, I was an observer. Since then, I have split my time between looking for a job and helping out some at the shop.

His Story: In many ways, model building is like any other job. There are clients to keep happy, schedules to live by, and deadlines to meet. And I’m responsible for keeping to the budget. On almost any day, you can stop for a few minutes and play trains — not a bad way to take your breaks!

Her Story: Of course, Miles can’t always do it all alone. We have help at various times from several other modelers when we need it for larger projects or we’re in a time crunch. Mike Porter is our electrical guru. Marty Vaughn, MMR, is our figure and weathering expert. Ron Parker will tackle any structure. And both Larry Alfred, MMR, and John Lowrance, MMR are willing structure builders.

His Story: At first, I was building in our basement family room. Last May, I moved into a commercial shop space because the layout we were starting was just too large for the house. It looked like a



Todd Gillette Photograph



Todd Gillette Photograph

huge space when it was empty, but now there's hardly room to move around!

Her Story: The really nice thing is the shop is less than a mile from the house, so that means Miles can come home to lunch every day. It also makes it easy to run home and collect a tool or supply that is needed for the current project.

His Story: The other really great thing about the job is the terrific clients we get to meet and work with. We haven't had one yet that wasn't happy with the work we did and even happier to be counted among our friends. We are truly grateful for all these wonderful cli-



Todd Gillette Photograph



UPPER LEFT: Mike, Miles and Fran were constructing a modular section of a railroad. Notice the plastic fascia material.

LEFT: The wiring harness is visible on the underside of the layout.

TOP: An overview of the large layout currently under construction at Model Railroad Builders. Even though the railroad is portable and sectional it is designed to be assembled as an around the wall layout. A great design!

ents and their confidence in us.

Her Story: If you'd like to see more of the projects we've done, look us up at our web site at www.modelrailroadbuilders.com. If you need help with your railroad, you can contact us through the web site. We'll be glad to help! 🚂

RIGHT: Mike and Miles were adding wiring to one of the sections of a large project railroad under construction at the time of this publication.



ELECTRO-MOTIVE E7

TEXT BY MIKE SCHAFER

IMAGES FROM THE LOUIS A. MARRE COLLECTION



The E7s of Those Granger Rivals: Milwaukee Road and North Western



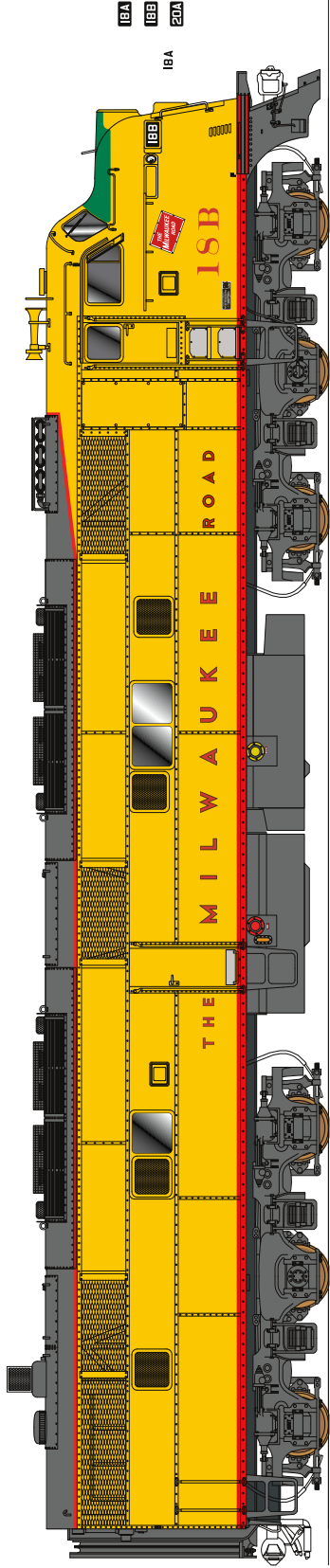
Electro-Motive's famous E-series passenger diesels first appeared in 1937 with the arrival of six EA model units for Baltimore & Ohio — and the success of that locomotive line would continue until the last E-unit, an E9 for the Union Pacific, rolled out of EMD's plant in La Grange, Illinois, in 1964. There was a brief "intermission," if you will, in the production of E-units, and it was called "World War II." During this period and because of the war effort, Electro-Motive was restricted from building new passenger diesels.

Prior to World War II, the E-unit evolution happened quickly once the B&O EAs were delivered, and by the time of America's entry into the war on December 7, 1941, the line included the EA, E1, E2, E3, E4, E5, and E6. Railroads across the land embraced the twin-engined E-unit as the locomotive of choice for dieselizing passenger trains,

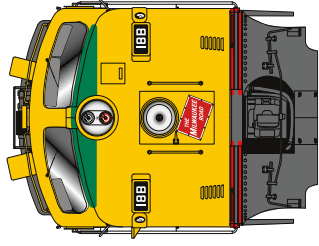


much to the chagrin of Alco, Electro-Motive's primary rival in the passenger diesel market.

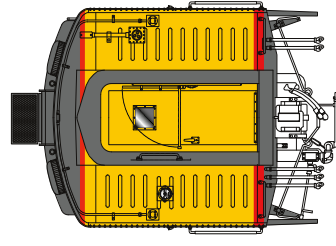
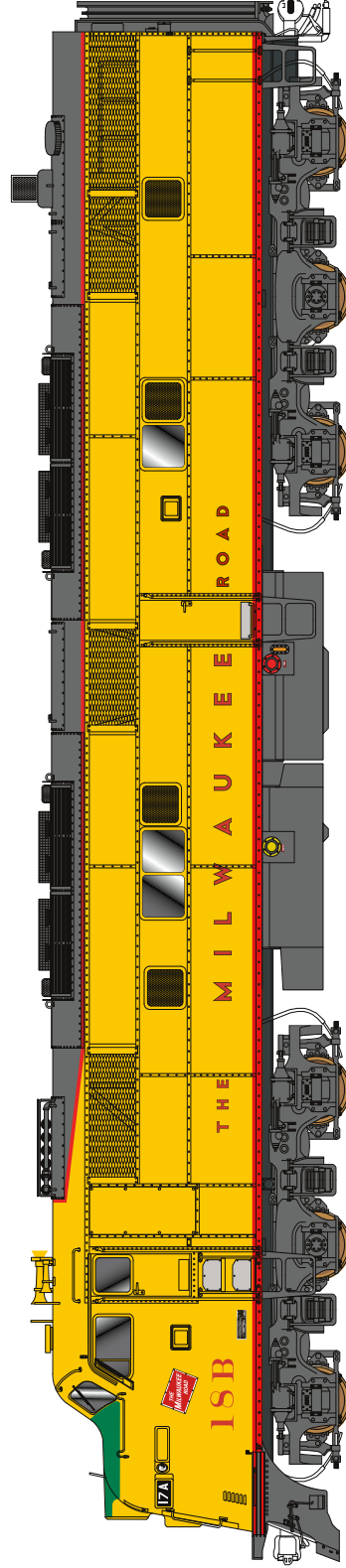
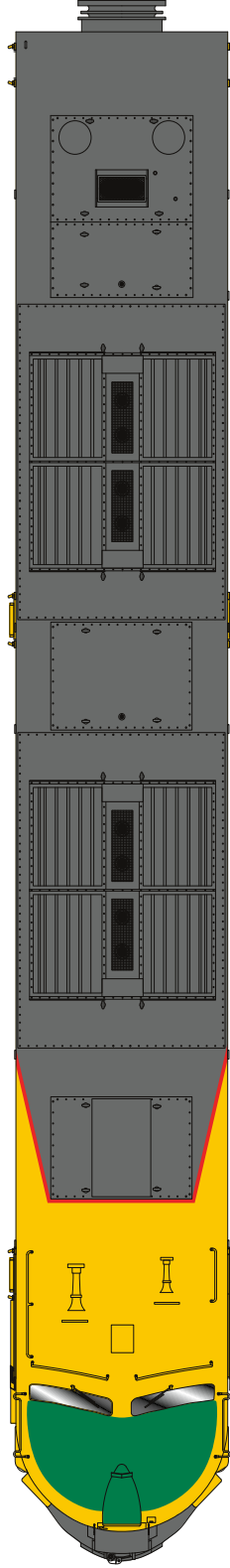
EMD's E7 model was, you might say, a baby boomer, first appearing on the scene early in 1945 and remaining in production



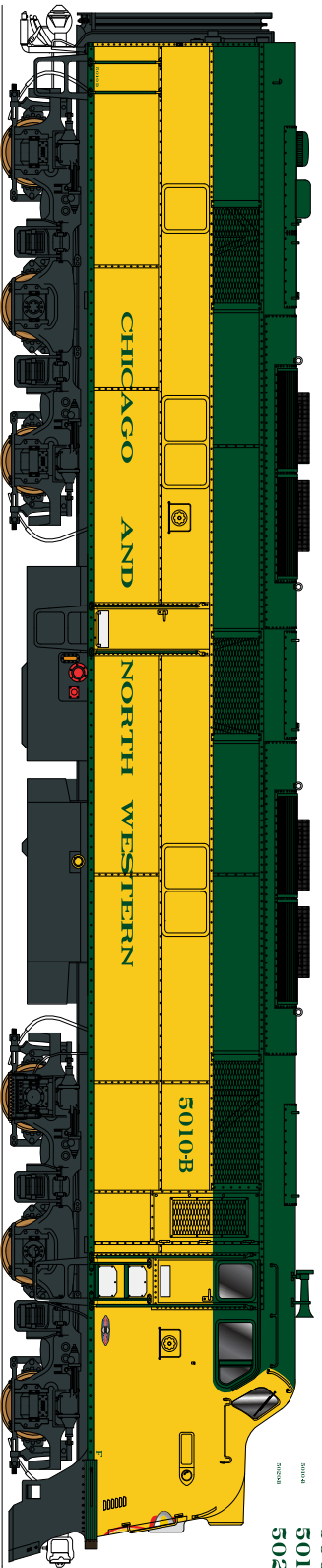
18A
18B
20A



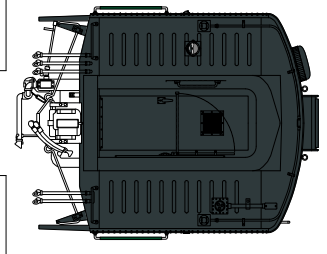
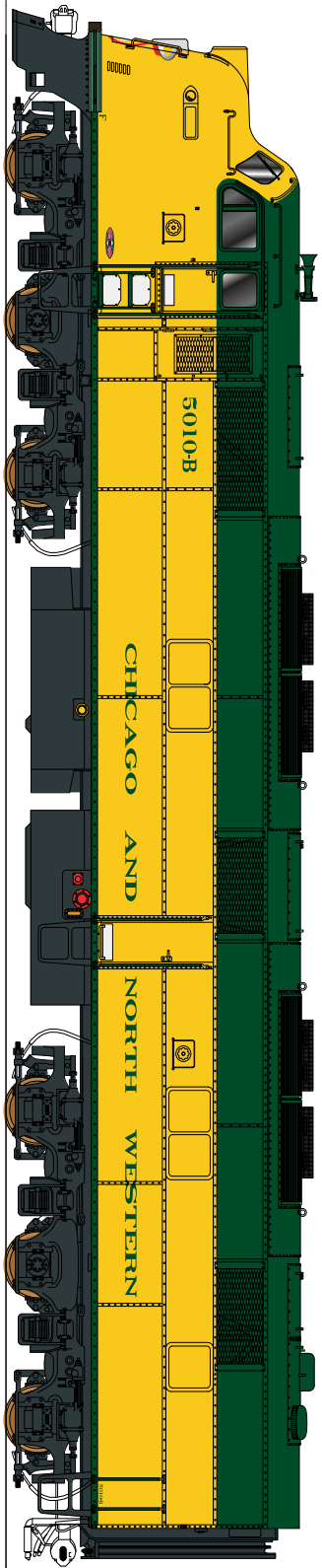
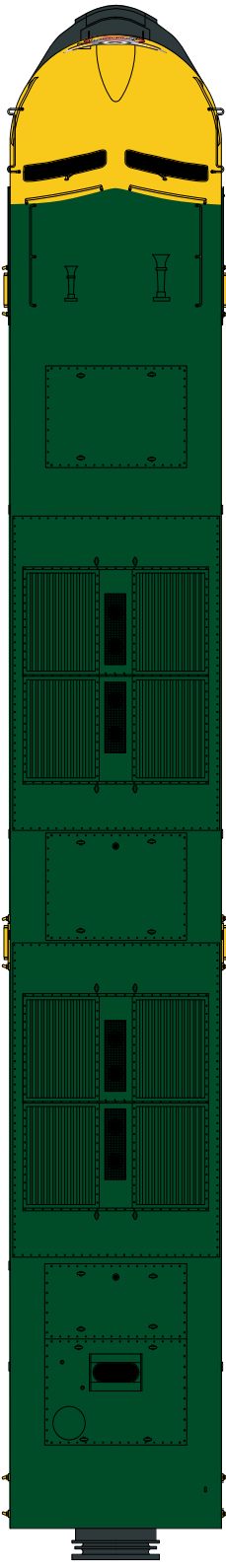
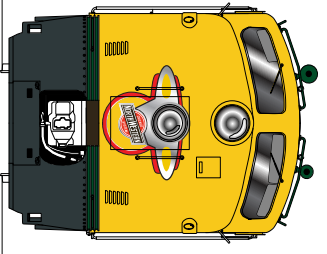
18A 18B 20A



Milwaukee Road E7A
Stephen M. Priest 2008



5008-A
5010-B
5020-B



Chicago & North Western E7A
Stephen M. Priest 2008





until 1949. Although it remained a 2,000-hp unit like all of its earlier brethren, the E7 ushered in mechanical and electrical upgrades and a somewhat radical exterior alteration. Whereas most previous E-units had outward-slanting noses (the exception was the E2 with its bulbous nose), the E7

carried the “bulldog” nose that had been ushered in by the FT freight locomotive in 1939 — a nose shape that would become a hallmark of EMD freight and passenger cab units henceforth.

The E7 would prove to be the most popu-

lar E-unit model ever, with 511 units being sold new to 30 customers. Our focus here is on E7 fleet of two longtime granger rivals: Chicago & North Western and the Chicago, Milwaukee, St. Paul & Pacific — The Milwaukee Road. Interestingly, and despite the popularity of the E7 overall, the Milwaukee only had ten units — all E7As and all delivered in 1946 in numbered in pairs: 16A&B through 20A&B. North Western wound up with 26 E7s — all A-units here, too — but they were delivered in two batches. Units 5007B, 5008A&B through 5016A&B, and 5017A were delivered from 1945 into 1947. The remaining six units — 5017B, 5018A&B, 5019A&B, and 5020A — were delivered in 1949.

Milwaukee’s E7s arrived wearing an intricate gray-and-orange livery with yellow, dark red, and black trim and striping, designed by EMD/GM people. This overall color scheme had its origins in the road’s famed, steam-powered *Hiawatha* streamliner of 1935; however, by the time the E7s arrived in 1946, Milwaukee Road had settled on orange and maroon as its primary passenger scheme. As attractive as the as-delivered

E7 livery was, the units were soon repainted in orange and maroon to match the trains they usually pulled.

Never known for being extravagant, C&NW's E7s arrived in a much more simple scheme of apple green and English Stagecoach Yellow — although the green was considerably darker than any apple I've eaten. Lettering was in silver, and a horizontal black stripe ran along the rivet line in the middle of the yellow sides. The only thing fancy about this scheme was the "flying saucer" nose emblem in which the C&NW's long-familiar tilted bar-on-circle herald resided. But yel-

low and green has always been a pleasing combination, and the bright yellow made C&NW passenger trains quite eye-catching.

Initially, both roads tended to operate their new E7s in pairs, as their numbers would suggest, and on premier trains such as the *Twin Cities*, *Olympian*, and *Midwest Hiawathas* on the Milwaukee and on North Western's new Dakota "400" (with the 5018A so lettered), Flambeau "400," and the *North Western Limited*. Invariably and as time went on, the units of both railroads began operating separately and were often mixed with other E-units — older and newer

— as well as F-units in passenger service, including FP7s, and with passenger locomotives of other builders.

C&NW E7s also found their way onto the jointly operated (with Union Pacific) Overland Route trains between Chicago and the West Coast, trains like the *City of Los Angeles*, *City of Denver*, and the *Challenger*. Some of these UP-SP-C&NW transcons, which C&NW ferried between Chicago and Omaha, operated with power cars and older E-units carrying the logos of all three carriers.

In October 1955, the Overland Route

Advertisement

My Photographic lists

I have spent three years scanning 80,000 negatives and putting them in digital TIFF format.

I will not E-mail any of the files because they are large 13 MB for a B&W and 35 MB for a color negative. Since Kodak no longer makes the paper I like to use, or the film I like to use, I no longer will make darkroom prints. I only make computer 8 x 10 prints of all negatives for \$5.00 each. If you prefer, I will cut you a CD of negatives the cost is a minimum of \$10.00; \$1.00 per photo on a CD-ROM. The lists that I have available contain B&W and Color negatives for the FRISCO, KATY, MP, and ROCK ISLAND Railroads. I also have a general railroad photographic list available for all other railroads. I have four lists for each of the four railroads listed above; depots, rolling stock, diesels, and steam locomotives. The depot list contains interlocking towers and freight houses. The rolling stock contains freight and passenger equipment, roundhouses, turntables, coaling towers, bridges, and tunnels and miscellaneous photos. I have given credit to the photographer if they are known to me as well as date and location for all negatives if known. I have adjusted the brightness and contrast and color for all negatives, any further optimizations are left up to you, I used Photoshop CS3.

If you have any black and white or color pictures that are not on my list, I am open to trading with you. One print off of my list 8 x 10 size for each print you send me. That is: you send me an 8 x 10; I send you an 8 x 10.

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12; 16 to mean the same thing as 2037-3-6 and 2047-12/16. If there is a series with more than one negative number and both B&W and Color columns have a yes in them that means one of the pictures is in B&W and another one is in color. Send me payment for as many prints in the series as you want, and I will select the views and print them for you. If you see a listing with CD-ROM 55 for example and the listing right below it has the same information except for a negative number in the first column; then the CD-ROM 55 is the same photo that has been scanned and stored on that CD, so please use the **negative number** not the **CD number**. I have made every effort to be sure my lists are accurate; but with 80,000 negatives, I am sure there are mistakes, so I will work with you to get you the correct photograph you have ordered. Thank you.

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Number explanation: If you see a number such as 487-19, the first number is the negative roll number, and the second number is the actual negative. If you see 342-10-15, then there are six negatives in that series; but if you see 261-5/9, then there are only two negatives in that series.

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trains were transferred to The Milwaukee Road between Omaha and Chicago owing to a dispute between the C&NW and UP involving service quality. With Milwaukee Road now providing cars for the *City* trains and *Challenger* pool, as C&NW had done, it was required to paint its pool cars to match UP's armour yellow and gray livery. Eventually, the Milwaukee determined that UP's colors were cheaper and easier to apply (and UP's paint scheme itself more simple than Milwaukee's orange and maroon) and more durable, and yellow and gray quickly spread to nearly all diesel passenger locomotives and rolling stock. That is the scheme shown on the E7 renderings herein. (NOTE: the Milwaukee would later switch from gray trucks to silver trucks and tanks, but gray-trucked E7s could be found well into the 1960s.)

On C&NW E7s, the livery would also change, but far less radically. Eventually, the E7s lost their black side stripes and traded their silver lettering for black and later green.

In their final years on both railroads, the E7s were commonly found relegated to secondary and local runs. On the Milwaukee in the 1960s, single E7s were the norm on such trains as the *Varsity* and the *Sioux* between Chicago and Madison, Wisconsin; the *Southwest Limited* between Milwaukee and Savanna, Illinois; the *Arrow* between Chicago and Omaha (after the train had lost its Sioux Falls, South Dakota, section); on some Chicago–Milwaukee locals; and on some suburban trains with older, steam-heated equipment. Similarly, single C&NW E7s could be found on the Kate Shelly “400” between Chicago and Clinton, Iowa; on Chicago–Madison locals 507, 508, and 510; on the Chicago–Mankato, Minnesota, Rochester “400”; and on some Chicago–Milwaukee–Green Bay runs such as the Commuter “400” and Green Bay “400.”

North Western's E7s would not be found on the railroad's new fleet of double-deck intercity passenger trains that were introduced in 1958 between Chicago and Upper Michigan and northern Wisconsin, as these trains were all-electric and required locomotives with head-end power (HEP) for lighting and climate control. C&NW chose to upgrade only its newer E-units — its E8s — with HEP for these new bilevel “400”s. Similarly, Milwaukee Road chose to rebuild only its E9s for service on new all-electric suburban trains in the 1960s. On the Milwaukee and C&NW, the era of the E7 had come to an end. 

REGION CLUB ROSTER

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

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

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

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

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

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

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

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

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

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

Wichita Model Railroad Club
PO Box 48082
Wichita, KS 67201

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

East Jackson City Mainliners
807 W Main St Ste A
Blue Springs, MO 64015-3757

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

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

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

Mo-Kan Railjoinders Inc.
14906 W 150th St
Olathe, KS 66062
(all)

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

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

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

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

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

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

Kansas City Soc. of Model Engineers
Doug Wood, President 2007
13817 Bradshaw
Overland Park, KS
913-402-7210
dougwood@kc.rr.com

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

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

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

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

Union Station Kansas City Model Railroad Club
Ted Tschirhart, President
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PHONE: 913-649-3530

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PRESIDENT



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OVERLAND PARK, KS 66212

Delaware & Hudson Model Railroad
Susquehanna Division



John A. Shaw
Superintendent
225 Wasatch CT NE
Cedar Rapids, IA 52402
(319) 265-8122



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SYNAGOGUE REVIEW - UPDATE

BY PETER H. JAYNES

Wendy Harlow's recent product review of the Heljan synagogue kit, published in the First Quarter, 2008, *CABOOSE KIBITZER* was spot on as a review of the kit as presented by the manufacturer. The finished model is "comparatively" very large, so large that when I finished making it a few months earlier I realized that it overpowered the New England town where I planned to place it and that it took up too much real estate. Thus, it is looking for a new home. The building does look better with grout lines added. When glued together, as she writes, it is an "extremely sturdy, solid model," so much so that you could probably pound nails with it. She is going to use it as a "library/city hall." I thought that, with some squinting, the front reminded me of the apartment building where my grandmother lived for a while, but the window arrangements of the large back section did not lend themselves to apartment living. Then I planned to use it as the town library/school board offices/city hall and offices until geographic reality set in.

As Wendy observed, the trim color was way too stark and would make the building look toy-like. (Why can't manufacturers produce "weathered" white or "weathered" oth-



er colors of trim and siding?) Also, to my way of thinking, there were many places where

trim was needed but not supplied. As she also gently points out, "... there were some places where there was no texture at all ... [which] detracts from the otherwise excellent detail of the structure." Unfortunately, these places were very obvious (surrounding the front entrance, for example) and eyesores. As construction progressed, other omissions became evident. And, both of us unthinkingly (at least in my case) attached the scuppers and downspouts in the back where the manufacturer indicated. However, this is on top of the railing around the small flat back roof, on top of a perforated balustrade. If water reached that height under any conditions, two downspouts were not going to be useful.

This brief article shows how I remedied these defects and added more detail and "believability" to the finished structure.

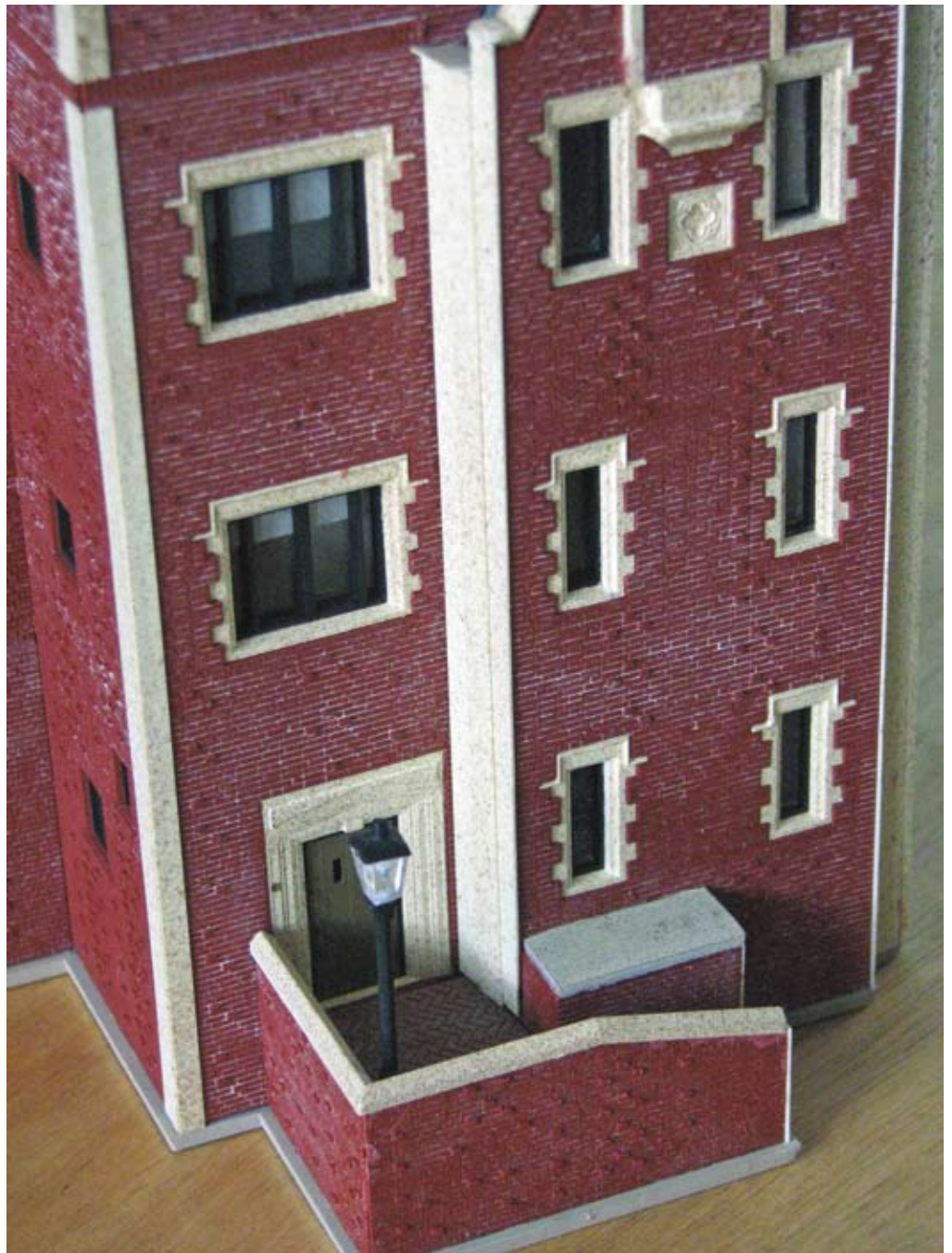
All the areas with "no texture" were covered by adding scratch made trim. Around the front entrance area, on the ends of the front section, on the sides of the chimneys,



by the side steps, and the end of each protruding section in the side walls I attached previously-painted (see below) and cut strips of various widths of thin polystyrene using Model Master plastic cement. Where there was an interior right angle involved, I covered any gap using strips of previously-prepared, very small dimension square styrene. The result was as if the building had much more sandstone trim than the kit provided. Square strips were also used to cover the blank upper back corners and those of the elevator head house/roof access. An appropriately-sized flat strip topped by a square strip provided an acceptable trim across the top of the wall at the end of the large flat roof. A piece of styrene sheet covered an open pit beside the side steps.

Turning to the trim, to kill the bright white color and to “soften” the structure I painted the kit-provided and scratch-made trim to represent sandstone. First, I sprayed on some Model Master Light Ivory and let it dry. Then I misted a light and uneven coat of Model Master Dark Tan. The result was convincing. Using this technique, I also painted the inside of the upper walls instead of leaving them an unrealistic un-textured brick color.

I try to imagine a “reasonable” interior usage for all of my models, which changed the pretend usage of this structure as mentioned above. As a result, I added window shades, now de rigeur in modeling structures, in the various “office” areas. Because



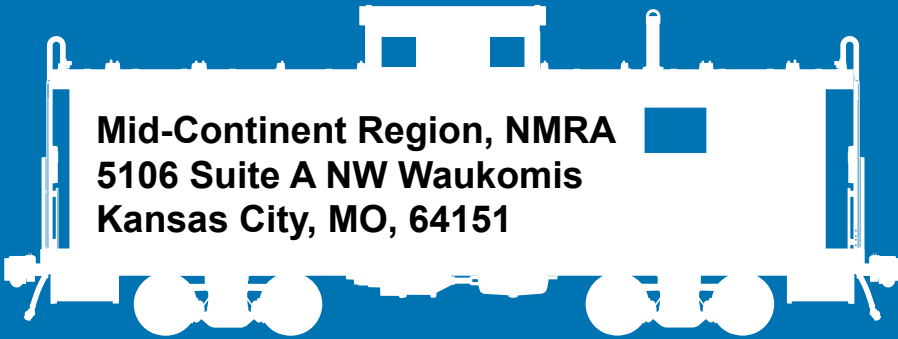
there was no door in the back of the structure, I added one from my scrap box to the left side to keep the fire marshal happy and put a light over it. Painted brads were placed on the roof to indicate plumbing sys-



tems in the building and a large smokestack from the scrap box shows where the furnace is. Door knobs and locks were indicated by brass paint. Since I could not imagine an elevator head house (or was it intended to be some form of roof access?) with no access to the roof, I cut a door opening and filled it with another door from the scrap box. A Campbell street light, unfortunately no longer in production, “illuminates” the side entrance and stair landing.

Early on I painted the base a foundation color.

Now, I have a better looking, more believable, very large building looking for a new home with lots of spare geography. ~~XXXX~~



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