Three Lakes Model Railroad Club **1st 100% Club in Wisconsin**
Volume 3, Number 9 **September 2012**

View from the Tower

Mid month I received an e-mail from Paul Voelker, the editor of The SouthErner, the newsletter of the NMRA SouthEastern Region. He sent the AP staff Yahoo Group the link below.

http://ser-nmra.org/sites/ser-nmra.org/files/pubs/souv53n3.5c.pdf

There are many interesting articles in this newsletter; one addresses some of the issues going around the local clubs in regard to electronic distribution of newsletters, another is the list of results of their regional contest. In the newsletter they not only show photos of the models along with the scores given to each model by the contest judges. It is quite informative if you are thinking of participating in contests or AP evaluations of scratch built or super detailed kits models.

In looking over these models I found a wonderful little four-wheel "bobber" caboose that started as a Bachmann RTR toy caboose. Having built and detailed a few of these cabooses one of which is in the photo on our home page of the web site www.TLMRC.org I was very interested in how one could, not just win the model contest, but also receive a merit award. I contacted the modeler, George R. Gilbert, who had built this model and ask a number of questions that ended an article for our newsletter. George is the AP chair for the SouthEastern Region and I wish to thank him for the guest article in this issue.

Using the web and sharing content of newsletters promotes the hobby and may be extremely helpful to other modelers via the web. Unfortunately the NMRA does not allow us to publish members' e-mail or other personal information; officers do not fall under these rules so we publish our contact information. Check out the officers of regions and divisions around the NMRA I have found a number of modelers (in this manner) and have received their modeling assistance on many projects.

I have a copy of the Don Spiro article from the December 2004 RMC if any of you want to read it.

The club will be presenting a number of informational discussions at the Edward V. Demmer Memorial Library in Three Lakes WI as an outreach of our educational program. The first will be information about trains for Christmas to be followed by a session from tree to table. We will continue to have public meetings to provide education on our hobby. If you feel you have anything you would like to contribute to these sessions please let me know.

Thanks,

Paul A. Wussow
President
Three Lakes Model Railroad Club

Building a Prize and Merit Award winning model starting with a kit or a RTR model.

By George Gilbert

Starting with kits or RTR models you can earn merit awards and place well in contests. But you have to do more than follow instructions and build the kit. Add extra detail in a way that shows your skill and understanding of the prototype. You can see what I did with the caboose from the attached contest sheet printed below (*not included Ed*).

My caboose is a detailed Bachman plastic caboose. Don Spiro published an article in the December 2004 Railroad Model Craftsman about detailing the same caboose, you might be able to find and read. I went a bit more overboard that described in that article. On my model I fully replaced the under-frame and added complete brake rigging. I also did a lot of work on the end platform and railings. I have attached the contest write up on my caboose; it provides additional information.

One of the cars I used for my Cars Certificate was a narrow gauge baggage/mail car. The model was a La Belle kit built pretty much following instructions. But I added a complete interior. The postal section had mail bags in the stands that held them open, it had sorting tables and pigeonhole cabinets for mail sorting and a couple of Postal employees.

Another Kit that I did well with was a Detail Associates 2 level station kit. Before building that kit I stared at the plans for a while and finally realized that the way the doors & windows were laid out could only be if the building floor plan was totally unrealistic. So I re-arranged things to match a more reasonable floor plan. I then documented all this in the contest write up. To demo the corrected floor plan I built a complete interior for both floors of the building. In order that interior could be seen I had to have removable roofs and lift out sections of flooring to see from 2nd floor into 1st floor. That kit model placed 3rd. in a NMRA national contest.

It goes without saying that the **Construction** should be executed well. Finally the **Finish and Lettering** should be beautiful.

Take the caboose you are planning to build. Get the underbody and brake rigging

correct. Then don't just paint the underbody flat black; included the underbody in your weathering of the model. If you decide to scratch the end railings and ladder build jigs so that you can get it all build right. If you decide not to do inter detail then at least place interior walls in the model so that the views through a window do not show a hollow box. If you do decide to do interior detail with removable roof, don't forget to detail the underside of the roof.

1.Construction: Score: 33 of 40

This model is a significant rebuild and super-detail of a plastic Bachman 4-wheel caboose.

The kit provided body shell and frame. All cast on grab's removed and replaced with wire and NBW detail. Mullions were cut out to change 4 pane windows to single pane. Cast on markers removed and replaced with marker lamp castings. Plastic running board discarded. Roof surfaced with painted tissue paper to simulate canvas roofing. Wood running boards were fabricated and added. The frame of the floor and under frame completely was cut out leaving only side frames and end platform support. A new wood under floor was added along with appropriate wood structural members. Then complete brake rigging was fabricated from wire, nbw, modified Grandt turnbuckles, brake shoes from a Kadee kit, chain and bits & pieces of styrene and brass. A new wood surface added to end platforms and wood top blended onto the buffers. End rails were fabricated from wire and chain. Brake-shaft is brass-wire, wheel is Tichy. Rachet and chain guide are commercial parts. Coupler buffer is Styrene and NBW's. Air hose is commercial part.

End Ladders are completely scratchbuilt from flat and round brass wire.

2.Detail: Score: 17 of 20

Free standing wire grabs, everywhere there is a grab.
NBW castings "holding" grabs in place.
End Railing and ladders.
Cut Levers (movable)
Coupler box details
Marker lamps (with red and green lamps)
End platform brake handle shaft and other parts, including wound up chain.
Underbody shows planking. Wood beams
Complete brake rigging with shafts, supports, beams, clevises, brake shoes, pull chain, train air-line, air hoses, brake cylinder. It is all there.

3.Conformity: Score: 23 of 25

Model is based on a Bachman kit that is typical of 4-wheel "bobber" cabooses. It very closely resembles Reading 90181 (photo included). The model is built as a prototype freelance for my home railroad. The Reading car and typical practice found in several books and articles were used to keep the model prototypically plausible. It proved to be difficult to find brake rigging detail in any reference for a 4-wheel caboose. It turned out the best available reference was the Grandt Line 3 foot narrow gauge caboose kit instructions. The brake rigging on this car follows that design.

4.Finish and Lettering: Score: 22 of 25

Car body was airbrushed caboose red, under frame grimy black using acrylics exclusively. The roof is tissue paper fastened with grimy black brushed on. Lettering is individual letter decals treated with settling solution then over sprayed with flat finish. Various parts accented with other colors (i.e. Air hose is a rubber red). Wheel faces treaded with a wet groupie mist of water and conte (black & rust brown) so surface has that gunky look of splattered grease from friction bearings. Weathering is done with weathering powder and pastels. It is supposed to look fairly well maintained, but definitely used.

5.Scratch Built: Score: 9 of 15

Body: kit part but detailed
Frame: Kit part highly modified then detailed
Grab irons: 18" grabs commercial parts. Caboose side grabs scratch.
The bulk of scratch work is the brake rigging: Includes cross beams, levers, shafts, hanging brackets, shafts (some clevis scratch from brass, some modified Grandt turnbuckles), air lines, and chain. Brake cylinder commercial. Brake shoes were kit-bashed from a Kadee truck brake kit. The end platform rail is all scratch-built as well as the end ladders are all scratch.

Total Score: 104 and First place in the Division Contest in Kit-Built Model Contest / Caboose

George R. Gilbert is the AP Program Committee Chairman for the Southeastern Region of the NMRA. He lives and models in Nashville TN.

Photos are from the Southerner, the official publication of the Southeastern Region of the NMRA. www.ser-nmra.org

Note: We are indebted to Paul and George for providing such a complete story and the encouragement to participate in building 'something' that will be judged peers using a standard that provides rigor to the process. To remove further mystery: the salient portion of the NMRA Master Builder, Judging Form, for AP Cars is copied and begins the next page. Refer to: http://www.nmra.org/education/achievement/ap_cars.html

for a complete judging form. The scores George received were 33 for Construction, 17 for Detail, 23 for conformity, 22 for finish and lettering and 9 for scratch building. He needed 87.5 points and received 104 total points and also a first place in the Division Contest.

Thank you. Ed

The undersigned judges certify that the model or railroad rolling stock described above, built by the above named NMRA member, has been personally examined by two or more judges appointed by the Region AP Chair; that the model is either scratchbuilt or is superdetailed (as defined in the NMRA AP Regulations "DEFINITIONS" Section); is operational and meets all applicable NMRA Standards; has earned a minimum score of 87.5 points; and has been awarded a Merit Award.

MERIT AWARD SCORING SCHEDULE

CATEGORY	DESCRIPTION	POINTS	SCORE
CONSTRUCTION	Workmanship	0-40	
DETAIL	Quality & Amount	0-20	
CONFORMITY	Prototype Practice	0-25	
FINISH & LETTERING	General Appearance	0-25	
SCRATCHBUILT	Amount of Parts Built by the Modeler	0-15	
		Total	

NOTE

Exempted Parts: motor, gears, wheels, couplers, light bulbs, trucks, marker & classification lights, brake fittings, basic wood, metal and plastic shapes. The above commercial parts may be used on a model and the model is still considered to be scratchbuilt.

JUDGE'S NAME	SIGNATURE	NMRA #

Railroad Happenings: or Semi-local events…

Oct 7, 2012 8 AM to Noon, **Tri City Train Show** at Roma Lodge, Racine, WI 7130 Spring St, Hwy C,

Oct 13, 2012 **NMRA Winnebagoland Division Fall Meet** in Wausau, WI http://www.wld-nmra.com

Oct 13, 2012 from 10 AM – 4 PM Oct 14, 2012 from 1PM – 4PM **North Central O-Gauger's Open House Fremont Public Library**, 11170 N Midlothian Rd, Mundelein, IL

Oct 14, 2012 **Great Midwest Train Show** Dupage County Fairgrounds, 2015 Manchester Road, Wheaton, IL form 9:30 Am to 3 PM.

Oct 21, 2012 **Model RR Show and Swap Meet** – Circle B Recreation6261 Hwy 60 – Cedarburg, W Info at: www.lammscape.com/cedarcreek

Oct 21, 2012 **Badgerland S Gaugers Swap Meet**, Knights of Columbus Hall, 3200 S 103 Street, Greenfield, WI Sunday 8AM to Noon, $3 Admission.

October 28, 2012 **Lionel RR Club of Milwaukee Train Show**, 5311 S Howell Ave (entrance on west side of hotel) Sunday 8AM to Noon, $4.00 Admission

Nov 4, 2012 8 AM to Noon, **Tri City Train Show** at Roma Lodge, Racine, WI 7130 Spring St, Hwy C,

Nov 10 – 11 , 2012 **Trainfest,** Wisconsin State Fair Park, West Allis, WI Info at: www.lammscape.com/cedarcreek

Nov 11, 2012 **Great Midwest Train Show** Dupage County Fairgrounds, 2015 Manchester Road, Wheaton, IL form 9:30 Am to 3 PM.

Nov 18, 2012 **Lionel RR Club of Milwaukee Train Show**, 5311 S Howell Ave (entrance on west side of hotel) Sunday 8AM to Noon, $4.00 Admission

Nov 25,, 2012 **Badgerland S Gaugers Swap Meet**, Knights of Columbus Hall, 3200 S 103 Street, Greenfield, WI Sunday 8AM to Noon, $3 Admission.

Dec 2, 2012 8 AM to Noon, **Tri City Train Show** at Roma Lodge, Racine, WI 7130 Spring St, Hwy C,

Dec 9, 2012 **Great Midwest Train Show** Dupage County Fairgrounds, 2015 Manchester Road, Wheaton, IL form 9:30 Am to 3 PM.

Dec 16, 2012 **Lionel RR Club of Milwaukee Train Show**, 5311 S Howell Ave (entrance on west side of hotel) Sunday 8AM to Noon, $4.00 Admission

Dec 30, 2012 **Badgerland S Gaugers Swap Meet**, Knights of Columbus Hall, 3200 S 103 Street, Greenfield, WI Sunday 8AM to Noon, $3 Admission

On a Spur and loading…

Jan 26, 2013 **GREAT TRI-STATE RAIL SALE**, La Cross Center 2nd & Pearl Streets, La Crosse, WI 54601

May 2 – 5, 2013 Midwest Region Convention, Host is Central Indiana Div
http://cid.railfan.net/MP50.html Indianapolis, IN

July 14 – 20, 2013 NMRA Convention, Atlanta, Georgia
Will be covered at: http://www.nmra.org/

July 13-20, 2014 NMRA Convention, Cleveland, Ohio
Will be covered at: http://www.nmra.org/

Meets On the Main Line …

Central Wisconsin Model Railroaders, Ltd, business 1st Wed, social 3rd Wednesday, 7PM basement, Bancroft Depot, Portage County Historical Society, Heritage Park, Washington Ave, ex GB&W tracks, Plover, Wisconsin. http://www.trainweb.org/cwmr/

Clipper City Model Railroad Club, membership meeting 1st Thursday 7:30 PM, Iron Horse Barn, Manitowoc County Expo Fair Grounds, Manitowoc, Wisconsin (HO, N, O).
Questions? jimchadek@charter.net
or see http://www.clippercitymodelrailroadclub.org/

Paper Valley Model Railroad Club (501 c 3) meets Thursday 7 – 9 PM and Sat 1 – 3 PM W2221 Block Road, Kaukauna, WI 54130.
See http://www.papervalleymodelrailroad.com/

Wisconsin Valley Railroad Club, meets Thursday 7:45PM at 403 McIndoe St (Yawkey House basement), Marathon County Historical Society, Wausau, WI (enter through rear door). Rod Beckman, Pres 715-842-7232
See http://www.wld-nmra.com/Wausau-WiscValley.htm

Sheboygan Society of Scale Model Railroad Engineers, Ltd. Meets / open Tuesday and Thursday evenings, at Sheboygan Railroad Museum, 1001 N 10th Street, Sheboygan, WI. See: www.sssmre.org

Northwoods Model Railroad Club, business 3rd Tuesday 7 PM Minocqua Museum, Work sessions every Wednesday 7 – 9 PM / Eric Drochner, PO Box 799, Woodruff, WI 54568-0799.
See: http://www.wld-nmra.com/northwoods_model_rr_club.htm

Rhinelander Railroad Club, business 1st Wednesday, 7 PM at the Logging Museum Depot, operating / maintenance Wednesday 7 PM Rhinelander, WI or at modular layout. See www.rrahome.org for more information.

Three Lakes Model Railroad Club, dates open, meet at members homes and / or with the Rhinelander Railroad Association. See www.tlmrc.org
Questions, comments or problems: call Superintendant: Paul A Wussow 312-543-4989
Praise, congratulatory or simple fun: call Editor: Roger G Blocks 262-989-4338

Making Trees: A Clinic

of Greg Hoppert

Confine thinking to North American trees and you only have to concern yourself with about eight hundred fifty (850) species (give or take a few). Not all are native to North America; some came from Europe and elsewhere. Differences between tree types are dramatic in some cases and subtle in others.

We have the North American hardwoods known as broadleaf, deciduous, or angiosperms. We lump them together as hardwoods. Some, like Birch, Basswood and Aspen are pretty soft and they look petite, thin and trim compared to Hickory and Maple to my eye.

Our interests are in creating an illusion. Some trees like birch, aspen and shagbark hickory are known by their bark. We can simulate bark with texture paint and an investment in time. Hardwood leaves are generally shed annually. These trees produce a variety of reproductive 'fruit'. Berries, pomes, samaras, capsules and nuts are common 'reproductive fruits'. The acorn is perhaps best known of these; but unless you're modeling something bigger in size than G gauge one need not worry too much about detailing with this fruit.

Fall scenes can be highlighted by choice of yellow, red and various shaded of yellow-green for leaves when modeling hardwoods. Ground cover as in fallen leaves can be simulated with scatterings of lichen, sawdust or foam products decorated with dye or paints in similar color distribution.

Hardwoods thrive along rivers, bogs, meadows, or almost any location with good moisture availability as long as the elevation isn't too high. They are common throughout Appalachia and fit well with most railroading scenes except the very highest mountain passes of the Rockies. Aspen however are appropriate for higher elevation modeling where moisture is available.

The most common North American coniferous are known as evergreens or softwoods. Loosely, folks might call them pine, firs or Christmas Trees or more

correctly gymnosperms. The coniferous trees have needles that they retain all year round. They also have cones from which reproductive seeds emerge.

The most common conifer tree is Loblolly Pine of the south. Douglas Fir, Balsam Fir and Lodgepole Pine are big in the north and west. We have Red and White Pine conifers throughout the Midwest. The bog loving Tamarac is the only conifer species that changes color from green to yellow and sheds needles annually to my limited knowledge.

Conifers are readily modeled using old artificial Christmas tree materials and flocking. On the left we see a lone evergreen growing up in a small draw.

Simply cut a branch from an artificial Christmas tree. Bend the twisted-wire frames just a small amount. Nothing in nature is perfect. Then, take a pair of scissors and trim the tree to give it desired quasi-pointed shape. Repeat this process for a dozen or more similar trees. Vary height, width and shape. No two trees should look alike even in this raw, first step of the process.

Purchase an inexpensive, unscented, high bonding hairspray. A dollar store is where we shopped. Lay out a newspaper in perhaps a cardboard box to catch the overspray when a tree from step one is coated with hairspray. Do this well away from any source of heat or fire. Good ventilation and safety is essential.

Move your tree away from the spray area. Sprinkle ground foam of one shade of green upon the tree while spinning the tree between your fingers. Do this

above a nice clean piece of newsprint. Thus, the foam that doesn't stick to the tree can be poured back in with the original foam (almost like new).

Want more color variation on a tree? Spray the tree a second or third time and pour on a different shade or type of foam.

The same basic ideas work when making hardwood trees. There are two basic schemes for making a hardwood tree.

One method involves picking a weed or flower that looks something like a tree. There are many weeds that fit this need. Either spray one weed with hairspray as in the photo above or bind several weeds together.

Wire frames, commercially available can serve as the base of a tree where the wire frame supports pillow case fibers. Black or green poly fiber looks best; but is hard to find. When stretched and sprayed with hairspray becomes a semi porous, semi transparent web to support the very same foams used on the trees shown here.

Participants of this clinic have the opportunity to make and take trees home. This is artwork; hence the first tree may not be your best. However, follow the simple techniques as shown. With practice and patience you'll produce a presentable tree. The ones shown here are all foreground presentable.

Simple puffballs of poly fiber coated in the same manner can serve as background trees and need not have trunks or suspension of any kind.

Have fun. This is a hobby.

Note taking and background info were provided by R.G. Blocks who thanks Greg for his offer to display skill and mastery of this topic to TLMRC. We are all in his debt.