

THE LIGHTNING SLINGER



TURKEY CREEK DIVISION IS A 501(C)(3) ORGANIZATION
MONTHLY PUBLICATION OF THE TURKEY CREEK DIVISION(TCD)
OF THE MID-CONTINENT REGION (MCoR), NMRA



VOL. 19 NO. 3

“For all gauges and all ages.”

MARCH 2006

MEETING LOCATION

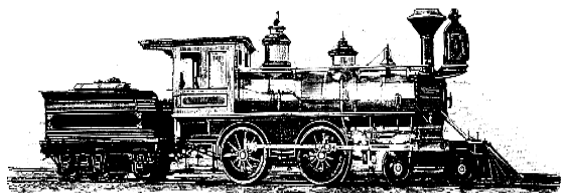
6000 Lamar, Shawnee Mission, KS
(See map on page 9.) 7:00 PM
TUESDAY, March 28th, 2006

SCHEDULED CLINICS :

**Joe Robertson, MMR on
“MAKING FENCE POSTS”**

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PICTURES—Wonderful.



FROM THE SUPER'S DESK...

The Turkey Creek Division met at Union Station for our February meeting and Union Station CEO **Andy Udris** was our guest speaker. He shared the station's future plans with us, followed by a Q&A session. Following Andy, yours truly presented a clinic on a dirty topic...weathering. I think it was well received but that may just be my ego talking.

The March meeting will be held at our usual location with a fine clinic by **Joe Robertson, MMR**: “Making Fence Posts”.

I recently approached **Jim Flynn** to host a clinic on hand-laying turnouts. If all goes well we will see Jim's clinic in April. I would like to schedule more clinics in advance so please give some thought to giving a clinic on a topic that interests you because it will probably be of interest to many of our members too. Please send an email to me with the topic of your clinic and I'll get you on the meeting calendar. Don't be shy, you are among friends and I know from personal experience you will get plenty of support from the group.

Please remember the modeling challenge for 2006 is to “Build a Model from a Photo.” When searching for a photo to use, consider selecting a photo which meets the requirements of the *Achievement Program for Prototype Modeler*. This would allow your model to qualify for the Challenge and also be judged for the Prototype Modeler Certificate. I always like the idea of making one project serve 2 purposes!

Note: It is important to understand, your model does NOT have to meet the requirements for Prototype Modeler to enter the challenge.

I invite you to attend the March meeting and become involved in the activities of the Division. One thing I have learned during my NMRA experience is that the NMRA is a lot like life, **you get out of it what you put into it**. I invite you to get the most out of your NMRA experience by putting a lot into it. If you want to be involved but you are just unsure of how to do it, please contact me my email or phone and I will be happy to help you.

REMEMBER – March 28TH – 7:00PM. I'll see you there,

Paul Richardson, MMR

“Prototype Photo Match” Modeling Challenge

-Rs □^VT^LF^NL^RS □¹/₃€%₀^LF

THE RULES

The 2006 TCD Modeling Challenge will be to bring and enter any model you choose, with the only requirement that it is your best attempt to match a prototype photo of the model(s) or the scene. It's as simple as that!

You can attempt to reproduce an entire photo scene or only a single item, such as a structure, locomotive, car, automobile, etc. The idea is to match all or part of a photo. The model does not need to be scratch built or super detailed. Your entry will be made up of both the model and the photo.

There are essentially no limits to scale or size of your entry. The only requirement is that the model must fit through the door of the meeting room! There is a limit of two entries for each person participating. As with the previous two Modeling Challenges, you are only limited by your imagination and creativity. So, let those modeling juices flow and start thinking about what your entries may be.

Participation in the challenge dropped off somewhat last year, after a good turn out during the first year. However, I was very impressed with the wide variety of themes and with the overall quality of all entries. You should all be very proud of the effort that went into those! But, I know we can do better. Let's see how many entries we can get this time. I have again enlisted the support of Ron "The Hammer" Morse to help encourage, on a continuing basis, all of us to participate.

THE AWARDS

The judging will be again by popular vote, so crowd appeal will be the rule. This year there will be a single category for all entries. Plaques for the first three places will again be awarded. In addition, awards for the "Most Creative" and the "Most Whimsical" entries will be presented. **In any case certificates of participation will be awarded to all entries.**

The challenge will take place at our May 2006 meeting. So, if you're entering a model, get out those photos and start thinking about your entry now. There is plenty of time, but don't put it off. This should be a fun modeling challenge!

COALING TOWERS, ANY-ONE? (A COMPILATION)

Vic, You may find interesting coal tower articles in the following mags:

NMRA march 1978

NMRA april 1979

MR may 1975

MR june 1978

RMC may 1985

RMC june,july,august 1988

RMC nov 1990

The references come from Mr. **Basler** who has compiled an impressive list of articles on various modeling topics. There may be other items of interest there for you. His main interest is CN and other Canadian topics. The list can be found at....<http://www.cnlines.com/modl/mag/basler.html> Regards, **BillSmienk** "cpr_2816" <cpr_2816@yahoo.ca>

--- In finescaleminiatures@yahoogroups.com, "bitlerisvj" <bitlerisvj@...> wrote:

> Hi folks, earlier this evening I was browsing some of my older Model Railroader magazines and ran across some photos of **Jock Oliphant's** prize winning CN Coal Tower at Winnipeg in the December 1962 issue. It is very similar to the FSM Kit #145 and I was wondering if this is what **George Sellios** based kit #45 on? The **Jack Oliphant** structure is so > awesome, I almost can't believe the quality of modeling back in 1962. <<<snipped>>>**Vic Bitleris**



Chama coaling tower (New Mexico)

"Chama Coaling Tower Construction."

A Building Project by

Lawrence "Yogi" Wallace

Contents

- * Introduction
- * Making the Tipple Frame Work
- * Hopper Floor
- * Installing the Hopper Floor
- * Making the Side Walls
- * Back of the structure
- * Hoist Rails
- * The Hoist Bucket
- * Bucket Dump Coal Chute
- * The Bucket operation
- * Building the Top House
- * Fitting Top House to the Structure
- * Building the Hopper Roof
- * My way to age a model
- * Still working on project

This page was updated on 18-Feb-2006.

The entire article is much too long to use here. However, the entire article, with many pix and drawings for your use may be found at:
<http://users.stratuswave.net/~wd8jik/chama/chama.htm>

"Introduction" (To Next Column to the right)

The plans I use were down loaded from the "Sandia Software" site in 1999, when they were free. I have made some changes of my own to the plans to suit my use.

You may use them, but please do not sell them. If you want the complete set of plans for the coaling station, which contain more information then I give, the Ghost Depot has these prints plus many more building prints for sale at their site.

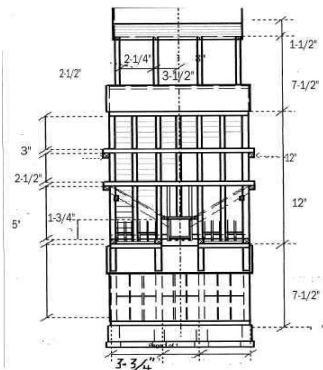


An actual picture of Chama, Obtained from an Australian modeler!

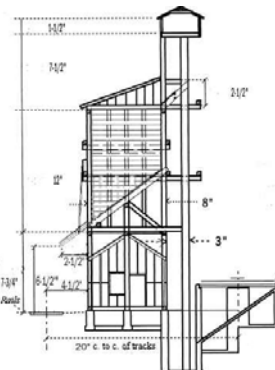
NOT CHAMA!

Eric Stevens' four-parter in MR in the 1950s dealt with building a CN tower. part 1 *Model Railroader*, October 1951 page 23; part 2, November 1951 page 20; part 3, December 1951 page 46; conclusion, January 1952 page 30. You can order copies from Kalmbach.

-Bruce Wilson, Barrie, Ontario Life Member, NMRA, Member, Gauge 0 Guild, Member Scale 7 Group. <http://ca.geocities.com/wilsonbrucea@rogers.com/> remove the at and replace with @ (A BEAUTIFUL COALING TOWER TO MODEL. It is all laid out for you. Ed.)



Front Plan View



Side Plan View



Four Pix Installing Floor in Chama Coal Twr.



Making Side Walls; Chama. These are given As "Teasers" from the Lawrence Wallace Site.

Frisko Spot Engines Part I

By

Richard E. Napper, MMR

The Frisko spot steam locomotives were numbered 1-60 and were of the Santa Fe type, 2-10-2. All were built by Baldwin in 1916-1917 with 29 x 30" cylinders, 60 inch drivers, 200 Lbs. boiler pressure, 76.2 Sq. Ft. grate area, and a traction force of 71,480 lbs and with delta trailing truck booster, it was raised another 8,750 lbs. Tenders were 30 feet long with 18 tons coal and 10,000 gals. of water storage. These were drag era freight engines, could pull anything you tied onto the tender coupler, but not very fast (35 miles per hour max) without a lot of rail pounding. The Frisko homemade Mountain engines which become the largest Mountain engines ever built used the big boilers of the spot engines. Most of the engines had the built up USRA Cole trailing truck replaced with the booster equipped delta trailing trucks in 1930. The USRA 2-10-2 locomotives were equipped with a weird Southern valve gear; the Frisko engines were not so equipped. I do not know how many, but most had alligator crossheads, but most of the latter engines seemed to have laird crossheads. One must study the photographs of the engine you want to model. I plan on building both types.

I will have to admit that a Frisko Brass Spot engine would be nice to own, but I have two problems with such a solution, they are very expensive, and I have not owned a brass locomotive that would pull very much, they just do not weight enough to have a high traction effort. So my solution was to convert a Bowser USRA 2-10-2 into a Frisko Spot Engine. Since the Bowser locomotive is all cast metal, it has the necessary weight to really pull a load. I purchased the Kit as well as the detail kit and a painted Engineer and Fireman from Bowser.

I have provided you with 39 model photographs as well as many prototype photos for your references while building this Frisko model.

During my young, stupid, period, I did not follow the instructions completely and ended up with a model which drew heavy motor current because I did not get all of the binds out of the driving gear. I now take my time and I can get the motor current below 0.15 Amp! This is using the open frame motor, not a can motor which is NOT needed. Let's get started.

You must install the drivers with the insulated wheel on the correct side of the frame. Check the drivers with a power supply, if you get a spark, that will be the none-insulated side, check both wheels on each set. I found one set that did not have an insulated wheel and I had to return it to Bowser. It will probably take you some time to get the drivers to roll freely, but you must do it, do not proceed until they all roll freely as the instructions state. I had two problems, I had to file open the edges of the front driver slot to free it up, and the driver with the gear would not roll freely either. After disassembly I found rub marks on the bottom plate, so I had to fill the drive slot deeper to free up the driver set. After these two modifications, all drivers ran freely. I then oiled them as per the instructions. I cleaned the slots with alcohol on a cotton swab to remove the filing dust; you do not want to leave the filing dust in the slots.

Next step was to install the main side rods. Problems again, one side rod would not rotate freely on one driver if I tightened the screw down on the driver. Turns out that the side rod holes are raised slightly so the rod will clear the driver center. The binding driver hole was not raised enough, so I had to file the driver center down until the rod would clear it with the screw tightened all the way. Do not proceed until you find and fix all problems with binds.

Clean up the cylinder set with the alligator crosshead that came with the kit. In order to use a laird crosshead I had to purchase such a cylinder set from Bowser. I will eventually be building three spot engines, and at least one of them will have a

THIS IS BY A MASTER MODEL RAILROADER WHO SHOWS YOU "HOW-TO".

FRISCO SPOT ENGINES (CONTINUED)

laird crosshead. If you look at the photographs, you will see that the combination level on the valve connects to bottom of the piston guide, not in the center as provided in the kit; so I had to purchase the correct piston guide and installed them along with the main side rods. You will probably have to do two things to get the main rods to work, cut off the screw in the piston guide that connects the main rod so it will clear the drivers, and you will most lightly have to shorten the piston guides to clear the main rods. Here again, get rid of all binds, so the mechanism runs freely!

The hole that is used to mount the insulated screw for the tender draw bar needed to be drilled out so the insulating spacers would fit correctly. Be sure and adjust the drive train gear mesh when you mount the motor to the chassis.

But I digress, let's first get the valve gear mounted on the chassis and let's be sure it is running freely. The USRA locomotive used Southern valve gear which as near as I can tell was not used on the Frisco Spot engines. I studied the photos until I was blue in the face, and came to the conclusion that I would use the kits valve hangers, but I would use the Bowser I-1 Decapods valve gear, so I ordered three sets of assembled I-1 valve gear for use on my models. Since I replaced the piston guide I purchased the longer combination level, and had to install it on the I-1 valve gear. I then needed to drill out the piston valve hole so the new valve rod would fit. The hole in the valve hanger is tapped for a 00-90 screw, so is the valve gear, so I had to drill out the hole in the valve gear hangers in order to mount the valve gear. The hole in the front of the valve gear hanger through which the piston valve rod passes must be filed open as well. Cut off the screw on the piston guide after they connect the valve gear, then put a drop of super glue on it and the screw on the main rod at the piston guide as well so they will not back out on you. Be sure you get rid of any binds. Run in the mechanism in both directions once you mount the motor.

If you have gotten rid of all the binds, your motor should draw about 0.15 amps. Take your time and you will be rewarded with a great running chassis.

The combination level I used is part# 9820, and the I-1 valve gear is part# 1-500705. Oil everything and grease the gears and oil the motor lightly! One drop is all that is needed to get a free running chassis, less oil is better than too much!

The fun is just starting. I like to have an operating white LED headlight in all of my locomotives. You will need a T-1 size white LED. The sight blue cast does not bother me, but if it bothers you, substitute a golden yellow LED of your choice. I use a Cal Scale Brass Headlight casting # 190-206 with a Frisco Coonskin Headlight bracket from Precision Scale #31607. The headlight is a Pyle-national type with number boards.

You will need two drill sets for this locomotive. The modeler's set #61-80 and a regular number drill set #1-60. Using a #22 drill, drill out the headlight castings using the special vice I got from Micro Mark. It is the only way to hold the casting for drilling that I have found that works. Now use a 5/32" brass tube and insert it into the drilled out casting. Cut the tube off behind the casting leaving about 3/8 of inch. Drill out the smoke box door, super glue the coonskin bracket below the headlight casting, and mount the assembly using the 5/32" tubing through the hole in the smoke box door, super glue in place. The T-1 size LED will fit right in the end of the tubing inside the smoke box door. Cut the leads off the LED and use the connectors to plug the LED into the leads going to the little light circuit that you mount on the back of the motor. The longer LED lead is positive and must be connected to the positive output lead on the little circuit board. The leads from the LED go through the engine boiler weights and use another plug and socket to connect to the little circuit board so you can unplug the LED when you remove the boiler from the engine chassis for maintenance. The LED circuit is directional; the headlight will only come on when the locomotive is moving forward, that is when the engineer's rail is positive. When I can afford the Tsunami sound decoder, I will convert the locomotive to DCC with sound. I have already purchased the insulators, to convert the motor to an isolated one for DCC Operation. PART II, CONTINUED NEXT ISSUE.

Richard E. Napper, MMR has placed his multiple photographs for this article in the MCoR web site which is: <http://www.mcor-nmra.org/> They should be there when you get this issue.

Repeat from last month, with a much better picture of Plasser American's Ballast Cleaner!

Note: the operator's cabin at the far left where he can see the actual work-ings.



Next: Loram's RG-308 Ballast Cleaner Machine. Competition rules!



A very early Loram Machine for track cleaning ballast, but it does show the progress made!

At right, is another view of the Loram Machine first shown above.

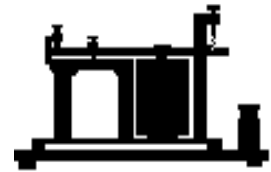
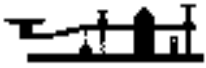


The Brass Pounder's Desk

Editor

Dave Eisenstein

E-Mail: vde9076@planetkc.com



Pun time again: Are we “plum loco” over our locomotives? Some would think so. About a year ago, we challenged any married man to tell his wife that she was their favorite 0-2-0 steam locomotive. If she objected, then you could tell her it was so she could “let off steam” at you whenever you needed it. If that would not mollify her enough, then the advice was to remind her that almost every steam locomotive had a tender behind.

To the right is a necessary picture designed to teach any member who did not catch my double pun the first time around, to feel mortified. Some might even call this “fleshing out a bare-bones point”. NOW, aren’t you sorry our L.S. is not in color?



A most interesting reply to our prior editorial with Good News!

Hello, I just received the latest issue of the *Lightning Slinger* here at the library. In particular, I noticed the mention of the online index of model railroad magazines, and how “no one modeler has all the magazines listed.” I also agree that a local library is very handy since you would have more immediate access.

I would like to point out that the NMRA's Kalmbach Memorial Library has almost all the magazines listed in the database, including complete runs of *MR*, *RMC*, *RMJ*, *MRG*, *Trains*, and others. Why do I mention this? Because you can get copies of articles from the library, and in some cases buy a surplus copy of the magazine. All it takes is a phone call or email to your friendly library staff, 423-894-8144 or KMLResearchDesk@aol.com. So the next time you find references from the index, or other sources, contact the library and get a copy so you can finish that model, complete your research, or just read the article for the fun of it. It's YOUR library and we want you to use it. Sincerely, **Thomas Mossbeck**, Research Associate, NMRA/Kalmbach Memorial Library

ANSWER: Dear Mr. Mossbeck: Thanks so much for your comment and timely reply. Many TCD members would like a local library (25-50 mile max radius). Even so, I doubt if a local library (if any) could ever match the Kalmbach Memorial Library for depth of coverage.

Indeed, an overburdened modeler or a dying one could give or leave much to you folks. Perhaps you would like to send us a list of what you know you still need and I would be happy to include that in a future *Lightning Slinger*. Cheers, **Dave Eisenstein**, Editor.

Part of his reply: As a general rule we are interested in magazine donations that are pre-1950 or post-1990. We simply get too much of those issues in between. All books and videos are welcome. Whatever material we do not keep we will sell to raise money for the library. Thank you for your time and your work as editor. **Thomas**

Modeling Tip:

Like everyone else I used to use wet water as a wetting agent, but my friend **Scott Rennick**, put me on to using rubbing alcohol instead.

The only problem is that if it gets on Tester's Dullcote it will turn the Dullcote white. I could not find any-

thing to clean off the white coating until yesterday. Walther's #470 Solvaset will clear it right up.

Richard "Richard E. Napper, MMR"
<renapper@mindspring.com>

(Ed: This agrees totally with what **Paul Richardson, MMR**, said Tuesday, Febr. 28th, 2006, in his fine talk to the TCD.)

Minutes of Turkey Creek Meeting, February 28th, 2006

Paul Richardson, MMR brought the meeting to order at Kansas City Union Station. Attendance for the meeting was 26. We had some visitors **Hans Strohm and Tom Williams**. New member, **Richard Jordan** had just joined the NMRA. **James Larson** was a first time visitor to our group but has been a member of the NMRA for a while brought a layout plan for his basement and passed it out to members. The first meeting of the Constitution committee met at **Brad Morneau's** home. They hope to have it ready to be printed in the April issue of the *Lightning Slinger*. It will be discussed at the April Meeting and voted on in May. The Turkey Creek Show committee also had their first meeting. They need some to help with Layout Tours & door prizes, **Chuck Heying** volunteered to help.

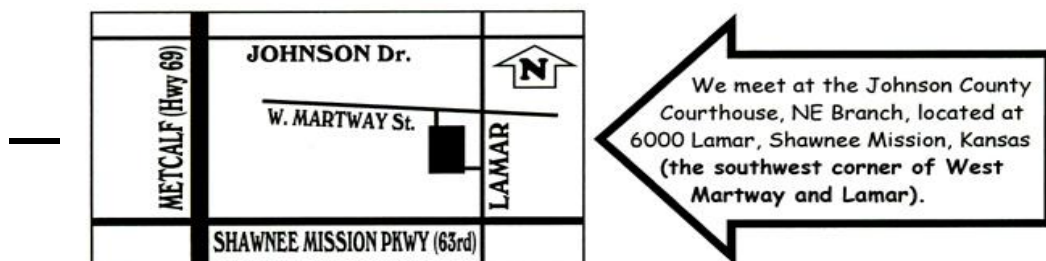
Our guest speaker was **Andy Udris**, CEO and President

of Union Station. He talked about the future plans for the model railroad community on C level. He also talked about having the Model Railroad College as part of the area started by **Miles Hale, MMR**. Also the Southern 745 from Louisiana will be on display until the end of May. They are looking for help with this exhibit. He thanked us for coming. **Joe Robertson** handed out two Certificates of Achievement, one to **Paul Myers** on Scenery and the other to **Louis Seibel** for Volunteer.

Paul Richardson, MMR gave a very good clinic on "If it Ain't Dirty, It Ain't Done". He talked about the 5 Keys of weathering Grease, Grim, Rust, Dust, and Mud. He says to use Distilled water when using Acrylic paints not tap water. He is a great believer in using India ink and rubbing alcohol for washes.

Respectfully Submitted, **Louis Seibel, Clerk**

We meet at the Johnson County Courthouse, NE Branch, 6000 Lamar, Shawnee Mission, Kansas. We meet at 7:00 P.M., March 28th, 2006.



OFFICERS	NAME	PHONE	E-MAIL AT:
Superintendent	Paul Richardson, MMR	816-866-4043-Home 816-767-7523-Office	paul@purgatoryanddevilriver.com
Paymaster	Jack Boren	913-962-2408	mccjbcmd@mindspring.com
Clerk	Louis Seibel	913-393-3495	l-seibel@comcast.net
Division Director	Paul Myers	816-734-3719	paulwmyers@kc.rr.com
Train Show Chairman for 2006	Paul Myers	816-734-3719	paulwmyers@kc.rr.com
Membership Chair	Gary Hankins	913-782-3645	marlysdee@aol.com
Editor	Dave Eisenstein	816-333-6359	vde9076@planetkc.com
AP Merit Awards and Achievement.	Joe B. Robertson, MMR	816-331-2773	piperval@aol.com

A Review of Article on Ghost Towns of Colorado from *Traveler*, an AAA mag. dtd. March-April 2006, pages 34-37, written by Jinny Ravenscroft Danzer.

The pix to the right is part of St. Elmo's Downtown.

The pix below is a Animas Forks home which boasted a bay window. Note the gentle shades of brown, with a bit of yellow.

Other towns she mentions are Tin Cup, Carson City, Ashcroft, Marble City, Crystal, Ashcroft, and Crested Butte.



Below: The Crystal ghost town once had a mill that powered an air compressor used for mining.

All three pix might make us all want to tour Colorado towns, much as has been done by **Ron Morse, MMR**. One source is www.colorado.com and click on "ghost towns" or www.coloradoghosttowns.com.



To see the entire article, open up your browser to www.aaa.com/ look for Traveler then Ghost Towns.

MORE WONDERFUL PICTURES FROM TOM STOLTE!

Just below: Klemme Co-op Grain.

To the right: The Louisiana Steam Train, here at Union Station till about April 30, 2006. Sorry, no rods, but maybe they will fix them before it leaves.



RRPictureArchives.NET Image Copyright Tom Stolte

The Kansas City Southern Bridge being moved to North of Union Station for a Pedestrian Walkway. Bottom shows some Passenger Cars from Louisiana.



RRPictureArchives.NET Image Copyright Tom Stolte

LEFT: Another Caterpillar Tractor on a Flat Car, with accompanying boxes of parts.

We want to thank **Tom Stolte** for allowing us to reproduce his pictures, all of recent date in various K.C. yards.