

## Open House at the Burlington & Missouri River Railroad By Allan Warrior

As Allan Warrior and Penny Walker were setting up the railroad in the rain prior to the arrival of guests, a fine day of running trains appeared to be doubtful.

However, the sunshine arrived shortly before the first guests and the afternoon and early evening were glorious. It began to rain again after the last guests had left in the evening. Thanks, Penny, for your help. Thanks also to Kathryn Warrior for a wonderful stew.



Allan Warrior's "Atlantic" makes a rare appearance as it pulls a railfan train on the main line. The locomotive is customized and painted to more closely match the configuration of the 4-4-2s used by the Burlington Route.



Kathryn Warrior, Penny Walker and Ron Dunham watch as a new-out-of-the-box 2-6-2 locomotive pulls a military train across the bridge.



Bill Dippert's double-headed Rio Grande passenger train enters the Emersonville Station



Glen Wadley and Darrel Dunham prepare Darrel's new Southern Pacific "Daylight" passenger train for a run. This RailKing™ train is beautiful and sounds great. The train requires about 7 amps (or more) when run on pure DC power and is quite particular about the polarity of the track power.



A preview of some of the cars being prepared for the annual Ghost Train Event scheduled for October 30th.

## Who Would of Thought?

### Realistic Hair

By Rex Ploederer

This idea comes to us compliments of Don Boulware of Salem. Don is an excellent modeler and has many ideas that will appear later in this column.

Leonard Merritt and Mike Greenwood were getting the tour of Don's railroad one day and looked closely at Don's engineers while viewing the craftsmanship of his engines. After asking Don how he did that they both were smiling ear to ear. One must look very close to see that Don's engineers have realistic looking hair. Don's secret? DRYER LINT!



Different dryer loads provide different colors; dark colors for youth and lighter colors for that weathered look (gray hair). The very texture gives a better look than "painted on" hair.

Let's think about that for a minute. Almost all of the engineers on engines from the same company

(Bachman, USA Trains, Aristo Craft) are the same mold regardless of engine model/type. As Don has done for his half dozen sextuplet engineers, each can now look different. Vary the hair length, texture, and color. Add a mustache, sideburns, and/or a beard (however, even in this equal opportunity world of modeling these usually look good only on male figures).



For Don, the process begins by sorting his clothes into dryer loads to give him the color he is looking for. (Red hair is a tough one and Don has not yet attained the proper clothes mix to give this look.) Use a little CA glue on the figure in the spot where the hair is to be placed and gently press the lint to the glue. Pressing too hard runs the risk of pushing the glue through to your finger, which will result in the lint to sticking to your finger rather than the figure. After the lint is dry, you can trim the hair to the desired length, contour, and texture with a small scissors like those found in sewing kits.

You might extend this concept to your favorite figures outside of the cab. Since engineers are often protected from the elements because they ride in the cab, there is little worry about sealing the fibers. Although Don hasn't tried it, for those figures exposed to the weather you might try sealing the hair with a spray sealer such as Dull Cote.

Using this technique you can now buy two or more of your favorite figures and make them look different by changing more than just the color of their clothes.

## From Pioneer To Pioneer

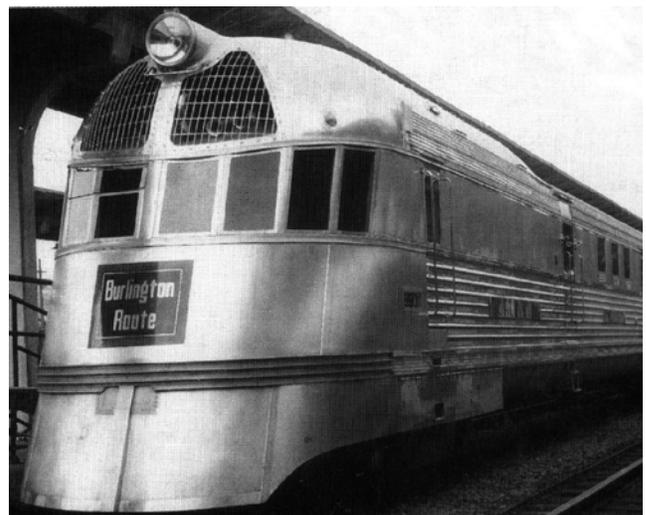
In the 1920s, metallurgists had not yet discovered how to adequately weld stainless steel for fabricating structures. Known welding techniques at the time greatly diminished the alloy's strength and properties. Of particular interest was the "18-8" alloy (18% chromium, 8% nickel) developed by US Steel. This alloy has a greater strength and a higher "yield point" without heat treatment than most tempered steels at the time.

Edward G. Budd developed and patented his SHOTWELD process about 1930. In order to demonstrate the soundness of his process, he fabricated this stainless steel amphibian airplane in 1931

which he called "The Pioneer". The wings and control surfaces were covered with doped linen at the time and the airplane was flown approximately 1,000 hours in the United States and Europe. It is now on display at the Franklin Institute Science Museum in Philadelphia, Pennsylvania.



When Ralph Budd (no relation), President of the CB&Q, wanted to develop a lightweight and economical passenger train, the result from the Edward G. Budd Manufacturing Co. was the Pioneer Zephyr. The "Shovel Nosed" Zephyrs were built using the SHOTWELD process and it was found that the structural integrity of the welds were good throughout the lives of these trains. The Pioneer Zephyr was pulled out of the shop in 1934 and began a year-long exhibition and demonstration run around the country. It began its first revenue service on Veteran's Day, November 11, 1934 making a daily round trip between Omaha, Nebraska and Kansas City, Missouri (its primary route). It was in service on many other routes until retirement in 1956.



## New Buildings on the Burlington & Missouri River Railroad

**Emersonville School Opens:** The small village of Emersonville on the Burlington & Missouri River Railroad is proud to announce that their local 1898 school is in operation. It has been a long period of reconstruction by local volunteer labor to make the building ready for classes this school year.



Although the building is typical 1898 architecture, the shell and roof of the building is white and black ABS plastic. The 53 windows and two sets of double doors were individually crafted from various styrene angles and strips integrated onto the acrylic panes. Eleven miniature lights were installed so that the building is not a dark hulk at night. Playground equipment for the school yard is still needed.

**New Car Repair Shop:** A car repair shop was inaugurated in the Creston Yards recently. Most division points have facilities for repairing and cleaning railroad cars.



The plastic material used in the construction of this building is different than the types of plastic used in previous buildings. The building is constructed from lower density plastic sheets that have a thickness of 0.25 inches. The industrial type windows are 0.5-inch wire mesh carefully finished on the edges and sandwiched between the window frames and the acrylic window panes.

This plastic is called “expanded PVC” and comes in several colors not necessarily useful for models. I have scraps of red, blue, white, off-white, black so far. The colors seem to fade in sun light, but it is usually desirable to paint the model anyway. It seems to come in 0.125, 0.25, and 0.50 inch thickness. It is a much easier product to work with because it does not melt so readily in the saw and it can be carved with a sharp knife. The glued joints tend to be a little weaker because of the lower density and joint reinforcement strips are recommended in stressed areas.

The biggest problem in using it is that not very much of it ends up the scrap bins. It is quite similar to the ABS sheets I have been using (which are also prized by us people who search through the scrap bins).

RustOleum™ has a new plastic paint for plastic furniture that seems to be an excellent choice for my plastic buildings that stay out in the weather. The choice of colors unfortunately are quite limited. These last two buildings and my water tower are painted with this product.

## Schedules & Timetables

Make sure you check the calendar on our Website at <http://www.rcgrs.com/> for the most up-to-date schedules and timetables.

Anyone interested in having an Open House or sponsoring an event, please contact **Donald Goltger** at **360-896-1778** or [grammabob@wanet.com](mailto:grammabob@wanet.com).

**November 5, 2005, Saturday, 4:00 p.m. until 10:00 p.m.** RCGRS Annual Banquet at the East Moreland Clubhouse. See the last page of this newsletter for registration.

**December 16, 2003, Friday, 6:00 to 10:00 p.m.:** Jan & Rae Zweerts are having an open house. They live on a houseboat at Jantzen Beach, The Christmas ships will be sailing past their house that same evening. Jan's European railroad is on a barge next to the houseboat.

Hot Cider and Chili will be served, finger food is welcomed. An RSVP will help them know how much chili to make. Address: 1859 N. Jantzen Ave. Portland 97217 (503-247-7531 or cell phone 503-705-3840).

Directions: Take I-5 to Jantzen Beach exit. Park between Home Depot and the Burlington Coat Factory. Walk from the parking lot south to the pedestrian gate down ramp #4. The pedestrian gate is open 6 to 10 p.m. Tell the security guard "Zweerts Party". Then walk west to Row O and proceed down Row O to the last home on the walkway. Watch for two train signs.

**Warnings:** The ramp is grated and is steep (10% slope), wear non-slip shoes. Put your keys away before you leave land (the river won't give them back). The 1:1 trains have the right of way.

**December 17, 2005, Saturday, 1:00 to 5:00 p.m.:** Open house at Shannon and Millie Pratt's home, 6677 SW Bancroft Way, Portland, OR, 503-292-9464.

Soft drinks will be provided. Pot Luck: E to L side dish, M to Z main dish, B to D dessert.

Shannon's railway is Marklin Gauge #1 and uses track power. The railway is in two large L-shape loops. Shannon states that the flanges on the wheels of most other manufacturers (LGB, Aristocraft, USA Trains) are too deep and usually will not operated correctly on Marklin Track.

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**Editor's Note:** [awarrior@comcast.net](mailto:awarrior@comcast.net) Pictures and articles are eagerly sought for the newsletter. Help keep your newsletter interesting by submitting materials that can be printed and shared with our members. **The deadline for the December newsletter is November 22, 2005.**