

Call Board

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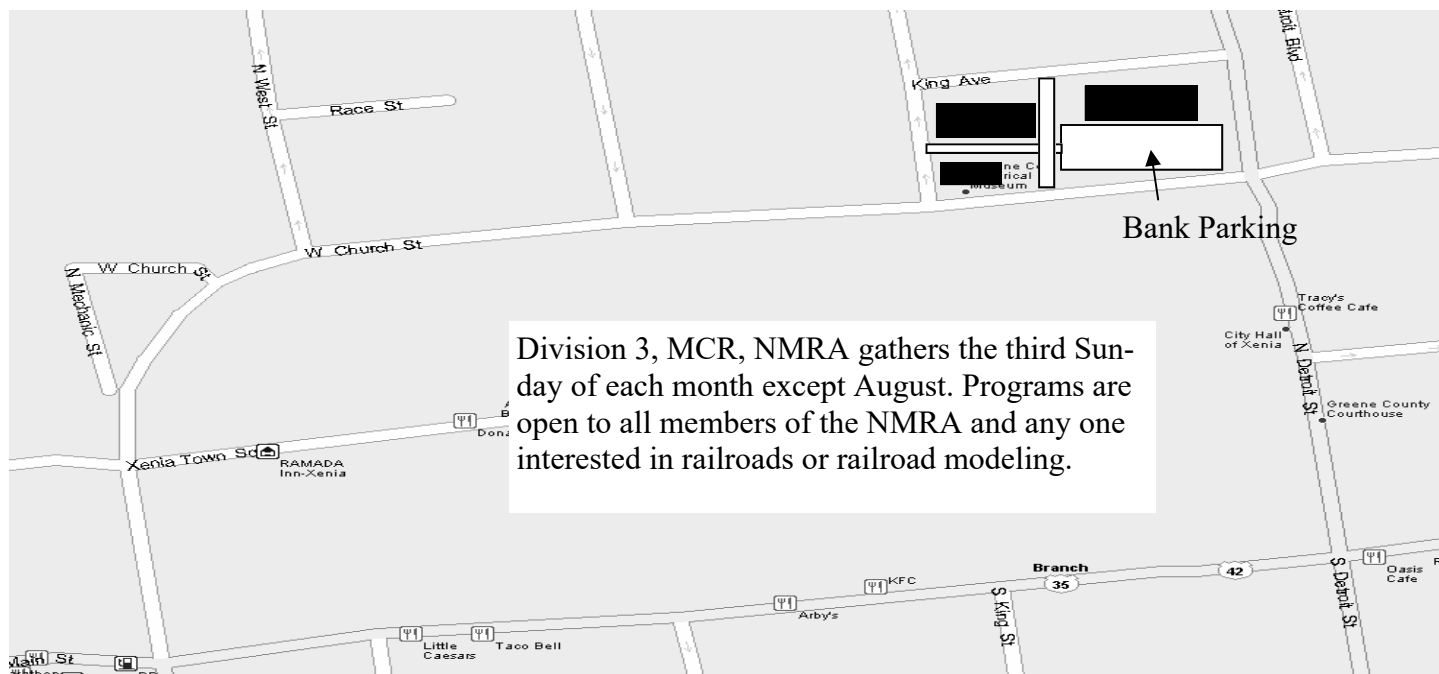
Superintendent's Report for June, 2019

Happy Father's Day to everyone.

Congratulations to Phil Gliebe for winning 6 Merit Awards at the recent Regional Convention in Boardman. Those 6 models also took 3 1st places, 2 2nd places, and an Honorable Mention.

Don't forget that Railfest is coming up on June 22 & 23. We will need volunteers and Rick Lach will be contacting those that have helped in the past, but anyone who wants to help can call Rick or volunteer at the June meeting. That meeting promises to be a good one, as Bob Weinheimer will talk about developing an operating system. See you there.

Mark Stiver, Superintendent, Div. 3



Division 3 Website: www.modelraildayton.com

Contests

We have three categories each month. You can enter Scratch Built, Kit Bashed, or just plain Kit built. This allows anyone to enter anything they are proud of and at any skill level. Judging is by popular vote but if you wish to have your model judged by NMRA rules for the Achievement Program, we will make arrangements for you “on the spot”

The coming contest schedule ...

June - Steam Locomotives

- January - Open Loads
- February - No Contest
- March - Freight Cars
- April - Passenger Cars
- May - Diesel Locomotives
- June - Steam Locomotives
- July - Non-Revenue Cars
- August - No Contest
- September - Make it cheap (1-3-5 Dollar)
- October - Caboose
- November - Weathering
- December - Structures

May - Diesel Locomotives

Level One	
First Place	Jim Foster
Second Place	Jim Foster
Third Place	Stan Sartell Jim Foster
Level Two	
First Place	Terry McTaggart
Second Place	Jim Foster
Level 3	
First Place	
PHOTO	
First Place	Paul Jenkins
Second Place	Paul Jenkins
Third Place	Ed Durkin Paul Jenkins



Level 1 First Place - Jim Foster



Level 1 Second Place - Jim Foster



Level 1 Third Place - Jim Foster



Level 1 Third Place - Stan Sartell



Level 2 First Place - Terry McTaggart



Level 2 Second Place - Jim Foster

An Easy-Peasy (or maybe not so much) HO Rail Bus – Part 2

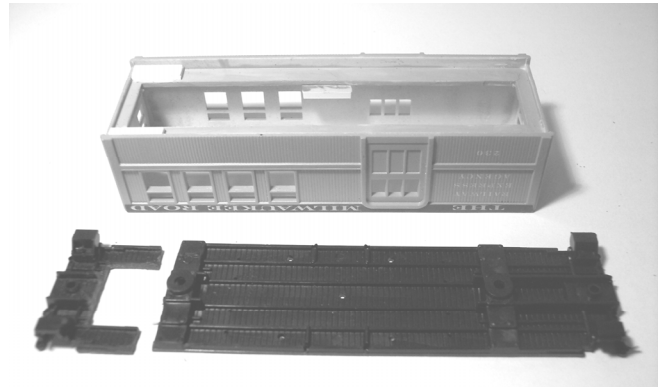
By Phil Gliebe

Introduction

In Part 1, I described the basic conversion of a Bachmann GE 70-Ton Diesel switcher into a Railbus using an MDC-Roundhouse Overton Passenger Car body for the conversion. In this installment, we're going to finish it up by adding the details which make the passenger car body look like a railbus. Note that, although this conversion uses a combination car body, it could be done with a coach body, a baggage car body, or an observation car body.

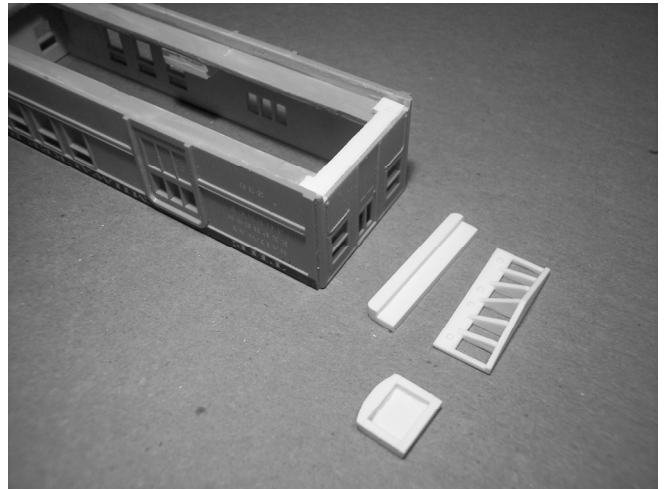
Fitting the End Platform

The rear end of the car needs an end platform. So, we take the car kit floor which has end platforms on both ends, and remove the platform on one end, but in a special way so that it can be attached to the rear of the car body and still fit around the mechanism chassis. This is shown in photo 6, where the end platform has been cut from the floor in such a way as to fit around the hole cut in the bottom of the body, providing an ample surface for attaching the platform. A thin shim of about 0.060 inches thick styrene was glued in two places as shown, so that the platform sits level and flush with the bottom of the car body.



Fitting the Pilot and Radiator

We don't want an end platform at the front of the rail bus, but rather a pilot or "cow catcher" and a radiator that represents the internal combustion power plant cooling system. Again, we need to add a 0.060" shim along the front end of the car body underside. It has a notch to accommodate the front edge of the mechanism, as shown in photo 7. A short platform was made from bits of strip styrene, also shown in photo 7, to which we can attach a radiator and a pilot.



A radiator was fabricated from a small piece of 0.040" thick styrene, about 1.2 cm wide and 1.0 cm high. The piece becomes the backing plate, and it was framed with styrene strip to form the radiator shell. It was then shaped with a sanding stick to look like a radiator, as shown in photo 7. I chose to use a commercial pilot casting, from Boulder Valley Models, also shown in photo 7. If you don't have one on hand, maybe you could steal one from the steam locomotive kit you've had sitting on a shelf for the last 10 years, planning to someday build, but just haven't got around to it. Ten years from now, when you finally get around to thinking about building it, you'll discover that the pilot is missing, won't remember that you stole it 10 years ago, and say to yourself, "What the heck, there's no pilot in here!" and put it back on the shelf again – for another 10 years!

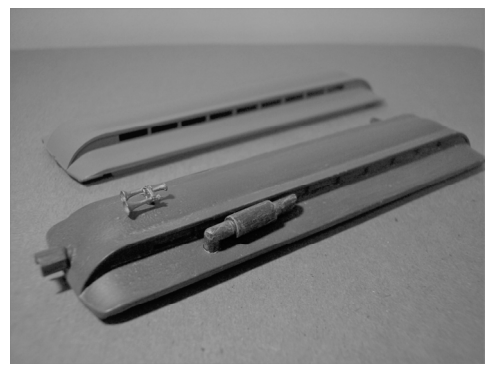
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The radiator and pilot are glued to the short platform, and then can be painted before fastening to the front of the car body.

Roof Modifications

You can use the roof as-is, and it will look fine. But it will look even better if we make some modifications to make it look more like a rail bus roof. First, the head light bulb on the chassis is right in line with the clerestory portion of the roof, so we can drill a hole in the end of the roof in line with the head light bulb. Make the hole big enough to fit a piece of 1/8" diameter styrene tubing. Cut a piece long enough so that it almost touches the bulb on the aft end, and sticks out of the roof about 1/16" on the front end. If you have a spare lens handy that fits in the front end, glue it into the outside front end of the tube. If not, you can make one using Microscale Micro-Clear – see instructions on the bottle for how to do that. Glue the tube into the roof hole.



Next, find a diesel horn of some type in your spare parts box and fasten it to the top of the roof about a half inch from the front of the roof. Finally, fabricate an exhaust system from bits and pieces of styrene tubing of different diameters, and install on the left side of the roof. Photo 8 shows the roof with these modifications.

Final Assembly

Install a coupler on the end platform, add the hand rails and brake wheel per the car kit instructions, paint the assembly and fasten to the bottom of the car body rear end. Fasten the front platform assembly to the bottom of the car body front end. Slip the car body assembly over the mechanism, and fasten with the screws into the

drilled and tapped holes in the car body. I used 1/2-inch long 2-56 round-head screws. Add the roof, and you've now got a rail car ready to roll! Photos 9 and 10 show my version, using a Milwaukee Road combine for the body.



Final Remarks

I did not have to repaint anything on the car body, since everything

was just an add-on to the existing body. I plan to build a Milwaukee Road Overton coach and couple it up to the rail bus, for added passenger capacity on weekends when there are excursions and railfan trips on my railroad. You can still find MDC-Roundhouse Overton passenger cars and car kits at train shows for anywhere from \$5 to \$10. The Bachmann 70-Ton switch engine can be purchased new for less than \$100, and probably significantly less at a Train Show. This project wasn't quite so Easy-Peasy as the last ones, but hey, it wasn't rocket science either! Give it a try and maybe you'll learn something along the way – I sure did!

Open Operating Sessions

The Darke County Model Railroad Club is inviting anyone who is interested in operating their layout to join them. They meet on the second Sunday of the month, starting at 1:00 pm. There is plenty of parking and lots of fun. They are located at:

405 1/2 S. Broadway
Greenville, Ohio
(Second Floor)

Due to the poor quality of the graphics from the May Call Board we are reprinting the first part of Phil's Article

An Easy-Peasy (or maybe not so much) HO Rail Bus – Part 1

By Phil Gliebe

Introduction

Several years ago, I had built a Rail Bus as a kit-bashing project. I used an MDC-Roundhouse Overton passenger car combine as the body, and fit it around an MDC-Roundhouse HO Climax mechanism and chassis. Even though it looked good (IMHO), it was very noisy, due to the gear system and power trucks. Further, the motor was not isolated from the chassis, which would make installing a decoder more difficult. I rationalized that the noise it created when running sounded like an Internal Combustion engine - hey, free sound!

But one day I came to my senses (a rare occurrence for me!), and decided I had to find an alternative mechanism. I have a couple of Bachmann GE 70-Ton switcher locomotives, and looking at them one day, I noticed that the wheel base was almost identical to that of the Rail Bus MDC-Roundhouse Climax mechanism. I removed the shell from the 70-Tonner and found that the mechanism could fit inside an MDC-Roundhouse Overton passenger car with very little modifications. I then decided I would try to build an HO Rail Bus using the aforementioned passenger car kit and the mechanism from the 70-Ton switcher. If this worked, an additional benefit would be that the Bachmann locomotive has DCC, so no need to convert it to DCC. This article describes how I did it. Photo 1 shows a picture of the GE 70 Ton locomotive I used. Photo 2 shows the MDC-Roundhouse Overton car body I chose for this project.



Photo 1



Photo 2

Fitting the Car Body to the Mechanism

The first step is to get yourself a Bachmann GE 70-Ton switching locomotive, preferably the new version which has DCC. Remove the body by first removing the fuel tank from the underside – it has one screw, and the tank is press fit onto the chassis. Once the fuel tank is removed, there are two screws which hold the body onto the chassis that are exposed. Remove them, and the body shell can now be slipped off of the chassis. Photo 3 shows the chassis.

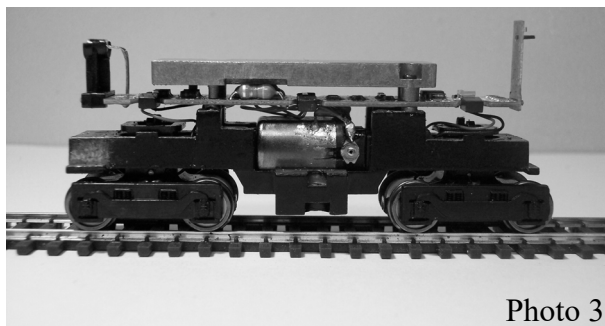


Photo 3

Note that there is an LED light on both ends of the chassis. The light on the rear end, which fits into the cab, has to be removed because it is too high to fit in the soon-to-be new body shell.

You probably can do this by just clipping it off with a sprue cutter or other style of shears, but I decided to unsolder it and remove it intact. I was able to do so, but it requires a little dexterity, to pull on the light circuit board while holding the soldering iron on two solder points at once, and holding on to the chassis at the same time. I almost dropped the whole mess on the floor in the process, but managed to get the light board loose

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without damaging anything or burning a hole in my pants or myself. Lesson learned: put the chassis in a vice first!

A few measurements of chassis were made, and I determined that if I cut a hole in the bottom of the passenger car body casting that was 1.8 cm wide by 9.8 cm long, centered on the floor, it should be able to slip over the chassis with a little bit of jiggling. OK, for you folks that don't have or use a metric ruler, the dimensions are approximately 11/16 inches wide by 3-7/8 in inches long. I then drew this "box" on the bottom of the car body, and then cut along the lines with an Exacto knife, scribing and scoring, oh, about 1000 times, until the hole center came loose. There's probably an easier and less time-consuming way to do this, so if you know if one, let me know! Photo 4 shows the car body with the hole cut out on the bottom.



Photo 4

Now the body will slip over the mechanism, with some wriggling and jiggling, but be careful and patient, and it will settle down onto the part of the chassis that the original 70-Ton body sat, and where there are two screw holes. Two pads of two 1/8" thick styrene rectangle layers were made, gluing them together, and then gluing the pads on the inside against the side walls above the screw holes in the chassis. Once the pad has dried and is now firmly in place, the chassis holes can be used as a drill guide to drill and tap 2-56 holes up through the chassis into the car body. Photo 5 shows the car body sitting on the Bachmann 70-Ton diesel chassis.



Photo 5

2019 Events and Clinics

June 22 - 23 Carillon Park Railfest - volunteers needed for load-in, the event and load-out. See Rick Lach

July 21 Meeting Clinic - Rick Lach on superdetailing freight cars

Aug 4-5 Carillon Park Mini Maker Faire - volunteers needed for load-in, the event and load-out. See Gail Yarnall

Aug - no meeting; an extra day to play with your trains!

Sept. 15 meeting clinic - Hans Schmellenkamp on his layout

Oct. 20 meeting clinic - Larry Zeller topic tba.

Nov. 2-3 Dayton Train Show - volunteers needed for planning, organizing, load-in, show, and load-out. See Gail Yarnall

Dec. 6 UD Christmas on Campus - volunteers needed for load-in, the event and load-out. See Rick Lach

Questions? Email at NMRA.DIV.3@gmail.com or call 937-301-0746