



# The WIG – WAG

The Official Newsletter of the NMRA – MCoR

Cedar Rapids, Davenport & Moline Area

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## Thought of the Month

Detail – How much is too much? For some there is never enough detail. For some there is enough when the model is taken out of the box. Where are you? A super detailer? An intermediate detailer? Or a basic detailer?

Fact of the matter is, it doesn't matter how much detail we put on our models as long as we are enjoying our hobby. I for one consider myself an intermediate detailer, as I like to have separate grab irons, air hoses, and weathering. For my situation, I don't want too much detail as my rail cars get handled quite a bit. So I can't see having a lot of detail that can break off real easy. I also like to have my locomotives and rolling stock weathered as it, for me, adds even more excitement for operation.

The point is, do as much or as little detailing as you feel necessary. Just have fun. Besides, it's our own railroad and our rules stand firm. In this issue I have written a “How To” article on weathering with an airbrush. Please check it out if you are just starting to weather or have been weathering for years. You may find a new idea that may help you make those models look more real.

- Gary Zillyette, CRD&M Area Director

## Bringing Up the Rear

A few months ago, I was over at a friend's house that enjoys his cabooses as much as I do, and like me, has many cabooses of various types. I started to share how I was dressing up some Atlas cabooses in a pretty inexpensive way.

First I started with the basic caboose that Atlas puts out. These cabooses have come along way with nice crisp lettering and graphics. Not like some I have from years ago where it looked like they put the car body in the box before the lettering was dry. Anyway, I took the ordinary red Rock Island caboose and took the car body off the undercarriage and started to mask off the roof. Once that was completed, I air brushed the roof a basic flat black. I have used weathered black also on other projects, however, I wanted this caboose to have that “just new look,” as if it was just delivered to the railroad and ready for road service.



While the roof was drying, I moved to the underbody of the caboose. The step sides were red and most of them would have been black. Carefully, I painted the sides of the steps, but left the actually steps and treads red. Atlas even has the small graphic on the steps “*Watch Your Step.*” I did not want to lose that small detail.

Once the caboose car body was dry, I started to paint the handrails white. Now in some scales you might be able to use a paintbrush to complete this task. However, in N scale I still find the tip of a toothpick to be the most useful tool to complete this task. It does take time as you will have to dip the toothpick into the paint several times, and you don’t want to rush this stage as the white paint can end up on the car body if you are not careful.

After the handrails on the car were painted, I moved to painting the toolbox black instead of the red. When everything was completely dry, I assembled the caboose by snapping the car body back onto the undercarriage.

Finally, to add just a few other details I order some non-operating Sunrise Enterprises caboose markers. These come four to a package and the alloy metal comes pretty clean and usually does not require a lot of shaving of the metal pieces from the mold. I painted the caboose markers black like the roof of the caboose. While the caboose markers were drying, I drilled the tiny #76 holes into the car body of the caboose for mounting the lamps. When the caboose markers were dry, I used a pair of tweezers to insert the mounting stems of the caboose markers into the caboose car body. A person could use glue to hold them. However they usually fit pretty snug and glue may not be necessary.

To finish this off, I used tweezers and placed an N scale figure on the back of the caboose. Certainly, there are more details a person could add to this project, such as glass in the windows, or JV Model lens for the caboose markers. Those extra details can always be added later on without taking away from the current modifications that have been done.

- Tony Bowen

## Member of the Month



**Name:** Phillip D. “Flip” Klinger

**Occupation:** Partner – Klinger, Robinson & Ford, L.L.P, Attorneys at Law

**Length of NMRA Membership:**  
Approximately 2 years

**Experience:** I remember my father, in the late 1940’s and 1950’s building HO rail cars and structures. They were mostly scratch built in those days. I spent a number of hours watching and helping out as much as possible.

After an extended hiatus, I returned to the hobby approximately 28 years ago, shortly after my first spouse drop-kicked me out the door. I joined a local Railroad Club building a layout in the basement of the building rented by the local hobby shop (Box Karr Hobbies). The hobby shop moved to a new location and the club disbanded. It was about this time I found the fascinating world of S.S. Ltd., Finescale Miniatures, Campbell, subsequently Bar Mills, South River Model Works, Foscale, and other craftsman kit providers.

Each kit takes me approximately 6 months to year to complete, as I enjoy constructing a diorama, which has been personalized to my whims and fancies. In the accompanying photos, you will recognize C.F. Klinger Watchworks (named for my father) as FSM’s Franklin Watchworks; Snyder Brewing Company and Julie’s (named for my father-in-law and his wife) as FSM’s Stuffy’s Brewing; “Lil Kay’s” (named for my mother) as Foscale’s Big Lou’s Grill;

Valant's Building Supply (named for a close friend) as FSM's Baxter's Supply. You get the drift – I like to personalize kits

**Era:** 1940's and 1950's

**Layout Status/State of Completion:** As for a layout, although I have space (and have cleared all obstacles out of the way), I'm not sure the little woman trusts me fiddling with electricity, let alone a hammer, nails, or a power saw, because my propensities could inflict great pain to body parts (I can't count the number of times I "super glued" my thumb to my index finger!), or burn down the house. Although, years ago, Walther's issued a circus train and, like Charlie the Tuna, I got hooked. I bought the train and I'm in the process (for the last 6 years) of building a yard for it.

At last count, I have over 50 craftsman kits to complete.

**Modeling Philosophy:** If I'm going to do it, I'm going to do it right. Take the time and put forth the effort to make it as realistic as possible. I don't consider myself a building of "toy train buildings," rather, my interpretation of a facsimile of a realistic scene with vehicles, grass, trees, junk, animals, people, etc. It's enjoyable and it's never done!



C.F. Klinger Watchworks, formerly FSM's Franklin's Watchworks



Snyder Brewing Company and Julie's Joint, formerly FSM's Stuffy's Brewing



This is another view of Snyder Brewing Company and Julie's Joint.



Valant's Building Supply, formerly FSM's Baxter's Supply

## Weathering With An Airbrush

For most, turning those nice new highly detailed models into dirty, been-on-the-road-everyday models can make us cringe. But adding just a light coat of weathering is just another step of super detailing and makes our models look even more real.

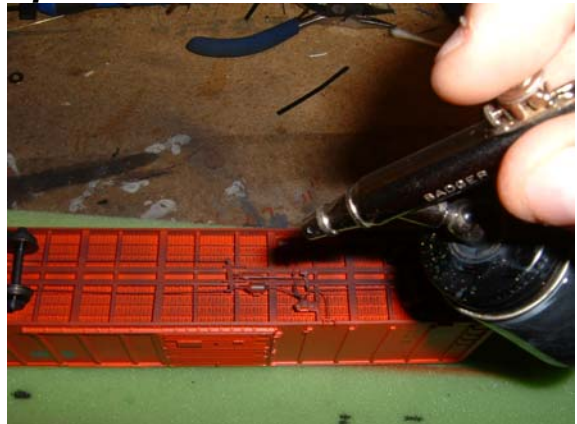
In this article, I will show you how I weather my freight cars with an airbrush. Some of you may already use an air brush for weathering, but if you're like me, you always look at how someone else does something to see if you can make your way better or easier. If you are just getting to the stage of wanting to weather your models, then this article can give you the knowledge to start out on a basic level.

For my weathering, I use a Badger #150 airbrush. It's a dual action, internal mix airbrush. You can use just about any type of airbrush as long as you get the most narrow spray pattern that you can.

As for paint and mixture, I am using Badger's acrylic water based paints. For this article, I am using a mixture of weathered black, flat black, and grimy black. I suggest that you tinker around with the mixtures and your airbrush together before starting on a prized model to get the look and color that you want. Also, practice the motions first so that you don't end up with a blob of paint in the middle of your model. I will actually use various colors and mixtures of paint to achieve different weathering looks. The real rail cars all have different weathering and color so why shouldn't our models.

Follow along as I explain step by step with pictures on how I weather with an airbrush:

### Step 1:



Spray the bottom of the car first as this will simulate dirt, dust, and road grime that has collected.

### Step 2:



Spray the trucks and couplers from the side to give them that on the road look. This too will give them the dirt and grime look.

### Step 3:



Spray the ends of the car. When spraying the ends, I always spray from the bottom of the car up. This will help the look of the dirt and grime splashing up from the wheels.

**Step 4:**



Next I spray the sides. I usually stay about 8 inches or so away from the car depending on the look I am going for. I spray from one end of the car to the other then back the opposite way using vertical strokes to simulate dirt and grime that has taken part of the side from running down the tracks and from rail washing dirt down the sides.

**Step 6:**



The last step is to add those lines that are created when rain runs down the side in certain areas and the grime collects in those spots. The areas are usually from the top track of the doors at the ends, on top loaded cars like covered hoppers and such, you will see lines from the fill holes. I also try to make the bottom track of the door a little dirtier as they will sometimes put grease there to help the doors slide freely.

**Step 5:**



Now I spray the top lengthwise. I go from one end to the other then back. This again I will usually stay about 6-8 inches away depending on how I want the car to look. I normally do not get too heavy on the tops, because they usually sort of a wash whenever it rains.

**Before:**



**After:**



- Gary Zillyette

## **National vs. Region vs. Division vs. Area – Part 2**

Last month, I wrote about the NMRA being divided into 17 Regions that cover the United States, Australasia, Canada, and the British Isles plus the Netherlands. We are part of the Mid-Continent Region (MCoR), which includes Arkansas, Oklahoma, Kansas, Missouri, Nebraska, and portions of Iowa. MCoR has 23 areas and divisions.

The areas and divisions within MCoR are determined by zip codes. The Cedar Rapids, Davenport & Moline Area has all of the following zip codes within 522 to 524 and 527 to 528, except 52201, 52231, 52247, 52248, 52250, 52327, 52335, 52353, 52355, 52356, and 52359. This includes all or parts of Benton, Buchanan, Cedar, Clinton, Delaware, Iowa, Jackson, Johnson, Jones, Keokuk, Linn, Louisa, Muscatine, Poweshiek, Scott, and Tama Counties. To draw a map requires software I don't have and would have to purchase. Whit Johnson, MCoR Secretary, does have this software and maybe in the future, Whit and I will draw you a map of our area.

- Allen Merta

## **New Web Site for the Cedar Rapids, Davenport & Moline Area**

The Cedar Rapids, Davenport & Moline Area has a new web site, compliments of Gary Zillyette. The new web site address is [www.thewigwag.org](http://www.thewigwag.org).

If you have web site experience or would like to learn, we could use a volunteer to maintain the Cedar Rapids, Davenport & Moline Area web site.

If you have ideas for development of the web site, please contact Gary Zillyette or me.

Remember, we collectively are only as good as the effort you put into the organization!

## **More Articles / More Members – of – the – Month**

We need additional material for the August issue of The Wig – Wag. If you have ideas or would like to contribute, it is very simple. Write your article clearly and concisely. If you can take photos, by all means, do so. Your article can be handwritten. Of course, I would prefer receiving it in Microsoft's Word and the photos in the .jpg format, but hey! I'll take anything I can get!

I'm looking for someone to write an article on layout planning and your experiences going from plan to reality.