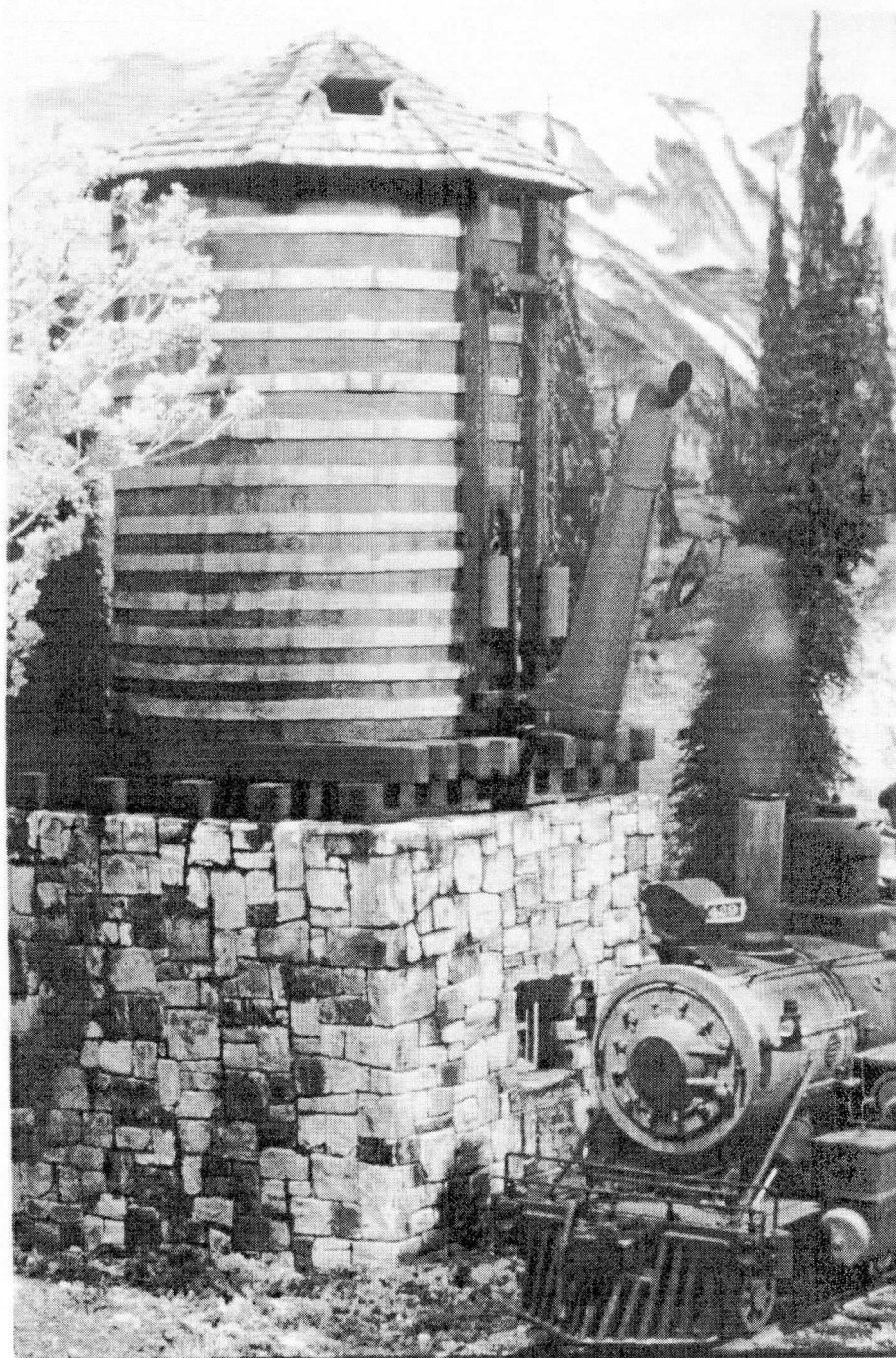


CABOOSE KIBITZER

Official Publication of the Mid-Continent Region, NMRA

Volume 45, No. 1 • Winter 1995

**GOLD
CREAK**



**RAILROAD
CO**

\$1.50

FREE TO MCOR MEMBERS

CALL BOARD

PRESIDENT	VICE-PRESIDENT	SECRETARY	TREASURER	
RON WILLIAMS, MMR 3129 S. CHAMBERY SPRINGFIELD, MO 65804	DEAN WINDSOR 14395 FOUR CORNERS RD GARDNER, KS 66030	PATRICK LANA, MMR 1005 NE 87TH TERR KANSAS CITY, MO 64155	CAROL VANDEVOORT 127 1/2 S. JEFFERSON MT. PLEASANT, IA 52641	
BOARD OF DIRECTORS				
WESTERN HERITAGE DIV	TURKEY CREEK DIV.	EASTERN OKLAHOMA DIV.	GATEWAY DIVISION	KANSAS CENTRAL DIV.
JOHN PLOTT 1308 8TH ST HARLAN, IA 51537	JOE ROBERTSON, MMR 912 RIDGE DR. BELTON, MO 64012	DAVID HALPERN, MMR 7420 E 70TH ST. TULSA, OK 74133	RICHARD SCHUMACHER 3044 WOODBRIDGE EST. DR. ST. LOUIS, MO 63129	JIM THOMAS 107 HARVARD PL. MANHATTAN, KS 66502
SALT VALLEY CENTRAL DIV	DES MOINES AREA	CENTRAL MISSOURI	LITTLE ROCK AREA	OKLAHOMA SOUTHWEST DIV.
CHARLES BUSWELL 2749 CALIFORNIA CT. LINCOLN, NE 68510	ED TRUSLOW 109 51ST ST DES MOINES, IA 50312	MILES HALE, MMR 403 PANORAMIC DR CAMDENTON, MO 65020	THOMAS SHOOK 1716 ALBERTA DR. LITTLE ROCK, AR 72207	JIM HEIDORN 10308 RYECROFT RD. OKLAHOMA CITY, OK 73162
NE WEST CENTRAL DIV	CHISHOLM TRAIL DIV	NC ARKANSAS AREA	SO ILLINOIS AREA	WESTERN KANSAS DIV.
GENE TACEY BOX 485 SUTHERLAND, NE 69165	FRED DUGGER 4510 NICKERSON BLVD HUTCHINSON, KS 67502	WALLY MUETING 805 FULTON ST MOUNTAIN HOME, AR 72653	STEVE GOARING 132 BOURDELAIS SWANSEA, IL 62221	CHARLES MARCHBANKS 603 S. SMOKEYHILL OAKLEY, KS 67748
TULSA AREA	FALLEN FLAGS DIV	OZARK MOUNTAIN DIV.	KATE SHELLEY DIVISION	SE IOWA AREA
GEORGE MAULSBY 3049 CLOVER CREEK DR. CLAREMORE, OK 74017	KEN VANDEVOORT 127 1/2 S. JEFFERSON MT. PLEASANT, IA 52641	LOUIS GRIESEMER 4824 S BELLHURST AVE SPRINGFIELD, MO 65804	HARLAN WARDEN 3094 KNAPP AVE. MELBOURNE, IA 50162	JEROME NATHAN 4235 WINSTON PLACE BETTENDORF, IA 52722
NW ARKANSAS AREA	OMAHA AREA	MAPLE LEAF DIV		
STEVE MARQUESS 209 SW E ST BENTONVILLE, AR 72712	STEVE DOLEZAL 1125 COACH RD PAPILLON, NE 68046	GARY KNOT RT3 BOX 11 CARTHAGE, MO 64836		
MEMBERSHIP DEPARTMENT				
CHAIRMAN	MEMBERSHIP DISPATCHER	MAILING CHAIRMAN	COMPUTER MANAGER	RERAIL CHAIRMAN
PATRICK LANA, MMR 1005 NE 87TH TERR KANSAS CITY, MO 64155	JOE HANEY 439 N. LACLEDE STA. RD. WEBSTER GROVES, MO 63119	WILLIAM S. FARMER 610 TUXEDO BLVD. WEBSTER GROVES, MO 63119	ROBERT LENZ 907 PARKFIELD TERR. BALLWIN, MO 63011	DAVID CULLINANE 16820 COLE RD. KEARNEY, MO 64060
CONVENTION DEPARTMENT				
CHAIRMAN	MODEL CONTEST CHAIRMAN	AREA MEET CHAIRMAN	PHOTO CONTEST CHAIRMAN	1995 CONV. CHAIRMAN
DAVID HALPERN, MMR 7420 E 70TH ST. TULSA, OK 74133	STEPHEN MILLER WEST TERRA VISTA CENTERVILLE, IA 52544	RON WHITE 719 RAVEN RAYMORE, MO 64083	BRAD JOSEPH 223 W MAIN BELLEVUE, IL 62220	ED TRUSLOW 109 51ST ST DES MOINES, IA 50312
OTHER STAFF ASSIGNMENTS				
ACHIEVEMENT PROGRAM CHAIRMAN	REGION ATTORNEY	SALES MANAGER	100% NMRA CLUB CHAIRMAN	SCOUTING MERIT BADGE COORDINATOR
PAT HARRIMAN, MMR 9331 FARLEY LN OVERLAND PARK, KS 66212	ROBERT AMSLER 3277 BAYVUE BLVD ARNOLD, MO 63010	CAROL VANDEVOORT 127 1/2 S. JEFFERSON MT. PLEASANT, IA 52641	FRED HULEN 3518 KINGWOOD PL. LEES SUMMIT, MO 64064	DAVID ENGLE 8746 N TROOST KANSAS CITY, MO 64155
CALLIGRAPHER	MEMBER AID CHAIRMAN			
JOE ROBERTSON, MMR 912 RIDGE DR. BELTON, MO 64012	RICHARD SCHUMACHER 3044 WOODBRIDGE EST. DR. ST. LOUIS, MO 63129			

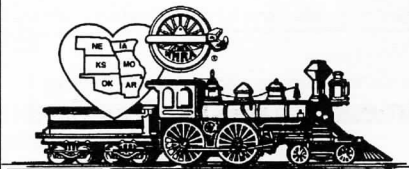
CABOOSE KIBITZER STAFF

EDITOR
ASSOCIATE EDITOR
ADVERTISING MANAGER
PUBLISHER

LARRY R. LONG, MMR
JOE B. ROBERTSON, MMR
KEN VANDEVOORT
TYPERIGHT

Please submit all material to be considered for publication to the Editor at:
3507 East 223rd Street, Peculiar, MO 64078

Please submit all advertising information to the Advertising Manager at:
127 1/2 S. Jefferson, Mt. Pleasant, IA 52641



The Caboose Kibitzer is the official quarterly publication of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA), Inc.

Membership and subscription are open to all members of the NMRA for six dollars (\$6.00) annually. Application for membership should be sent to the Secretary at the address listed on the Call Board on page 2. Membership for the NMRA or the Mid-Continent Region or renewal of same can be made with the aid of the form on page 27.

Articles, photos, and other matter for publication should be addressed to the Editor, but no payment can be made for same. All items submitted for publication must be done before the dates listed below to be included for publication in that issue.

ISSUE DUE DATE

Spring February 1

Summer May 1

Fall August 1

Winter November 1

All other correspondence concerning your subscription, extra copies and any change of address should be directed to the Secretary. The editorial policy and content of this publication reflects the opinion of the Editor only, unless otherwise credited, and does not necessarily reflect the policy of the MCoR-NMRA. Any item in this publication may be reproduced, unless it is specifically restricted, but proper credit is requested.

Switch List

4	Head End	Ron Williams, MMR
5	Interesting But Useless	Larry Long, MMR
6	Hydrocal Injection Molding	Marty Vaughn, MMR
8	Editor's Desk	Larry Long, MMR
9	AP Report	Pat Harriman, MMR
11	1:64 Scale	Richard Wholf
12	N Visible	Patrick Lana, MMR
13	O Scale News	Larry Alfred
14	Heartland Express	Larry Alfred
15	Building a Throttle	Charlie Stapleton
16	BOD Minutes	Patrick Lana, MMR
16	Guess Who!	
18	Blast from the Past	Larry Long, MMR
19	Pass Exchanging	Larry Long, MMR
21	Treasurers Report	Carol Vandervoort
21	Life on the Missouri Valley	
22	1995 MCoR Convention	
24	Pike Ads	
25	Dealer Directory	
26	Welcome Aboard	
26	Club Roster	
27	Time Table	

On The Cover

A G-Gauge, 1/2" scale Bachmann 10 wheeler superdetailed by Fred Hulen pulls up to the Bald Mountain tank built by Pat Harriman, MMR on the Gold Creek Railroad Company sectional railroad. Photo by Dean Windsor



The Head End

by Ron Williams, MMR

Comments from the President

A wild-eyed, perhaps crazy idea will be presented later in this column so you might want to stay tuned.

First, I want to greet all of the members of the National Model Railroad Assn. (NMRA) who are not members of the region. Each year the Spring issue is traditionally sent to everyone as a means of communicating what is going on locally in your organization.

We invite you to check the Call Board inside the front cover for the name of a Director or Superintendent near you. Contact them and offer to get involved. Your NMRA membership will have more meaning and you will find out what it means to belong to this group.

1995 is off and running with a Mid-Continent Region (MCoR) Board of Directors (BOD) meeting held in Kansas City, January 21 followed by the NMRA Board of Trustee (BOT) meeting in Phoenix, January 26-28.

The attendance at the MCoR BOD was phenomenal with 33 officers, directors and division superintendents plus many division members. I appreciate the sincere interest that all took by making the effort to be there.

You will note in the minutes and a story elsewhere in the Caboose Kibitzer (CK) that Des Moines has a lot planned for you during the convention June 15-17. I hope to see you there.

A car kit has been approved. It will be available in HO and N. For details see Ken Vandevoort. He might even be willing to take your reservation.

It's time to elect a new slate of officers. The procedure will be different this time. All NMRA members will be receiving ballots from Chattanooga to select the MCoR Trustee.

Meanwhile MCoR members will vote in the region election to select the MCoR President and the rest of the officers. This time the candidate for both offices is Dean Windsor but theoretically we could be represented by two different people.

At the BOT meeting I met Peter Jehrio, the new Executive Director of the NMRA. He has more than 20 years experience in both profit and non-profit areas. He has been a member of several railroad and historical societies and he has written several books on railroading and photography.

Jack Wall, NMRA chairman for membership and promotion, is directing an independent survey to determine how to best serve the members. The survey will use past and new members to find out why some dropped out and others joined. Results are not expected until later this year.

For you computer-philies the NMRA will have a presence on the World Wide Web of Internet. Look for details in an upcoming Bulletin.

1995 marks the 60th anniversary of the NMRA. In honor of this Union Pacific has mounted the logo on a double, plug-door, outside braced 60' red box car MP #266929. A spotter contest is being held.

The grand prize is a trip for two to the 1995 National convention in Atlanta but everyone wins a prize. Check the CK and the Bulletin for complete details.

You are encouraged to use the NMRA Library. There is lots of information available to help you complete a model you have in mind. There are slide and tape clinics as well as videos available/

If your insurance agent can't help you cover your collection check out the Model Insurance. The headquarters can provide promotional material for use at your train shows and division meetings and if you are having any problems please contact the division director in your area or meet.

And now that wild and crazy idea I mentioned earlier. At the mid-year BOD meeting there was discussion about another class of membership at the divisional level to attract new members. This got me to thinking. (A dangerous and possibly injurious event I assure you.)

One of the problems that has evolved over the past 20 plus years that I have belonged to the NMRA is that we have reached a point where modelers want something for nothing. And why not? We have been giving people something without really realizing it!

What I have gotten from the NMRA is the opportunity to associate with a great bunch of people. I've got friends from coast to coast and border to border. (At the last two BOT meetings I've spent so much time with the fellows from Canada I can't stop ending a sentence with "Eh?")

What if we stopped giving away what we have? Instead of letting all these people who take what we are doing and what the NMRA is doing for them for granted let's put a price on our product.

There should be a difference between being a member and not being a member. For too many years divisions and the region have put on train shows, clinics, contests, swap meets and let everyone come. If a non-member can attend and enjoy the benefits of what we are doing then why should any of us spend the time and money to belong. Let's just let someone else do it. We can still get in. We can still enter the model contests and take a trunk load of trophies home. (The region convention excepted but we still allow NMRA members who don't belong to participate.)

We can still go to the swap meet and take advantage of the bargains that can be found there. We can still attend the clinics and meet the MMRs and nationally known clinicians who some of us pay to bring to town.

We still provide a source of revenue to non-member vendors who can buy tables at bargain prices, the same price our members, who then must compete with the non-member on the sale of their stuff.

I believe our division meets generate more serious customers at a lower cost than GATS or Greenberg but we are giving something valuable away.

I'm tired of people asking what they get for their dues. They are right! When we charge some people to belong and then let others who don't belong enjoy the fruits of everyone's labors you can see how the benefits of membership become blurred.

It's time to make a distinction so members will appreciate what they are getting for their dues and non-members will recognize they can't get those benefits unless they belong.

Division meets should be for people who belong to divisions. The region convention should be for members of the region (NMRA only members have the National Convention), Funds can be raised by other means.

If we want to expose the public to what we are doing then put a price on it. Make it significant enough that they'll join us before registering. Our membership tables should be moved to the front door where they can sign up first then register.

Divisions can invite non-members to attend their monthly meetings with a limit on the number of times they can enjoy the "freebie" before making a commitment.

If we begin to explore the possibilities of becoming more exclusive then non-members will want to be a part of what they are missing or certainly paying dearly for. In time the dues will be meaningless because they will have begun to learn about the hobby and meet more people.

Then in addition to getting equipment that works and is interchangeable because of standards the NMRA has helped establish they can get the tangible things like the library, clinics, Achievement Program to name a few. And heaven forbid that we should make new friends in the process.

Who wants the soap box next?

Happy railroading.

Ron

Attention!

If you plan to enter a model or a photo in the MCoR Contest this summer in Des Moines, (and I hope that you do) it might be wise to contact the Regional Model Contest Chairman Stephen Miller, or our Photo Contest Chairman Brad Joseph and request the entry forms. By doing this ahead of time you can avoid the typical rush usually experienced when the contest room opens. I think you will find that your paperwork, done at home in a more relaxed fashion, will reflect the message that you intend to leave with the judges. Their addresses are listed in the Call Board on page 2.

Interesting ... But Basically Useless Information Department


by Larry R. Long

Many of the original locomotives used in the United States by our railroad pioneers, were either manufactured in England, or their designs were closely copied by early American loco builders. Such British designed locomotives typically featured a simple, squared-off front end. While this seemed to work very well back in England, in this country it created a problem due to the fact that the train often had to share the track with wandering animals; both wild and domesticated.

The cowcatcher was first introduced in America as a modification to a British built locomotive, the "John Bull". The "John Bull" was imported on August 31, 1831, and placed in regular service at Bordenton, New Jersey on November 12, 1831 by the Camden & Amboy Railroad. This was the first locomotive to run on any part of what was to ultimately become the giant Pennsylvania Railroad

So many cows trespassed on the railroad's right of way that a mechanical engineer by the name of Isaac Dripps, devised a "cowcatcher" that was mounted on an extra axle and pushed ahead of the engine. The original design affixed to the John Bull was little more than two iron spears protruding forward. While you might say that it proved to be quite effective, the offending cows were usually fatally impaled on the front of the locomotive. To avoid threatened lawsuits, Dripps modified his cowcatcher to include a series of V-shaped vertical rods attached to a crossbar.

The last commercially built steam locomotive to be built in the United States, a 2-8-4 Berkshire, # 779, was delivered to the Nickel Plate Road on May 13, 1949. It too, featured one of Isaac Dripp's cowcatchers. The historic "John Bull" is enshrined in the Smithsonian Institution, and to this day, is still fully capable of running under its own power.



OOOOOOOH

That sounds GOOD!

25 different sounds ready to go!

Blow the whistle, ring the bell, fire the mine blast, diesel and steam idling, dogs, crows, birds, saw mill, water falls, brooks, station departure messages (custom made for your railroad name) and many others—let me know what you need!

Push button, endless loop, or timer versions available.
All solid state circuitry, no moving parts! \$38.95 and up.

Blackhawk Sound Modules For more information contact Fred Hulen c/o Audio Mart Inc.
10330 State Line Rd., Leawood, KS 66206 913/341-3500

HYDROCAL INJECTION MOLDING

By Marty Vaughn, MMR

Not too long ago a job reassignment caused a geographic move to a new house with a much smaller basement. After considerable thought I decided to switch to N scale to try and get more railroad for the space available.

Unfortunately N scale is not too popular back here. The one good N scale hobby shop closed last fall and the remainder only carry a few kits and Atlas cars. The biggest problem that this has caused me is in the area of detail parts; boxes, crates, i.e., junk.

Recently I was building a couple of freight houses based on a Bulletin article and needed some kind of freight to justify the freight house. Locally there wasn't anything available I could buy and I was told it would take 6-8 weeks to order anything. That was too long to wait so I decided to see if I could find a way to cast the parts I wanted from the few barrels and crates and sacks I had left over from an old kit.

The material to use for casting was the first decision. I knew that I could cast these parts in Cerrobend in an RTV rubber mold, having learned the technique from Jim Thurston. I ruled it out however because the cost of the metal and the RTV were worth more than the value of the parts. I also thought about trying Alomalite but could not find a local source at that time. The only thing that I had a lot of was the hundred pounds of Hydrocal that I had bought shortly before I knew I was moving and a nearly full jar of latex rubber mold material. Finally, looking at cost and availability the only thing that seemed possible was plaster casting.

I have made rock molds with latex rubber in the past and have a lot of experience with it. (I have been accused of having a hobby of making rock molds and only use model railroading as a justification for the rock molds!) Any type of latex rubber mold material will work, Mountain in Minutes, Woodland Scenics, Mold Builder, etc. Frequently I will use carpet latex seaming cement as a gallon of the latex carpet cement retails for about the price of two pints of latex rubber mold material. The only difference with the carpet cement is that it is just a bit thinner but this can be an advantage when working it into the detail of the master.

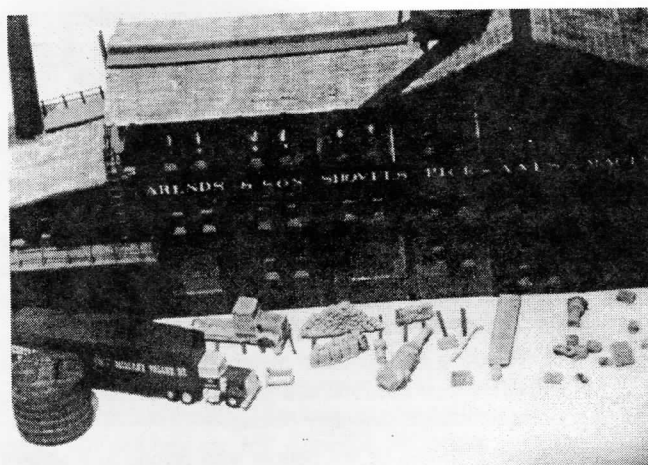
Making molds for these small parts is only a little different than rock molds as I will explain later. The two secrets to making a good mold are:

A. You need a good clean master with no under cuts to trap the rubber which will destroy the mold and:

B. The first two coats of rubber should be applied in very thin layers taking care to work the rubber into every detail of the master and make sure that there are no air bubbles in the rubber. Bubbles in the rubber will create weak spots where the rubber can tear when you remove the casting and this will destroy the mold.

To apply the latex rubber, use a disposable paint brush, the kind that you can find 10 for a dollar. You should rinse the brush in warm soapy water after each application of rubber and this will extend the life of the brush, but eventually it will become clogged and have to be thrown out.

When making a rock mold you normally apply 4-5 coats of latex, allowing the latex to dry between coats, then a layer of gauze or



Everything you see including the walls, smoke stacks, truck cabs, trailer and all of the detail parts were made using the injection molding method

cheese cloth (cheese cloth works just as well and is much cheaper) and a final coat of latex. When molding parts you will have greater detail and smaller pieces than a rock mold so you need a more flexible mold in order to get the part out. With this kind of mold you should increase the number of coats of latex to 8-10 and do not apply a layer of gauze/cheese cloth. Without the gauze the mold is much more flexible and slightly weaker. However, I have some molds that I have used over 25 times without gauze and they are still doing fine.

I had the molds made in a couple of days. Although all of the molds have one flat surface, that becomes the top when you are pouring the mold. Not all of the molds were stable enough to stand upright while the plaster dried and some that did were so big that they started to bulge when the plaster was added. To solve this problem I picked up some GE Silicon and GE Silicon II. These are both silicon rubber products, the former is a glue and dries clear while the latter is a bath tub caulk and dries white. The Silicon is cheaper and I use it to support flat molds that aren't too deep. This material will actually bond to the latex rubber mold so if you have to do a lot of flexing to get the casting out of the mold use the Silicon II. Silicon II will form perfectly around the latex rubber mold, but the advantage with complicated molds is that the Silicon II will not stick to the latex rubber so that you can remove the mold from the Silicon form to remove the casting and then place the mold back in for casting. In either case put a dab of the Silicon or Silicon II on a glass or metal sheet. With the master still in the mold, push the mold into the silicon. Check to make sure that the silicon supports the top edge of the mold all the way around. With a wet popsicle stick you can move the silicon to full cover the bottom and sides of the mold. It is also important at this step to make sure that the mold is square and upright in the silicon so that it is level when you pour the mold.

Don't let this silicon cure in your house. These products give off fumes while curing that can make your eyes water. It takes 24-48 hours for the silicon to cure depending on how thick you had to apply it. I only recommend the GE products for this. I tried substituting DAP for the GE Silicon II and it did not work. The product descriptions are the same and they look the same when applied, but after 14 days the DAP did not set to the consistency of the GE Silicon II did in 24 hours. After 2 weeks of trying to use

the molds with DAP bases, and getting the DAP all over my hands each time, I finally stripped it off and replaced it with GE Silicon II.

When the silicon is cured pull the masters from the molds and you are ready to try casting.

The first step in casting is to wet the molds. To do this you need to use warm water with 2 drops of liquid soap in a cup of water. The soap is used to help break the surface tension and remove air bubbled. This is not a case of more is better however, because if you add too much soap the water will foam when you wet the molds which creates more air bubbles when you cast. You will have to test this on your own water because I believe the quantity of soap required is determined by the hardness of your water. 2 drops per cup works for me. There are also commercial products available to remove air bubbles from molds but they are more expensive than the soapy water.

At this point you are ready to mix and pour Hydrocal and it was at this point that I ran into the first big problem. No matter how thin I mixed the Hydrocal I couldn't get it into all of the small details and I was not getting usable castings. I needed some method to force the Hydrocal into the mold, some kind of injection system. That is when I began to experiment.

So far I have found 3 tools to "inject" the plaster into the molds and all work pretty well. The first is an eye dropper. You can actually suck the Hydrocal into the dropper like you would water and then squeeze it out into the mold. It doesn't damage the eye dropper but it has the disadvantage of only being able to pick up small amounts of plaster at a time. The second injector I tried was an ear washing syringe. These are available in most drug stores and look like a rubber bulb with a point on the end it works like a big rubber eye dropper and is normally used to wash out the ears. The ear syringe will hold a lot of plaster but the disadvantage is that it is harder to clean as you can't pull the top off like a regular eye dropper. The third injector, and the one I like best is a regular syringe. You need the kind that do not have needles or have removable needles. One problem might be a source of supply. I have a bunch that were given to me and have not tried to purchase any locally. The advantage with the syringe is that you can really force the Hydrocal into the mold and force the air bubbles out. The disadvantage is that if you do a lot of this you can wear a syringe out. Hydrocal is stone and it will start to cut and score the rubber gasket on the end of the syringe's plunger and eventually wear it out after 30-40 casting sessions of multiple molds, if my use is typical.

With your molds wet and your injector selected it is time to mix the Hydrocal. The proportion of Hydrocal you mix to water depends on the type of casting you are trying to make. A thin wall section with window casings are easier to cast if you use a thin mix of Hydrocal and can actually pour the thin soupy Hydrocal into the mold. For a small part that requires a lot of flexing of the mold to release it you need to mix a thicker Hydrocal mix. From experimenting I am surprised at just how thick a mix you can suck up into an eye dropper or syringe even when it is too thick to pour. Of course the thicker the Hydrocal mix the stronger it will cure and conversely the thinner the mix the weaker it will cure. That doesn't mean a thin mix is useless, it just means that you don't use it for load bearing surfaces or in locations where it is easily bumped because under stress it can crack like glass.

Molding plaster or plaster of paris does not work in thinner solutions like Hydrocal as it will not set at all.

With your plaster mixed, and injector loaded, stick the injector right down into the bottom of the mold and force the plaster into the corners. This will also help to force the air bubbles out. When full of plaster it doesn't hurt to give it a couple of tapes to release any other bubbles. Another trick for complicated molds with lots of surfaces to trap bubbles is to slightly spread the mold as you inject the plaster and release it when full. This will help to force bubbles free with the excess plaster.

Once the Hydrocal is cured, pull all four sides of the mold away from the casting and then push up from the bottom. On long thin castings you will have to peel the mold and roll it down the casting.

If you are having trouble with a casting check the inside of the mold. Occasionally a thin piece of latex may have seeped where it should not when making the mold. If you find a spot like that carefully trim it with scissors and try the mold again.

Another problem that may occur when casting small items is that the cross section is too small to remove from the mold without breaking. For example I had a small vertical boiler that I was trying to cast but the smoke stack was so small that each time I tried to remove the casting from the mold it broke off. The solution was to place a small piece of wire into the mold while the Hydrocal was still wet. The wire was long enough to extend from the top of the stack (at the bottom of the mold when casting) half way into the body of the boiler. The wire was thin enough so that the

hydrocal covered all sides, but this reinforcement of the joint between stack and boiler body allows me to remove the casting from the mold without breaking off the stack. I also used the wire reinforcement on some L shaped decorative pillars with a small short leg. No matter how gentle I tried to remove the casting the short leg broke off until I added the wire reinforcement. Now I get a good casting every time. The wire I am using is some old galvanized wire I had on hand to wire tomato cages in the garden. It is about 20 gauge and stiff enough to hold it's shape but flexible enough to bend to small shapes.

I got into the casting so much (must be that old rock mold hobby kicking in) that I began wondering how far I could take this. The answer is pretty far. I even began trying things I would not use on my layout (18-wheelers aren't very prototypical on an 1880 layout!). Basically as long as you have or can make one flat side on the master and can eliminate under cuts you can make a mold of it. And remember, I am working in N scale. If anything it should be even easier to mold and cast in larger scales.

The only problem that I have not been able to overcome is temperature. I do the casting in my unheated garage because I tend to make a mess (which maybe part of the fun!). Casting at 32 degrees was no problem. I just started using hot water to wet the molds so that it wouldn't freeze before I could inject the Hydrocal. But when the temperature fell into the twenties, even with hot water the water in the Hydrocal was freezing faster than the Hydrocal could cure, all of my castings were split by several strata of ice crystals causing the castings to form in pieces. This is a fair weather project unless you are doing it inside where it is heated but what the heck, you have to be crazy to be out in 20 degree weather wet up to the elbows anyway!



I hope to see YOU in Des Moines the weekend of June 16-17!

by Larry R. Long, MMR

Because this issue of the Kibitzer is being mailed to every NMRA member living within our region boundaries, I thought it might be appropriate to extend a special invitation to each and everyone of you to attend our Mid Continent Region's Annual Convention to be held this year in Des Moines, Iowa. Plenty of promotional information and details about the meet can be found elsewhere in this issue. I am sure that a number of you have already made plans to be on hand for all of the fun. For others though, there may still be some doubt about whether or not it might be the best way to invest some of your hard earned vacation time and money. I am well aware that a decision to attend a two or three day meet, often has to be weighed against other important priorities. If you have a limited amount of hobby dollars, as most of us do, what else might you have to sacrifice in order to take part in a regional convention? The cost of getting to and from the convention city can be significant in itself, but generally not as much so as the expense involved in the hotel room and meals. Summer activities such as youth baseball and family vacations are certainly important factors to enter into the time/dollar equation. As a little league baseball coach myself for the last 14 seasons, I know very well how important every game can be. I think we all understand how important it is to keep the family happy so that they have no objections to us enjoying our hobby. Having said all that ... let me quickly add, **I wouldn't miss the 1995 MCoR Regional for anything!**

I have made the last 12 MCoR Regionals in a row; after attending my first back in 1978. I can tell you truthfully that I have never been to a bad regional convention. I can also tell you that I have attended some really, really great ones! A multi-day convention has so much to offer that it would be hard to identify what aspects I enjoy most. To be honest, the trip up to Des Moines with a van load of fellow Turkey Creek members on board will be a lot of fun all by itself. Upon our arrival, it is hard to quantify the importance of getting to see old friends again, and having the chance to meet so many new ones. Whether you are a veteran modeler or a novice in the hobby, I am 100% convinced that there will be at least one or more clinics on the agenda, that if you attend, you will come away from them a better modeler. I have been fortunate enough to have seen Tony Koester at least a dozen times and Bill Schaumburg at least twice. But, you can bet that I will be arriving at their clinics as early as I can to be sure that I get a good seat again. I can't tell you how excited I am about the steam excursion on the Boone & Scenic Valley. Don't ask me why I haven't ridden it before now ... but this will be my first trip over the route of the former Fort Dodge, Des Moines & Southern; once the longest interurban railroad in the state of Iowa. I have heard

people talk about the view from the 156 ft. high trestle spanning the Des Moines River for years now ... in June it will be my turn! I plan to see the C&NW shops in Marshalltown too, although the guys on the convention planning committee are trying to make it real tough to choose between activities competing for my time. The layout tours are usually my favorite part of any convention. This is where we, as convention attendees, are given the special privilege of being invited into our fellow modelers homes, to actually see the essence of our hobby put into practice. I can guarantee you that I will come away from those tours with at least one great idea that I will want to try to incorporate into my own Missouri Valley. I haven't even touched upon the time that I know I'll spend being intimidated by the models in the contest room, or the treasures that I'll find in the silent auction, or on one of the swap tables. What free time that is available will be quickly soaked up by sharing it with friends whose interest in model railroading is at least as keen as my own. How often does a package as complete as this one come along?

The guys in the Des Moines Area had to come before the MCoR Board Of Directors almost a year ago to bid for the opportunity to host the Regional Convention in 1995. They were obviously successful in their bid ... and they have all been busting their tails ever since to insure that all of us, will be treated to a truly enjoyable convention. They have even made every effort to hold down their costs so that almost anyone could take advantage of all that they have prepared for us. I know that the host group will do their part, they have demonstrated that already ... all they need now to make the meet a total success, is US. Yep ... you and me. Can you believe it ... all we have to do is go have fun, get educated about things important to us, and be entertained, in order for our hosts to be successful and rewarded for all of their effort. I'm not a rocket scientist, but I think that I can handle my part ... I'm going! I am even going to stay in the Holiday Inn. If they sell enough room nights to guys like us, it will offset the cost of the meeting room space; which ain't cheap! I have been to enough conventions, Nationals and Regionals, to know that the convention hotel is where you really want to be anyway. The convenience of being where the action is, is always more than enough to offset any difference in price. And, the host group's budget is the big beneficiary.

Come on everyone, I can hardly wait ... let's meet in Des Mines!

Larry

DUPLICATE SLIDE LIST SPECIFY ROAD(S) SEND LSASE

COUNTRY DEPOT
2592 LINCOLN AVENUE
OSKALOOSA, IOWA 52577
515-673-5927 FAX 515-673-7092

MCoR ACHIEVEMENT PROGRAM

by Pat Harriman, MMR

1994 is behind us and 1995 brings some changes to the Mid Continent Region Achievement Program. A few years ago, our Region instituted a recognition we called "Certified Model Railroader". The requirements for this recognition were identical to those stipulated by the NMRA AP Department for the Golden Spike Award with one difference. To qualified for a Golden Spike Award, the models displayed needed to be scratch built, super detailed or kit bashed which was not required for the CMR Certificate. The CMR Certificate gave the MCoR AP Department an opportunity to get an individual involved in the Achievement Program at a much earlier point in the modeler's career than the NMRA Regulations provided for. Apparently the NMRA AP Department has determined that the concept behind the MCoR CMR Certificate is exactly what the Department had envisioned for the Golden Spike Award and the regulations are being amended to reflect the same requirements as stated for the CMR Certificate. Consequently, those of you who have Mid Continent Region Certified Model Railroader Certificates hanging on your walls should treasure them because from this time on, we will not be issuing any additional CMR Certificates. If a modeler meets the requirements for the old CMR Certificates he will automatically meet the Golden Spike Award requirements and be issued a Golden Spike Award from the NMRA Achievement Program Department. It would appear that the MCoR AP stills commands the attention of the National AP Department from time to time.

The Division AP Chairman and their committee members are to be congratulated once again for a job well done. The following is a current list of the MCoR AP Committee Members:

G. Patrick Harriman MMR, Chairman

9331 Farley Lane
Overland Park, KS 66212
(913) 888-4080

Ron Morse MMR, Assistant Chairman

8324 Hall
Lenexa, KS 66219

Joe Robertson

Turkey Creek Division AP Chairman
912 Ridge Drive
Belton, MO 64012

Larry Long MMR

Rt. 1, Box 217A
Peculiar, MO 64078

Bob Miller MMR

7924 Corona
Kansas City, KS 66112

Chuck Hitchcock MMR

8105 El Monte
Prairie Village, KS 66208

Doug Taylor MMR

5036 Parish Drive
Roeland Park, KS 66205

Tom Stolte
P.O. Box 68
McClouth, KS 66054

Jan Jester MMR

c/o Jet Wing Travels
Theukala, Negombo
Sri Lanka

Jeff Blackmore

Western Heritage Division AP Chairman
1617 Broadway
Denison IA 51442

Ron Williams MMR

Ozark Mountain Division AP Chairman
3129 South Chambery
Springfield, MO 65804

Tim Kubat MMR

RR 2, Box 116T
Republic, MO 65738

Charles L. Dischinger MMR

3452 Parkmont
Springfield, MO 65807-3888

Russell F. Treptow MMR

2201 E. Ridgewood
Springfield, MO 65804

Richard Napper MMR

Kansas Central Division AP Chairman
811 Osage

Manhattan, KS 66502

Scott Thomas

202 S. Merchant
Emporia, KS 66801

Donald Claggett

1223 Pierre Street
Manhattan, KS 66502

Jim Thomas

107 Harvard Place
Manhattan, KS 66502

Ted Fuller

1956 Road L5
Emporia, KS 66801

Rev. Willis Grant

Kate Shelly Division AP Chairman
Box 456

Dows, IA 50071-0456

Rich Yungclas MMR

1407 Florida Avenue
Ames, IA 50010

Jonathan E. Pansius

Eastern Oklahoma Division AP Chairman
1629 E. 56th Street

Tulsa, OK 74105

David Halpern MMR

7420 East 70th Street
Tulsa, OK 74133

Rich Montesano
2337 College
Tulsa, OK 74114

Brad Joseph
Gateway Division AP Chairman
1006 Timber Creek
O'Fallon, IL 62269
Bob Lenz
907 Parkfield Terrace
Ballwin, MO 63021
James P. Monroe
129 Hunters Ridge
St. Charles, MO 63301
John W. Winter
987 N. 8th
Breese IL. 62230

Floyd M. Walker
Oklahoma Southwest Division AP Chairman
817 E. Carroll Lane
Midwest City, OK 73110
Walter Johnson MMR
10733 Bellevue Drive
Midwest City, OK 73110
Jim Heidorn
10308 Ryecroft Road
Oklahoma City OK 73162

Fred J. Schroeder
Salt Valley Central Division AP Chairman
3808 Randolph
Lincoln, NE 68510
Carles M. Buswell
2749 California Ct.
Lincoln, NE 68510
Wayne E. Jones
4741 Southwood Dr.
Lincoln NE 68512
Joe H. Mock
1718 Janseen Dr.
Lincoln NE 68506
Gary E. Binder
9921 N. 143rd
Waverly NE 68462
Bryan Stowe
4741 Southwood Dr.
Lincoln NE 68512

Frank Ruf
Chisholm Trail Division AP Chairman
2046 S. Elizabeth, 1306
Wichita, KS 67213
Jim Hendrickson
10605 Meribeu
Wichita, KS 67212
Michael J. Lydon
Rt. 2 Box 155H
Augusta KS 67010

Gene R. Tacey
Nebraska West Central Division
Box 485
Sutherland, NE 69165

Thomas J. Troughton
1753 Englewood Drive
Jefferson City, MO 65101

Jeff Salyer
Western Kansas Division AP Chairman
1218 Ridgewood Drive
Garden City KS 67846
(316)276-3669 HOME, (316)275-4164 WORK

David Koziol
Fallen Flags Division AP Chairman
1412 N. Van Buren Avenue
Ottumwa IA 52501-2141

My special thanks to **Ron Morse MMR**, MCoR Assistant AP Chairman and to **Joe B. Robertson MMR**, MCoR AP Calligrapher. They volunteer an enormous amount of time and energy to the Achievement Program which is one reason why the MCoR AP is the envy of almost every Region in the NMRA. In the past twelve months, MCoR has added two new Master Model Railroaders, issued twenty nine (29) Certificates of Achievement, seventeen (17) Golden Spike Awards, twenty (20) Certified Model Railroader Certificates and many Merit Awards. To my knowledge, this program has more member participation and is the best manned, best supported (financially) by the Region and the most successful Achievement Program in the NMRA. Unlike many regions who look upon the AP as special club and who try to limit the membership, the MCoR AP Committee works hard to include as many qualified modelers as possible and to help them achieve the greatest recognition they are capable of. This attitude and this effort does not go unrecognized. This is from a recent letter the our past president and current editor of the Kibitzer, Larry long MMR, received from Douglas J. Hughes, founder and editor of the Frisco Modelers Information Group and an NMRA Mid East Region member and I quote:

Congratulations on another superb issue of the Caboose Kibitzer. You should be very proud to be the editor of the NMRA's best regional newsletter. Having a line up of nine MMR authors sets a tough standard. I wish our Mid East Region would learn from you MCoR folks. Our newsletter THE LOCAL "sucks", to put it bluntly. The MER will also never have the quality of MMRs you folks have. It appears that the MCoR Regional and Divisional AP Chairmen actually encourage AP participation. Not so here! AP in the MER is treated as a private club and newcomers have a tough time getting help.

Finally, I urge my fellow AP Committee Members to continue the tremendous job you have been doing. Take pride in the job you have done and go out and continue to encourage participation in this great program. Your efforts are producing rewards for the Mid Continent Region in the very talented cadre of quality modelers that make up our membership.

1:64 Scale Model Railroading

By Richard Wholf

Have you had any snow out your way? Maybe you've had too much snow you're tired of it. Or maybe, you haven't had much and would like to see more of that white, fluffy stuff. At one of our recent S club meetings, I saw an incredible video about snow and prototype railroading that I'm sure would be of interest to anyone. Video Rail's 1993 film "The Battle for Donner Pass" is a superbly photographed record of how the Southern Pacific keeps open the mainline through Donner Pass during the worst winter storms. Most of us haven't seen the fury of winter mountain storms that can dump several feet of snow within a few hours. Imagine if you can the effect of such a storm on one of the major mainlines of our country. What would it take in equipment and manpower to keep the line open as day after day snow continues? The photo work is so good that you forget that you're watching a video; rather, you become a part of the action even to feeling the "cold." We're with the SP crews who fight with everything from shovels, flangers, dynamite and bulldozers to that ultimate snow weapon of the mountain railroad, the rotary snowplow. Most of us will never have a chance to see a rotary snowplow in action as it "throws" tons of snow 200 feet off a mainline. If we visit the Cumbres and Toltec railway on one of the occasional winter runs, we may be lucky enough to see a narrow gauge steam rotary in action. Otherwise, such a video as this one is probably the only way that we'll get to see the "big blades" in operation. After our S club viewed this video, we sat around and talked about snowstorms and especially, rotaries. We discussed how rotaries started out as steam powered, and then most were converted to diesel power. As a railfan interested in heavy electric mountain railroading, I happened to mention that when the Milwaukee Road converted its steam rotaries it didn't use diesel power on four of its rotary plows. For example, its steam rotary #212 had the boiler and drive gear replaced by two big GE traction motors and a pantograph placed on the roof to pick up 3000 volts DC from the overhead catenary wire. By using electric drive, this rotary was able to do the work of three steam rotary plows and could operate 16 hours a day every day through the worst Cascades winter storms.

Our club also viewed a short video from the Altoona Area Train Collectors Club inviting us to this year's National Association of S-Gaugers's 1995 Convention being held in Altoona, Pennsylvania. This video featured such Altoona attractions as the world-famous Horseshoe Curve, the Altoona Railroaders Memorial Museum, Conrail's Juniata Shop complex, Conrail's Sam Rea car shops, various local attractions for the whole family and of course, the beautiful mountain scenery. The NASG convention will be held from Wednesday, July 26 through Sunday, July 30, 1995 (three days after the NMRA "Crossroads in Atlanta" convention). Whether scaler or hi-railer, the video gave us plenty of reasons to consider attending this year's NASG convention.

Speaking of up-coming S get-togethers, the American Flyer S-Gaugers of St. Louis will be hosting the ever-popular Fall S Fest the last weekend of October. In the past, this Fall event has been held in the Chicago area by the Chicagoland Association of S Gaugers. In fact, this is the first time the Fall S Fest will have been held in the greater St. Louis area. The event will be at the Holidome

is Collinsville, IL, which is just 10 minutes east of the Arch, and outside of the downtown St. Louis congestion. The St. Louis club really knows how to celebrate its twentieth year anniversary.

According to Co-ordinator Moe Berk, anyone who's attended a Fall S Fest in the last three years will be receiving a detailed pre-registration packet in the next few months. Anyone else should send their full name and address to Moe Berk at 39 Graeler Drive, St. Louis, MO 63146. Although the Fall S Fest's emphasis is on hi-rail and AF collectors, there will be lots of activities of interest for the S Scaler.

While all of us to get the most for our modeling dollars, sometimes we can be "penny wise, and dollar foolish." Many of us, whatever scale, have gotten into the habit of buying directly from a manufacturer or a discount outlet rather than from our local hobby shop. For those of us in a minority scale like S, this has been a quite logical approach since many hobby shops didn't carry S items. Today though, the numbers in our scale continue to grow and the items available increase. We need to make sure that our local hobby shop knows our basic S needs and understands that we will support them with our general modeling purchases as they support our special S needs. Be sure to share ads and S magazine articles about S products with your dealer since most are probably only familiar with HO or N scale products. When requesting items, be realistic with the number of S items that will be purchased in your area so that your hobby dealer will have enough but not too many. When they get the items, don't wait around; buy what you requested.

Most modeling supplies come as certain basic sizes or as tools with certain functions. For example, model railroad paint does not come with its scale listed as 1:87 or 1:48. It's usually up to us as modelers to determine whether a part will be for N scale or O scale. In fact, this is one of the special areas where S scalers are lucky. If you need a particular item for one of your models, you can also look in O scale for a bigger version of the part, or in HO for a smaller part. Just one of the reasons S has been known as "The Happy Compromise." And finally, when it comes time to purchase a basic S scale item (like a turnout or track), if we haven't supported our local hobby shop, they may no longer be around to support our hobby needs.

BEV-BEL CAR LIST

SEND 52¢ LSASE

COUNTRY DEPOT

2592 LINCOLN AVENUE

OSKALOOSA, IOWA 52577

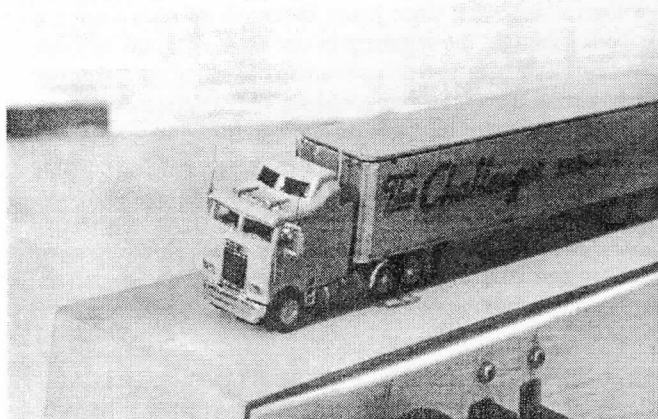
515-673-5927 FAX 515-673-7092

N VISIBLE

by Patrick G. Lana

VEHICLES (PART 3)

Part 1 & 2 of this series on vehicles presented some ideas on construction methods and sources for vehicles for your layout. This time we look at detailing a Con-Cor Route 66 series tractor and trailer.



The N scale tractor and trailer in the photos is an experiment to see what kitbashing potential is in the Con-Cor Route 66 series. Although this rig was fun to build, all the detail is not necessary on every vehicle on my layout. I actually built it on a dare from a friend in HO scale. The following modifications were made to a stock Freightliner tractor and 45' trailer.

On the tractor, the wind deflector sleeper cab roof was added from the Con-Cor Kenworth Sleeper. Working headlights were made by drilling out the existing square headlights with a pin and mounting two 1.5 volt microbulbs. Headlight lenses are acrylic gloss medium brushed on. The working cab marker lights are actually one Radio Shack rectangular yellow LED cut and filed to fit. The working front turn signals are two Radio Shack micromini yellow LEDs cut and filed to fit while the rear turn signals are red micromini LEDs. The driver is handpainted and cut and filed to fit. Rearview mirrors are stock Con-Cor with new CB antennas. All surfaces except the mirror face was painted aluminum. CB antennas and air hoses are fine strands of wire. Air horns are straight pins cut and filed to fit. Windows are acrylic medium brushed in. The side wind deflectors are sheet plastic stock cut to fit. European mudguards were removed up to the front dual to convert to American front mudguards. Mudflaps are cut and painted paper. The front licenses are magic marker painted paper. One high capacity fuel tank was mounted on the left side by gluing two Con-Cor White tanks end to end. The tractor exterior was brush painted light blue with aluminum and silver headlights added. The interior was brushed dark blue to hid the bulbs and the 1/2 driver. The wheel assemblies were brushed gray with silver highlights.

The trailer has rear turn signals made of two Radio Shack mini red LEDs cut and filed to fit. Rear marker lights are 3 Radio Shack mini red LEDs cut and filed to fit. Side and front marker lights are 6 radio shack mini yellow LEDs cut and filed to fit. Mudflaps are cut and painted paper and the licenses is magic marker painted paper. The rear bumper guard was added from plastic handrail stock. The exterior of the trailer was spray painted silver and gold Champion decals added. The underbody is brushed gray while the interior was brushed silver and black to reflect the LEDs. Wheel assemblies were brush painted gray with silver highlights. The whole rig draws its power from wires that go down between the rear axles of the tractor and trailer.

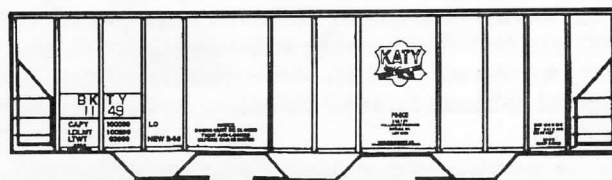
I hope this gives you some ideas on detailing tractor-trailer rigs as they are very much part of the modern day railroading seen. If you are interested in other details of these rigs, I recommend you pick up a free copy of "The Truck Paper". It has photo advertisements of trucks for sale and can usually be found at truck stops along the interstates. If you detail such rigs, I'd appreciate hearing from you and sharing your methods in this column. Next time we'll look at vehicles from model kits. Until then,

Keep on Truckin... By Train.

ODDBALLS

Mc LOUTH

**HO & N MODEL
RAILROAD DECALS**



**HO 187-141 MISSOURI KANSAS TEXAS
PS2-CD GRAIN. (1968)**

\$2.00, \$1.50 shipping per order.
Complete up-to-date Catalog...\$2.00 ppd.
At your dealer or direct.
Kansas residents add sales tax.
No minimum order.

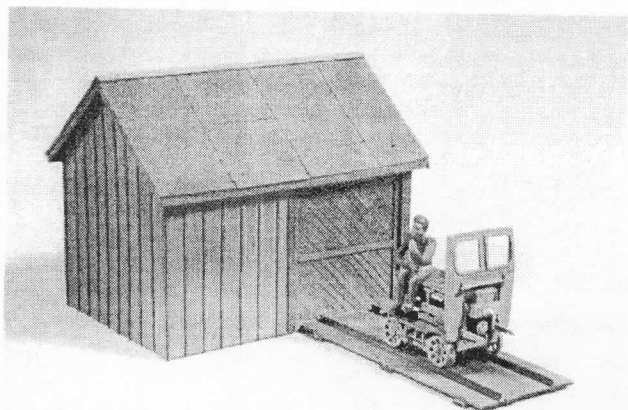
Oddballs Decals
26550 227th Street
Mc Louth, Kansas 66054

O SCALE NEWS

By Larry Alfred

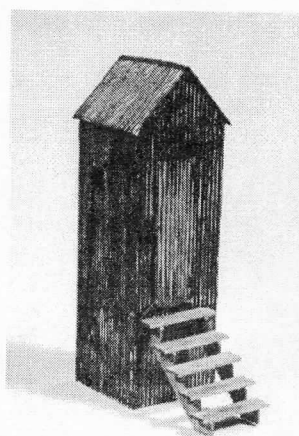
With this column, I am digressing from the tale of the design and construction of my "2-in-1" model railroad that I began last time (see the Fall 1994 *Caboose Kibitzer*). Layout planning has not progressed as rapidly as hoped and there are still a few details to be worked out in the combined O/On3 track plan. I plan, however, to report periodically on the progress of the railroad. Progress, that is, unless I get "side-tracked" by something else. I must note that the editor of this fine publication chided me with a friendly warning regarding my layout planning, saying, "If you keep talking about building a railroad, you're going to have to actually do it." I plan to do just that.

One of the things that I love about the hobby of model railroad-ing is the diversity of activities involved. And, perhaps like many of you, I can be easily distracted by the possibility of a new project, particularly if it involves something new or different. Well, that's what happened during my recent layout planning efforts. As I was browsing through a Rio Grande Southern book a while back, I became intrigued by the many sheds and other small structures that were part of the RGS. It occurred to me how easy they would be to scratch build.



Although most railroads had an assortment of small sheds, the RGS always seemed to have structures and equipment with a little more character than most of the others. The yard at Ridgway, which will be included on my layout, had many such structures. Most model railroads need more of these structures and surrounding detail than the typical builder takes time to include.

I decided to interrupt my layout planning and build several of these structures for future use on the layout. So, in this column we will look at the construction of small railroad sheds and service buildings. This construction is very straight forward and offers the opportunity for some scratch building experience, especially for those of you who have not tried it. The RGS typically used two types of construction for small service buildings, either wood (the most common and usually board and batt) or corrugated metal. I used simple construction methods to create examples of both types. There are many sources of plans for structures. I have found appropriate drawings for my interests in published books on the RGS, the major magazines, and plan drawings from Mike Blazek,



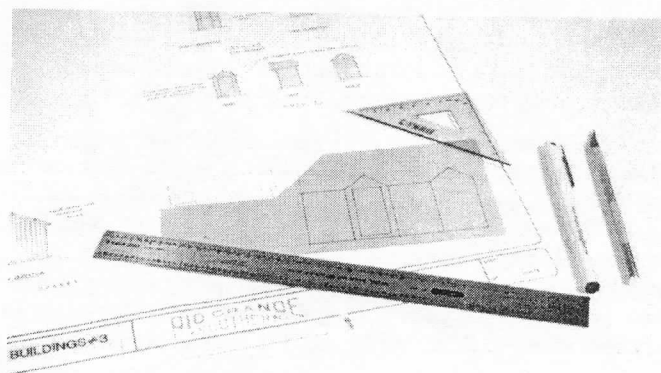
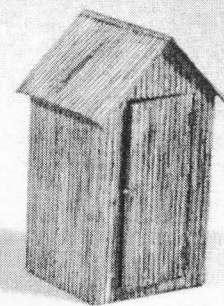
John Maxwell, and David Braun. You should be able to find something appropriate for your needs with a little searching. Don't overlook the possibility of modeling a favorite prototype structure that you can measure and photograph. The idea here is to choose something small and simple. The large complex structures will be left for another time and place. I think of these small structures as "detail buildings". I should also note that my intent with this column is not to provide a detailed step-by-step construction article, but rather to

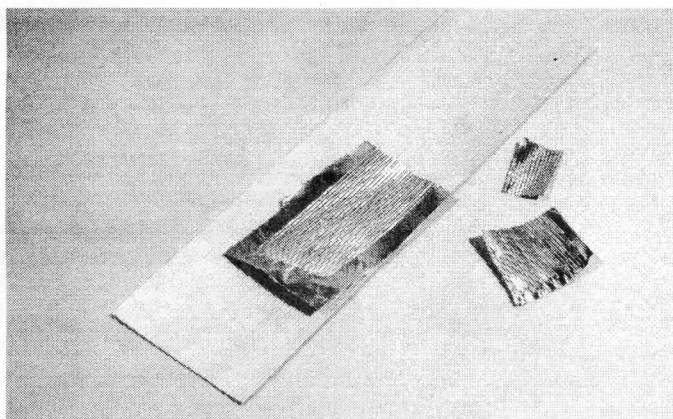
offer some ideas and create some interest in one or two-evening projects like this.

I selected three RGS structures for this column, the board and batt handcar shed at Brown and two corrugated metal sheds in the Ridgway yard (Photos 1, 2, and 3). Little is known about the use of the Ridgway structures. However, the shorter one (Photo 2) is believed to have housed a fire hydrant and hose, while the other (Photo 3) apparently served as the railbus fuel facility (or the "goose gas shed").

All structures begin with the layout of the building on scrap cardboard (Photo 4). Better quality material such as bristol board could be used but I generally use the scrap material from the back of writing tablets. After cutting out the structure sides, including removal of any doors and windows, lightly scribe the corners to allow easy bending. The sides are then assembled with scrap wood added to the corners for strength. The inside should be painted flat black. Scale stripwood (usually 1"x2") is then added to simulate batts for the "board and batt" construction. For corrugated metal construction, the model structure is now ready for application of the corrugated metal panels.

The corrugated metal is simulated by forming heavy duty household aluminum wrap over a commercial milled corrugated basswood sheet (Photo 5). A very dull pencil works well to form





the aluminum foil into the milled grooves. The formed sheets are then cut to panel size and glued in place with ACC. The panels are surprisingly strong when glued in place, but still require careful handling. The subroof is made from thin paper since it must be bent at the edges (as was the prototype). Hinges, door hasp, and other detail is then added. No paint or finish should be applied until the construction is fully completed. This is because paints (I use Floquil) tend to rub off of the panel ridges with handling. If this happens, then attempts to reapply finish will tend to buildup excessively in the grooves, giving an uneven appearance. The corrugated metal panels are not strong enough to allow removal and reapplication of the finish. Therefore, use caution in handling the model during and after finishing. An overall application of flat finish provides some protection.

I finished the corrugated metal structures in two different ways. The fire hydrant shed was first painted with thinned Floquil grime. This was followed by dry brushing with rust and then lightly applying dilute India ink to highlight the corrugations and create depth. The gas shed was first covered with thinned weathered black, followed by the RUSTALL process for simulating rusty metal. The stairs are basswood stained with used thinner. The gas hose is a piece of telephone wire painted engine black. The hasp was scratched from scrap paper and the hinges and padlock are commercial castings.

The handcar shed sides are cardboard with scale 1x2 batts. The door was constructed board by board. The sides and door were airbrushed with Floquil. The roof was covered with 600 grit sand paper to simulate tarpaper, rather than the wood shingles on the prototype. Engine black was applied by brush to the seams to simulate sealant. Light weathering with Floquil dust was then applied to the entire shed.

I hope you can see that these types of structures are easy and fun to construct. The railroads used them for many unusual purposes and each had a character of its own. If you sometimes feel the need for a break from other projects (like layout planning), consider giving one of these a try.

That wraps up the column this time. If you have any suggestions, comments, or questions about the column or about O scale modeling in general, please drop me a line. If I can't provide an answer, I'll bet other readers will be able to help. I really would like to hear from you. I talked to the other scale-specific columnists (N and S), and they tell me that reader mail has been pretty skimpy. I hope there is someone out there reading this stuff. Seriously, please let us know what you think. As for me, I'm back to layout planning.

HEARTLAND EXPRESS '98 Convention Update

by Larry Alfred, General Chairman

With this issue of the *Caboose Kibitzer*, we are offering membership in the "Heartland Club". A registration form has been inserted elsewhere in the publication which describes the program. The Heartland Club offers limited early registration for the 1998 NMRA National Convention to held in Kansas City, and provides special benefits to Heartland Club members. The membership benefits established to date are listed on the registration form, but the important features of the club include early selection of tours and activities, a low registration number, and a package of registration and souvenir items valued well in excess of the club membership cost. The proceeds from this program will provide the convention committee with the necessary "up front" capital to move forward with convention planning. So, don't miss out. Memberships will be limited to the first 200. After MCoR gets first chance at the program, memberships will be offered to the general public, beginning at the NMRA convention in Atlanta in July.

Other activities associated with the Heartland Express have been slowly moving forward. Peter Ellis, Registrar, has been sending out acknowledgements to Heartland Club registrants, so you should have received yours by now if you signed up. For those of you that have indicated an interest and willingness to help out in some way with the convention, we very much appreciate your interest and we are working at getting information out to keep everyone up to date. Rest assured, we have not forgotten about you. We are still three and a half years away from the convention dates, but expect to see the momentum picking up this coming year. As always, if you have thoughts about the convention or if you want to volunteer to help, please contact one of us as indicated below.

For general comments or suggestions on the convention:

Larry Alfred
14633 S. Chalet Dr.
Olathe, KS 66062

To volunteer your services:

Larry R. Long, MMR
3507 E. 223rd
Peculiar, MO 64078



Heartland Express

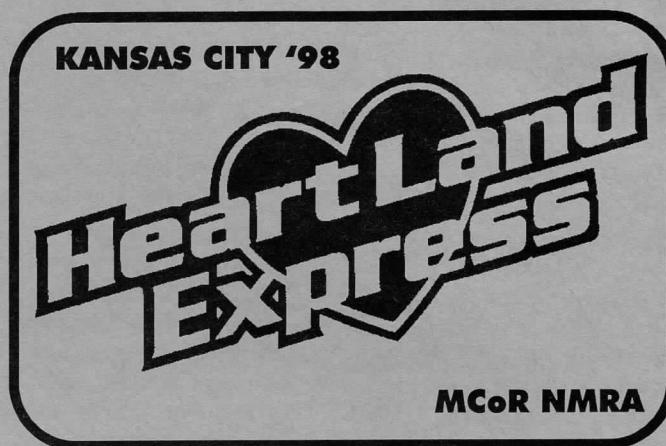
KC '98

"Basics and Beyond"

July 17-24, 1998

1998 National Convention of the
National Model Railroad Association
in

Kansas City, Missouri



The 1998 NMRA National Convention at the Marriott Hotel in Kansas City will be an exciting and fun-filled adventure for both rail and non-rail conventioneer. Located in the heart of America, this most friendly of cities has many points of interest for all.

LAYOUT TOURS

- 20 to 25 tours
- 80 to 100 home layouts
- N scale to live steam
- Standard gauge and narrow gauge
- Scale models and tinsplate
- Logging, short line and main line
- Indoors and outdoors
- Modular from N to G

CLINICS

A full program to meet the interests of all. Many well known modelers will share their expertise. How-to and hands-on clinics for both experienced and novice modelers, with a full program for non-rail conventioners and teens.

PROTOTYPE TOURS

- Burlington Northern Training Center
- Midland Railway Excursion
- Smoky Hill Railroad Excursion
- Santa Fe Hump Yard
- Union Pacific RR Yards
- Santa Fe Shops—Topeka
- Griffin Wheel Works
- Mid America Car Shop



Hosted by: The Turkey Creek Division—Mid Continent Region—National Model Railroad Association

AREA ATTRACTIONS

Worlds of Fun

- Timber Wolf
- Backyard Monsters
- Over 140 rides and Attractions

Oceans of Fun

- Coconut Cove Superpool
- Ride a Friendly Shark
- Walk on a Lily Pad Path

Kansas City Royals

See a professional baseball game in the finest baseball stadium in the world at Kaufman Stadium.

Arabia Steamboat Museum

Discover 200 tons of buried treasure including bottled food goods and beaver hats from the shipwreck of the "Great White Arabia."

Nelson-Atkins Museum of Art

Centerpiece of Kansas City's cultural activities, the Nelson is the most distinguished art museum between the Great Lakes and the Pacific Ocean.

Harry S. Truman Library

Country Club Plaza

Missouri River Queen-Riverboat

KC Toy and Miniature Museum

Join the Heartland Club

Be among the group of early registrants for the 19 national convention who will enjoy the special benefits of membership not available to other convention attendees, by joining the Heartland Club. Among these benefits will be:

- All Normal Registration Costs
- Two home Layout Tours
- All Other Local Non-Extra Fare Tours
- A Special Convention Badge
- A Special Convention Coffee Mug
- Discounts at Local Eating Establishments During the Convention
- The Opportunity to Help Finance the Convention
- The Lowest Registration Numbers
- Other Added Benefits As We Think of Them
- Limited to 200 Members

The cost per person is \$100.00. We won't be able to take credit cards until July 1996, so, before then, a check or money order made out to Heartland Express KC'98 will be appropriate.

Mail to: Peter Ellis—Registrar, Heartland Express • KC'98
14960 W. 87th St. Parkway, #154, Lenexa, Kansas 66219



Registration Form

for The Heartland Club



Name: _____ NMRA No.: _____
Street: _____
City: _____
State: _____ Zip: _____
Telephone No. (day): _____ (evening) _____

Make checks payable to: Heartland Express • KC'98

BUILDING A TRANSISTORIZED THROTTLE OR SPEED CONTROL

by Charlie Stapleton

First of all I would like to point out that this is a throttle control that was featured in the December '86 issue of "Model Railroader Magazine". I have made some modifications of it to remove the power transistor (2N3055) from the throttle case itself. This component generates heat and therefore I moved it from the case and installed it under the layout.

I have used it on a previous layout as a throttle in a cab control system. However, since installing CTC 80 command control on my present layout, I no longer have a use for it as a throttle. I have incorporated it as a speed and indexing unit for a turntable at the engine terminal located in Junction City, Kansas.

This electronic circuit is probably one of the easiest ones you will find to assemble. The major changes I have made are using an 8 conductor cable (instead of 4), and a push button on the side to facilitate the lining up of the turntable rails to the radiating tracks of the terminal. The parts list includes the current Radio Shack part numbers and all but the 1Kohm potentiometer is available from them. The potentiometer can be obtained from Electronics Supply Co. whose address is indicated, or any other major electronics dealer. "Jones" type plugs and sockets are also available in 8 pin design from this supply company. They are listed under the Beau Products in the Electronic Supply catalogue. I should interject here that only 7 of the 8 wires in the cable will be used.

Now, let's put it all together. A 12 volt filtered DC supply is recommended for this circuit. This can be accomplished by attaching a 4700 MF-35WVDC capacitor across the positive and negative terminals of your 12VDC supply. Just make sure that the polarity of the capacitor is facing the direction as indicated on the capacitor.

The parts that are located in the control unit are the 100ohm resistor, 1Kohm potentiometer, IN4001 diode, DPDT toggle switch, and the optional push button. Prepare the control box by drilling the correct size holes to receive the wire cable, potentiometer, and the DPDT toggle switch. Also drill a hole to receive the push button if you are going to control something other than a locomotive. Locating these parts is up to you but I preferred putting the toggle at center top, the potentiometer at center face, and the cable at center bottom. I put the push button about 3/4 of the way up on the left side.

The IN4001 diode is small enough to be soldered between the two input terminals of the DPDT toggle. Make sure the end with the band on it faces away from the negative terminal. Solder a small (2 or 3 inch) wire to the terminal that has the plain end of the diode next to it. Solder the other end of this wire to the discharge side of the potentiometer. Next comes the negative wire in your cable. Solder it to also to the discharge side of the potentiometer. Solder the wire that will be coming from the base of the transistor to one end of the 100ohm resistor. It does not make any difference which end as resistors do not see polarity. Solder the other end of the resistor to the center top of the potentiometer. After soldering

the wire coming from terminal #6 of the barrier strip and the positive wire from the power source to the input of the potentiometer it can be mounted inside of the control box.

In order to make the DPDT toggle a reversing switch 2 jumper wires must be soldered from 2 corners to the opposite corners as indicated in the schematic. After soldering the 2 output wires to the center posts of the toggle, the switch can be mounted in the control box. If you are going to use the push button, just clip the positive wire in two and solder the ends to the terminal posts. This can now be mounted inside the control box.

The 8 position terminal strip can be mounted anywhere under the layout but should be as close to the power supply as possible. I mounted mine vertically with enough of the bottom end clear to bolt the 2N3055 transistor to it. This gives plenty of air circulation for cooling of this component. Connect the 2 wires (+ and - power) coming from the potentiometer to terminals 1 and 2. The output wires coming from the DPDT switch are connected to terminals 3 and 4. Supply lines to whatever you are controlling are also connected to these terminals. Number 5 is the one I chose to remain vacant. Number 6 has the wire from the collector terminal of the 2N3055 and the positive wire from the potentiometer connected to it. Number 7 connects the emitter terminal of the transistor and the negative side of DPDT. The wires coming from the base of the transistor and the center top of the potentiometer are connected to number 8. Check all of your work as you go along. Make sure all of your soldered joints are clean and shiny. This shininess indicates a good soldering job. After you have done all this you can connect the power wires from your 12VDC source to terminals #1 and #2. Further checking of your work can be done by connecting a VOM to the output terminals. I like to do this before running any equipment with any electronic gadgetry, whether it be home built or "store bought". I even check my CTC 80 system as I install it to make sure I have done it right.

If all systems are correct you can pat yourself on the back, especially if this is your introduction to building something from the electronic world. With the completion of this you might be inspired to go on to switch machine power supplies, matrix turnout controls, or any of the numerous items that can be incorporated into your layout.

Reprinted from the Turkey Creek Division "Lightning Slinger"

Patronize our Advertisers

- ❖ They help support our Region
- ❖ They are ready and anxious to serve you

***Tell them that you saw their ad
in the Caboose Kibitzer***

Schematic and Parts List for variable speed control.

8 Pos. Terminal Strip

Parts List

	Radio Shack #
2N3055 Transistor	276-2041
TO 3 Transistor Mount	276-1371
100Ω Resistor ½ W	271-012
1N4001 Diode	276-1101
3PDT Toggle - Center Off	275-1545
8 Position Barrier Strip	274-670
1KΩ Potentiometer	*
8 Conductor Cable of your choice. - Also Control box and Knob for potentiometer.	

* Available from: Electronics Supply Co.
7100 Main St
K.C. Mo. 64111
816-931-0250

12VDC

Green

White

Yellow

Brown

Orange

Red

Black

2N3055

1N4001

100Ω

1KΩ Pot.

3PDT toggle

Optional Push Button

To Term. Strip - "2, 4, 6"



MINUTES OF THE MIDYEAR BOARD MEETING OF THE MID-CONTINENT REGION, NMRA

Opening remarks, introductions and a call for proxies was made by the President. Halpern presented proxy for Maulsby. Marquess presented proxy for Knost.

1. A motion was made by Windsor and seconded by Thompson to waive the reading of the minutes and accept as written. The motion passed unanimously.
2. The Treasurer's report was submitted by C. Vandevooort. A motion was made by Halpern and seconded by Long to accept the report. The motion passed unanimously.
3. The Proposed 1995-96 Budget was presented by C. Vandevooort. A motion was made by Halpern and seconded by Long to accept the budget. The motion passed unanimously.
4. Sales Tax/501 (c), 3 status was presented by Amsler, Jr. The Region will pursue 501 (c), 3 status expeditiously.
5. Written Director's reports were distributed by the President.
6. Under Director Reports, Truslow presented information on the Des Moines 1995 Region Convention. The June 15-17, 1995 convention will be held at the Holiday Inn-Airport (formerly the Crystal Inn). Details will be in the Spring issue of the Kibitzer.
7. Department reports were presented by attending department heads. Those and additional written Department reports were distributed by the President.
8. A motion was made by Windsor and seconded by Warden that the following addition be made to the executive Handbook Guidelines, Page III.2.0- Publications Department-Section 5. to read as follows: *Section 5. Advertising rates for the Kibitzer shall be determined by the Region Editor with assistance from the Advertising Manager. Rates shall be advertised in the Kibitzer as yearly rates with single issue rates available at 35% of the yearly rate. Any MCoR Division or recognized member organization shall be offered one ad per year for meet advertisement at no charge on a space available basis only at the discretion of the Region Editor. Any MCoR Division or recognized member organization will be charged one-fourth (1/4) the yearly rate for any remaining issues during the same calendar year.* The motion passed unanimously.

9. A motion was made by Windsor and seconded by Flynn to delete "and HANDCAR" from Article IX, Section 4 on page II.5.0 of the Bylaws. The motion passed unanimously.

10. Discussion was held on the need for a Region Member Aid Chair since the Divisions has been established. No action was taken.

11. A motion was made by Windsor and seconded by Thomas to distribute the proposed Member Guide. The motion passed unanimously.

12. Discussion was held on the request by the Little Rock, Arkansas area to host the 1997 Region Convention. Concern was expressed that the MCoR Constitution requires the annual business meeting be held during the last two weeks of May or the first two weeks of June while the Little Rock request is for April. The Convention Department Chairman will discuss the request with Little Rock and report back to the BOD at its June meeting.

13. Committee reports were presented by attending chairs. Those and additional written committee reports were distributed by the President. The President announced that two replacement chairpersons are needed. If anyone is interested in volunteering for the **100% NMRA Clubs** chairperson and the **Area Meet** chairperson, please contact the President.

14. Robertson presented the Nominating Committee nominations: For President- Dean Windsor; For Vice President- Patrick Lana, John Hardy and Herb McCurdy; For Secretary- Steve Miller and Richard Napper; For Treasurer- Carol Vandervoort. No additional nominations were made from the floor. Robertson moved and Flynn seconded that nominations cease. The motion passed unanimously.

15. Under Old Business, a motion was made by K. Vandervoort and seconded by Buswell to borrow up to \$5,000 from the Region to purchase promotional MCoR N and HO scale cars. The motion passed unanimously.

16. The Logo Committee status was presented by Dischinger. Consensus was that the old logo with IL added would be reissued. The BOD recognized Dischinger with applause for all the work he put in on the Logo Committee.

17. A motion was made by Thompson and seconded by Windsor to cede portions of the Eastern Oklahoma Division's membership area, specifically Ottawa and Delaware Counties, to the newly formed Maple Leaf Division which presently encompasses areas in the SW corner of Missouri and the NW corner of Arkansas. The motion passed unanimously.

18. A motion was made by Thompson and seconded by Tacey to establish a third membership class for persons desiring to join the division without having to join the NMRA and the MCoR. Kansas Central Division had also submitted the same proposal in their division report. Extensive discussion followed. The motion was defeated on voice vote.

The President then appointed a committee to review an introductory membership and provide their recommendations to the BOD. The committee chair is Thompson with members Thomas, Tacey, Dischinger and Dolezal.

19. A motion was made by Schumacher and seconded by Flynn that the reason for the need for a third membership class be brought to the attention of the NMRA by the trustee. The motion was not recognized.

20. A motion was made by Dugger and seconded by Truslow to amend the Chisholm Trail Division Constitution to have the term of office two years with the Superintendent and the Paymaster being elected on even number of years and the Clerk being elected on the odd years. The motion passed unanimously.

21. A motion was made by Thomas and seconded by Dugger to cede a portion of the SW corner of the Kansas Central Division's membership area to the newly formed Chisholm Trail Division, specifically, zip codes 66840, 66851, 66861, 67428, 67457, 67460, 67491, 67443, and 67866. The motion passed unanimously.

22. The MCoR Convention study committee recommendations were presented by Halpern. The recommendations were that the 1990 decision to alternate major and mini conventions be rescinded; that we continue to encourage the bid procedure for selecting convention sites as currently stipulated in Article X, Sections 2A and 2B of the by-laws, and that the back-up process for designating convention sites in the event an acceptable bid is not received (by-laws Article X, Section 2C) be clearly explained to the membership through the Region's official publication, the Caboose Kibitzer. A motion was made by Halpern and seconded by Windsor to accept the committee's recommendations. The motion passed unanimously.

23. A motion was made by Marchbanks and seconded by Dugger to amend the Western Kansas Division Constitution Article One Section Three to include 678 Zip code prefixes. The motion passed unanimously.

24. A motion was made by Schumacher that the region study and consider that the Division and Area Directorships be based on numbers of members and not as much on physical territory. Motion died without a second.

25. The President discussed the possibility of giving seed money to newly formed divisions on an expense basis, possibly to cover incorporation costs. He asked for volunteers to review if MCoR should provide financial aid to newly formed divisions and if so by what method and how much. The Committee will be chaired by Schumacher with members Plott and Marquess.

26. The President reported on the state of the MCoR and the NMRA and that he will be attending the NMRA board meeting on January 28.

27. Alfred reported on the status of the 1998 NMRA National "Heartland Express" Convention to be held in Kansas City.

28. A motion was made by Long and seconded by Truslow to adjourn at 1:40pm. The motion passed.

Respectfully submitted,
Patrick Lana, MMR
Secretary



A Blast From The Past

by Larry R. Long, MMR

Ten Years Ago - Spring 1985

The March 1985 Bulletin announces that MCoR's own Jim Hammer has been appointed the new Chairman of the NMRA Promotion Department, a difficult position that he filled with distinction until the summer of 1993. MCoR influence was further evidenced with the appointment of Past president Craig Brown of St. Louis as General Chairman of the Services Department, MCoR's Jim Monroe heads the Engineering Department, and Allen Pollock is the newly appointed Assistant National Secretary.

Two important announcements were offered in the May issue of the Bulletin; dues will be increased from \$15.00 to \$20.00 effective April 1st. Mike Carlson, the new Bulletin Editor, announced that the Bulletin would begin immediately accepting paid commercial advertising. NMRA membership stands at 25,101.

MCoR AP Chairman Ron Williams, MMR, in the February 1985 Issue of the Caboose Kibitzer, proudly proclaims that Doug Taylor of Roland park, KS has been designated Master Model railroader # 106. The May '85 Issue of the CK tells us that Ken Ehlers of Bartlesville, OK "repeats" as Best of Show winner at the Ozark Area Meet in Springfield, MO. That refrain is still heard a lot ... as Ken, now a Houston resident, continues to cover the walls

of his home with plaques and trophies earned for his outstanding modeling efforts. MCoR dues are \$ 4.00.

Twenty Years Ago - Spring 1975

The April 1975 issue of the Bulletin, announces that the NMRA Distinguished Service Award was recently bestowed upon the Late John Allen. I, like the "Old Yardmaster", wonder what took so long to bestow that honor? What a shame that younger modelers who have only recently arrived upon the scene, will see the famous Gorre & Daphetid only in past tense.

The March Pass Of The Month is issued to Editor Whit Towers from none other than our friend Miles Hale, then of Houston, Texas; now an MMR residing in Camdenton, MO.

It was decided at the recent Board of Trustees Meeting that we would no longer offer a bound NMRA Directory. Costs for the continuation of the project were estimated at \$60,000 to \$70,000.

NMRA Headquarters are in Canton, Ohio with Bob Bast wearing all hats as Office Manager at a salary of \$1,500 per month. Membership stands at 26,164.

In the May Issue of the Caboose Kibitzer, President Larry Leupold points out that 1975 is the 25th Anniversary of MCoR! The 25th Anniversary Convention will be held in St. Louis, MO.

Allen Pollock of Jefferson City, MO has taken over the job as Region AP Chairman due to the elevation of MCoR's Doc Mellinger to the prestigious position of National AP Chairman. MCoR dues are \$2.00.

Thirty Years Ago - Spring 1965

From the April 1965 Issue of the Bulletin: "A motion from the Central Vice President resulted in the formation of a study committee to investigate the feasibility of a professional Executive Director for the NMRA. Such a person would be employed full time to promote the growth of the NMRA, it's services, national-regional relationships, public relations, etc. This committee will report to the BOT at Vancouver. " (Well folks ... the committee certainly can't be accused of ramming this idea through without sufficient time for debate!)

The Mark II all-purpose HO gauge is now available. The biggest difference between it and it's predecessor, is the inclusion of notches to check wheel flange depth for the much ballyhooed RP25 wheel contour. The gauge is being made available to NMRA members for 50 cents. New members will be sent one as part of their \$5.00 dues. NMRA membership totals 13,668.

The increase in national dues from \$2.00 to \$5.00 didn't exactly set well with our MCoR officials. As taken from the March 1965 Caboose Kibitzer's President's Column, I quote: " For myself, I could do without the NMRA as long as we have a fine region where we are more closely knit together and where we get to see each other more often and not lost in a large membership scattered all over the country." Ed Schafer, President. And from the Kibitzer Editor; " Let's remember in the coming months, how we needed more money to give more services, which required better help and coordination, which means we will need more money etc. to give YOU what service that an insignificant percentage of YOUR fellow members want from YOUR money." Warren Weston, Life Member # 324

MCoR dues are \$2.00. As of November 1964 there were a total of 340 MCoR members with 652 NMRA members living within our region boundaries.

DTCC

Digital
Train
Controls

The Mid-Continent's Digitrax Dealer

Digitrax



NMRA
Compatible

The **Challenger** entry level digital control system, NMRA compatible: Finally affordable command control.

Only \$212.⁵⁰ Full line of decoders in stock!

The **Bigboy**, advance digital command control for the serious operator. **Only \$297.⁰⁰**

Also, we can order most manufacturers products of model railroading supplies and kits at **LOW** discount prices.

All Scales * Be sure to call us first!

To order or for more information Fax, call or send a SASE to:

Digital Train Controls
5005 W. 129th Street

Fax: 913-897-4797

Leawood, KS 66209-1885

Phone: 913-897-1398

Master Card & Visa Accepted

Model Railroad Passes

By Larry R. Long, MMR

The real railroads that we all like to emulate so much, issued passes for a wide variety of reasons. Their primary purpose, of course, was to permit their employees to travel on company trains in the normal routine of performing their duties, or as a reward for a long and dedicated career. It may have been necessary for the railroad accountant to audit the books of a division located at the far end of the system; or it could have been for a train crew to deadhead home after pushing an important Extra, 100 miles farther down the pike. A pass would be appropriate for the veteran roundhouse foreman to use when assisting with a sticky power problem in the adjoining sub division; or even for a quick inspection trip by the Vice President of Operations. Before the federal government got involved by passing the Interstate Commerce Act in 1887, it was permissible for the railroads to issue passes, under any terms, to anyone whom they wished. Passes were frequently issued to clergymen and judges, as well as some legislators from whom the railroads often sought political favors. Some states, such as New Jersey, mandated that all railroads that operated within their boundaries issue annual passes to various elected and appointed officials. Because this practice was so often abused, the Interstate Commerce Commission ultimately was forced to forbid the issuance of passes to anyone but railroad employees. However, most railroads, as a matter of courtesy, continued to make it a policy to exchange passes with the top officials of other railroads right up until the demise of regular passenger train service in the mid to late 60's. Ahh ... now there is a prototype practice that we can all model. Because we don't have to worry about violating any I.C.C. regulations, our model railroad can issue passes to anyone we choose ... and we get to make up our own rules and restrictions.

Pass exchanging is but one of many ways to practice the art of "Imagineering." Exchanging passes has been part of our hobby for decades. The first pass I ever received was from the Owensboro & Elsewhere Railroad back in 1955. I was only 13 years old, and that particular pass was listed in the Pass Exchange Section of Kalmbach Publishing Company's long discontinued, *Model Trains* magazine. The Owensboro & Elsewhere happened to be the railroad of the Assistant Advertising Director of Glenmore Distilleries located in Louisville, Kentucky, and he was willing to offer his pass to anyone, with or without having one of their own to exchange. Needless to say, I was proud to get mine. As neat as it was, it would be another 26 years before I would receive another pass, from another fellow model railroader.

I decided to get into the pass exchange business on a serious basis back in the Fall of 1981. I had a little time on my hands back then ... if you happen to be from the Greater Kansas City Area, you may remember those quiet, peaceful days; well before the MO-KAN Rail Joiners and the Turkey Creek Division came along! Any-

way ... I designed my Missouri Valley Pass, ordered what I thought was a lifetime supply of 500, and mailed out my first pass on December 1st, 1981. My intention was to just sit back and wait for some interesting passes to come drifting in. But, to my amazement, I had a real tiger by the tail. The first pass in reply, arrived back in my mail box on December 4th! The guy must have already had it stamped awaiting an address! The flood of passes that followed must have been a real mystery to my friendly rural mail carrier. The incoming passes were, of course, addressed to Larry R. Long, Agent for the Missouri Valley Railroad, Rt. 1, Box 217 - A, Peculiar, Missouri. Now since I work out of my home, I usually get quite a lot of mail anyway. But for several weeks I was getting 4 or 5 passes every day. My mailman surely must have thought that I had gotten out of the dental business. Just seven months later, I had passes from 36 states and 9 foreign countries; I had stumbled into the, "hobby within our hobby", of exchanging passes.

I am convinced that for some model railroaders, pass exchanging and creating interesting paper goods is, for them at least, the most important part of the hobby. I got many personal, hand written letters, maps, photographs, track plans, histories of their fictitious railroads, photos of the modeler and his family, plus all sorts of other neat, printed, private road name paraphernalia. It is quite obvious that an awfully lot of people, get a great deal of enjoyment out of corresponding with other modelers, and sharing their love of trains through this medium. I did receive a few passes from modelers whose names and railroads I saw featured in the model railroad press, but I have a hunch that the majority of the contacts that I made, were with modelers, who for one reason or another, had the time to create the elaborate web of data that included such things as their railroad's incorporation date, biographical sketches of fictional founders and past presidents, and important events that made their dream layout seem almost real to them. I must admit ... it changed my thinking about the wide scope of this great hobby. My new experience with Pass Exchanging made me go back and "research" even further ... the complete history of the Missouri Valley Railroad.

To how does one get started at Pass Exchanging? Perhaps the best beginning would be to write or visit a printing company who specializes in printing railroad oriented material and ask for their

RAILROAD & HIGHWAY SIGNS

- Over 600 signs now available.
- Designed on CAD, Printed in Color
- Laminated to styrene for ease of assembly and durability. No Decals, No cardstock.
- Advertising and Burma Shave signs too!

N, HO, S, O



SEE YOUR DEALER OR SEND SASE OR
2 STAMPS FOR SAMPLE AND CATALOG



Blair Line Signs, Dept. MCOR
216 SE Bordner Circle, Lee's Summit MO. 64063
Dealer Inquiries Invited

1967-1971 B 794

KANSAS CITY SOUTHERN LINES

Route of the Southern Belle

PASS - Mr. D. L. Richeson - Kansas City, Mo.
Traffic Agent - Union Pacific RR

BETWEEN ALL STATIONS UNTIL JANUARY 31st, 1972 UNLESS OTHERWISE ORDERED OR SPECIFIED HEREON AND SUBJECT TO CONDITIONS ON BACK

DATE ISSUED: 12-19-67 REQUESTED BY: EHB
WHEN COUNTERSIGNED BY L.O. FRITH
OF F. H. WITTENBERG

COUNTERSIGNED: *[Signature]* *[Signature]* III
PRESIDENT

Unless Limited on Opposite Side, This Pass is
Good on Trains of
THE KANSAS CITY SOUTHERN RAILWAY CO.
LOUISIANA & ARKANSAS RAILWAY CO.
ARKANSAS WESTERN RAILWAY CO.

CONDITIONS

NOT TRANSFERABLE: Void if altered in any manner or presented by other than person designated herein. The person using this pass assumes all risks of death, injury, loss or damage to the user's person or property, whether due to negligence or otherwise, and neither the user nor any other person whatsoever shall have any right or claim against the issuing company, its agents or servants, or any company or railway on whose lines, premises, trains or busses this pass may be honored, or its agents or servants, in respect, or arising out of any such death, injury, loss or damage.

The above conditions are agreed to and I hereby declare each of the persons designated herein is entitled by law to receive free transportation.

[Signature]
(Must be signed in ink by all adult parties)

MISSOURI VALLEY RAILROAD

"Route of The Bluebird"

Issued To: *[Signature]*
Subject to Conditions on Reverse

Authorized Agent

Nº 455 Date: _____

RULES OF THE ROAD

SMOKING - ALLOWED ONLY BY STEAM ENGINES AND OVER-HEATED DIESELS . . . THANK YOU

CHILDREN - MUST BE CHAINED OR EFFECTIVELY RESTRAINED

LADIES - WELCOME, BUT, ASKED TO PLEASE REFRAIN FROM SUCH ABUSIVE LANGUAGE AS "CUTE", "SWEET", AND "JUST DARLING", UNLESS REFERRING TO RAILROAD MANAGEMENT.

GENERAL OFFICES
ROUTE #1 Box 217A
PECULIAR, MO (816) 658-3650

The front and back of a "real" Kansas City Southern Lines Pass, as well as one from the Missouri Valley Railroad. You will note that the conditions on the back of the Missouri Valley pass are offered in a much more humorous vein. No mention is made whatsoever of "death, injury, loss, or damage". Hey, lighten up, Kansas City Southern!

price list and a few samples. Any local printer could possibly help you, but I seriously doubt that they would have all (or any) of the many railroad dies and logos that you will want to be able to choose from. I am told also, that the preferred # 70 RC (2 1/8 " x 3 7/8 " - Round Corner) heavy card stock material is not readily available either. To be safe, I would write:

Railroad Printers
P.O. Box 174-R
Boston, MA 02132

These folks must stay as busy as they care to, as I don't believe they do a great deal of advertising anymore; but they can still found in the Classified section in the back of RMC. For the cost of a \$ 6.00 catalog, (refunded with your first order) they will be able to provide you with lots of choices of type styles, fonts, ink and pass colors, as well as a nifty Pass Collection binder and vinyl pass protector inserts. They have everything you need to get up to your eyeballs, or even over your head, in pass exchanging.

Another source, a lot closer to home, might be our own MCoR Vice President, Dean Windsor. He and his wife Karin, own a publishing service called Typewriteright. They are the ones responsible for the quality appearance of the Kibitzer. They too, would be able to get you started off on the right track. If interested, you can contact Dean at the address listed in the Call Board.

While you are waiting for your pricing information to arrive, you can be thinking about what you might like to say in a brief

letter introducing yourself and your own railroad ... real or fictitious. Such letters usually accompany each pass and can be quite brief or very detailed. You need to be thinking also, about how much time you can devote to this project. If you have the time, you may want to establish a rather sophisticated system of recording and tracking both your pass requests and replies. Railroad Pass Printers can also provide you with a Pass Exchange Record form to help you keep everything well organized.

Okay, so now you have your new passes, plus an interesting introductory letter about yourself and your pike. What comes next? When ordering your new passes be sure to ask the folks at Railroad Printers to include a list of their customers who have indicated that they would also like to exchange. This will get you off and running. There may be a small fee for this service, in some cases no more than four stamped, self addressed envelopes. If you know someone who exchanges and keeps good records, he may share his pass list with you also. One sure fire method is to check the NMRA Bulletin every month for the Pass Exchange Department. The Mid Continent Region's own Jim Heidorn from Oklahoma City, OK administers this service to NMRA members. If you want some real action, send Jim a copy of your pass, made out to him, along with a 3" x 5" card with your name, address, and the name of your railroad printed on it, and ask that it be listed in the next available issue of the Bulletin. Then stand back! By the way ...if you know someone who is not already an NMRA member ... this is another good reason to become one.

Missouri Valley Railroad

Larry R. Long, MMR
President & CEO



Rt. 1, Box 217A
Peculiar, MO 64078
(816) 658-3650

LIFE MEMBER NMRA AND MCoR

An official business card is nice to enclose with each pass, and often comes in handy when dealing face to face with your fellow modelers; especially while attending meets and conventions.

You can become as active in this facet of the hobby as you choose. I started off strong, then as MV stock holders demanded that more attention be devoted to the affairs of the Missouri Valley, I tended to just dabble around the edges. Even though I am relatively inactive right now, people from across the country still find me from old pass lists, and I still get excited when a new pass shows up in the mailbox. I still monitor the NMRA Bulletin every month for new listings ... and I still take a lot of pride in the colorful collection of passes that I have received from fellow modelers from across this nation, and around the world.

PASS EXCHANGE RECORD

..... **ADLER**
LAST NAME
Name **BOB ADLER**
Address **539 NEWARK AVE**
KENILWORTH, N.J. 07033
Railroad **CHARLESTON, EAGLE RIDGE & WHEELING**
Our Pass Number **194** sent **12-11-81**
Their Pass Number **660** received **12-18-81**
They also exchange: ☐ Stocks ☐ Tickets ☐ Decals ☐ Photos ☐ Cars
☐ Remarks on reverse side

Assign a card when exchange is initiated,
file alphabetically after exchange is completed.

These are samples of the Swappers Introduction Card and the Pass Exchange Record. I would suspect that today most pass swappers are storing whatever degree of information they wish in a computer data base.

MISSOURI VALLEY RAILROAD

Rt. 1, Box 217A
PECULIAR, MO 64078

Dear Model Railroader:

- ☐ Thank you for your pass. Enclosed is our pass no. _____ in exchange.
☐ Enclosed is our pass no. _____ Yours would be appreciated in exchange.

Your name was seen in:

- ☐ Railroad Model Craftsman
☐ N.M.R.A. Bulletin
☐ Pass Swappers Catalog
☐ A Friend's Pass list
☐

Thank You

MCoR Treasurer's Report

By Carol Vandevort, MCoR Treasurer

MCoR Balance Sheet

As of December 31, 1994

ASSETS

Cash and Bank Accounts:	
MCoR Operating Account	3,541.96
Convention Account	8,158.61
Life Account	<u>5,707.46</u>
Total Cash and Bank Accounts	17,408.03

Receivables:

50th Anniversary Train Set	142.50
Car Kits 189@\$8	1,512.00
Oil Facility Kits 5@\$26	<u>130.00</u>
Total Receivables	<u>1,748.50</u>
TOTAL ASSETS	19,192.53

LIABILITIES & EQUITY

Conventions	8,158.61
Life Memberships	5,707.46
Member Equity	<u>5,326.46</u>
TOTAL LIABILITIES & EQUITY	19,192.53

RAILROAD SLANG

TEAKETTLE

Usually applied to
leaky old locomotives.



by JOE ROBERTSON

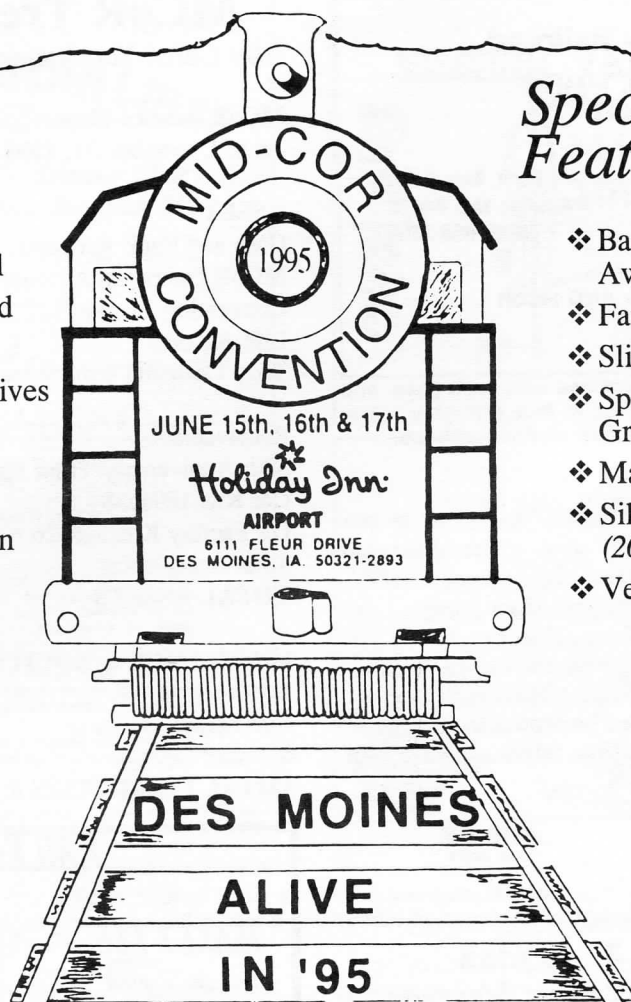
LIFE ON THE MISSOURI VALLEY



"Hey Joe... are you sure this is where he said to put this new spur?"

Clinics...

- ❖ Digital Command Control
- ❖ Starting a Garden Railroad
- ❖ Grain Shipping
- ❖ Importing Brass Locomotives
- ❖ Computer Applications in Model Railroading
- ❖ Rail Fanning The Chicago and Northwestern
- ❖ Videotaping Prototype and Model Railroads
- ❖ Water Base Paints



Special Features...

- ❖ Banquet, Awards and Prizes
- ❖ Family Activities
- ❖ Slide Shows
- ❖ Special Interest Group Displays
- ❖ Manufacturers Displays
- ❖ Silent Auction (20 items maximum)
- ❖ Vendors

And More...Plus**

- ❖ SPECIAL GUEST CLINICIAN: BILL SCHAUMBURG
Editor of Railroad Model Craftsman will present Model Railroad Photography
- ❖ FEATURE CLINICIAN AND KEYNOTE SPEAKER: TONY KOESTER
Trains of Thought Columnist and General Manager of the Allegheny Midland Railroad Company

Contests...

- ❖ NMRA Model And Photo Categories Will Be Merit Judged
- ❖ All NMRA Members Are Eligible to Submit Contest Models. (You May Join at the Rehistration Desk.) Three Popular Vote Categories Are Open for Any Conventiona Attendees. (The Model May Also Be Submitted for Merit Judging.)
The Categories Include:
 - Caboose Kibitzer Kitbash Contest
 - Design Preservation Kitbash Building Contest
 - Railroad Grain Carrying Car

LAYOUT TOURS...

- ❖ Bryan Kanis
- ❖ Racoon Valley Railroad Club
- ❖ Central Iowa Railroad Club
- ❖ Henry Wulff
Garden Railroad Clinician
- ❖ PLUS MANY MORE FINE LAYOUTS IN VARIOUS SCALES

HO SCALE UTAH WESTERN (*Featured in Model Railroader*)
O, HO, HO, 3 and N LAYOUTS
HO LAYOUT
G-SCALE GARDEN LAYOUT

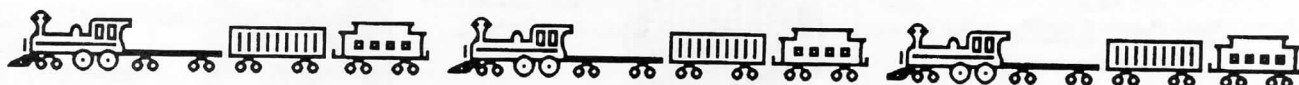
PROTOTYPE TOURS...

- ❖ Boone Scenic Valley Railroad—Chinese Steam Locomotive in Central Iowa
- ❖ Chicago & Northwestern
Marshalltown Shops
- ❖ And More

NON-RAIL TOURS...

- ❖ Bridges of Madison County Tour and Lunch in Winterset, Iowa
- ❖ Shopping in Valley Junction, Transportation Available
- ❖ Much More

Hotel rooms available at \$52 for up to four people per room. Reservations must be made separately with Holiday Inn-Airport, formerly Crystal Inn and Convention Center, at least 2 weeks prior to convention. Call the reservation line at: 1 (800) 248-4013.



Return this form for **ADVANCE REGISTRATION**

NAME _____

ADDRESS _____

CITY, STATE, ZIP _____

____ @ Full Registration \$25.00 = _____

____ @ Adult (1 day) \$18.00 = _____

____ @ Teen Half Adult Reg. = _____

(Ages 12-17)

____ @ Banquet \$20.00 = _____

Children under 12 Free w/adult registration (no limit)

____ Enclosed \$_____ for _____ registration(s)

Mail to:

Mike Bush

1718 E. Walnut

Des Moines, Iowa 50316

Phone: 515-262-7092

I will bring the following person(s)

(for name tags) _____

____ I plan to enter silent auction

____ I plan to enter a model for NMRA judging

TOUR REGISTRATION

Boone and Scenic Valley \$14.00 = _____

(Includes fare)

CNW Shop Tour \$8.00 = _____

Bridges of Madison County \$14.00 = _____

(Limit 45)

Valley Junction Shopping N/C

Total = _____

PIKE REGISTRY



BIG TIMBER LUMBER COMPANY

Serving the Timber and Mining Industry

DEAN WINDSOR
CHIEF EXECUTIVE OFFICER

14395 FOUR CORNERS RD.
GARDNER, KANSAS 66030

MISSOURI VALLEY RAILROAD



Larry R. Long, MMR
President

3507 E. 223rd St. Peculiar, MO 64078



(417) 883-5350

Ron Williams, MMR

ST. LOUIS - SAN FRANCISCO RAILWAY CO.
3129 S. Chambers Ave. Springfield, MO 65804

The Final Solution Railroad

FI-SOL

Shannon Rumley
President

Springfield, Missouri 417-881-6477



SHELTER BAY RAILWAY
CORPORATE HEADQUARTERS
9331 FARLEY LANE
OVERLAND PARK, KANSAS
66212

(913) 888-4080

G. PATRICK HARRIMAN, MMR
PRESIDENT
CHIEF OPERATING OFFICER



RAILROAD UPSON DOWNS ROUTE

JOE ROBERTSON
PRESIDENT

ALANVILLE & LEESBURG RAILROAD



David Halpern
President
7420 East 70th Street
Tulsa, OK 74133-7719
(918) 252-4973

Relax! We're in no hurry

RIO GRANDE SOUTHERN

RIO GRANDE SOUTHERN RAILROAD

FIRST
DISTRICT

LARRY R. ALFRED
GENERAL MANAGER
OLATHE, KANSAS
(913) 782-6584



George F. Maulsby
President
Claremore & Southern Model Railroad, Inc.
3049 Clover Creek Drive
Claremore, OK 74017-4152
Home (918) 341-9446
Office (918) 292-5080

MCoR



NMRA

Clear Creek & Quicksilver
"The Mountain Goat"

Allen Pollock
General Manager

P.O. Box 243
Jefferson City, MO 65102



SPV

HALES' STATION
ON3

Miles & Fran Hale
Station Agents

C&RM RR

Canyon & Rocky Mountain R.R.

President

Randolph P. Meyer
156 Ladue Oaks Dr.
Creve Coeur, MO 63141



FLAT RIVER & NORTHERN RR
3945 N. STEWART
SPRINGFIELD, MISSOURI
65803

(417) 833-4506

WALTER B. STANSBURY, MMR
CHIEF EXECUTIVE OFFICER



FRISCO TERMINAL DIVISION

*Southeast...Southwest
Ship it on the Frisco*

Rick McClellan
15405 W 144th Terrace
Olathe, KS 66062

CEO/President

Mississippi River And Western



Stephen T. Miller
President

Rt. 3, Box 34
Centerville, Iowa 52544
(515) 437-4792

DES MOINES VALLEY RAILROAD

Ken Vandervoort
Public Relations Director

2592 Lincoln Avenue
Oskaloosa, IA 52577

UNION PACIFIC RAILROAD



CHARLIE STAPLETON
General Superintendent
Kansas Division

1411 N. 79th St.
Kansas City, KS 66112

HO Scale
913-299-2923

THIS SPACE RESERVED FOR CAROL
VANDEVOORT

UNTIL SHE GETS A RAILROAD
NAME AND LOGO TOGETHER

THIS SPACE RESERVED FOR
JOE MOCK

RIO GRANDE SOUTHERN

SERVING THE SAN JUANS

Sn3,
of course

Pete Bellos
General Manager
Shawnee, Kansas



Salt Valley Central Division - Area Director
Mid Continent Region N.M.R.A.
Charles Buswell
(402) 475-0600

2749 California Court
Lincoln, NE 68510
Private Road

Pine Ridge & Western
Route of the Ridge Runners

Owner-Wayne Miller

C.E.O.-Charles M. Buswell

DEALER DIRECTORY



KEN and CAROL VANDEVOORT

COUNTRY DEPOT
"Railroad Hobby Specialists"

2592 Lincoln Ave.
Oskaloosa, Iowa 52577 515-673-5927

Paul & Ann Fries

(618) 233-3618



**RED BOARD
HOBBIES**

Specializing In Model Railroad
1 Wade Square, Belleville, IL 62221

Trains & Paints
N-HO-O-27

Special Orders
Wooden Trains

J & L Hobby & Trains

1362 J.N.W. Highway 9
Parkville, MO 64152
(816) 746-1282
1/2 mile So. 45 Highway
at B & B Rental

(CLUB DISCOUNT)

John

Linda



MANUFACTURERS OF
HIGH QUALITY MODEL RAILROAD
PRODUCTS

RON & VICKI MORSE

SEND \$1.00 AND S.S.A.E. FOR INFORMATION



(402) 464-4925

Train Cellar
YOUR HOBBY STORE

48TH & HUNTINGTON
PLAINSMAN CENTER

4711 HUNTINGTON #5
LINCOLN, NEBRASKA 68504

GLUES • TRAINS • ROCKETS • MODELS •

HOBBY CHEST
A COMPLETE HOBBY STORE

209 E MAIN
OTTUMWA, IA 52501
(515) 683-4436

10:00 - 5:30 Mon - Fri
10:00 - 6:00 Saturday

BRIQ TOYS • PAINTS •

R/C SUPPLIES

• SLOT CARS • ROLE PLAYING GAMES AND MORE •

**AIRCapital
HOBBIES**

We Make Hobbies Exciting!

M-F 10-6
Tue 10-8
Sat 8-5

8989 W. Central
Wichita, KS 67212
Phone/Fax (316) 721-4164

PLANES - TRAINS & AUTOMOBILES
ROCKETS - RC - SUPPLIES



HANSEN HOBBIES

136 Main St. Ames, IA 50010

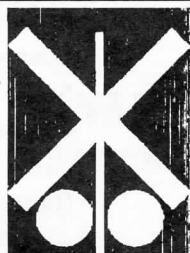
233-2443

Richard M. Hansen — Owner



model

RAILROAD CROSSING
5606 SOUTH 48TH STREET
LINCOLN NEBRASKA
PHONE (402) 423-9337



Mystery Photo Answer!

The mystery photo was taken from the DeMolay Magazine in 1964. Bob Dye on the left, and Miles Hale, MMR, on the right, were in Jefferson City, MO to receive a special proclamation from the Governor of Missouri to commemorate Demolay Week.

After over 30 years the hairlines have definitely receded, but the focused stare of these young gentlemen give little clue to the key roles that each would play in the advancement of our hobby.

If you correctly guessed the identity of both MCoR members, you are entitled to one FREE ADMISSION (not including registration) to a scenery related clinic to be given by Miles at an upcoming meet near you. Watch for further details!

PIKE REGISTRY

POSSUM RIDGE RAILROAD

DEWEY E. SMITH

President & General Manager

NMRA HO Scale MCoR

2244 S. Pershing • Wichita, Kansas 67218 • 316-686-0461

"G" SCALE
MODULAR
MUSEUM
QUALITY
-1940-
COLORADO
ROCKIES



LARRY ALFRED
BOB BAYLEY
PHIL BERN
KEN CHICK
BILL CLENDENING

BILL CRAIG
PETER ELLIS
JACK FENNIS
JIM FLYNN
PAT HARRIMAN

FRED HULER
PATRICK LANA
STEVE MCKEE
RON MORSE
DALE PHETTEPLACE

-CONTACT-
RON MORSE
8324 HALL
LENEXA, KS
66219
(913)
894-6472

BUD PHILPOTT
JOE ROBERTSON
CRAIG SUMMERS
REX WILLIAMS
DEAN WINDSOR



RON MORSE, MMR

-PRESIDENT-

8324 HALL
LENEXA, KS
66219

(913) 894-6472

'ROUTE OF THE COUGARS'



OZARK SOUTHERN RAILWAY
SOUTHERN PRIDE

Serving Arkansas & Missouri with the Best in Rail Service

Rheuben & Carol Gammel P.O. Box 926 - 507 E. McKissack
501-693-2275 WALDO, AR 71770

Dale Cox

Rail Pass



Boone, IA 50036

515-432-8227



Jackson Newcastle & Afton RR Co.

585 Jefferson
Bennet, Nebraska 68317
(402) 782-3360

Jarvis N. Arp
President/CEO

WELCOME ABOARD!!

The following names have been presented by Joe Haney, our Region Membership Dispatcher, as having recently joined the Mid Continent Region or recently rerailed. It is essential that our new members feel like they are an important part of the local modeling community. Please...make a special effort to welcome these fellow modelers to our ranks. At the same time, encourage them to "get involved", and take an active part in your local modeling activities.

David Ackmann	Florissant, MO
G.R. Burkhead	Wilson, KS
Daniel Batson	Springfield, MO
William Burkland	Moravia, IA
Patrick Doyle	St. Louis, MO
Mike Fyten	Shawnee, KS*
Gregory Gray	Arnold, MO
Mark Gingrich	St. Louis, MO
Duane Harris	Marshalltown, IA*
Kim Hornbaker	Keosauqua, IA
Mark Johnston	Oklahoma City, OK
Holger Larsen	Yukon, OK*
John Linnell	Bethany, OK
Peter Lewitzke	Holt, MO
Marvin Lundgren	Lehigh, IA*
Philip Mann	Marshalltown, IA
Roland Reimer	Hutchinson, KS
Robert Rizman	Holiday Island, AR*
Chris Schilb	Bettendorf, IA
Art Schindler	Oakville, MO
Marie Schindler	Arnold, MO

Collectors Series Car Kits from MCoR

Limited run of HO scale 40' steel boxcars from AccuRail in two different road names:

M&St.L is boxcar red with white lettering. Two numbers are available: 4230 & 4998.

KO&G is silver with black lettering. These also have two numbers available: 30007 & 30158.

Prices are \$8.00 each kit for MCoR members and \$9.00 for non-members. Shipping and handling is a flat \$3.00 per order.

Be sure to specify car number(s) when ordering. All orders are shipped UPS. Include your street address (not PO Box) for shipment.

Send to: Carol Vandevort, 2592 Lincoln Ave., Oskaloosa, IA 52577. Make checks payable to MCoR.

Robert Shaw
Patrick Stewart
Norton Sutton
Kent Tallyn
Brett Wittig
Mike Wiese
Zelma Winn
*Rerails

Omaha, NE*
St. Louis, MO
Gladstone, MO
St. Louis, MO
Greenville, IL
Cairo, NE
Oklahoma City, OK



REGION CLUB ROSTER

This roster has been created for the benefit of Region members as a guide to those clubs active in MCoR. Any groups that wish to have their name included can write the Editor with the name, contact address, and scale interest of their club.

Mo-Kan Railjoiners, Inc. (All)
14906 W 150th St.
Olathe, KS 66062

Gold Creek RR Co. (1/2" Mod)
8324 Hall
Lenexa, KS 66219

KC O-Scale Modulars (O Mod)
10334 Ash
Overland Park, KS 66207

Society of Model Engineers (HO)
5715 W 81st St.
Prairie Village, KS 66208

Kansas Central MRRC (HO Mod)
530 E. 3rd
Hutchinson, KS 67501

Parsons Model RR Engineers (HO)
Cherryvale Depot
Cherryvale, KS 67335

AR Valley MRRC (HO, HO N3)
209 Corkwood Dr.
Jacksonville, AR 72076

Kansas Area N-Trak (N-Mod)
2046 S. Elizabeth #1306
Wichita, KS 67213

Nishna Valley MR Society (HO)
1303 8th
Harlan, IA 51537

Claremore & Southern (HO, HO N3)
3049 Clover Creek Dr.
Claremore, OK 74017

Ozark Model Railroad Assoc. (All)
3129 S. Chambery
Springfield, MO 65804

Ozark N-Trak (N Mod)
3711 S. Franklin
Springfield, MO 65807

Northland MRRC (HO Mod)
1525 N. Emery
Independence, MO 64050

Capitol City Model RR's (HO Mod)
P.O. Box 243
Jefferson City, MO 65102

SW Ind Modular RR's (HO Mod)
3107 W. Capitol
Little Rock, AR 72209

E. Jackson Cty Mainliners (HO Mod)
807A Main St
Blue Springs, Mo 64015

Wichita MRRC (HO-HO N3)
P.O. Box 48082
Wichita, KS 67201

Modular HO Narrow Gauge Society
1120 Hawken Pl
Webster Groves, MO 63119

Manhattan Area Rail Joiners
(HO Mod & All Scales)
811 Osage,
Manhattan, KS 66502

Kansas City S Scalpers (S-Sn3)
512 SE Douglas
Lees Summit, MO 64063

Time Table

APR 1	DES MOINES AREA MEET HOWARD JOHNSONS HOTEL
APR 1	SW MO MRR ASSN SHOW JOPLIN, MO
APR 8	KANSAS CENTRAL DIV MEET
APR 8	NW ARK TRAIN SHOW FAYETTEVILLE
APR 29	WESTERN HERITAGE DIV MEET MISSOURI VALLEY, IA
APR 29	ENID MRR SWAP MEET ENID, OK
APR 29	MO VALLEY TRAIN SHOW MISSOURI VALLEY, IA
MAY 6-7	ARK VALLEY MRRC OPEN HOUSE N LITTLE ROCK
MAY 13	HEARTLANDS RR FAIR CHERRYVALE, KS
JUN 15-17	MCoR REGIONAL CONV CRYSTAL INN, DES MOINES
JUL 12-16	NISHNA VALLEY OPEN HOUSE HARLAN, IA
AUG 26	TURKEY CREEK DIV. MEET SHAWNEE, KS

Advertising Rates

Commercial advertising rates are as follows:

Ad Size	Cost/Year-4 Issues
9 1/2" x 7 1/4"	Full Page \$120.00
4 3/4" x 7 1/4"	Half Page 70.00
4 3/4" x 3 1/2"	1/4 Page 38.00
2 3/8" x 3 1/2"	1/8 Page 22.00
2" x 3 1/2"	Bus. Card 15.00

Dealer Directory:

1 3/8" x 2 3/8"	Bus. Card 10.00
-----------------	-----------------

Pike Ads:

1 3/8" x 2 3/8"	5.00
-----------------	------

Commercial ad single issue rate 35% of yearly rate.

Want Ads are free to current MCoR members. They are subject to available space and acceptance at the discretion of the Editor and are limited to 25 words.

Ads need not be identical throughout year. Prices are for camera ready copy. Design and typesetting services available at extra cost by request. All inquiries and ads should be sent to the Advertising Manager listed in the Call Board. Make checks payable to MCoR.

NMRA and/or Mid-Continent Region Membership Application-Renewal Form

Name: _____ Phone: () _____

Address: _____

City: _____

NMRA Membership Number _____ MCoR Membership Number _____

\$ _____ is enclosed for NMRA dues. New[] Renewal[]

Please enclose NMRA renewal notice to facilitate transmittal to NMRA office.

One Year - \$30.00[]; Youth (Under 20) - \$20.00[]; Family Member - \$6.00[]

Affiliate (no Bulletin) - \$15.00[]; Sustaining - \$60.00[]

Life Membership is on an actuarial rate based on your age. Apply directly to the NMRA home office, supplying your date of birth, to determine cost.

\$ _____ is enclosed for MCoR dues. New[] Renewal[]

One Year - \$6.00[]; Two Years - \$12.00[]; Five Years - \$30.00[]

Life (under 60) - \$120.00[]; Retired Life (60 and over) - \$60.00[]; Family - \$2.00[]

NOTE: NMRA LIFE MEMBERSHIP IS REQUIRED TO BECOME A LIFE MEMBER OF MCoR.

Send to: Joe Haney

439 N. Laclede Station Rd.

Webster Groves, MO 63119

Make remittance payable to:

Mid-Continent Region

Mid-Continent Region
610 Tuxedo Boulevard
St. Louis, Missouri 63119

Non-Profit Org.
U.S. POSTAGE
PAID
St. Louis, MO
Permit No. 719

**Time Dated Material,
*Please Don't Delay***

Kansas Central Division

4th Annual Swap Meet

April 8, 1995
9:00A.M. to 3:00 P.M.
Emporia State University
Student Union

- ❖ Clinics
- ❖ Silent Auction
- ❖ Model Contest
- ❖ NMRA Judging
- ❖ Modular Layouts

For Information Contact:
Ted Fuller
1956 Road L-5
Emporia, KS 66801
(316) 342-3758

Western Heritage Division

Spring Train Show

April 29, 1995
9:00A.M. to 5:00 P.M.
Missouri Valley, Iowa
Fairgrounds

- ❖ Contests
- ❖ Clinics
- ❖ Layouts
- ❖ Swap Tables

Admission \$3.00

For Information Contact:
John Plott
(712) 755-3252