

# ***CABOOSE KIBITZER***

Official Publication of the Mid-Continent Region, NMRA

Volume 45, No. 2 • Summer 1995



\$1.50

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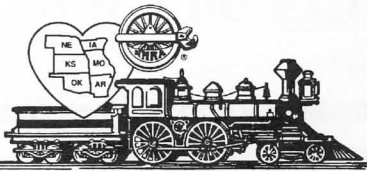
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The Caboose Kibitzer is the official quarterly publication of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA), Inc.

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.

<b>ISSUE</b>	<b>DUE DATE</b>
<b>Spring</b>	<b>February 1</b>
<b>Summer</b>	<b>May 1</b>
<b>Fall</b>	<b>August 1</b>
<b>Winter</b>	<b>November 1</b>

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## On The Cover

Heavy spring rains that caused a washout south of Hume, MO has rerouted the KCS "Southern Belle" over Missouri Valley trackage near Peculiar, MO. E-7 #20 pokes her face into the bright sunshine as she eases her streamlined consist out of portal #6 enroute to Kansas City. Larry Long took the photo with a Nikon 8008S, 28mm lens, teleconverter and close up lens.



# The Head End

by Ron Williams, MMR

## Comments from the President

Before I get started I want to apologize for an error in the Winter issue of "The Handcar." I was trying to tell everyone what is happening in the divisions by sharing information gleaned from each of your publications.

I incorrectly named the Gateway Division's Assistant Superintendent and Secretary. Please note that Hank Kraichely and Richard Lake are serving in these positions.

Now I have a call for volunteers. I'm hoping every member will volunteer for this one. The only thing you have to do is renew your dues **immediately** when you get your notice.

By signing your name to a check and mailing it back to Joe Haney you will save the region valuable time and dollars spent on the following up with reminders. With over 800 members 19 cents a post card can get pretty expensive. Not to mention the time Joe Haney, Bob Lenz and Bill Farmer must spend revising and re-revising our mailing lists.

Next time your renewal notice comes, please respond promptly. Don't miss an issue of the Kibitzer or a division's special prices for their meets.

Depending on when you receive this you are either getting ready to go to Des Moines or you've already been. What will/did you think?

A regional convention is a special time. We get to see people from other parts of the region that we may not always see at the division meets.

Hopefully this year's convention is/was everything you hoped it would be.

I appreciate the calls and letters supporting my comments from the Spring issue. It was great to know that someone actually reads this.

I was making a point about the importance of setting ourselves apart from all the other model railroaders. To summarize for those who missed it I want us to develop a plan that will make people appreciate what the NMRA, MCoR and our Divisions are doing for them. Stop giving the non-members the same things that members have paid their dues to get.

If we don't there will be no reason for anyone to continue to belong because they can get it for FREE or for the same price as the member. Once we do this we will have the answer for "what's in it for me?"

A good point made by Dave Lindquist was that we need to be careful to not alienate the public. The entry fees and swap table rentals help all of us have fun.

I agree but I believe there should be a difference. The non-mem-

ber should pay MORE for his ticket and swap table than the member.

Dave mentioned an event at the Mid-Continent Railroad Museum, North Freedom, Wisconsin. A number of railroad museums get together and hold member only activities. During the day the public is treated to rides but that evening there is a members only trip.

At our Regional Convention the Boone and Scenic Valley might have been that special "member only" event that Dave's talking about.

The Ozark Model Railroad Association meet in Springfield probably had more dealers than individuals buying swap tables. Several were not members until they realized the advantage of membership so they joined and took advantage of the difference. They can tell you what being a member means to them.

The Ozark Mountain Division is looking at putting on an "Ole Fashion Division Meet" in November where the price of a ticket will be a couple of bucks, the swap meet will consist of a few tables where the participants are not dealers but really interested in buying, selling and swapping.

The model contest will just be one open category where participants pick their favorite loco, caboose, building, etc., and overall model.

There might be a clinic or two, we'll all go somewhere for lunch before touring some layouts and heading home. Attendance will be limited to the space available for division members. Non-members will be welcome but the ticket will be higher. The layout tours may be for members only.

Well enough of that. Put your thinking caps on and see what you can come up with to make membership in our organization stand out in your area. It really does work.

By the way, in case you missed it the NMRA is enjoying an upswing in membership credited to the fact that retention is up. In January 1994 I asked your directors to check with you BEFORE your membership renewed.

Being a group of volunteers I didn't expect any feed back on how or what the directors were doing to carry this out but I think the numbers speak for themselves so we can be proud of our accomplishments.

I'll be representing you at the Trustee meeting in Atlanta so if you have any thoughts or comments you'd like me to share with the NMRA board please contact me immediately.

Happy railroading,

Ron



# From The Editor's Desk

By Larry R. Long



This issue of the *Kibitzer* will be my "final run" as your Editor. I would like to offer a very special thanks to all of those individuals who were able to contribute material for print, as well as everyone else out there who took the time to actually read what we had to offer. I certainly couldn't have done it without the

former ... and our efforts would have served little, or no purpose at all, without the latter. I must also thank my Associate Editor, Joe Robertson. I wouldn't even have accepted this job in the first place without his willingness to stand beside me. Thanks too, must go to Dean and Karin Windsor, our publishers. The quality of each issue, in large part, has been a result of their commitment to making the *Kibitzer* among the very best regional publications in the entire NMRA. ( Just think Karin ... no more phone calls from Peculiar, Missouri after 10:30 P.M.!)

To my fellow MCoR members, I sincerely hope that my efforts have, in some small way, added to your enjoyment of this great hobby. All of you, and the Mid Continent Region, have been a big part of my life for the last several years; and I am a much richer person because of it. Ladies and gentlemen ... it has truly been an honor to serve you.

I am pleased to announce that Richard Schumacher of St. Louis, Missouri has already accepted the job as your new Editor. His address is listed in the Call Board in the front of this publication. I hope that all of you will welcome and support Richard as he begins what I trust will be a long and enjoyable term as Editor of your *Caboose Kibitzer*.

In closing for the last time, I would like to share with you one of my favorite quotations. I hope it strikes a special chord in your heart too:

*I shall pass through this world but once.*

*If there be any kindness I can show,*

*Or any good thing I can do,*

*Let me do it now;*

*Let me not defer or neglect it,*

*For I shall not pass this way again.*

Grellet

Happy railroading !

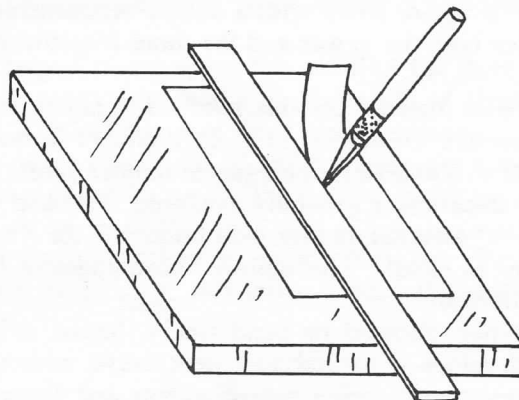
Your friend,

*Larry*

## MODELING TIP

by Joe Robertson, MMR

Thick glass, 1/4" to 3/8" thick, makes an excellent surface to work on when you are modeling. You can cut on the surface of the glass with your X-acto tool and not dull the blade, as you do when cutting on the surface of cardboard or wood. It also makes an excellent surface to build those model buildings on, as the surface is flat and glue will not stick to the glass as easily as it will on plastic, wood, etc.



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# Grading Roadbed on the Rio Golare Southern

By Pete Bellos<sub>Sn3</sub>

Several railfans who have toured the Rio Golare Southern recently have commented on the construction of the roadbed. While this construction, using splines and blocks, is far from original and has been published in the hobby press in the past, perhaps it's time to describe it again, along with a couple refinements I've made, for both the newer and the more forgetful model rails.

The basic material for this roadbed is lattice strip, a well-seasoned, clear, straight-grained pine or fir material available in 8 and 16 foot lengths at lumber yards. There are two thicknesses generally available:  $\frac{3}{16}$ " and  $\frac{1}{4}$ ". I use the  $\frac{1}{4}$ " material, but for radii under 24" the  $\frac{3}{16}$ " will be easier to handle. The "built-in" advantages of lattice strip splines are:

1. When allowed to bend freely, lattice strip develops a natural easement curve without resort to complex measurements and mathematics.
2. Similarly it enforces gentle grade separations.
3. So long as a minimum of three splines is used, it will hold right-of-way configurations rigidly.

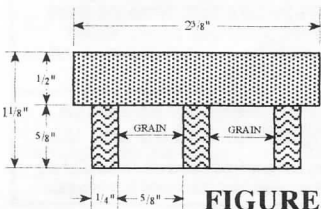
And the disadvantages:

1. Access to a table saw is necessary to saw splines and blocks to size, as well as to make gluing clamps.
2. Assembly requires lots of clamps...but see below.

## Construction

The Rio Golare Southern is being built using conventional L-girder benchwork. With the L-girder benches in place, the track layout is traced on cross members spaced 16" or less apart, using lengths of the spline material as guides. These splines then become the center line of the roadbed. They also locate the positions of uprights. **FIGURE 1** shows the construction of single track roadbed for HO and Sn3. The center splines are drilled for finishing nails that, along with glue attach them to the benchwork.

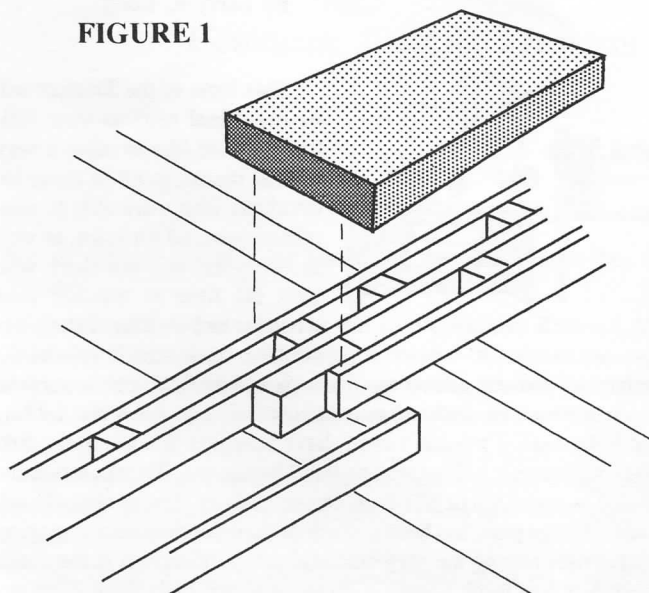
Blocks and outer splines are then glued and clamped to the center spline. Be sure that the end grain of the blocks is used for the glue joints. See **FIGURE 2**. This permits a stronger joint (the glue soaks in further) and limits any tendency for blocks to split under strain.



**FIGURE 2**

Splices are backed with double length blocks and

**FIGURE 1**



care is taken to stagger splices as far apart as practical and not to locate them at grade separations.  $\frac{1}{2}$ " Homosote<sup>®</sup> is then glued and clamped to the resulting assembly, using the same clamps that held the splines and blocks. For double track and larger scales simply add splines and blocks to expand the width of the base to suit the width of the roadbed.

## Materials used

$\frac{1}{4}$ " (or  $\frac{3}{16}$ ") x  $\frac{5}{8}$ " splines ripped from lattice strip.

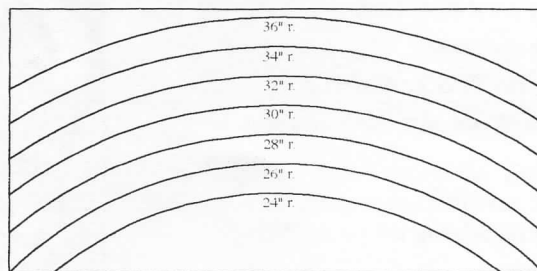
$\frac{5}{8}$ " x  $\frac{5}{8}$ " x  $\frac{5}{8}$ " blocks cut from nominal 1" fir.

$\frac{5}{8}$ " x  $\frac{5}{8}$ " x  $\frac{1}{4}$ " (or longer) splice blocks cut from nominal 1" fir.

$\frac{1}{2}$ " Homosote<sup>®</sup> cut to width(s).

Titebond II or similar waterproof glue.

## Defining and Laying Curves



**FIGURE 3:**  $\frac{3}{8}$ " or  $\frac{1}{2}$ " plywood, approx. 18"x36"

Plywood templates are used to define a minimum radius for a curve. I lay these out on  $\frac{3}{8}$ " plywood using a trammel made from a yard stick, nail and pencil.  $\frac{1}{2}$ " plywood also works, but  $\frac{1}{4}$ " just hasn't got the guts for

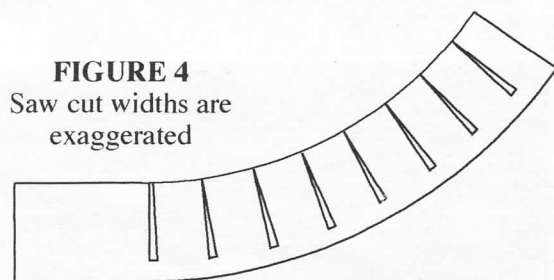
the job. **FIGURE 3** shows a layout for 24" through 36" radius guides. Of course these guides can be cut out for any radius you'll need.

Clamping a template to the center spline defines the minimum radius. Leaving a foot or more of the spline free will deliver an easement into a tangent or adjacent curve.

Handy Household Hint: To make bending curves easier and relieve stresses, sponge your splines thoroughly with "wet water", that is water with a little detergent added. This improves pliability, and when the wood dries it will tend to retain a bend.

### Handling Homosote®

Of course in the yards and under turnouts my Homosote® is cut to the sizes and configurations required. But out on the line the roadbed is sawed into strips (2<sup>3</sup>/<sub>8</sub>" wide on the RGS) with a portable saw...outdoors. To bend these strips to curves, cross cuts are made every 1<sup>1</sup>/<sub>2</sub>" or so, leaving about 1/2" of material to hold them together. See **FIGURE 4**.



At this spacing, with a 1/16" thick blade, a Homosote® strip can be bent to as tight as a 30" radius. A 1/8" thick blade will allow bends under 24". The idea is to have the slots close snugly at the inner edge when the roadbed is curved. You may want to experiment with kerf widths and spacing to suit your needs.

Another hint: if your layout is subject to wide swings in humidity, a coat of shellac for the Homosote® may be called for.

The Homosote® is then glued and clamped to the sub-base, using the same clamps that were used to glue up the spline/block sub-base. Use lots of these to hold the Homosote® evenly. Any remaining fuzz or irregularities are then removed with a sanding block.

### Making Clamps

Your neighborhood hardwood store would love to have you buy them out of C-clamps for your roadbed project, but here's a cheapskate design that won't take so much out of your brass loco budget. This design, shown in in **FIGURE 5**, works better than C-clamps for this job and costs a bunch less. You will need to cut and drill more wood, but the hardware needed will be only one carriage bolt, one flat washer and one wing nut for each clamp you make.

The chart accompanying **FIGURE 5** gives dimensions

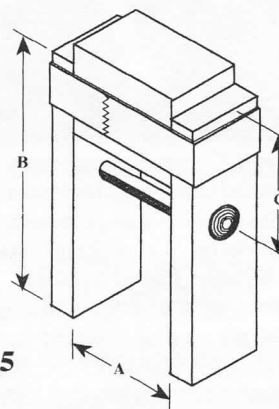
for the three sizes of clamps I use. The smallest size is used both to glue up the splines and blocks and to glue the Homosote® to them. Two dimensions: the thickness of two splines plus a block and the width of a spline plus the thickness of the Homosote® are designed to be equal and define the width of this clamp (refer to **FIGURE 2**). You'll need the most of these. The RGS owns 25 or more.

The mid-size clamp is one spline thickness wider and is used to clamp diverging splines to the sub-base at turnouts or an additional spline used as a reinforcement where changes are made. Three or four of these should be enough.

The largest clamp spans the width of the three splines and two blocks that make up the width of single track sub-base. A half dozen of these is not too many.

The center blocks for all these clamps are nominal 1" fir. The legs are 1/4" to 3/8" thick fir or, better yet, 3/16" to 1/4" thick oak or birch.

Reinforced packaging tape holds the three parts together. Since some flexibility is needed, these are not glued



**FIGURE 5**

CLAMP SIZE	BLOCK SIZE	BOLT SIZE	A	B	C
SMALL	1" x 1 1/8" x 3/4"	1/4" x 2"	1 1/8"	3"	1 1/4"
MEDIUM	1" x 1 3/8" x 3/4"	1/4" x 2 1/2"	1 3/8"	3"	1 1/4"
LARGE	2" x 2" x 3/4"	1/4" x 3 1/2"	2"	6"	3"

NOTE: Dimensions given are for use with 1/4" thick splines. For 3/16" thick splines, reduce block widths and "A" by 1/8" for SMALL clamps, by 3/16" for MEDIUM and LARGE clamps.

### Winding Up

The spline/block//Homosote® road bed I've described here has proven itself for strength and stability on my own and others' railroads and modules I've been involved with over the past 20 years. Relocating and adding roadbed is effectively as easy as revising a section of hardshell scenery: just cut out a section, remembering to stagger or reinforce the joints and build the new section in place. To cut in a bridge, just add spacer blocks and risers to stabilize each end, then saw away the segment to be spanned. With properly fitted and clamped joints using waterproof glues, the resulting construction is practically bulletproof.

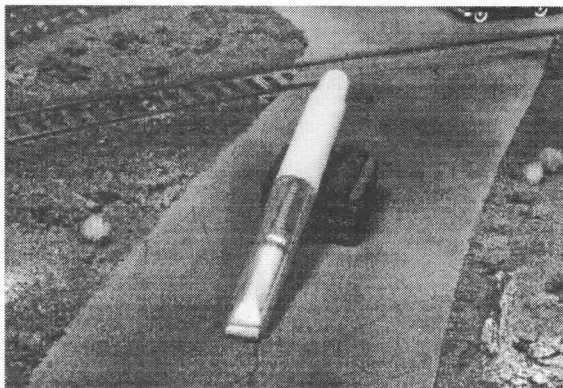


# "Scratch" Weathering

by *Larry R. Long*

Photos by the author

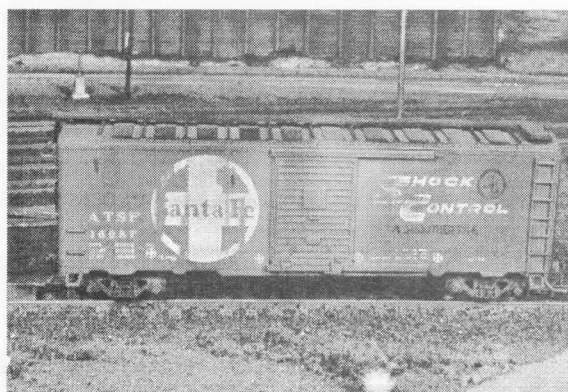
Most modelers would agree that a weathered piece of rolling stock almost always looks better, and a whole lot more prototypical, than does a car sporting a shiny new paint job. Any scene will be much more convincing when we apply a little extra effort to make it appear that Mother Nature has been at work on our railroad. There are literally dozens of simple weathering techniques that can be applied to our models to quickly and easily lift them beyond their toy like appearance.



A process I call "scratch weathering" is one of the easiest methods I have found to not only remove the sheen of a plastic car, but at the same time make it appear to have been in revenue service for many years. I do the "scratching" with a Super Brush made by the Eraser Company, Inc. of Syracuse, New York 13221. The brush was intended as a tool for burnishing and cleaning small items. It is about the size of a pencil and comes with 3 sets of interchangeable brushes; stainless steel, fine fiberglass, and coarse fiberglass. It didn't take much experimenting before it became obvious that the best brush for scratch weathering was the coarse fiberglass. Extend the brush only about 1/8th of an inch for best results. Press hard enough on the brush in a downward motion to actually remove part of the top layer of paint. If the car happens to have a two color scheme such as the NYC Pacemaker box car shown in the photograph, the streaking effect can be pretty dramatic. Don't be too indiscriminate with the brush strokes. Gravity would dictate that such streaking be basically vertical in nature. It would also be appropriate to pull the brush down through the lettering to give the appearance of fading paint.



The Santa Fe box car was weathered in even a more heavy handed fashion. The harder you push ... obviously, the more paint you will remove. You will notice by the photograph that much of the SFE logo has been removed entirely. This can all be done without penetrating the coating of base paint. If you choose to press a little harder, for a little bit longer, you can remove enough of this base color to expose the raw plastic underneath. That color is usually black, but some manufacturers may use a brown or gray material. By judiciously applying rust colored chalk or paint to the exposed base material, you can effectively simulate a more heavily rusted area.



The exception to the rule of vertical brush strokes can be seen on the right side of the Santa Fe car. The S and the C of Shock Control have been brushed horizontally to simulate the abrasive action of the door being opened and closed. These scratch weathering techniques, especially when used in conjunction with other accepted methods of weathering such as thinned washes of black, and the liberal use of earth colored paints and chalks, can make that shiny freight car look as though it has been earning it's keep on your pike for years.







## From the Editor's Mailbox

Larry R. Long, MMR  
Editor, Caboose Kibitzer  
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Dear Larry,

As you requested for the Kibitzer at the recent MCoR Board of Directors Meeting:

Improved communications between the MCoR divisions will strengthen both the Region and the divisions. One way to accomplish this is for the editors of the division newsletters to exchange copies of their publications. Although such sharing of information has been discussed in the past, it hasn't happened. Right now, only two of the other divisions exchange newsletters with me. As Editor of the RPO ( the quarterly publication of the Gateway Division ), I offer to add the editor of any other division's newsletter to our mailing list if they add my name to their newsletter mailing. I will also forward the name and address of all division newsletters I receive to Larry for publication in the Kibitzer. The Gateway Division will also display, for viewing, all newsletters received at each of our monthly meetings to share the events and interests of other divisions with our members.

Happy Railroading!

Richard William Schumacher

( Richard is right-on! Communication and the sharing of ideas and information is among the most important things that any organizational structure has to offer its members. If your division was able to take advantage of only one new idea or program discovered through the sharing of newsletters, it would certainly justify the small cost of a dozen or so extra copies and some additional postage. As Region Editor, I would ask for one small concession. I would like to have the opportunity to reprint in the Kibitzer ( with proper credit to both author and newsletter), any outstanding articles that might appear first in a division newsletter, prior to their being made available for another division's use. I hope that request doesn't sound too selfish ... it would, I think, guarantee the widest exposure, as well as maximize the points for the author in the NMRA Achievement Program. Larry )

To: Larry R. Long, Editor- Caboose Kibitzer  
From: C.A. Fortner, Jr. Roswell, New Mexico

Dear Larry,

*Just a little added data for your list of steam locos of the MCoR. The CB&Q # 3007 4-6-4 at Atlantic, Iowa is part of the display train at the " Purple Martin Train " just off Interstate 80 .....*

*P.S. Larry Leupold was born in Vliets, KS, not Vilets. I used to live in Marysville, the county seat.*

Cheers,

C.A "Zeke" Fortner, Jr

Larry Long  
Editor, Caboose Kibitzer

*Received Kibitzer Volume 44 # 4 today.*

*Enclosed is an update of steam locomotives of MCoR for Arkansas.*

1. F&P 2-8-0 # 101 was sold from Little Rock Zoo several years ago. It may still be in SW Little Rock.
2. SSW 2-6-0 # 336 was moved to Pine Bluff August 20, 1994. Now all surviving Cotton Belt steam motive equipment ( SSW # 819 engine and tender, SSW #814 tender, SSW # 336 engine and tender ) are all under one roof at the Cotton Belt Historical Society.
3. Reader 2-6-0 # 2 is being rebuilt.
4. Former Reader # 4 was leased to the Dardanell & Russellville RR. for period of 5 years. It was moved on August 12, 1994. The D&R RR is Arkansas' oldest continuous service railroad with 111 years of service.

# 4 was built in 1913 by Baldwin Locomotive Works for Larel River Lumber Co. of Trinity, Texas. Later sold to Carter Kelly Lumber Co. of Manning, Texas, then on to the Reader RR. and now leased to the Daranelle & Russellville. It looks and operates GREAT!

Dennis O. Smith Russellville, Arkansas

## NIGHTMARE AT FORKS CREEK (OR MURPHY'S LAW REVISITED)

BY RON MORSE, MMR

There's an old saying that says "what can go wrong, will go wrong, and at the worst possible moment". Model railroaders are no exception to this rule.

Personally I'm not really an operations man and tend to put my emphasis on the creating of the scene. However, on my railroad, the Forks Creek & Central I have always prided myself on the fact that if you do wanted to operate it would do so, flawlessly. At least most of the time.

It all started when fellow modeler Patrick Lana, MMR asked if he could bring someone by to see my layout. Now you need to understand that Patrick works for the government and that the person he wanted to bring over was also a government man! I said yes and didn't bother to do any preflight testing. Its' always run fine in the past. Well just before they arrived I fired up the Heisler and hooked it up to a string of ore cars and headed for the loop via the tunnel. All was going fine except the train never came out the other end. This tunnel is about five feet long and can only be accessed by climbing under the drape, the fascia and the table. To compound things I have lost two-thirds of my leg and arm muscles over the past few years and I cannot lift my arms any higher than the top of my head. Even if I could manage to get under the layout I wouldn't be able to reach up into the tunnel. So now what! Well fortunately I have a wonderful wife who came down and crawled under the layout to rescue the train. She got the train out and discovered a track nail had worked its way loose and was protruding above the tie enough to cause a roadblock for the train. She tried to remove it to no avail as space is very limited and the guests were due any moment. As a last resort I exchanged the Heisler for the Shay because it had better ground clearance and it made it through the tunnel.

Then as the Shay came across the Mill Creek Trestle it derailed and nearly went into the creek! Now what! I grabbed my NMRA track gauge and found that the track was 1/16 inch out of gauge! I don't know how that happened but it must be related to the same problems that caused the track nails to pop out (probably the repeated changes between humidity and dryness). Well I quickly respiked the track which fixed that problem only to have it derail in another location with the track gauge revealing the same problem! I again respiked the track and was finally off and running.

So I thought we had all the problems solved, and not a minute too soon as the "G" men were at the door! I proceeded to use the Heisler to do some switching in the yard. It moved about three feet and died. No amount of coaxing would make it run! I later discovered that the brushes had worn out. About that time I dropped the hand held throttle that was controlling the Shay on the continuous loop and it shorted causing the Shay to run at full speed regardless of the setting! I had to switch over to the yard cab to run the Shay which didn't matter much since the yard Heisler was dead anyway! Only now I couldn't run any other engines in the yard since I was using that throttle for the loop!

Well at least the Shay kept on going as I apologized for the problems stating that I had never had this problem before. All in all the "G" men seemed pleased and eventually went off into the

night as I collapsed in frustration.

I learned a number of things from that evening:

Beware of Government people that want to see your railroad.

Track nails in tunnels that have not been secured by ballast or glue will at the most inopportune time pop up and stop your train. I eventually had to get my son to remove three nails and reseal others sealing the heads with glue. These nails had been in place for over four years before they suddenly decided to move.

ALWAYS give your railroad a complete test run the day before the tour arrives!

Periodically check the gauge on your track. It can change!

Don't ignore problems with your engines. I had noticed for several weeks that the Heisler was acting strange at times but I never took the time to seriously look at it until it died, at the most inopportune time.

I had built my own transistorized throttles but had used electrical tape in lieu of heat shrink tubing to insulate connections which was also a mistake because the electrical tape will come loose after a period of time leaving your wires bare.

In summary even when you do everything you can to eliminate opportunities for Murphy, things can still go wrong. However, a little care, careful planning, avoidance of shortcuts and preventative maintenance can go a long way in reducing opportunities for Murphy.

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# N VISIBLE

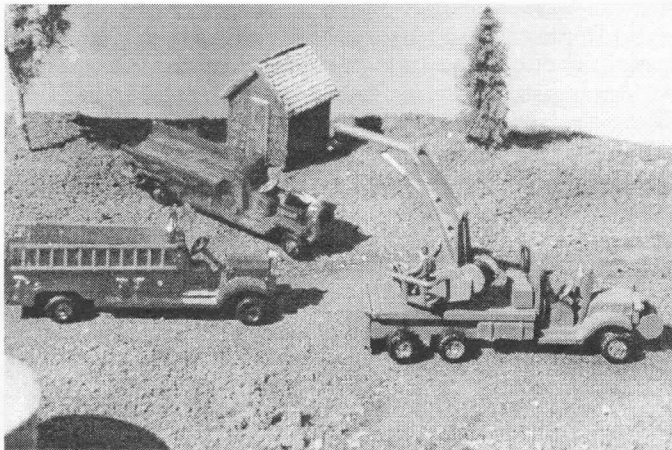
by Patrick G. Lana

## VEHICLES (PART 4)

### MODEL KITS

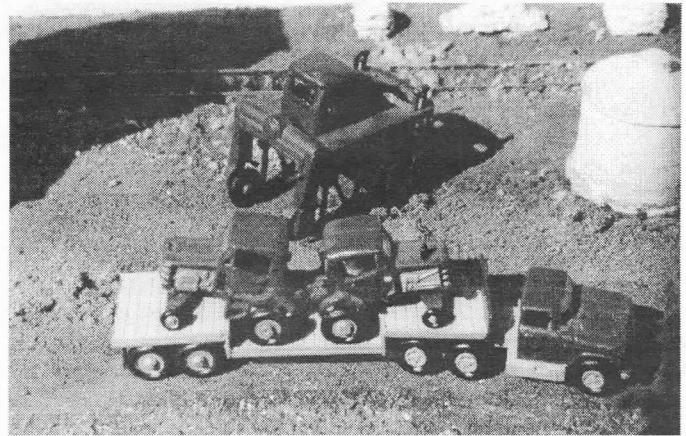
Early parts of this series on vehicles presented some ideas on improving vehicles that are sold as model railroad accessories. This time we look at some of the vehicles I've found available in model kits.

Model kits can provide good looking vehicles. In N scale, I look for model kits that are close to N scale- 1/160 scale or 1" = 13'. Of course, if you are modeling in other scales look for the appropriately scaled vehicle. Following are some examples of what I've found. Part of the fun is the search so don't hesitate going into the plastic model kit section of your favorite hobby shop or store. You might be surprised what you find.

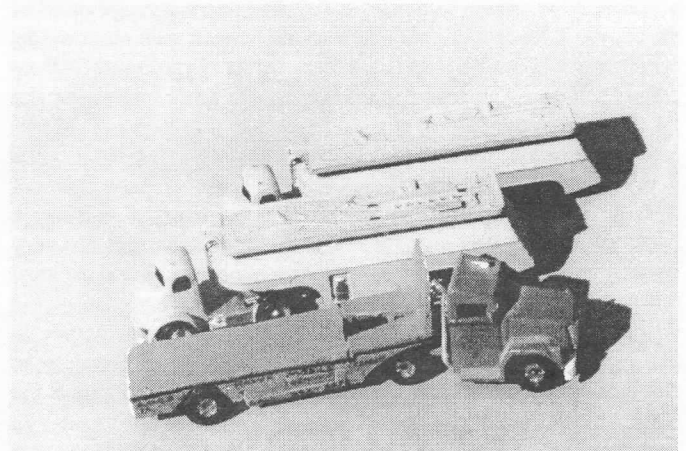


One nice building kit that includes a fire truck is the Model Power Fire House. This truck can be kitbashed into an old truck or even a crane as shown in Photo #1. My son built the old truck in the middle background. In addition to opening one side of the hood, He cut off the body under the ladders, flipped the top portion over and mounted it upside down to form the box. The crane has a fire truck chassis with a flatbed made from a piece of sidewalk material, a windshield that began life as a window frame and a crane that is from the model kit of Jacques Costeau's Calypso boat.

The Calypso, by the way, has a wealth of detail parts that can be used in N scale. The Calypso can be built as is or made into a ferry by raising the deck. It contains a nifty little helicopter, various smaller boats, winches, frogmen and two sharks. On my layout which is set in Iowa, the two sharks became catfish. We grow 'em big on the CRANDIC ROUTE!



Although I'm not sure of their availability now, Aurora had "SNAP-A-ROO" vehicle model kits in the early 80's. Photo #2 shows the logloader and flatbed truck painted and windows added. The kitbashed dropbottom flat carries tractors made from the logloaders.



The fuel or tank trucks in Photo #3 came from a REVELL C-130 airplane kit. I believe it is now in a REVELL rocket kit. The flatbed is from another REVELL rocket kit that also includes a nice looking truck crane. Although well detailed, vehicles from model kits are expensive.

Next time we'll look at other sources of vehicles for your railroad. In the meantime, check out those model kits.





# 1:64 Model Railroading

by Richard Wholf

Before long many of us will be heading out for a vacation or holiday out of town. This usually entails some planning and work in order to get everything and everyone ready. May I suggest that you also take a few minutes to plan some railroad activities on your trip. Check out what railroads run near where you're headed. Are there any special or usual "sights" to be seen? For example, if you were driving to beautiful Lake Louise, Canada, it would almost be tragic to not drive five or six miles to the west through Kicking Horse Pass and then on to the incredible double spiral tunnels. By checking through past issues of various railfan and model railroad magazines, you can carefully plan on seeing one-of-a-kind sights such as the spiral tunnels. In the above example, I searched and found that the November 1994 issue of Pacific RAIL NEWS had a super write-up on the Kicking Horse Pass area. This was an article not only for the railfan, but the kind of photos and information to interest the rest of the family. In addition, it's always very important to know not only where the hobby shops are, but which ones carry S scale equipment—whether it's scale, AF, narrow gauge or all of the above. If it's an area that's new to me I check with other model railroaders who may have visited there before. I just returned from a San Francisco-San Jose trip that was much more interesting and fun because of the help of several local model railroaders. Magazine articles about some of the railroad areas of interest were called to my attention. Sometimes I check in the National Association of S Gaugers (NASG) directory of members for someone in the area I plan on visiting and give them a call. Most S gaugers are very friendly and willing to give you help with hobby shops and the local railroad scene. In fact, you may even be invited for a great layout visit or two while you're in the area. And for your information, in San Francisco, if you're interested in scale S items, Franciscan Hobbies out near 19th and Ocean, on the "K" streetcar line is the place to visit. Or if you collect AF, then Chan's Trains on Van Ness (again, San Francisco) would be the place to visit. However, I found the largest amount of S cars and locos (scale and hi-rail) to be in the San Jose/Santa Clara area at The Train Shop located at 1829 Pruneridge Ave. And while in San Jose, I was so taken with the light rail line that I went to the car barn and light rail yard. I identified myself at the security gate and asked if they minded if I took video pictures. Shortly, there appeared a gentleman who explained that he would be glad to take me on a tour of the place. We went aboard a regular articulated unit, visited several of the buildings, and even got to climb aboard their five restored historic cars. A most enjoyable time.

After my last column where I discussed rotary snowplows, and especially, electric rotaries, I received a copy of an article from the October 1984 *Pacific News*. A special thanks to Don Spencer for this interesting article entitled "Milwaukee Road's Snoqualmie Pass Snowplows" which has photos showing plows in heavy action as well as giving close-up details. In the next several months, I plan on "scanning" various photos of the rotaries into the computer and then by using a CAD program to come up with a set of accurate and complete S plans for an electric rotary. Maybe it will work—maybe not, but it should be fun trying.

And speaking of computers, if you have access to the Internet there are various places of interest and tremendous sources of

railroad information for model railroaders and railfans. One Internet site I recently visited discussed model train manufacturing and collecting from A to Z (it was everything that the Flyer collector would need). By the time you read this, the NMRA will probably be online. Besides the regular commercial spots, here are just a few that might be of interest to you. 1) USENET: Newsgroup: rec.models.railroad 2) Listserv Mailing List: List Address: railroad@cunyvm.cuny.edu, and the subscription Address: listserv@cunyvm.cuny.edu, 3) WORLD WIDE WEB (the WWW), URL: <http://ww-cse.ucsd.edu/users/bowdidge/railroad/rail-data-bases.html> (this offers lists of Internet based archives and information relating to railroads and trains). 4) For modeling information sources, techniques, operation guides, and even info on real railroads: Anonymous FTP: Address: rtfm.mit.edu Path: /pub/usenet/rec.models.railroad/\* 5) For a list of and technical information on more than 1400 surviving steam engines in the U.S., there are two ways to go: Anonymous FTP: Address: ftp.spies.com Path: /Library/Document/steam.lis or Gopher: Name: Internet Wiretap Address: Wiretap Online Library, then choose "1 Assorted Documents" then choose "1 Steam Engines in the United States". 6) For railway and train materials: Anonymous FTP: Address: quartz.rutgers.edu Path: /pub/railfan/\* Of course, given the dynamic, changing nature of Internet, it is possible that some of the above may no longer exist as you read this. I'll see you next time around (hope I didn't scare anyone off with the computer stuff).



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# MCoR Achievement Program

by Pat Harriman, MMR

This will be my last column as Mid Continent Region Achievement Program Chairman. Four and one half years ago, I agreed to assume this position for a period of two years. Time kind of got away from me. With the formation of all the new Divisions, and the opportunity to create Division AP Chairmen and Division AP Committees, a six and one half state area was suddenly being covered by thirty or forty enthusiastic AP supporters instead of just a couple energetic fellows. The attitude these modelers have for the program and the large number of them working in behalf of their fellow modelers have helped to create a Regional Achievement Program that is, without a doubt, the envy of AP participants everywhere in the NMRA. By showing MCoR modelers that they could be successful in the AP based on their own specific abilities and interests, by showing them that their achievements were something that all MCoR members took pride in, and by constantly urging them to participate, a feeling of belonging has been fostered in this region by the AP Committee members. The AP participants in MCoR are recognized for their achievements in front of the largest gathering of their peers possible and in as quick a fashion as possible. When an individual needs help or needs blank forms or even guidance in interpreting the AP regulations, there is a large cadre of AP volunteers ready to respond. Mid Continent Region AP participants have been recognized with five hundred and fifty one Certificates of Achievement over the last thirty four years. That is the second highest number recorded by NMRA Regions and was accomplished by members of a Region that is far from the largest Region in terms of it's member count. The Mid Continent Region can boast as many Master Model Railroaders as any other Region and yet it is half the size of certain other Regions. That certainly says a lot for the caliber of model railroader living in the MCoR and it says a lot about the Achievement Program volunteers who have been working so hard at promoting the program. Frankly, it has not been too tough a program to promote. Most of the participants have found that they are having more fun now than ever before and have become much better modelers than they ever dreamed they might be capable of. The MCoR modelers have accepted the challenge laid down in the AP Regulations and found that not only could they meet the challenge, but they take a great deal of pride in having accomplished the requirements as written. As Chairman of the NMRA AP Department Steering Committee the last few years, I have seen other want-to-be AP participants requesting changes to the AP regulations because the requirements were just too complicated or too tough. Suggestions to scrap the scratch building requirements or at least decrease the number of points awarded in the scratch building category because "they did not particularly like to scratch build" or "they did not think they were capable of scratchbuilding" were discussed by the Committee. A recent suggestion to eliminate the paperwork requirement for the Dispatcher category because the requirements over and above the fifty hours of operating were just too much seems a diluting of requirements a great many of us have been perfectly willing to accept as a reasonable requirement to earn a Certificate of Achievement for Chief Dispatcher. The Achievement Program

is not a program for everybody because it does present challenges. This is just the reason there are a limited number of players. However, in the MCoR Achievement Program, instead of trying to dilute the program to make it easier for more people to participate, AP Committee Members are urged to show and guide the modeler over the hurdles he or she might find a little difficult. And it is pretty apparent that these Committee Members are doing a dynamite job.

Pat Harriman has gotten a lot of praise over the last few years for the MCoR Achievement Program; but he is smart enough to know that the praise should go to the Division AP Chairmen and their very capable and enthusiastic AP Committee Members. I wish to thank every one of them, especially Ron Morse MMR and Joe Robertson MMR. These two guys have been absolutely invaluable and two friends I really treasure. I am proud of the AP accomplishments in our Region these last four and one half years and the fact that I was given the opportunity to play a role in building a really fine Achievement Program. I hope my successor will receive the same kind of support I was lucky enough to have. He will certainly inherit the best AP organization in the entire National Model Railroad Association.

And by the way, the Mid Continent Region is about to find itself with one heck of a replacement for Pat Harriman. He is the current Gateway Division Achievement Program Chairman and is a fireball. He is an AP participant and will someday soon complete all the necessary requirements and be recognized as a Master Model Railroader himself. He has done a terrific job promoting the AP in Gateway, one of the newer Divisions that has taken off with more than just a flourish. He is a great promoter of the AP and has an abundance of energy. I have every reason to believe that the fellows in the Gateway Division will support Brad's efforts just as the guys in the Turkey Creek Division have supported mine. I would urge the Division AP Chairmen to get in touch with Brad at their earliest convenience and express their willingness to assist him in the next few months in any way that might be helpful to him. Brad's address is:

Brad Joseph, Chairman  
Mid Continent Region Achievement Program  
1006 Timber Creek  
O'Fallon, IL 62269

In concert with Larry Alfred and Larry Long, MMR, I am going to be devoting more and more time to the 1998 NMRA National Convention to be held in Kansas City, Missouri and also working on the Shelter Bay Railway Company. I have an engine servicing facility to build at Evelina and the entire town of Phantaci to construct before the summer of 1998. I also have a lumber schooner to build for the wharf in Shelter Bay just below the town of Phantaci. My plate will continue to be full even without the responsibilities of the MCoR AP. I have every intention to getting back to the very thing that I most enjoy about this hobby, model building and competing in the many contest opportunities there are in the Mid Continent Region.

Thank you for the opportunity to serve as Mid Continent Region Achievement Program Chairman and all the support to make it the successful program it has become. Good luck and Happy Model Railroading.

# Riding The Mixed From Ragama Junction

By Jan Jester, MMR

Wednesday was like all April days in the Sri Lankan capital city of Colombo, with temperatures in the nineties and humidity that you sometimes thought you could see. I had driven the thirty miles, down from Negumbo, in two hours which was the U.S. equivalent of riding the rocket sled in Pueblo. I had left at six A.M. to avoid the incoming traffic on the two lane, shoulderless, National Highway which would be hopelessly clogged with ox carts, mini buses and lorries by seven thirty. There might even be a few elephants as well.

My physical check up at the hospital had gone reasonably well, for a sixty year old, and one of my men had been given the ten year old Mercedes to take to his neighborhood garage for muffler replacement. This garage is the tree in front of his thatched roof covered house. The return trip to Negumbo would now require another means of transportation because the muffler work would take all day and into the night. Midas never heard of this place and vice versa.

But there was a method in my madness, because the trip home would involve riding the rails of the Sri Lankan Railway which are spaced a foot wider than ours and which carry one of the most unusual sets of rolling stock anywhere. The cars appear too wide for their height like S gauge on O gauge trucks. But no matter, because I was going to do what Chuck Hitchcock told me years ago that I should. Today I would take time to smell the roses and to ride a very unusual train.

The walk from the Hilton Hotel to Colombo Fort Station is only two blocks and this is close enough to avoid using a three wheeler but you will drench yourself with your own sweat. This I did along with allowing the local multitude to gaze upon the white man with the white beard and the white T-shirt. This they always do and with no pretense of hiding their stares. They are a very curious people and therefore I was worth an extra look.

The Colombo Fort Station is a relic of the Victorian Age and hasn't seen a coat of paint since then. The train shed is a through type and is framed with lacy cast iron members and a sea of rivets. The roof covering is corrugated rusty metal sheets and there are no walls. The ten tracks are reached by "fly overs" which are elevated walkways that go from platform level up and over the tracks. This, along with everything else architectural is state of the art British design of that period. God save the Queen and all that stuff. This place used to be called Ceylon and became independent in 1948, but the Brits were here and in control for a long time there after. As such the steam tea kettles, freight rolling stock and the first diesels came from the United Kingdom. Steam was limited to small locomotives except for six Byer-Garrett 2-6-2 + 2-6-2's that ran into the fifties.

I bought my seven rupee ticket, worth twenty cents, and walked out onto the first platform. There were several trains in the shed and so I asked a platform attendant, "Which one is to Negumbo?"

Many of the citizens speak English here, so the answer did not surprise me. "Track two at fourteen forty, suh."

Well, I spotted track two, but upon reaching the train, I was informed by the guard with the green flag that this train went to Kandy and that the train to Negumbo was on track six. So much for correct information.

I ran up the steps of the fly over and then ran to the proper stair that would take me to the right platform. Down the stairs at full speed and there I stood next to the locomotive of the indicated train. This thing was a Brush Co. M7 1300 hp diesel electric that looks a little like a U25B and which has a GM 567 for the prime mover. It has the usual buffers but a knuckle coupler which means passenger service only. The weathered condition of the exterior would, in model form, get an overdone rating by U.S. modelers. The Cassville and Exeter was cleaner!

The two man engine crew and the guard with the green flag stood next to the engine, staring at me. Nothing new in their routine. "This train to Negumbo?", I asked in my best civil and needing help tone of voice. I then handed my ticket to the guard for decoding as the thing was all in Singhalese. The guy who invented their letters went nuts with a circle template as it is all circles and squiggles.

This trio undoubtedly had the worst English capability of any of the Sri Lankans that I have met, but they were wanting to help, so I let 'em roll. Presently the guard, as the spokesman, said, "You come, off Ragama Junction, go Megamo." Translated, he was wanting me to ride with them to Ragama Junction, then to transfer to a train to Negumbo which has, as its before the Brits name, Megamo. The Brits renamed everything that they couldn't pronounce!

Being that the guard rode in the first of seven cars, I followed him into his room of about eight feet square and plopped down on one of two swivel chairs next to a small yellow painted bay window. The cars, by the way were aged tuscan red with tar colored roofs and dirty trucks. The design I will cover later.

This was becoming interesting as I was going to ride up front with my own view of the diesel and the train as well as a terrific view of anything that we might encounter such as an elephant. There are twenty-five hundred of these here and two hundred fifty are bonified work elephants that do amazing things. The guard was busy checking on the loading of a bunch of chickens and their owners into the adjacent baggage room so I just sat and enjoyed the action. When he finished, we had chicken, two bicycles, four wooden bed frames and six Sri Lankans in that room. The continuous chirping of the chickens made me think that this must have been typical on the Frisco's local out of Kansas City to Springfield that was, for good reason, dubbed the chicken train.

The guard looked out of both side doors to see that everything was clear, and then waved his green flag at the engineer who answered with a "blaat" on his air horn.

The throttle went into the third notch and we moved out of the station and through the turnouts. I looked back and there were people hanging out of the doors just like in the movies! Amtrack was never like this and I was having fun.

We whipped on up to thirty miles an hour and headed east on the double track main line which would end up seventy miles east of here at an elevation of six thousand feet above the current sea level trackage. We passed all sorts of locomotives including three Y class switchers which were black, what else, diesel hydraulics and with side rods. These are ugly but cute and are the standard

for this type of work. There was also an M4 diesel electric from Bombardier of Canada which has an honest to God Alco prime mover that belches and sounds like only an Alco can do. The thing is also ugly, but with the smoke and sound, all was forgiven. I hadn't heard an Alco in a long time and it was nice, and reminiscent of the PA's coming out of the Union Station with the Santa Fe's fast mail.

The ride, for the next nine miles was with many stops, one of which eliminated the chicken noise. A new noise was with us, however, because we were off the wooden ties, excuse me, sleepers and were on precast concrete ones which are noisy! There is a large program to replace all of the sleepers in Sri Lanka with these and they are doing it at the rate of one hundred fifty thousand per year. So much for being able to sleep on their trains.

Ragama Junction came into view and it turned out to be a busy place. I climbed off, waved to the engine crew and, in return, got their message via arm motions that I should do another fly over. My legs were feeling like the second day of football practice and I hadn't had on pads since 1954. Oh well, if I was to die here, at least it would be next to a railroad track.

While on the fly over, I watched an Ito six passenger train with diesel hydraulic on one end, but cabs on both end cars. There are nine sets and they are light weight suburban construction with orange and white paint. After a year out here, I am not a fan of the Land of the Rising Sun, but these trains do the job.

I decided to sit next to some high school kids with both boys and girls in all white, except for their neck ties which are always of their school colors. The young people of this country are beautiful with copper colored skin, deep brown eyes, thick black shiny hair and sparkling teeth. This is unlike the local Brits who are milky white and who never brush their teeth! They are also easily spotted by the arrogant way they set their noses in a decidedly up position. I work with several of them and it is not easy. When it gets to be too much, I remind them that they were the folks that marched in straight lines while we fired from behind trees. They were also reminded that the reason the sun never set on the British Empire was that God did not trust them.

The teenagers verified that I was on the right platform and that a train to Negumbo was due shortly. There was much laughter and only they knew why. Ten minutes later, the train came into sight and at first glance, it appeared to be a goods or freight train.

The locomotive was a Karl Marx W2 diesel hydraulic from East Germany! Then came six black four wheeled goods cars, six tank cars of weird appearance, a third class coach, and a guards car. This was a real mixed train that I could ride to Negumbo! I had read about the later day ones of the 50's on the Santa Fe and the Norfolk and Western, but this was 1994 and this one was rolling by my astonished eyes. This must have been the roses that Chuck had talked about those many years ago.

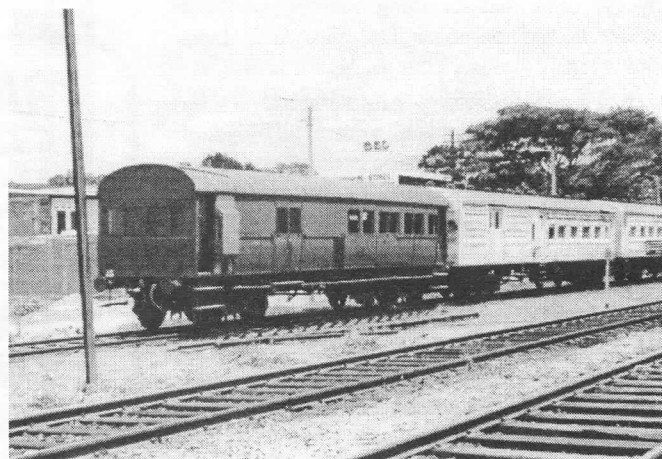
I climbed the three vertical steps at one end of the coach, stepped through the open door and looked around the place. The car appeared to be about fifty feet long, with doors at both ends and in the center. Each seating area had five windows either side of the aisle with two seats per window and a seating capacity of four per window. The car then seated eighty people with another eighty being crammed into the aisles and hanging out doors. I left out the

ones sitting on top of the car. The seats were of wood slat construction with the members being one half by three inch piece of imported hardwood and with a gap of one inch between slats. The seats were obviously not designed for comfort, but this was just the beginning.



The toilet rooms were about four feet square with an inverted sheet metal cone at the floor and a short piece of sheet metal flue pipe acting as a guide to the track below. They smelled terribly and I quickly turned my investigation elsewhere. The cars hadn't seen any paint or light bulbs in many years and the only freshly painted items were two white painted and stenciled signs which said "reserved for clergy." I thought that was a nice touch.

I seated myself at one of the windows and envisioned myself as the rear brakeman on a Santa Fe hot shot out of Argentine, but I was soon brought back to reality when I viewed the loading activity at one of the goods wagons. Two men were slowly loading some bed frames into the car from a four wheeled cart that had very small wheels. This thing would have looked well in a soap box derby. After finishing with the bed frames, they turned the thing around and headed back to the station, again rather slowly. A few minutes later, they returned with the same cart, but with it now carrying two bicycles! This could have all fit on the first load! The whole



load procedure took a half hour and set me thinking of the wagons piled high with REA shipments that went into the cars of the Will Rogers in just a few frantic minutes.



One blatt from the air horn and we finally moved forward, well sort of. The best way I can explain the feeling was that the train was stuttering! The buffer springs were causing us to bunch up and to back off very rapidly and this continued until the train picked up speed to about twenty miles an hour. Then the uneven rocking began and this became the norm as we headed north into the jungle.

I had, as usual, watched the truly magnificent thunderheads as they formed during the day and knew that there would be a downpour in the late afternoon and along the route of my train. I say my train because I was the only person in the car. Everybody else was three miles west of me on the suicide highway. Funny, they were in a sea of carbon monoxide and dust while I was breathing fresh air smattered with the scent of jungle trees and flowers. So much for progress as I was doing the same thing as done by other riders over one hundred years ago. A diesel hydraulic, yes, but the overall affect was there.

The rain arrived shortly there after, straight down and hard! The windows had long since lost their glass and the frames were nailed open as well. The rain smacked off of the wooden sills and bounced onto the seats where the drops soon joined and dripped to the floor. The rain was coming in through both sides of the car, so I decided to stand in the middle and to test out my sea legs with the rocking motion. Much to my satisfaction, I found that I could dance to the rhythm of the car and did so for the next five miles as the rain all but hid the surrounding scenery.

As happens so many times, the rain suddenly quit and the sun, in intense brilliance, came out from behind the clouds. The reflection off of the wet leaves was beautiful to see as I was treated to another of Sri Lanka's special effects displays. When it came to natural beauty, Sri Lanka had a lot of it.

Speed never was much, so I surprised at the lurching of the car as we went into a siding that was on concrete ties, but with no ballast. I was told that it had been there at one time, but the locals had taken it to make concrete which is the material for practically everything. The flying termite is the national bird and is the reason that I keep a sharp eye on any wood modeling materials.

Ten minutes, motioned the guard from the last car, so I climbed down to look at the turnout. It was similar to ours, but what caught my eye, was that the thing was thrown by a switch motor! Someone had thrown it from somewhere else than from the weeds around it.

A few minutes more and the southbound train rolled by: a six car Itachi with a full load of people that reminded me of a commuter run out of New York. I watched the train rock along and wondered how the things stayed on the track that made the 1970's Katy look like a speed track.

Two hoots and we moved back onto the main line and headed north with Negumbo now being only five miles away. We cleared the jungle and the countryside took on the more developed appearance with rice paddies and metal buildings for warehouses and light industry.

There is quite a garment business that ships \$187,000,000 to the U.S. each year from here. A lot of the plants are owned by Koreans or Japanese with the Sri Lankans doing the work. The British masters left in 1948, but foreign

control is still very much a part of the life here. New faces, but still the same old program.

About a mile out and we slowed as two elephants and their riders cleared the track. They are amazing with the things they can do and the intelligence that they possess. There are 2,500 of them on the island and, of these, 500 are used as workers. There are places where a dozer can't go that these animals perform doing all sorts of tasks. I rode one, sitting on its head, and it was like balancing on a rolling dining room table. Never again.

Negumbo station came into view and the train came to a grinding stop. Light rain was again falling, but the train shed kept me dry. I was wishing so much that I had brought my camera with me that day, but I vowed to get some pictures later and to try to write of the experience that had been made available to me through accident.

I knew that, time permitting, I would ride the rails of Sri Lanka again. The line to Kandy had twenty tunnels and that alone started me thinking of another adventure so far from home. But for now, I was content to look for a three wheeler that could take me to the house on Temple Road and an evening working on Frisco dining car #636.

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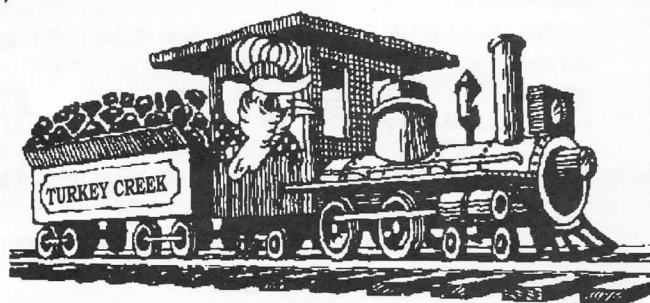
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- Garden Railroading

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- His 'N' Scale Union Pacific

\*Note - The Backdrops and Scenery clinics are two separate clinics. Kevin is also doing two clinics.

LUNCH AVAILABLE ON SITE



# Blast From The Past

By Larry R. Long

## Ten Years Ago - Summer 1985

The summer of 1985 was unique in that it would mark the NMRA's Golden Anniversary. A special effort was put forth to celebrate the NMRA's 50 years of service to the hobby, and to modelers around the world. It was entirely appropriate that the National Convention was held that year in Milwaukee, Wisconsin. The theme of the convention was "Going Home." It was in Milwaukee, in September of 1935, in the basement of the local YMCA, that 75 modelers met to hold the very first convention of the National Model Railroad Association. I was proud to be on hand at the '85 convention banquet, when several of the remaining living Charter Members approached the head table to be recognized for their contribution to our organization and the advancement of this great hobby.

NMRA membership stands at 24,500 as of July 1, 1985. NMRA dues are \$20.00.

The 1985 Mid Continent Region Convention was held in Little Rock, Arkansas. 202 modelers registered for the show. MCoR's Treasury has a healthy total of \$19,810.23, thanks in large part to the proceeds from the KC'84 National Convention held in Kansas City, as well as the highly successful '83 Regional that was held in Omaha. MCoR dues are \$4.00.

## Twenty Years Ago - Summer 1975

The July issue of the *Bulletin* reports that there are two cities in the running for consideration as the new site for the NMRA National Headquarters ... Milwaukee, Wisconsin, and Chattanooga, Tennessee. President Eugene Hickey states that both cities have "adequate spaces available" (about 2,500 square feet) "and would be adequate for our needs for some while to come." Our Headquarters building in Chattanooga currently has approximately 15,000 square feet under one roof!

Whit Tower's July *Bulletin* has 64 pages crammed with 40 subject titles listed in the Consist. Whit uses 118 photographs, 13 cartoons, and 37 illustrations in that issue alone.

NMRA membership on July 31, 1975 stands at 25,913. Dues are \$10.00.

MCoR's Annual Convention was held in St. Louis, Missouri. A tour of the Manufacturers Railway Company was part of the schedule of events. Best Of Show at that event went to Miles Hale of Kansas City, Missouri for his Sn3 Uintah water tank. The August issue of the *Kibitzer* announces that Jack Rice of Kansas

City, Kansas will be the new MCoR President, Jim Milroy of Omaha, Nebraska is the newly elected Vice president, and Ken Cline of Independence, Missouri was again elected Secretary/Treasurer.

MCoR membership as of 5/31/75 stands at 637, and we have \$4,023.24 in the bank. MCoR dues are \$2.00.

## Thirty Years Ago - Summer 1965

In the May issue of the *Bulletin*, NMRA President Bob Brinkman stated in his editorial, Notes From The front Office, "that inadequate communication seems to be our biggest single problem". (So what else is new?)

The results of a questionnaire sent to all TT gaugers was announced in the May issue. 135 TT gaugers responded!!

Nearly a full page of that May issue was devoted to trying to explain why the X2-f coupler was being advertised as the NMRA coupler. Things never seem to change do they? NMRA membership stands at 14,349. Dues are \$5.00.

The 1965 MCoR Convention was held in St. Louis, Missouri. An interesting tour offered the opportunity to ride the last remaining regularly scheduled street car line in the Mid-West. Would you believe that the registration for that convention was \$14.00 ... including the banquet! I am sure that you would believe it, if you remembered that a single room at the convention hotel was \$8.85! MCoR dues are \$2.00.

## Fifty Years Ago - Summer 1945

World War II mercifully came to an end in August of 1945. Railroads did their part to bring that global conflict to a successful conclusion. The following statistics tell the story of our nation's railroads and their significant contribution to the nation's war effort:

From December of 1941 to August of 1945, a total of 113,891 special troop trains were operated in addition to all regularly scheduled trains. Approximately 43,700,000 service men and women were transported during this period. That averages out to about 971,110 troops every month.

To move an infantry division of about 15,000 men and their equipment, it required 65 trains and approximately 1,350 cars. An armored division required 75 trains of between 30 and 45 cars each.

For every soldier sent overseas, the Army initially sent 6 tons of equipment in support of his effort. An additional ton of supplies were sent each and every month for his maintenance.

During the war years, all commercial freight traffic increased from 748 billion, to 1,066 billion ton miles. 83 percent of that increase was handled by our nation's railroads.

The Military Railway Service, by wars end, included 43,306 officers and enlisted men serving in 20 foreign countries.

A total of 351,451 employees of the railroads, the Pullman Company, and the Railway Express Agency entered military service ... that is enough men to form 23 army divisions of 15,000 men. This tremendous loss of manpower makes the achievements of the railroads on the home front, all the more impressive.

Like all of our fighting men and women of World War II, we also owe a large debt of gratitude to the railroaders of that era.

# Frisko Rules At Train Meet

By Ted Fuller

On April 8th, Emporia was the site of the Fourth Annual Kansas Central Division Train Meet. It was held at the Memorial Union on the Emporia State University campus. Attendance for the show was down from last year with around 125 people through the door. Other than that, it was a good show. Excellent clinics were given by Alan Schmitt of the Frisco Railroad Museum, noted author Lloyd Stagner, Steve Rosnick, Jim Hendrickson, and Scott Thomas.

The NMRA table set up at the meet was a busy place. The Kansas Central Division re-railed four members. In addition, we also signed up two new members for the NMRA, MCoR, as well as the KCD. We want to welcome these people to the Association.

The highlight of the show was the model contest. There was a record number of entries this year which made for a very interesting contest. The workmanship of all the models was excellent. When the voting was over, the day belonged to the Frisco. The results of the contest are as follows:

Diesel: 1st Place Frisco #2124 Gas Electric-Jan Jester

2nd Place Santa Fe Dash 8 #905-Scott Thomas

3rd Place 3 unit Norfolk Southern set-Richard Napper

Revenue: 1st Place Frisco Diner #636-Jan Jester

2nd Place Trailer Train Triple Flat-Chris Rich

3rd Place DTTX #56056-Steve Hottle

Structures: 1st Place Car Repair Shop-Richard Bush

2nd Place Frisco Beaumont, KS Depot-Richard Napper

3rd Place Plumbing Supply-Richard Bush

Best of Show: Frisco #2124 Gas Electric-Jan Jester

Steam: 1st Place Frisco #4500-Jan Jester

2nd Place Union Pacific #3985-Scott Thomas

3rd Place Frisco 2-6-6-2 #53-Richard Napper

Non-Revenue: 1st Place Frisco Hook and Boom Car-Jan Jester

2nd Place Frisco Caboose #154-Richard Napper

3rd Place DRG&W OQ-Richard Bush

Photographs: 1st Place Santa Fe #539 On Lead-Steve Hottle

2nd Place 2 Santa Fe Trains Passing-Chris Rich

3rd Place Cumbres & Toltec #497-Richard Napper

In addition to the model contest, merit awards were earned by Jan Jester and Ted Fuller. Ted Fuller also completed the last of the requirements for his Civil Engineer's certificate.

Plans are now underway for our 1996 train meet.



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# 19th Annual St. Louis Metro Area Train Show

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# Dark Signals

by Charles Mischke

You don't want to have working two-color trackside signals? Fine, however, that should not stop you from modeling the signals.

What railroads don't do is to allow locomotive enginemen and motormen to pass either a red aspect or a dark aspect without stopping. Have you considered how signals got there in the first place? As signal crews or contractors put in footings, and assemble the relay case, mast, and ladder, what trainmen see is not a signal. When the head is put on it is turned 90 degrees to face away from the track. Enginemen never see either a dark or red aspect. When everything is in working order, and the Signal Department has given its OK, and trainmen are notified by bulletin as they come on duty, the heads are rotated to face an approaching train. The existing rules cover the aspects and indications.



\*Carefully file and sand both sides of the cut square and smooth

\*Use an adhesive to affix the head facing to the approaching enginemen's right

\*Paint everything white or aluminum, then paint the head faceplate flat or weathered black

\*Use some leftover black decal numbers to number your signal, either vertically (ala Bachmann) or on a horizontal rectangular number plate. Signals are numbered odd in one direction and even in the other.

\*Place on layout

There you have it: inexpensive, easy, prototypical, non-working, and maintenance-free. Your progressive railroad is undertaking steps you can point to in order to make the railroad more efficient and safer. Put a signal maintainer on the head-access platform for scenic effect.

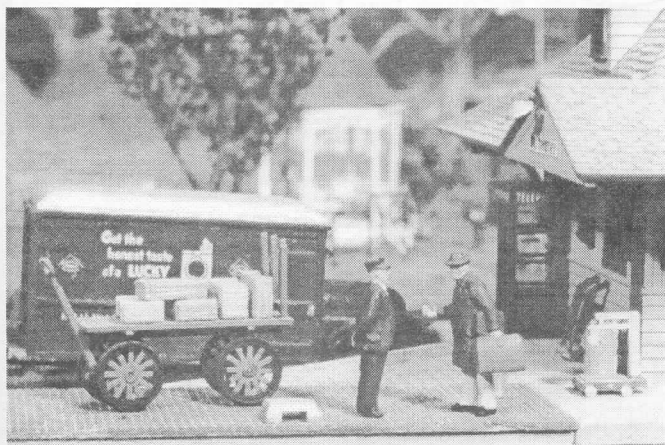


So, get yourself (in HO) some Bachmann plastic two-color block signals (Walther's number 160-42101 @ \$2.95 for four signals) and

\*File off the Bachmann signal number

\*Zona saw off the head just under the head mounting flange

## Life on the Missouri Valley



"I am terribly sorry that you missed your train sir...but if you will stay right where you are, it will be back in 2 1/2 minutes."

*These photos taken by Larry Long in August of 1994, along Union Pacific trackage in Western Kansas, clearly illustrating the way the railroad's Signal Department has taken these block signals out of service by facing them 90 degrees away from the tracks as described in Charles Mischke's article.*

## In Memoriam

It is with sadness that we must report the recent passing of Gary Knost of Carthage, Missouri. Gary served with distinction on the MCoR Board of Directors and was the Founder of the Maple Leaf Division.

All of us in the Mid Continent Region wish to extend our heartfelt sympathies to Gary's family and many friends.

## Interesting ... But Basically Useless Information Department

By Larry R. Long

How was I to know that in my younger days, the 5th Army's Company A, 1st Battalion, 2nd Training Regiment, Fort Leonard Wood, Missouri would treat me to a good dose of railroad history and nostalgia?

Anyone who has ever gone through Basic Training, anywhere, has marched to such rhythmic two-line chants as:

Keep your eyes up off the ground ...  
There ain't no discharge layin' round.

There were lots of other, much more memorable chants that were used to march us through the chert rock back roads of the fort, but none of those are quite suitable for print in this family oriented publication. The purpose of the singing cadence by our beloved Drill Instructor, was of course, an attempt to get an entire company of 50 or 60 men to march and perform dismounted drill in some semblance of unison. The rhythm and melody of his "calls" would help coordinate our movements as well as help keep our minds off the fact that it was nearly 100 degrees in the shade ... and there wasn't any shade.

The Drill Instructor was only borrowing the century old technique of the "Caller" of a railroad section gang, who used a similar singing two-line cadence to get his 20 to 40 man track crew to perform their heavy work together as a single unit.

Captain can't read, captain can't write ...  
How can he tell when the track is right.

Up and down this road I go ...  
Skipping and dodging ol' 844.

The "Caller" was the most important member of his track gang; his fellow crew members were called Gandy Dancers. They got their name from the fact that they used a heavy 5 foot long track alignment and tamping tool made by the Gandy Manufacturing Co. of Chicago, Illinois. From a distance, the coordinated and rhythmic movements of the track crew made it appear as if they might be "dancing".



## The Association Volunteer Certificate

By Larry R. Long

I would like to use this short column to encourage everyone to qualify for the certificate of **Association Volunteer** in the NMRA's Achievement Program. Of all the categories in the entire A.P. program, Association Volunteer, in my opinion, is the one that should be most coveted. That may sound a little strange considering the pride that one can rightly feel after earning a certificate in one of the actual modeling categories. However, by earning the Volunteer Certificate you have announced to the entire modeling community that you have made a commitment to the hobby above and beyond your modeling skills. You have demonstrated by your involvement, that you are willing to pay the hobby back, in a variety of ways, for a few of the countless hours of enjoyment that model railroading has given you.

We hold most Master Model Railroaders in high esteem, not simply because they are outstanding modelers, but because they chose to go the extra mile and make the special sacrifice of time and effort to fulfill the requirements as designated in the A.P. Category ... "Service to the Hobby and NMRA members". For some of you, achieving the status of MMR may hold no appeal what so ever. Indeed, you may be a card carrying armchair modeler, or simply not far enough along in the hobby to have a layout or much of a roster of motive power or rolling stock. But, that need not discourage you in the pursuit of the Volunteer Certificate. The NMRA, the MidContinent Region, your Division, or local club, is driven by the efforts of volunteers. If it were possible for only one Achievement Certificate to grace the wall of your train room or den, let it say ... Association Volunteer!

Think where man's glory most begins and ends,  
And say my glory was I had such friends.

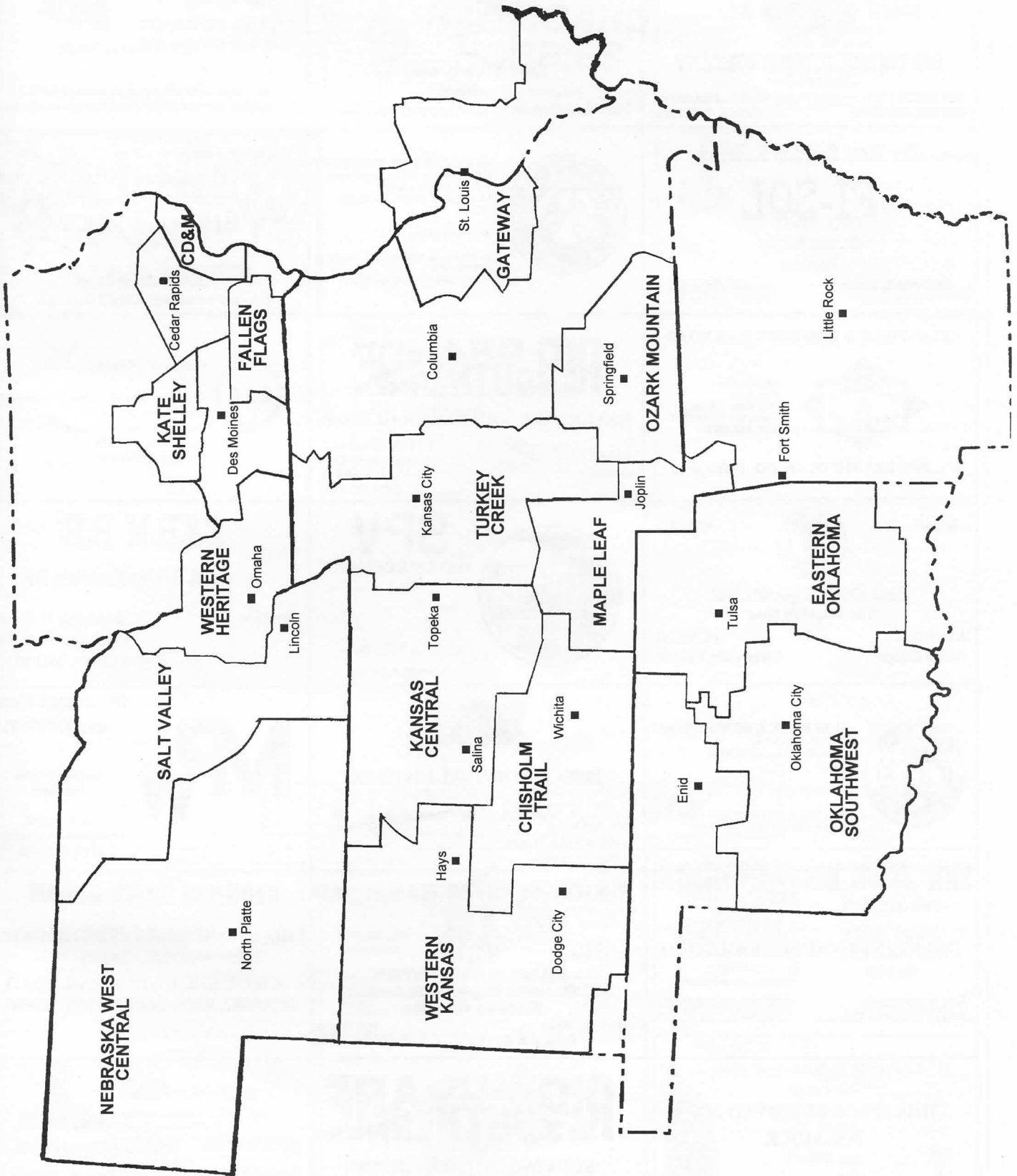
William Butler Yeats

For all you railroad trivia experts try this on for size.  
What is the meaning of the following hobo lingo:

1. Knob Head
2. Smoke Wagon
3. Car Whacker
4. Baby Lifter
5. Meg

Answers are found on a later page.

# MID-CONTINENT REGION DIVISION MAP





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1. Mule
2. Pistol
3. Car Repairman
4. Conductor
5. Penny

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# 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.

Kevin Bancroft	Ogallala, NE
Donald Banwart	Ft. Scott, KS
Mark Bauer	Velleville, IL
Larry Brown	Emporia, KS
Leon Djernes	Grand Island, NE
Rob Henry	McCook, NE
Harvey Hinz	McCook, NE
Larry Maddux	Kansas City, MO
Robert McFarlane	Overland Park, KS
Pete Sanborn	O'Fallon, IL
Phil Stageman	Council Bluffs, IA
Phil Story	Bella Vista, AR
Donna Wagner	Springfield, MO
Dwain Watts	Lawton, OK
Mike Bush	Des Moines, IA
George Hagele	Newton, IA
Daniel Hall	Rockford, IL
Scott Loeffler	Edmond, OK
Richard Lombard	O'Fallon, IL
Richard Mayes	Collinsville, IL
Mike McKeon	O'Fallon, IL
Gary Meives	St. Charles, 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 Vandevoort, 2592 Lincoln Ave., Oskaloosa, IA 52577. Make checks payable to MCoR.

Earl Mullins	Hastings, NE
James Stallings	Kansas City, MO
Robert Stealey	St. Charles, MO
Larry Tiffany	Topeka, KS
Dan Wiltshire	St. Joseph, MO
Welcome back RERAILED members:	
Guy Combe	Shawnee, OK
Lee Durham	St. Louis, MO
Gale Hall	Rogers, AR
Duane Harris	Marshalltown, IA
Bob Shafer	Moberly, MO
Chris Thies	St. Louis, MO
Scott Thomas	Emporia, KS



## 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	Kansas Central MRRC(HO Mod) 530 E. 3rd Hutchinson, KS 67501	Ozark Model Railroad Assoc. (All) 3129 S. Chambery Springfield, MO 65804	Wichita MRRC (HO-HOn3) P.O. Box 48082 Wichita, KS 67201
Gold Creek RR Co.(1/2" Mod) 8324 Hall Lenexa, KS 66219	Parsons Model RR Engineers(HO) Cherryvale Depot Cherryvale, KS 67335	Ozark N-Trak (N Mod) 3711 S. Franklin Springfield, MO 65807	Modular HO Narrow Gauge Society 1120 Hawken Pl Webster Groves, MO 63119
KC O-Scale Modulars(O Mod) 10334 Ash Overland Park, KS 66207	AR Valley MRRC(HO, HOn3) 209 Corkwood Dr. Jacksonville, AR 72076	Northland MRRC (HO Mod) 1525 N. Emery Independence, MO 64050	Manhattan Area Rail Joiners (HO Mod & All Scales) 811 Osage, Manhattan, KS 66502
Society of Model Engineers(HO) 5715 W 81st St. Prairie Village, KS 66208	Kansas Area N-Trak (N-Mod) 2046 S. Elizabeth #1306 Wichita, KS 67213	Capitol City Model RR's (HO Mod) P.O. Box 243 Jefferson City, MO 65102	Kansas City S Scalers (S-Sn3) 512 SE Douglas Lees Summit, MO 64063
	Nishna Valley MR Society (HO) 1303 8th Harlan, IA 51537	SW Ind Modular RR's (HO Mod) 3107 W. Capitol Little Rock, AR 72209	
	Claremore & Southern (HO,HOn3) 3049 Clover Creek Dr. Claremore, OK 74017	E. Jackson Cty Mainliners(HO Mod) 807A Main St Blue Springs, Mo 64015	



# Time Table

JUL 8	MAINLINE TRAIN SHOW DEWEY, OK
JUL 12-16	NISHNA VALLEY OPEN HOUSE HARLAN, IA
JUL 16-23	NMRA NATIONAL CONV ATLANTA, GA
AUG 20	ILLINI VALLEY MRRC SHOW DAVENPORT, IA
AUG 26	TURKEY CREEK DIV. MEET SHAWNEE, KS
OCT 14-15	GATEWAY DIVISION SHOW BELLEVILLE, IL
MAR 22-23	AIR CAPITAL TRAIN SHOW WICHITA, 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
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Pike Ads:

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

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