



# ***CABOOSE KIBITZER***

Official Publication of the Mid-Continent Region, NMRA

Volume 45, No. 4 ❄ Winter 1996 \$1.50



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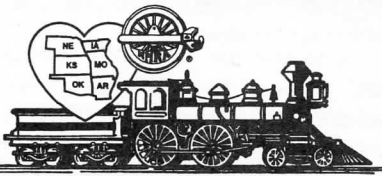
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The Caboose Kibitzer is the official quarterly publication of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA), Inc.

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 35.

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

A fast Amtrak train blasts through the glistening snow scene on Gary Hoover's "railfan's dream" layout, the Missouri, Kansas & Quincy. The MK&Q is one of the layouts on tour for the 1996 Regional, the "Gateway Getaway." Photo by Gary Hoover.



# The Head End

by Dean Windsor

I hope everyone had a joyous holiday season and a very happy new year. Now that another year is behind us it is time to reflect on this past year. As you can see by these past two Kibitzers our Editor has made some changes that can be counted as positive on what was the best publication in the NMRA already. He has had a tremendous amount of support from his staff of writers and columnists and I think all deserve a hearty round of thanks. Their efforts on this publication make our annual \$6.00 dues worthwhile.

Two meetings are coming up in January that need to be mentioned here. The first is the Mid-Year Board of Directors meeting for the Mid-Continent Region. It will be held at 10:00 AM on January 20 at the Leawood Branch Library at 118th & Roe in Leawood, KS. Although all directors and department chairmen will be there, any member is welcome to attend. If you have concerns, questions or issues you would like addressed please write your area or division director (or myself) and let them know. This is the place where those ideas and concerns are discussed for the betterment of the entire region and we would like to hear from you. *To all directors—if you cannot attend please send another division officer as your proxy.*

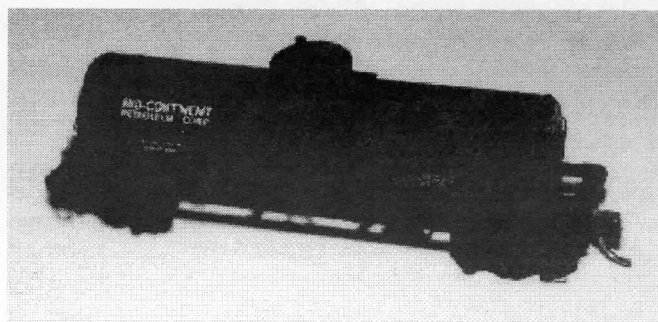
The second is the NMRA Board of Trustees meeting in Ft. Lauderdale, FL on January 25-27. Again I would like to hear from any of our members that have questions, concerns or ideas they would like to have brought up at that meeting. Please send them to me as soon as possible.

This fall I had the fortune to attend three division meets. They were sponsored by the Kate Shelley Division, Gateway Division and Eastern Oklahoma Division. My hat is off to all of the division members that helped put on these meets. They were all first class and featured many clinics, layout tours, model contests, silent auctions modular layouts and much more. A meet is not an easy thing to do and their work was outstanding as their attendance shows. You will find model contest results for two of them in later articles in this issue. I want to encourage all division meets in this region to take the opportunity to acknowledge your contest winners by furnishing a list (photos are optional) to our editor. This only encourages participation in your contest and acknowledges the fine modeling skills of our members.

Coming in the later in this issue you will see information regarding the NMRA Home Page on the Internet along with an upcoming MCoR Home Page presently under development by Clay Thompson, Eastern Oklahoma Division Director. This is our chance to promote the region to a new potential membership group. I'm sure most

of you "Surfers" have seen the NMRA Home Page and sampled the abundance of information available. If you have suggestions for the MCoR page drop Clay a note.

Keep the firebox hot and full steam ahead!



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# From the Editor's Desk

by Richard Schumacher

This issue introduces two new project columns that feature guest writers (this could be you!). The "Details" column is kicked off by Phil Sheahan with the basics of detailing wood structures. Richard Napper, MMR, electrifies "Short Circuits" with easy to build diesel and steam constant lighting. These new columns will provide fundamental skill and project information, either to enhance or improve your modeling skills, or to provide a simple "one-evening" type project.

In planning for this issue, I made a couple of changes. I had originally intended to do a review of a nice brass windmill available in N (SNF08) and HO (SLF05) by Scale Link Limited of Iwerne Minster, Dorset, England imported by Neal's N-Gauging Trains (800-BUY-NEAL). It will appear instead next issue in an article on assembling small brass parts. Scale Link also makes etched brass O through Z railings, balustrades, fences, gates, trusses, cast iron benches and tables as well as stream and pond plants, leaves (broad leaf, oak, ash, maple, weeping willow, and horse chestnut), ferns and palms.

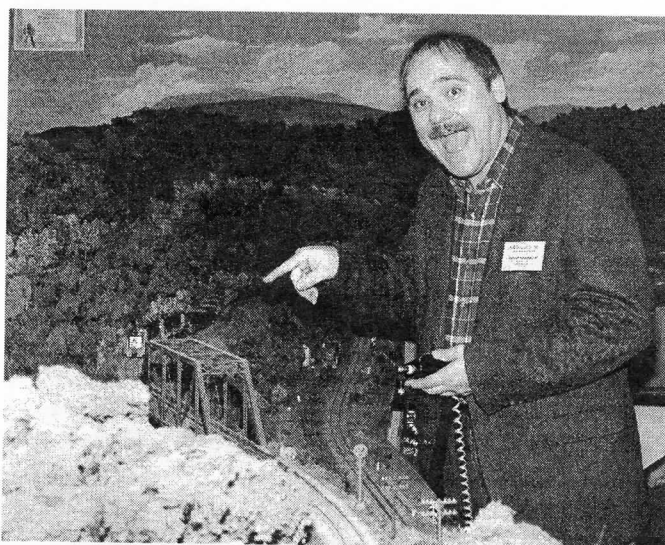
In researching for a review on Intermountain's new Kadee-compatible HO couplers, we discovered that McHenry is also offering a similar product. The review is delayed until next issue so that we can test all three products together. Kadee has responded to these new couplers by offering lower cost bulk packages of their #5 coupler.

You never know what you will discover when on a layout tour. Many people have heard about Bruce Chubb's old Sunset Valley (a new one is under construction in a new basement) which had trackage rights through a bathroom (come to think of it, Pete Sanborn's layout in St. Louis has that too). Kevin Hampton, the new Gateway Division AP Chair, took that concept a little further - a complete layout scene (river scene, of course) neatly windowed into the wall of the shower!



Kevin models modern CSX and will be one of the layouts on tour for the "Gateway Getaway" MCoR Regional Convention June 27-30, 1996. Hope to see you there!

Sharon & Allen McClelland also had another members only tour of the Virginian & Ohio. Bob Amsler and I couldn't resist the temptation and attended the banquet and slide show as well as the layout tour. The tour gave about an hour for photos, video and general chatting with Allen, followed by an operating session where everyone had an opportunity to run a train. Allen was a great host and was happy to explain his construction and modeling techniques, answer all sorts of questions, and discussed the goals of his new expansion which is designed to add more mainline running time and provide additional in-the-mountains railroading scenery (the trackage is in place and working, the scenery is just starting). Bob borrowed my camera and took this photo of some grinning idiot who seems happy about running a train.

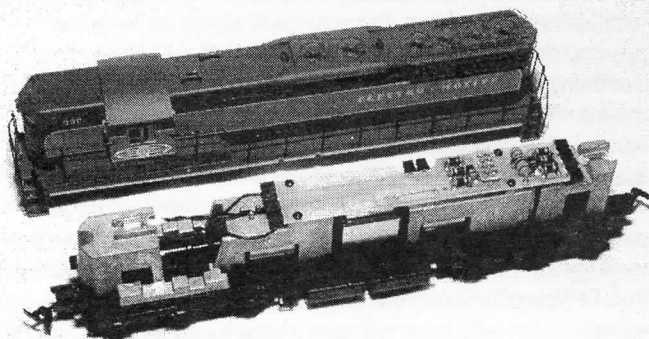


Membership in the V&O Historical Society is \$20 per year and includes a nicely printed (glossy) newsletter, invitations to member only events (the next members only tour is in May), discounts on V&O merchandise (Sharon will be happy to sell you some V&O Stewart 70 ton H39 hoppers in four numbers), and other fun. Bob and I noted that Allen's mountains look a lot like Ozark mountains and the techniques he used would apply very easily to our layouts. You can contact Sharon at the V&O Historical Society, PO Box 81, Dayton, OH 45449.

If you didn't know, or haven't guessed already, I model in HO. Over the last few years, truly amazing diesel models have become available in plastic. Atlas started this trend with their RS-3s followed by Stewart's (Kato manufactured) F units. Since then Stewart has tried to produce about every version of F unit ever made, Kato has offered SD-40s, GP-35s & NW-2s, and Life-Like keeps raising the ante (while maintaining very low prices) with their GP-18s, FAs, E8s, and now the SD7s.

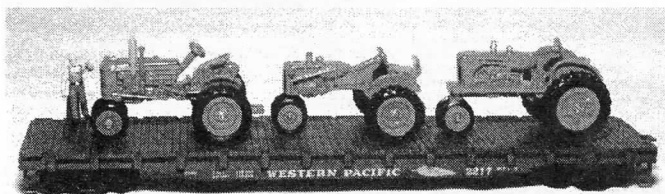
Those in N know that Kato creates engines that not only look good, but run well. Their HO units, and now the Photo 2000 SD7 from Life-Like, offer detail at levels beyond what is normal for fine brass models, superior performance, excellent

finish, and startlingly low prices. If you haven't seen the SD7, make sure to take a look at your next train show. I don't know how Life-Like is going to top this for their new SW9s and SW1200s (due real soon), but I understand that Kato will be including operating ditch lights on their next dash diesels.

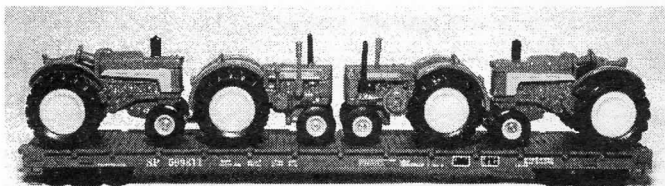


Fortunately, the trend for better "almost ready to run" models seems to be expanding into other scales as well. See Richard Wholf's column for new items available in S.

You sometimes can't resist the items you discover in the toy departments. Ertl is well known for their S farm equipment, and now have additional larger tractor and truck offerings appropriate for O, as well as three Historical Tractor Sets for S. These die cast metal tractors are available in sets of two for about \$5 per set at Wal-Mart and other stores. Although they appear to be S scale, farm equipment does come in a variety of sizes, I'm from the midwest, and so I couldn't resist placing them on a couple of HO flat cars. If you model S, you will want to purchase some of these, if not for a local farm or to ride on a flatcar, then for a farm equipment dealer's yard.



This 50 foot HO flat has the Case VAC (on the left) from the Case set, as well as the two tractors in the Deutz-Allis set (Allis-Chalmers "C" in the middle, and Allis-Chalmers WD-45 on the right). Although a little large for HO, they could pass.

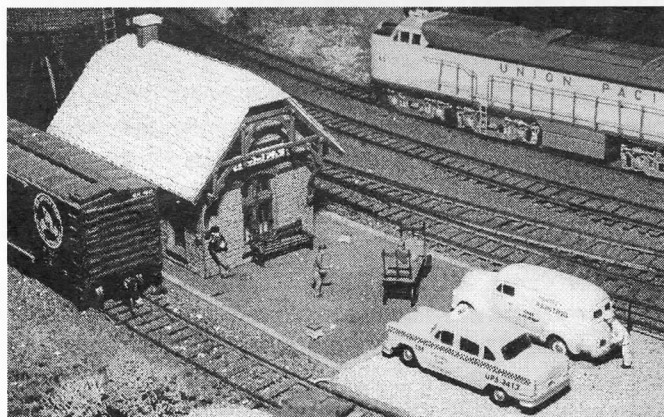


The John Deere Historical set includes the 630LP (on the ends) as well as the Model D (in the middle). The 630LP is almost too wide to fit the top of the 60 foot HO flat, but a few of the Model Ds would make a rather handsome heavyweight load. They obviously would look great on a 50 foot S flat. Be sure to add the appropriate tie-downs (not shown here).

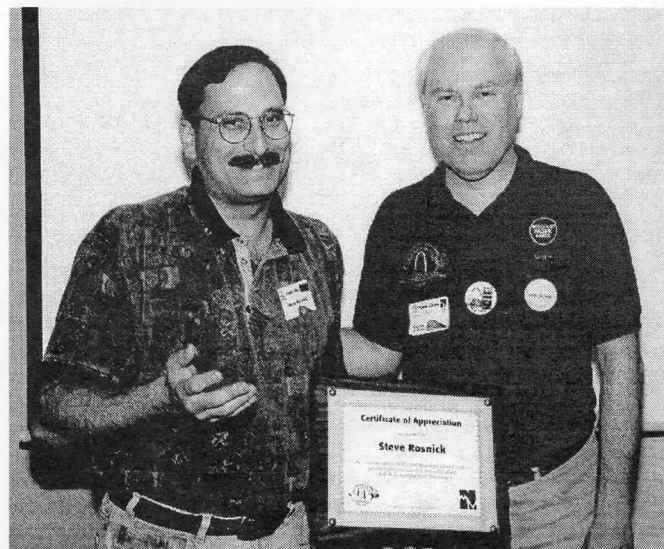


The Case International set features the Farmall F-20 (on left) and the Case VAC (on right). Some Preiser HO figures and an HO Wiking Deutz-Fahr tractor are included for comparison. The Farmall is obviously S (maybe even O). The Case may pass if you don't put an HO figure on it (like I did). However, these would look wonderful on an S layout somewhere ...

A couple of people and vehicles add interest and action to Essex station on Dee Joseph's Harriman-Hill System (another great layout on the "Gateway Getaway" tours).



And finally, Steve Rosnick was one of the clinicians at the Gateway Division's fall meet. We gave him a Certificate of Appreciation anyway, in appreciation for his stress tolerance. All the electronics he brought to show worked fine, it was just the "el cheapo" transformer he used to power it all that didn't work. Fortunately, he got a replacement transformer for his second clinic. However, we never did figure out why the electronic systems suddenly died on the first couple of layouts we visited just as Steve walked into the layout room ...





# Member Aid Is Members

by Richard Lake  
Member Aid Chairman

In August I was asked if I would take over as Member Aid Chairman. After asking a few questions about the job, I agreed to accept the job. I am still not completely clear what I can do to aid members, but I will certainly try to be assist members with questions and concerns about the organization and the hobby. At this point there have been no requests for aid, but I have been asked by the editor to write something about Member Aid for the *Kibitzer*.

In this first column let me introduce myself and take the opportunity to talk about what I see as the major benefit to being a member.

I am a teacher at St. Louis Community College at Florissant Valley. I'm married and we have two grown daughters. I have been a model railroader for over 30 years. I do not currently have an operating layout although there have been three layouts started over the years. My wife Venita is also an active model railroader. We are currently working on layout design for what we both hope will become a first-class, operational layout. I have a special interest in the Rock Island. My father was trainmaster and superintendent at various division points and I spent five summers in high school and college working a variety of jobs for the CRI&P back in the early 60s.

About three and a half years ago, as I began to get serious about the hobby after a long hiatus, I decided to join the NMRA. It was one of the smartest things I could have done. When I joined I really didn't know what benefit, if any, there would be. I was a member for a year back in the 70s but didn't see any reason to stay a member. This time I have discovered there are lots of benefits from membership at the National, Regional and Division levels. The single biggest reason is the members. I joined the Region in time to go to the 1993 Regional in Kansas City and while there met some members of the Gateway Division in St. Louis who convinced me to join the Division.

In the last three years I have learned more about the model railroading and have enjoyed the hobby more than ever before. I have had opportunities to operate on a number of layouts, which is a great treat since I don't have a layout. I have had the opportunity to share my knowledge with others by doing a couple of clinics at our monthly Division meetings and most recently at our annual fall meet/train show. I have learned from others who do Division clinics and have had a chance to do some hands on learning with the two project layouts the division has constructed.

All these activities have made me increasingly aware of how important it is to have contact with other model railroaders. There are some areas where I consider myself reasonably expert and other areas where I am woefully ignorant. What I have come to realize is that this is true for many of us. Being an NMRA member has helped me establish contact with people who share my love of trains and are eager to help me

develop as a model railroader. Venita and I went to Atlanta this summer. It was our first experience with the National Convention but it will not be our last. Just as I have found the division and region members willing and eager to share knowledge and skills, I discovered the same thing with members from all over the country in Atlanta. I know that my experience is not exceptional, but whenever I find myself trying to convince someone to join the NMRA, it is this aspect, members helping members, that I emphasize.

When I was trying to think about what to say in this column the first thing I thought of were all the members who have helped me since I joined. I hope that during my time as Member Aid Chairman I can be of some help. I plan to write a short column each issue. I would like to focus on your questions and concerns. My address is listed in the Call Board and below, write and let me know how I can "AID" you.

Richard Lake  
Member Aid Chairman  
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# Gateway to the West Railroads and the St. Louis Riverfront

text and photos by Brad Joseph

The St. Louis Riverfront has long been a gateway. If you go a long, long way back there were the canoes of "Pere" Marquette and his party who journeyed down the Mississippi. There were Native Americans before him who traveled up and down the Ohio and Missouri trading and making war. Following both there were Merriwether Lewis and George Rogers Clark. Today the Burlington Northern and Union Pacific join the names of the fur companies that traded on the levee 200 years ago: Rocky Mountain Fur and the American Fur Company

October 28 was the 30 anniversary of the completion of the Gateway Arch commemorating America's westward expansion, and that date inspired this issue's article. With next summer's MCOR regional meet in St. Louis, a visit to one of the area's premier railfanning locations seemed appropriate. To understand the Riverfront you must know something of the history of the Gateway to the West. It was in 1764 that Pierre LaCledé and Auguste Chouteau set up the first trading post on the Mississippi river that was to become St. Louis - named in honor of King Louis IX of France. Expeditions of exploration, trade and war headed west from

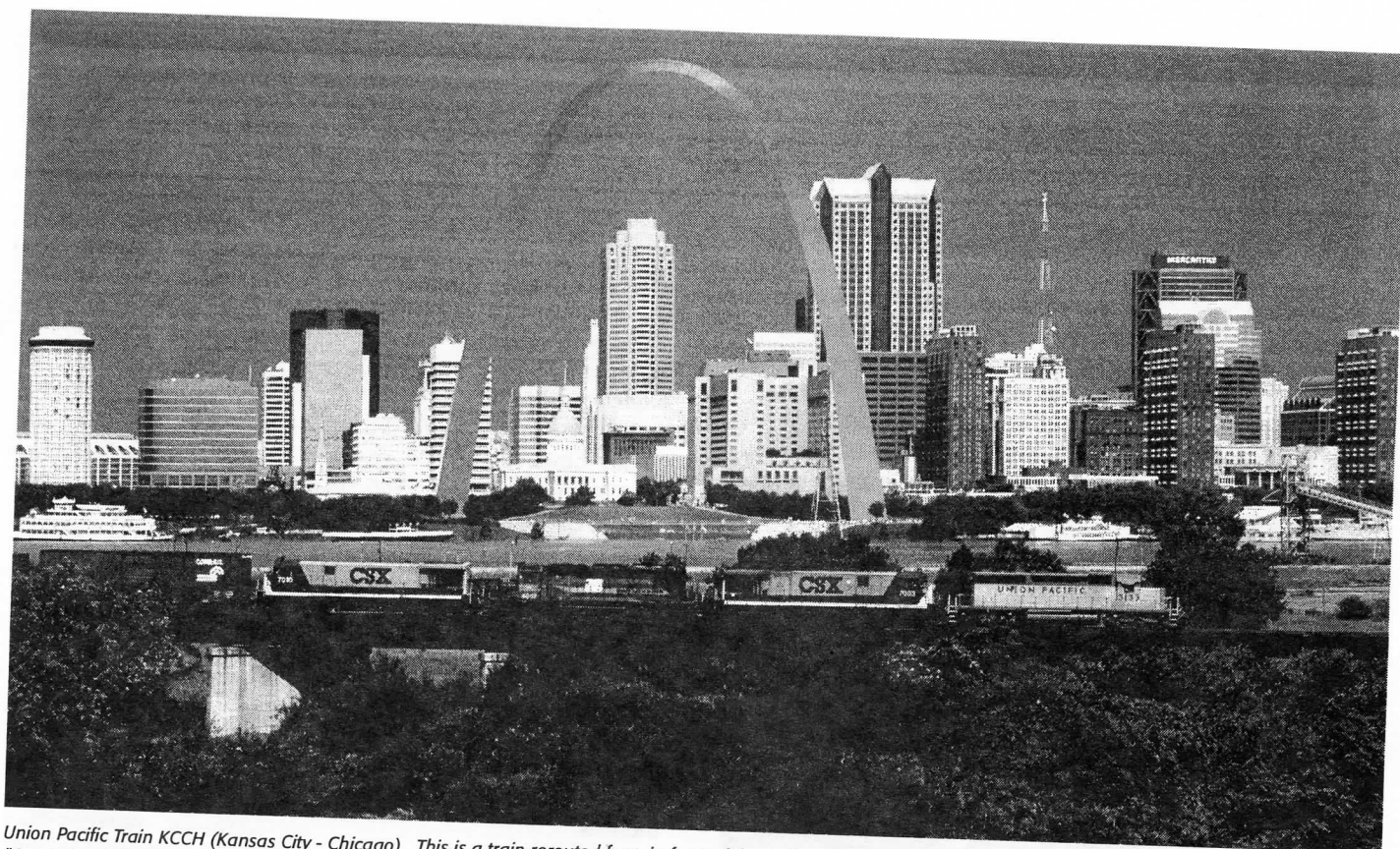
the spot just south of the union of the Missouri to the Mississippi river. The most famous journey being that of Lewis and Clark in 1804. In later years 49ers, homesteaders and settlers began many a journey here for the trails that led them west. Where steamboats lined the cobblestone levee (still in place), railroads gradually made inroads after the construction of the Eads cast iron arch bridge. Eventually technology progressed from canoes to flatboats to steamboats to SD70MAC's.

The Jefferson Expansion Memorial was first conceived in a different form in 1931 by Luther Ely Smith who had been tapped by President Coolidge to find a site for a George Rogers Clark memorial. Smith approached St. Louis mayor Bernard F. Dickman in 1933, and by 1941 a design had been chosen. The Arch was designed by Eero Saarinen who won the competition. Construction was started in 1961 and completed four years later. Today the Arch, our tallest National Monument, soars 630 feet above the spot where Manuel Lisa counted beaver pelts. What a backdrop for modern railroad action! It plays host to 2½ million people annually many of whom choose to ride to the top in a train (of sorts). The underground museum and theater chronicle our nation's westward expansion - hence the official name. When you visit don't ignore the Arch itself in quest of trains!

St. Louis' Terminal Railroad Association (TRRA) has operated the tracks along the Riverfront since they were first laid in 1885. Originally they were on a cast iron viaduct, portions of which still exist north of Eads bridge in the entertainment



*BN train with LMX Leasing GE units coming off the east approach to the MacArthur bridge on the Illinois side of the river.*



*Union Pacific Train KCCH (Kansas City - Chicago). This is a train rerouted from in front of the Arch due to the highest water in recorded history in St. Louis during the "Great Flood of 1993". Taken on August 1, 1993, after spending all night long sandbagging the River DesPere in south St. Louis, this was the actual high water mark!*

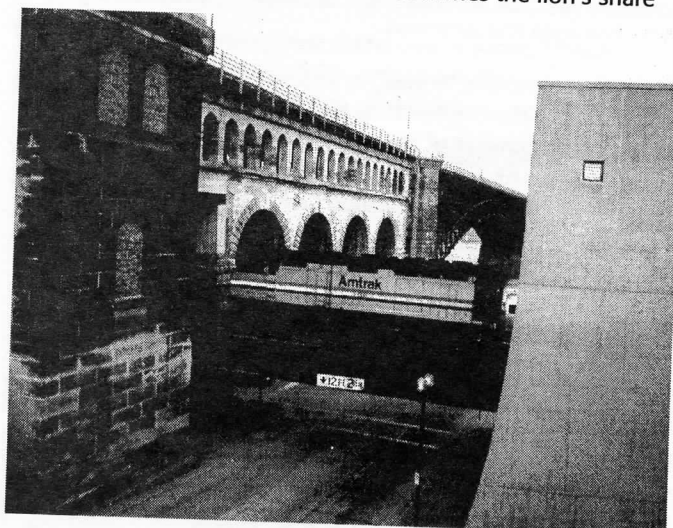
district known as Laclede's Landing. There are many good restaurants there to dine before or after shooting, and some excellent scenes with the stone and iron Eads bridge in the background. There is also a Metrolink station at Laclede's Landing. One can ride across the Eads bridge on the Metrolink today and go through the tunnel under the city to emerge on the south side of downtown. For many years passenger trains coming into or leaving St. Louis from the east took this route to Union Station. Now all Amtrak trains run through the two tunnels between the Arch and the river.

While the trackage is TRRA, you will see several different trains passing below the Arch. There is a great deal of BN traffic from their north St. Louis yard to the ex-Frisco yard at Lindenwood. The Chicago-bound Amtrak trains all travel along the Riverfront before crossing the Mississippi on the Merchants Bridge, and you will spy NS traffic to and from Luther yard as well. TRRA's red switchers are relatively infrequent visitors. Union Pacific trains coming from Chicago also travel this route.

If you chose to use the Arch as a less oppressive backdrop, the locations are almost too numerous to mention as is the variety of trains. From the east side of the river you can photograph CSX, SP, SSW, Gateway Western (with their Arch logo), Alton & Southern (St. Louis' other switching railroad), C&NW, Conrail and Metrolink. A wonderful photo of downtown and Metrolink trains is available from the road leading to the Casino Queen riverboat on the East St. Louis Riverfront. While many of these east side of the river

locations are very desirable to photograph, some are in decidedly unsavory areas - so I recommend the south side of downtown on the Missouri side of the river as the best spot for railfan visitors to the city.

A perfect location exists on the abandoned approach to the MacArthur bridge just south of Busch Stadium. The bridge, named for the TRRA president not the United States president, is closed to auto traffic but carries the lion's share



*Northbound Amtrak train "Ann Rutledge" under the Eads Bridge on the Missouri side of the river north of the Arch.*



of trains across the river now. The entrance ramps are now parking for the world headquarters of Ralston Purina and are easily accessible. In the foreground you will find Gratiot Tower - the busiest in the metro area. Here you will see almost all trains that go beneath the Arch, plus all the east-west traffic over the MacArthur bridge. You may also see one of Anheuser-Busch's Manufacturers Railway transfers with their beautiful green, gold and white locos!

You may want to move further west, past the 200 year old residences of Compton Heights and Lafayette Park, down Choteau Avenue and view traffic from one of several road bridges that cross the Mill Creek Valley. The Mill Creek has long since disappeared but the 23rd street yards of the Union Pacific that run east-west still follow its course. Here there are some great opportunities to photograph trains, especially in the evening light with the Arch once again as a dramatic focal point. You can also get the renovated Union Station shopping complex and the Edison Brothers Beaux Arts painted warehouse in your photos.



Westbound Metrolink train with the Edison Brothers Warehouse in the background taken from Mill Creek Valley. Lots of UP and BN traffic along with Amtrak here at the 23rd Street yards.

I have always aspired to give my railroad photos a "signature" that will make them interesting to anyone who may see them. Perhaps the character of the railroad can be captured, such as the windswept high plains of Sherman Hill, Wyoming with a UP train, or Conrail on Horseshoe Curve as two extreme examples. There is no better "signature" for photos taken in St. Louis than the Gateway Arch. It will identify your shot's location to millions around the world, even if the significance of its history is lost on them. You know there are some days that I have been waiting for a BN train along the cast iron viaduct north of the Arch, among the old fur warehouses of Laclede's Landing, that I can almost hear the steamboat whistles and hustle and bustle of the old days on the cobblestone levee!

*Make sure to railfan St. Louis when you visit for the 1996 Mid-Continent Regional Convention, the "Gateway Getaway", June 27-30, 1996!*

## MCoR Achievement Program

by Brad Joseph  
MCoR AP Chairman

As a Gateway Division member, I spent a great deal of time recently preparing for our Fall Meet in Belleville, Illinois. I know that some of you attended and I hope that you enjoyed yourselves. As Contest Chairman for our Fall Meet, I got the opportunity to see some spectacular entries and meet lots of modelers whom I had not known previously. By the way, we had an excellent turnout with 119 entries - nearly double last year and our largest ever! While the number of models that were merit judged was small, each of the four modelers who entered received at least one merit award.

The downside to the time involved was lack of being able to model railroad myself. Even though my layout was on tour, I did not get to *any* of the major projects I had planned to have done. Where does all this lead? To the weather of course! The last 4 or 5 weekends here in the St. Louis were beautiful fall weather - but not tonight. The temperature is dropping, it's raining and windy, and in short it is a perfect night for model railroading! This is the time of year when we can really get to work on all the projects planned over the summer months.

May I suggest that you look over the AP requirements and see where you stand. Can some of the projects you have planned apply to AP certificates underway? Can you modify some plans so they do apply? A good example is my friend John Winter. He is in need of some scratchbuilt rolling stock for a certificate but couldn't quite decide what he needed for his layout. The solution: scratchbuild several Sn3 cars for a friend's stillborn layout! Perhaps you could scratchbuild a bridge where you planned a store-bought kit. Maybe at the next operating session you should try a different position that would garner you more points toward Chief Dispatcher? The whole point being that with eleven different certificates to choose from, and many requirements for each, there *must* be something you have underway or planned or done that qualifies! Get hold of your Division or area AP Chairman or myself and let's find out!

I would also like to touch lightly on the recent debate that has had some press in the *Bulletin*. Namely the feeling that many members are left out by the NMRA "cliques". That perception definitely exists, in my opinion, and we must all do our best to eliminate it. The AP program in particular has that reputation. There is *no better place* to dispel this myth than the AP program. Any member who knows someone whose work will apply towards a certificate should contact the Division Chairman, or better yet introduce them personally. New members in particular should be introduced to the AP program as it is a valuable membership benefit. As a new member, people can at once begin to plan their path to Master Model Railroader. I bet that each and every member knows someone whose layout qualifies for the *Golden Spike*



**Award.** Perhaps these people are not yet NMRA members - all the better! Explain that their layout qualifies for an award and it may be an inducement for them to join. If they are a member either submit the paperwork for them or encourage them to do so themselves. Let's get them the recognition they deserve. AP activity has been lax this year, with a drastic drop in *Golden Spike Awards* in particular, so let's find some folks to get started!

Enough commentary. One more order of business and I will get on with the status report. Just as I was writing this column I received a letter from Richard Yungclas of Ames, Iowa. Richard has been a member of the MCOR AP committee for some time and now he must resign due to some personal obligations. I want to personally thank Rich for his assistance during my brief tenure and I'm sure the Region joins me in thanking him for his service!

## Achievement Certificates Earned Since 6/95

Doug Taylor: motive power

Brad Joseph: volunteer

Charles Marchbanks: volunteer

Randy Meyer: author

Joe Mock: volunteer

Stephen Titus: rolling stock

Pete Sanborn: scenery

Richard Schumacher: author

Don Swafford: rolling stock, motive power

Al Warren: scenery, rolling stock, electrical, civil

Dean Windsor: motive power

John Winter: electrical, volunteer

Doug's *Motive Power* certificate gives him all eleven AP certificates. As of October 1995, there are only three NMRA members who have attained all eleven certificates, so the air is pretty thin where Doug is modeling. More on this in another column, but for now *congratulations and job well done Doug!*

## Merit Awards Since 6/95

Leonard Anderson

Ken Breher

Fred Hulen

Mark Malmkar

Ralph Miller

Ron Morse

Dan Osborn

Doug Taylor

Marty Vaughn

Warren Weston

Dean Windsor

Bruce Brantner

Charles Deshon

Donald Johnston

Bob Miano

Joe Mock

Cynthia Priest

Don Swafford

Don Taschner

Al Warren

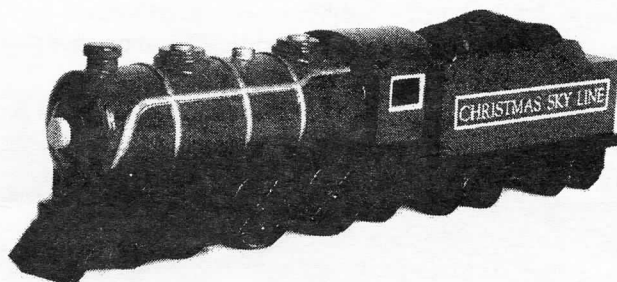
Don Wetmore

Some of these ladies and gentlemen earned several merit awards during this time period.

## Golden Spike Awards Earned Since 6/95

Leonard Anderson

While still attempting to master the intricacies of AP record keeping I will let you know that I may have inadvertently overlooked someone. If so, please accept my apologies and call the error to my attention so I can correct it at once. Also if there is any paperwork pending for any member that I have not acknowledged, please make me aware of it. Good luck, good modeling, and have fun!



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# The Details: Starting a Wood Structure

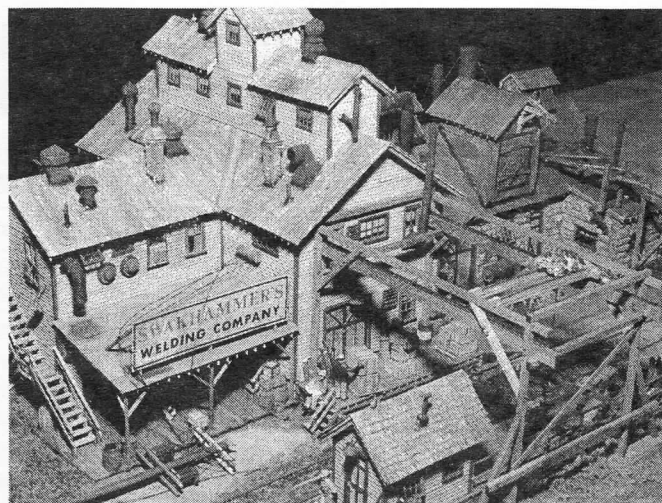
by Phil Sheahan, photos by Gary Hoover

The place for a highly detailed structure is the foreground of your layout. There it can be best seen and appreciated. Keeping this in mind, you want to keep thinking "this is my masterpiece, the best I can do." A highly detailed structure in the foreground will be where visitor's eyes will focus.

I highly recommend that you start by obtaining a piece of wood clapboard siding to practice the techniques and tips I'm sharing with you. When you can obtain the results that you want on the practice siding, that is the time to proceed with building that craftsman structure.

**Hint:** When selecting your first structure, remember that the more detail, the easier it is to hide minor flaws.

Collect the following tools and materials: Coffee can with lid, extra plastic coffee can lid, india ink, quart denatured alcohol, Elmers white or carpenters glue, paint (your choice of color), driftwood stain, pin vise, straight pin, paint brushes, two right angled blocks (angle plate and combination square head or whatever works for you), clamps (optional, plastic adjustable recommended), Xacto knife or single edge razor blade (sharp ones, but don't slice your fingers!)



1. Paint and detail the walls while they are still flat. Brush paint all the walls, on both sides, with driftwood stain. Let sit overnight before continuing with the next step.

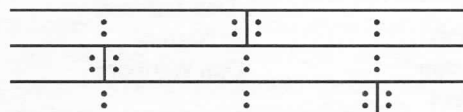
2. Stain, not paint, the outside of the walls the desired color. You accomplish this by using new, thoroughly shaken paint full strength for a wood building in good repair.

3. For an aged structure, you have two options. You may stain or paint the walls with full strength paint followed by a drybrushing with Floquil concrete. My drybrush technique is to dip the brush in a small amount of paint, and using a paper towel, take about 95% of the paint off the brush.

You may also use rubber cement applied with a toothpick to simulate peeling paint. The rubber cement is removed with an ordinary pencil eraser after the walls are painted. I apply the paint by dipping the brush into a jar of clean new Dio-sol or lacquer thinner, and then dipping about one-third of that brush in the paint. This procedure provides plenty of color variation and also shows off the effect of the driftwood stain.

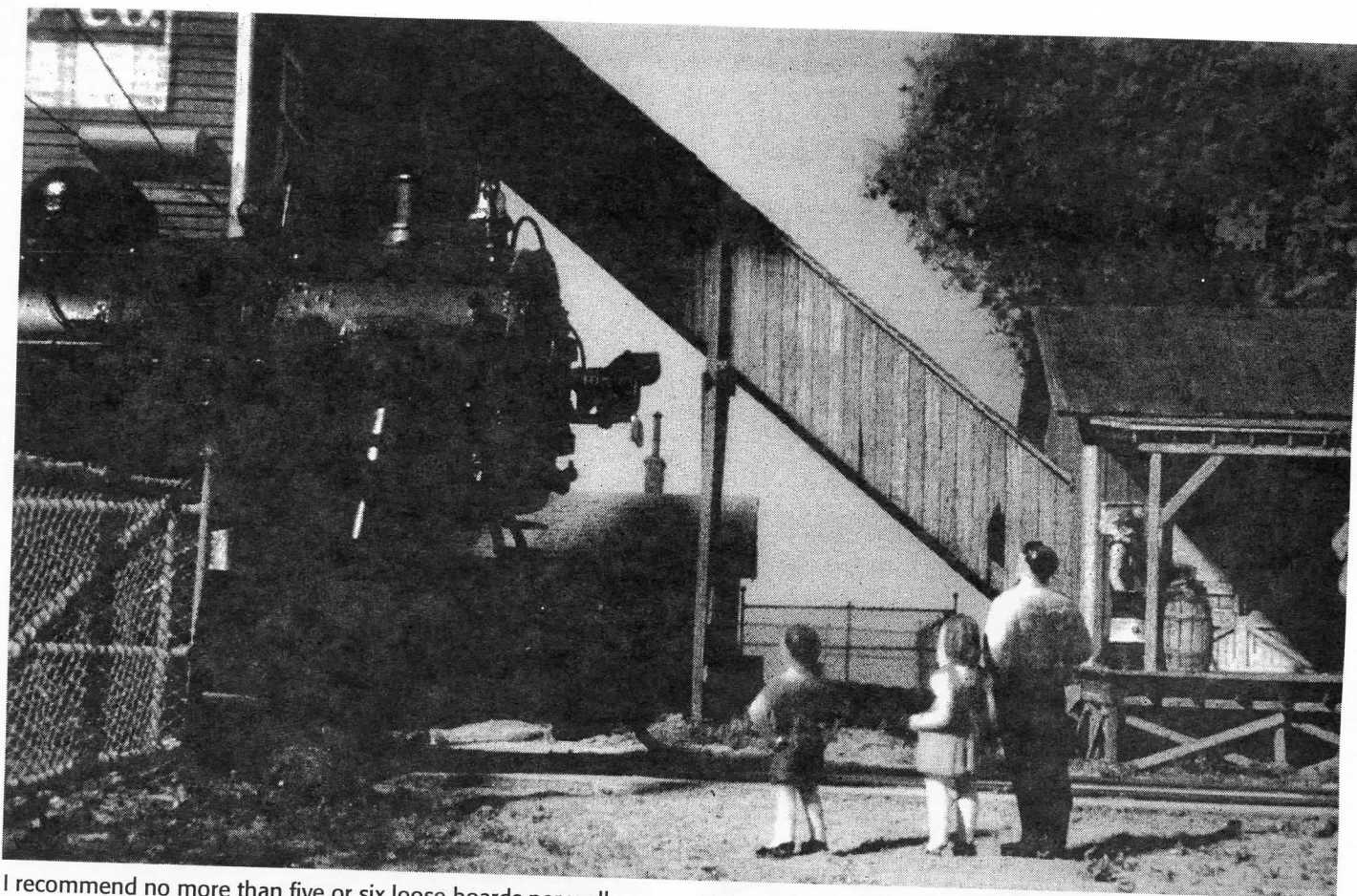
Basically at this point you are going to scrub paint onto the surface. This is very hard on brushes, so a recommend using cheap brushes for this step. Acid brushes, although cheap, are not small enough to use for this step.

4. Using a straight edge and the straight pin installed in a pin vise, simulate nails. Start on each end and put in two nail holes per board. After the ends are complete, I usually run rows vertically off the window opening edges. Finally, use your scale to divide the remaining spaces equally and run more holes vertically. Periodically simulate board ends with your knife. Add extra nail holes around the board ends.



Gently, using your knife, score some of the vertical board ends deep enough to slide the knife under the raised clapboard edge to simulate a loose board. This is very easy to overdo!





I recommend no more than five or six loose boards per wall. If you break a section off, glue it back on, but as if it is hanging there by a single nail.

This whole process is somewhat tedious, but it adds a lot to the final appearance of the model. I don't worry about "scale width" between the nail rows, but you may wish to consider and model that construction. Studs within many structures are usually 18" or 24" apart. This will usually require many more nail holes however.

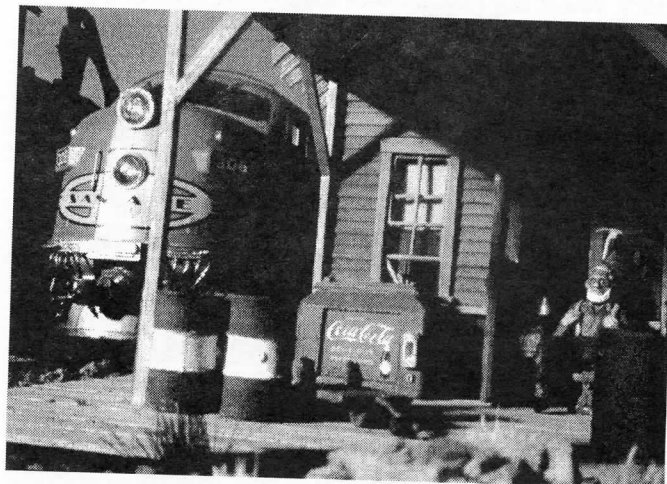
5. Apply any "painted on" signs to the building. If using a paper original, turn it over and gently sand (using very fine sandpaper) the sign thinner, especially at all the edges. Take care during this process, as you want an intact sign! Sand until the sign is thin enough to easily and neatly conform to the clapboard walls. Coat the back of the sign with diluted Elmers glue (about 1 to 1 with water). Position the top of the sign where you want it and, with your fingernail, press down one row at a time until the entire sign conforms to the texture of the clapboards. Go back over the sign and simulate nail holes to complete the effect.

6. Make an india ink weathering stain with one tablespoon of india ink added to a quart of denatured alcohol. I keep this mixture in a coffee can. Stain the walls to age and weather them using a very cheap brush (like an acid brush). Don't ruin a good brush applying this mixture. The stain will accent the nail holes and board edges.

7. I use the straight pin installed in a pin vise for most of my glue applications. It tends to stop you from using too much glue and white glue cleans easily from the metal pin. It also allows you to reach and glue places that are tough to get at any other way.

Use a plastic coffee can lid as your glue palette. When white glue dries (by the next day), you can flex the plastic lid and the remaining glue will peel right out.

When you edge glue the walls, avoid getting glue on the front surfaces. Paints and stains to not cover the same on areas of wood which have been glued.





## Modeling Tips & Tricks

To share your modeling tip, simply call or write me ... what could be easier? Hank Kraichely, 716 Reinke Road, Ballwin, Missouri 63021, 314-394-5151

### Styrene Concrete

by John Winter, Breeze IL

Making styrene look like concrete is much easier than it sounds! On my layout, the "JDS&E", I decided to use sheet styrene for my service platforms in the engine facility.

I first scored the sheet into 12 foot squares using a hobby knife. I then laid the sheet flat and block sanded to remove the high spots left over from the scoring process. I cut the sheets to fit between the tracks and sanded the edges.

I then airbrushed Floquil Concrete as the base color for the platforms. After the sheets have dried, it's time to give it the look of real sand, gravel and cement. Very lightly airbrush the entire surface with Floquil Rust.

This final step gives the concrete a brownish tint, the color of aged concrete! I, of course, then add copier toner to give it a dirty look. You may want to add stains with dirty thinner or any other weathering technique you prefer.

### Inexpensive Paint Remover

by Hank Kraichely, Ballwin MO

Ever had a painting project not come out as expected? Or maybe had paint creep under your tape during a two or more color paint job? I'm sure we all have. I know this has happened to me several times.

I have found an inexpensive way to remove the paint in preparation for a second try. This method utilizes automotive brake fluid as the cleaning agent. Today, there are many commercial products at the local hobby shop which address this need but they are priced at approximately three times the price of the brake fluid.

Using a paint tray (designed for rollers) simply place the model in the tray and pour on brake fluid until the model has been completely coated. Let the model stand for 5-6 minutes and begin brushing with an old tooth brush. As the brushing removes the brake fluid, simply dip the brush into the deep end of the pan, pick up additional fluid, and reapply. Follow this procedure of waiting and scrubbing until the model is clean. *Do not submerge the model and leave for an extended period of time since some plastics will be softened by the chemical action.*

Once you have removed the paint, wash with mild dish soap using an old tooth brush to scrub the vents and small details. Let the model air dry and your ready to paint.

## Rock Casting

by Randolph Meyer, Creve Couer MO

Have you ever looked at someone's layout and wondered how they did all the rock castings? There are basically two methods, dry and wet.

The dry method allows the modeler to mix large batches of plaster at a time. Have several molds ready and pour the plaster into molds until your supply is exhausted. This method eliminates the potential waste that can come from too much mix for the mold. Once the castings have set up, they can be applied to the layout in a jigsaw fashion. Simply dampen the back of the rock casting and the layout location. Then, apply a mix of soupy plaster to the back of the mold and hold it in the desired location until the plaster sets.

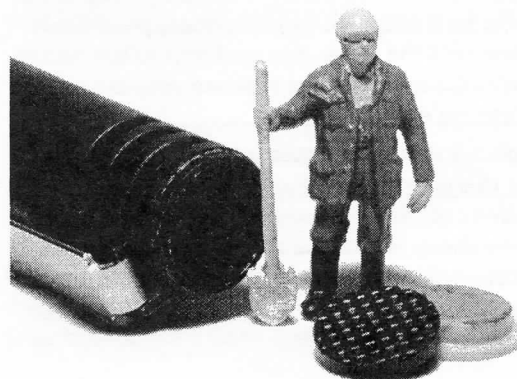
The wet method requires a little more planning. Since the castings are placed on the layout while wet, you probably can only cast one mold at a time. This "one mold per mix" presents a problem in determining how much plaster to mix per batch and avoid having either too much or too little plaster to complete the casting.

Over the years I have come up with the following method which insures ample plaster while avoiding waste. The key to this solution is to obtain the proper amount of water. Submerge the mold into the water with the mold cavity up. Pour the water from the filled mold into your mixing bowl. Dip the mold a second time, filling the mold to 1/4 of its capacity. Add this water to your bowl and you now have the exact amount of water to make enough plaster to fill your mold. Finally, stir in plaster until it reaches the consistency of pudding, and pour into the mold.

## Manhole Covers

by John Winter and Richard Schumacher, Gateway Division

The cap end of Faber fine Uni-Ball pens were obviously designed as an HO or S manhole cover. A new X-Acto knife will easily cut off the cover (cut flush with the lip on the side, it's almost like they provided a cutting guide!). The photo shows the pen, a cut off manhole cover end, a Preiser HO figure, and a Walther's Cornerstone street system HO manhole cover for comparison.

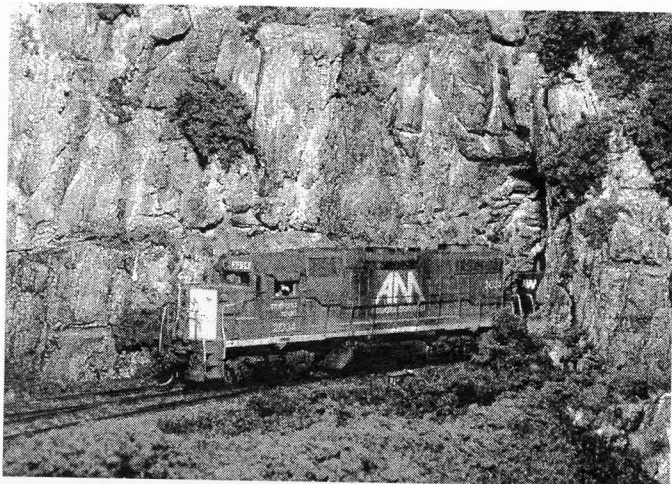


# Operation Department

by Bob Amsler, photos by Rich Schumacher

The best sort of layout, from an operator's point of view, is point to point with staging at both ends and additional staging at one or more intermediate locations. This provides a "beyond the basement" railroad. It fixes the layout as a piece of a larger railroad. In St. Louis where I live, I see a number of different trains going to and from the yards. Many of those trains cross the MacArthur Bridge, coming from somewhere to the east of my vantage point. They enter the various yards around town and are broken up, sorted, and sent along to either another yard or the customer.

As a frequent train rider from St. Louis to Kansas City, I know how the trains are run between those points. I have traveled the Sedalia Sub a number of times and I know the route from Jefferson City well. But I am not as familiar with those points of the old MoPac west of Kansas City since I have not viewed those. I have read about them, but I do not have the same feel that I do for the stretch of track from St. Louis to Kansas City. It should be the same on our railroads. There should be a feel that we are looking at a stretch of railroad. Trains enter from one direction, travel over a stretch we know, and exit in another direction continuing the journey. Hidden staging serves as the place from which the train came and the place where it goes after it leaves our empire.



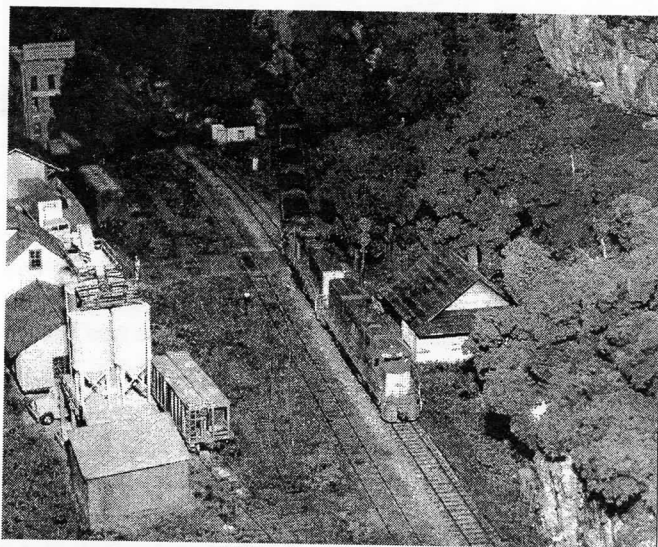
*Midland Road and N&W units lead the way on a run-through train with trackage rights on the Virginian & Ohio mainline. This train traveled between hidden staging at one end of the layout, to hidden staging past the Midland Road junction.*

Our model railroads are only a "snapshot" of a total system. No one has the space to model an entire railroad (unless they are modeling a small branch line or other similar operation, and even these did not exist in isolation from other railroads). Railroads are dependent on interchange with other railroads. The question is how to model the areas beyond our railroad, and the areas where other railroads interchange with ours.

One of the underused resources in the operator's bag of tricks is the use of staging. With this tool, a modeler can simulate

bridge traffic, run throughs, junctions, and interchanges. Each of these can add interest and operational possibilities. Successfully done, hidden staging can give this feel to provide fun and enhance operations.

One type of hidden staging is a short hidden siding that leads to a junction with interchange. A train from an interchange partner railroad can be hidden and then brought out at a designated time to drop off cars and pick up others. After the train has completed its switching chores, it can return to the hidden siding. This is very easy to model. It requires the investment of one engine, some cars, and perhaps a caboose. This train creates a reason for another train to arrive at the interchange and drop off and pickup cars. In addition, whenever either train is at the interchange, it will slow down operations on the main. Finally, it also generates traffic which will have to go to a yard and be sorted for delivery to a business on your layout or for a train headed off the layout (into another staging area).



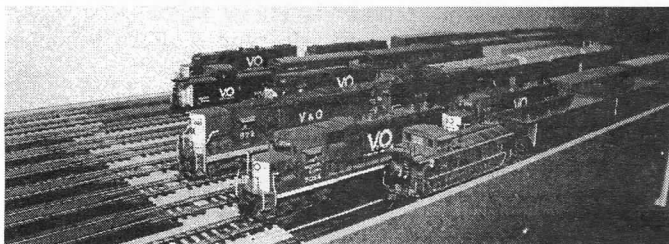
*A Midland Road coal train emerges from hidden staging at a junction along the main of the Virginian & Ohio*

Staging found along the railroad, but not at the ends, may also simulate a junction to another division providing additional traffic. The operational possibilities are amazing. Even if you do not have the space for a full train to interchange, one may be simulated through an electronic circuit that "flips a coin" as your trains approach the junction crossing. The circuit could set the crossing to red, indicating to your crew that the crossing is occupied or still fouled by the other railroad's train, or it could set the signals to green indicating that the crossing is vacant.

Another type of staging is a hidden track from which a train is run into a yard. The yard can be nearby or some distance from the hidden track. This track represents either another railroad which has running rights into your yard, or another division of your railroad which connects with your "snapshot". You could have the engines of a neighboring favorite railroad make an appearance on your railroad, and hopefully quench your thirst for that other paint scheme. Moreover, this provides for another train to run and mix with your own. It

adds cars which must be switched and sent to the proper location (either at an industry or to a hidden staging yard). Don't forget that the train must leave the yard with other cars and return to either its own railroad or its own division.

A railroad with staging at each end can represent a piece of a railroad with extensions beyond what is modeled. Trains may come out of hidden staging and run immediately into a yard. There it would have to be broken up and the cars sent to their proper destinations. The hidden train could also come out of staging, run past the yard, around the layout and into the hidden staging at the other end. This train could represent a through train or unit train. You might expect that train to be a high priority fast freight, container train or even a passenger train. It could also be a coal train in dedicated service between a mine and a power plant.



*Virginian & Ohio trains are ready to roll from this hidden staging area. Note the use of rereilers on each staging track to assist changes of equipment.*

Each of these trains provide reasons to run equipment from another favorite railroad as well as slow down operations. In my last column, I showed how slowing down the mainline operations increases the time it takes to reach the next town, allowing for realistic switching operation time and permitting the necessary paperwork to be completed. The addition of one of these trains with a car card system, creates another train to wait for without hardly any additional paperwork.

Think about where you might add some hidden staging. Can you put some on the ends of your layout? Can you add a track along a wall to act as either an interchange or crossing? Is there enough room to hide a train and provide for some running at the interchange or crossing? If not, think about an electronic coin flipping circuit. This will provide operating fun without any investment in rolling stock or engines. It will only require some track and maybe a building or two.

Hidden staging is a valuable tool to heighten operational possibilities. In addition to making your layout seem more like the prototype by existing beyond the layout, you can add more jobs to the railroad. Someone will have to run that train from the hidden staging to its destination. Someone will have to run another train back to the hidden siding. If the hidden train goes to an interchange, the local will have to switch the interchange. So in addition to adding operational interest, the hidden staging serves to create a job or two for other operators.

There are many benefits to hidden staging. Each of these will increase the operational enjoyment and possibilities. Look around your layout and see where you can add staging. I promise you will enjoy it.

Until the next time, Highball!

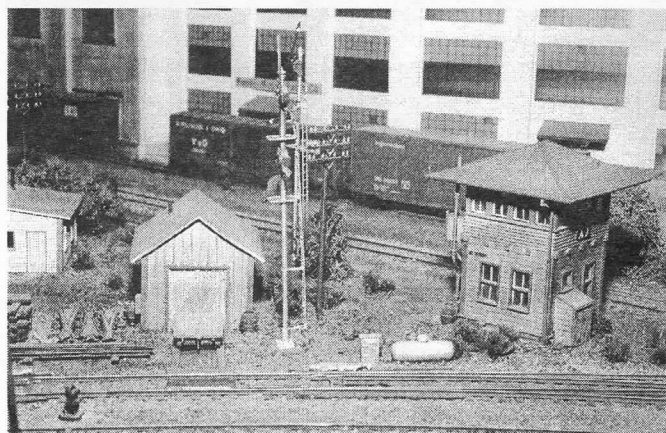
## Freight Yards and The Human Factor

by Richard Lake

I am fascinated by switching operations in a big yard. In my mind it is the most interesting aspect of operation. Much of the fascination probably results from three summers spent working for the Rock Island in the Armourdale Yard in Kansas City. (I also worked on a section gang for two summers before that, but that is another story.) I was a diesel fireman for two summers and foreman on the 3 to 11 p.m. train yard crew for one summer. The experience, especially the summer as a switchman, certainly has influenced the era I model and the kind of operation I am interested in.

As my layout moves from concept to design, one of the major hurdles is the creation of the main yard. I want as large a yard as I can work into the design. A big yard on a model layout represents some real compromises. Space given to a yard means space taken away from other things - the mainline, the branchline, and the industries which justify the existence of the railroad. One solution would be to give up on a major yard and rely on hidden staging. But I am really interested in operations and the yard is a major operation center. The challenge is to get the maximum number of tracks with good operation potential.

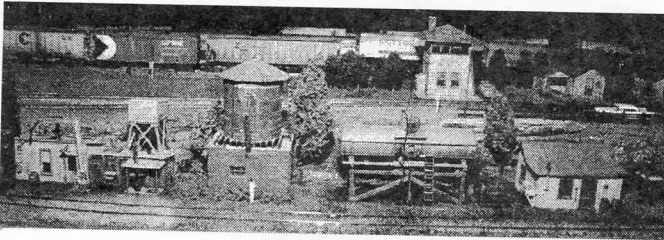
An important part of the plan is creating a yard environment that looks real. Real yards have to accommodate the "human factors." During the past few months I have had the opportunity to visit quite a few layouts thanks to trips to Des Moines and Atlanta and the Gateway Division's annual fall meet. At each layout I found myself looking most closely at the yards. How much yard has this modeler been able to incorporate into the overall design? How is it organized? What are the operational pluses and are there any minuses? What is modeled, what is suggested, and what is missing?



The first of these factors are roads and parking areas. Crews have to get to work. This means that there have to be roads that come all the way into the yard. There also have to be parking lots at the edge of the yard. How much parking is needed depends on the size of the yard and the era modeled.



My prototype experience covers 1957 through 1961. My modeling cutoff is 1958. That means I am modeling in the days of five man crews. In Armourdale Yard in 1958 there were as many as ten crews assigned to the day and afternoon shifts. This means space for thirty switchmen to park cars near the yard office. Engine crews reported at the roundhouse. Parking space was needed there for another twenty. And this is only covers the operating crews. There were gandy dancers, car knockers, hostlers, a yardmaster, a trainmaster and a lot more people whose jobs and titles I don't remember. There must have been at least a hundred people working in Armourdale on one shift on any given day. Obviously no one want to provide that many parking spaces on a layout, but creating the illusion of reality in a model yard means that roads and parking have to be included. Most modelers aren't going to build a yard the size of Armourdale, but even a medium sized yard would have several crews. So roads and parking lots have to be included in the design.



In my days on the Rock Island, crews got a thirty minute dinner break. It was "dinner" regardless of whether it came at 4 a.m., noon, or 9 p.m. In Armourdale we put the locomotive in the "belly" and "went to beans." There was a cafe just on the edge of the yard. It was a real greasy spoon operation, but it was where nearly everyone ate. It wasn't owned by the Rock Island but as close as it was to the yard office it was probably on Rock Island property. It was open 24 hours a day, every day of the year. Railroads don't shut down for holidays and the cafe served crews. It wasn't very big. The counter was L-shaped and the place could probably serve no more than twenty people at one time. But, it was an essential part of Armourdale. Realism in the model means I have to try to figure out where to put this.

The next piece of the human factor involves the union and management relationship. Once a week job openings were posted for bids. There were announcements of meetings, contract negotiations, and all sorts of miscellaneous information from both union and management. Regulations required that these notices be posted where every crew member had access. Engine crews found theirs on a big board in the office at the roundhouse. Switch crews found theirs on the second floor of the main yard office. This means that the roundhouse on the layout needs to have an office area as well as stalls for servicing engines. The yard office was located in on one edge of the yard and in the middle of the east-west length. So there is another structure which needs to find space on the layout.

Eight hours is a long time and during that time it is going to be necessary to go to the bathroom and there isn't a toilet on a switch engine. When you have to go, you have to go. There

weren't a lot of places in the yard but besides the facilities in the roundhouse and yard office there were a couple of pretty crude buildings about the size of a one seat outhouse but with indoor plumbing. At least one of these was located near the far end of the yard away from the roundhouse. It was a logical location because there weren't any other office facilities at that end. Years ago there was a regular column in the *NMRA Bulletin* on "biffys." Yards have to have them.

Other small structures scattered through the yard allowed a crew to get out of the rain and snow while they got the next set of moves from the yardmaster. These building would be a good scratch building project since they are nothing more than four walls, a door, and a roof. The building were 8 or 10 feet wide, not more than 6 feet deep and maybe 8 feet high. There was no foundation and the floors were usually dirt. The switch shanties were pretty crude but they too served an important function.

We must include tool sheds for the section gang. These were even smaller than the switch shanties but they did have a padlock on the door to secure the tools at the end of the day.

At the east end of Armourdale there was another essential structure. I don't remember the job title, but the guy who worked there was the person who got transfer drags clearance to leave the yard and go out onto Kansas City Terminal trackage. This building was a little nicer than the shanties since somebody was in there 24 hours a day. It had a couple of windows and there was a stove for the winter.

One final human factor to consider. Road crews are at home on one end of the run and have to "layover" at the other end. During my two summers as a fireman, I got called several times for a Kansas City to Herrington, Kansas road turn. Herrington was home for the crew on this run except for me. When I got to Herrington I had to find a place to stay. The Rock Island didn't put me up and they didn't pay my hotel bill. I needed a place close to the yard and cheap. About two blocks from the yard office there was a railroad "flop house." It probably only had six or eight rooms to rent. For about \$8 a night I got a room and a bath - down the hall. It was a two story wood structure not much bigger than a big home. It wasn't fancy, no pool, no TV, single bed, one straight back chair and a small table in the room was it. The only people I remember staying there were railroad employees.

In Herrington too there was a railroad beanery, just like the one in Armourdale - it was a very short walk from the yard. In fact you passed it on the way to the flop house.

Everything we do in modeling involves some trade offs. Compress this building so it will fit into the space. Put that track through the bathroom because it is the only way to get a return loop from that end of the layout. I know that it is impossible to put every one of the human factors into a yard. But a switch shanty at one end, and a lean-to office attached to one wall of the roundhouse will help to create the illusion. Add a couple of roads and a couple of parking areas and it becomes clear that there are people at work. The next time you look at your yard remember the human factor.

# Imagineering

by Pat Harriman, MMR

Anyone involved in model railroading will find themselves involved in imagineering in a whole variety of ways as they work their way through the different facets of the hobby. Those hobbyists who choose to model other than prototype will find more opportunities than those bound to historical fact. Nevertheless, opportunities will exist on both fronts. Limitations of space or funding should not limit your imagination or inhibit your thinking. Experience has shown that an awful lot of modeling and operating can occur in a fairly constricted space. By the same token, an awful lot of modeling can be accomplished in a very short period of time and with little or no expenditure of money.

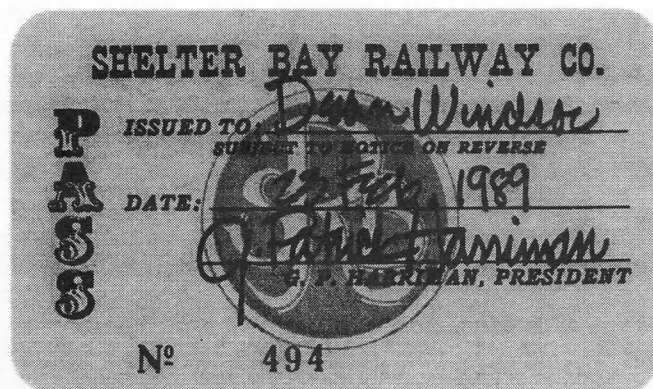
It is important to determine as early as possible who and where you are. What are your priorities? When is your railroad operating and where? Research your era and determine what the buildings look like, what clothes the people are wearing, what the preeminent industries were and how they were being services. In general, become as familiar as you can with that particular place and time. Even if you choose to build your own imaginary railroad in a fictitious location, it should be based on the reality that existed at that particular place in time.

Name your railroad using some of the same logic that original founders used to name the Westside Lumber Company and the Denver South Park. The "Shelter Bay Railway" came about because the pike is built in a bomb shelter and because I wanted a lumber schooner sitting alongside a wharf as a primary focal point. Any logic set will suffice in establishing a name for your railroad, but again use your imagination.

If you decide on a fictitious railroad, take the time to develop a history for that railroad. The history should include the founders, the reasons for its existence, historical high points such as expansions to new communities, acquisitions of specific equipment that have some significance, and lots of dates. If you can include a few facts that can be documented and somehow made to play a part in your history, the whole scenario becomes more believable. Start with the day that you were originally chartered and work your way forward to the day in history that you plan to model. Remember that whether you model prototype, freelance, or a combination of both, your history will lend credibility and allow you to do any number of logical things in the future.

As you're doing these things, begin to plan the actual layout and do scale drawings. The concepts behind your railroad will dictate the direction your plan takes as much as the available space will. Do not get in a hurry to start building. The more times you redraw or adjust a track plan, the better the final product will turn out. Call on other experienced modelers to critique your plan. It is much easier to redraw a track plan than it is to rebuild benchwork and reconfigure track that is already in place. You can't spend too much time

in the planning phase or exercise your imagination too much. As your track plan evolves, consider the places and industries you serve, the natural environment your trains will go over and under and through. The names of these places, like real places, might reflect the people you know, both family and friends. Larry Long's "Missouri Valley" railroad is a good example of a railroad that embraces the names of his children and many of his friends. The more you operate on this railroad, the more familiar and acceptable these places become.

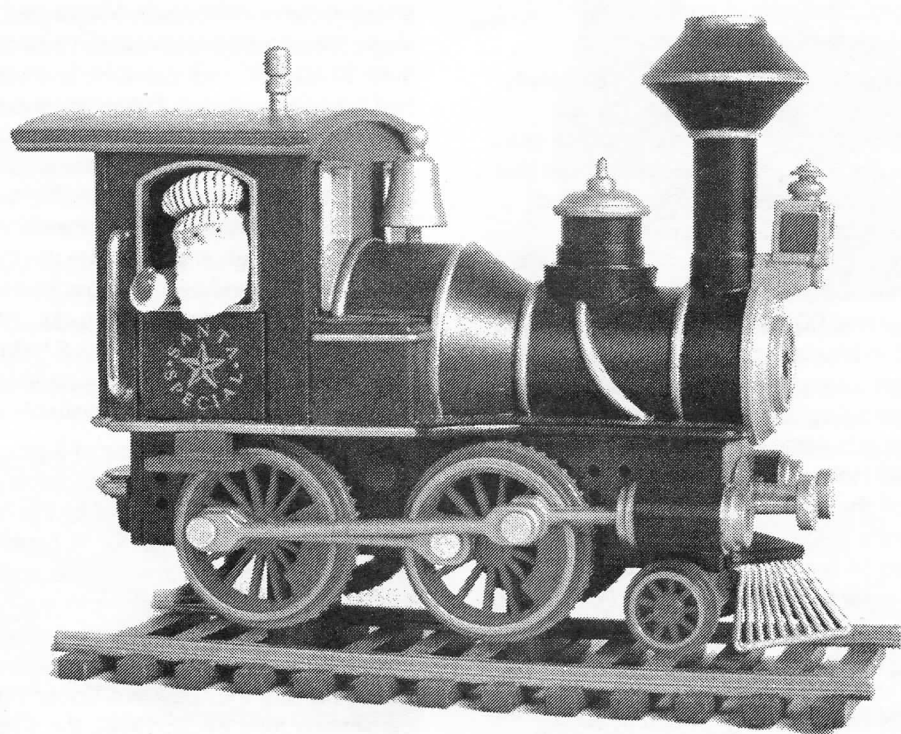


Many railroads had logos and this is a area where you can really have fun. There was every conceivable shape imaginable, some with a lot of reason behind them and others that were simply distinctive looking. Color schemes for motive power and rolling stock can also be very distinctive. Once you have established a name, a logo, and a color scheme, you can make your own decals or dry transfers and your railroad begins to take on its own personality. Ron Morse's "Forks Creek and Central" sports red roofs and red tenders. George Filkins and Joe Robertson have their own beautiful color schemes which are very distinctive.

All railroads issued passes which allowed people to ride trains free of charge if they happened to be issued a pass for a given year. The Missouri Valley and the Shelter Bay Railway also issue passes. In fact, there are quite a large number of model railroaders who trade their passes back and forth. These modelers use the pass exchange to share with one another aspects of the hobby they specifically are involved in. Model railroaders communicate on corporate stationary mailed in corporate envelopes sealed with corporate seals. In the near future, the Shelter Bay Railway will be issuing stock certificates in 100 share increments to perspective stock holders which is a little unusual.

The subject of imagineering as it applies to model railroading seems a bottomless well. In the future these fictional railroads will have their own train orders, train warrants, cloth patches, T-shirts, and all of them with corporate logos and color schemes. One fellow we all know has been in the hobby for thirty-six years or more, and because of his active imagination continues to find more ways of doing things and more things to do than your can believe. So use your imagination and, by all means, have fun.

*Season's Greetings*  
*from the*  
*Gateway Division*



*Please make sure to visit us for the 1996 Mid-Continent  
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the "Gateway Getaway," June 27 through 30, 1996*

*The Gateway Division proudly supports the publication of the Caboose Xibitzer by the  
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# 1:64 Modeling Fun

by Richard Wholf

Much as happened since our last visit. In late summer, the NASG (National Association of S Gaugers) held its annual national convention, this year at Altoona, PA. The five day convention drew over 500 attendees, and was most successful and enjoyable. Of course, the Horseshoe Curve, located just six miles outside Altoona, would have been sufficient reason to visit the area anytime. It's truly unbelievable to see the speed and amount of traffic that Conrail is almost constantly running over this steep three-tracked mountain pass.

One highlight for many of the attendees was to ride from Johnstown, PA, eastward on a special convention fantrip over the Horseshoe to Altoona. And for some of us, it was just as much fun to stand trackside waving to, and photographing, those S gaugers as they rode downhill past us. Other highlights included two operating convention layouts, manufacturers' displays, clinics, layout tours, various social get-togethers, modeling contest, annual membership meeting, train show and auction, and the banquet.

I attended the NASG Board of Trustees meeting as the newly elected Central Region vice-president. Paul Stevens, the outgoing Central vice-president, has served a number of years, and deserves our thanks and appreciation for his work in that office. Some of the reports covered during the "extended" (read as "long") BOT meeting included: Convention Committee report by Dave Held who explained that the 1996 Convention will be in Dearborn, MI (July 3-7), the 1997 Convention will be in Denver, CO (July 9-13) and the 1998 Convention will be held in Worcester, MA (July 9-13). 1999 and 2000 are open. Dave Bailey of the NASG Clearinghouse told of various items now being sold and discussed future possible items. Short reports came from the Standards and Contest committees. Will Holt of the Manufacturer's Advisory Group discussed in detail the annual S surveys. This information has been quite helpful to the manufacturers and its impact is beginning to be seen in the many new and varied items starting to enter the S market. Doug Peck, of the AF Car Committee, gave a run-down on this annual budget-funding project. He explained that the sales will be limited to 1,000 cars. This project is the main underwriting funds-maker for all facets and services provided by NASG. NASG's own magazine, *The Dispatch*, was discussed and a special publications committee was set up to assist the editor in maintaining high quality at the same time as cutting costs. The successful H39 freight car project was discussed by Josh Seltzer, who strongly recommended that the next project be S gauge in general, something that all S gauge factions could use, rather than specific to AF, hi-rail or scale. In fact, the emphasis on working for all S gaugers was something I heard repeatedly during the entire convention, for hi-railers and scalers alike. I was a most positive and fun convention!

Fall has brought exciting news in S. American Models announced they will be shipping a ready-to-run S train set in November 1995. This is the first new ready-to-run S gauge train set in 35 years. The press release shows a color photo of an Amtrak Superliner set that includes an F40PH (Phase II or Phase III), over 20 feet of track, and four lighted Superliner cars (yes, these are the tall cars), available in either AC or DC power. This complete set, packaged in a "window box", is available from American Models at 810-437-6800, or check your local hobby shop.

And Ertl, makers of those fine cars and trucks, has also announced that they will be producing a new 1:64 freight train set. This battery powered set has been designed to go with the Ertl Farm Country play sets for kids (if you're like me, you've raided the farm for animals and accessories). This plastic train set includes a GP35 style diesel, a flat car with two tractors, a 40 foot box car, and a Reading style cupola caboose. There are various 1:64 accessories to go with these sets. Hopefully, they will attract new generations of young modelers into S scale.

Other new items eagerly being awaited include the next two S Helper Service Showcase freight cars. They are the USRA single sheathed 40 foot wooden box car and the Union Pacific S-40-10 40 foot stock car. Don and Mike of S Helper Service had the plans and detail shots for these cars at Altoona, the single sheathed box car had over forty pages of plans and detail drawings the manufacturer is using to produce it. The cars look to be meticulously detailed with individual grab irons (32 on the body) and roof walk. The wooden boards will have the grain engraved into the tooling. The USRA box will come with Andrews style trucks and the stock car will have PRR 2D-F8 style sprung trucks. Another item to be delivered early next year, will be S Helper's EMD SW9 switcher. This will be a highly detailed locomotive with many exciting features, and will be available in AC and DC.

The "world's largest gathering of S gauge model railroading enthusiasts" happened in the St. Louis area, Oct. 27-29, 1995 at the 20th Fall S Fest. Hosted by the AFSGLA (the American Flyer S Gaugers of the Greater St. Louis Area) club in conjunction with that group's 20th anniversary. A number of the AFSGLA members belong to our region. Held at the Holiday Inn next to the Gateway Convention Center in Collinsville, Illinois (which is the Convention Center where we will be holding the 1996 Mid-Continent Region Annual Convention June 27-30, 1996), the S Fest included clinics, home layout tours, sightseeing, a silent auction, a banquet and special program, convention display layouts, special issue cars (both freight and passenger), a model and photo contest, "Train Races" (these are really more like locomotive test trails with different weights and gradients), a bit of horse-trading (iron horse, that is) in the Swap Meet/Trading Rooms, and, of course, lots of good model railroading fun. After all, the St. Louis club's motto is: "Just for the fun of it!"

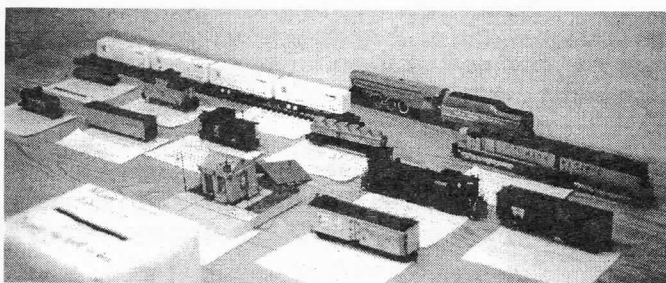
# Fall S Fest Report

by Cliff Saxton

St. Louis, Missouri ... an S gauge mecca? To some, the city known as the "Gateway To The West" at first seemed a rather unlikely spot for the 20th anniversary Fall S Fest. But the S gauge community quickly learned otherwise, as the event received over 800 registrations. The record crowd of 685 actual attendees packed the Metro-East (Collinsville, Illinois) Holiday Inn the weekend of October 27-29, 1995 and enjoyed a varied program of swap meets, clinics, films and videos, model contests, train races, a unique "incline challenge", the annual banquet, a spirited auction, and tours of area layouts and attractions.

The hard-working members of the American Flyer S Gaugers of the St. Louis Area (AFSGSLA), hosts of the gathering and also celebrating their 20th anniversary as an organization, were not surprised at the fine turnout, but they were certainly pleased. In the 1950s and 60s, American Flyer trains were plentiful in St. Louis area hobby shops, and on retail store displays at Christmas. Fond recollections of cold nights spent watching American Flyer trains, headed by such popular locomotives as the Santa Fe Chief and Union Pacific Challenger, wending their way through miniature winter wonderlands in the Famous Barr department store that led the 45-member AFSGSLA to team up with Famous Barr eight years ago to recreate that display window every Christmas. The tradition was renewed a week after this year's S-Fest.

And what an S-Fest it was. Co-sponsored by the Chicago Association of S Gaugers, the Badgerland S Gaugers, and the State-Line "S" Gaugers, the event attracted attendees from across the nation, including several who traveled cross-country on Amtrak, and one who drove in from Wyoming.



Opinions differ about why this year's edition attracted more attendees than the 19 preceding it. Without question, pleasant early-autumn weather helped. An added incentive was the special, limited-production AFSGSLA Club car developed in conjunction with Lionel Trains, the Monsanto Chemical tank car which A.C. Gilbert had once planned to offer but never actually produced. The car, with its intricate lettering and distinctive white paint, was an instant hit. Four special orange variations of the Monsanto Car, part of an even more limited Lionel run, brought top dollar during the professionally conducted S-Fest auction, which lasted well over an hour and followed the traditional Saturday-night

social hour and banquet attended by over 220 S Gaugers. The youngsters weren't forgotten that evening, enjoying their own pizza party in the hotel and protesting loudly when their parents came to claim them after the banquet.

On Sunday, six club members opened their homes to S-Fest attendees, with several reporting as many as 70. A number of attendees also dropped by the historic St. Louis Union Station and visited the nearby National Museum of Transport, renowned for its collection of full-size trains and examples of all other modes of transportation.

Moe Berk (also an MCoR and Gateway Division member), who has coordinated the efforts of the AFSGSLA throughout its two decades and who was the General Chairman of this year's S-Fest, expressed his pleasure at the success of the event, which was probably was the world's largest gathering of S Gauge enthusiasts and generated many positive comments from the attendees.



"I think we accomplished a couple of things," he said. "Clearly we demonstrated that St. Louis has a lot to see and do for model railroaders, those who like to train-watch, and their families. I think we also stirred some regional interest in what S Gauge clubs can do. Activities don't have to be highly structured to get things done."

The AFSGSLA, whose motto is "Just for the fun of it," meets once a month in member's homes. The club is also known for its slogan, "No officers, no rules, no dues; no fooling!" But the group operates on "consensus" and Berk believes that this, along with the informality, has contributed to the club's continued growth and success during its 20 years of existence.

The S-Fest is traditionally an upper midwest event, and next year it heads back to Milwaukee for a November 22 thru 24 run. But a considerable number expressed the hope that the meet will rotate back to the St. Louis area, and the AFSGSLA members are already looking ahead to that possibility.

"There are always things you'd do differently in a meet like this," Berk acknowledged. "But by-and-large, the year we spent planning for the S-Fest paid off. Glitches were few and smiles were many. And, as the festivities drew to a close, we got a lot of nice compliments and many S gauge enthusiasts told us how they - and their families - genuinely enjoyed the whole weekend experience." As they say about S gauge in the St. Louis area, "It's just for the fun of it!"

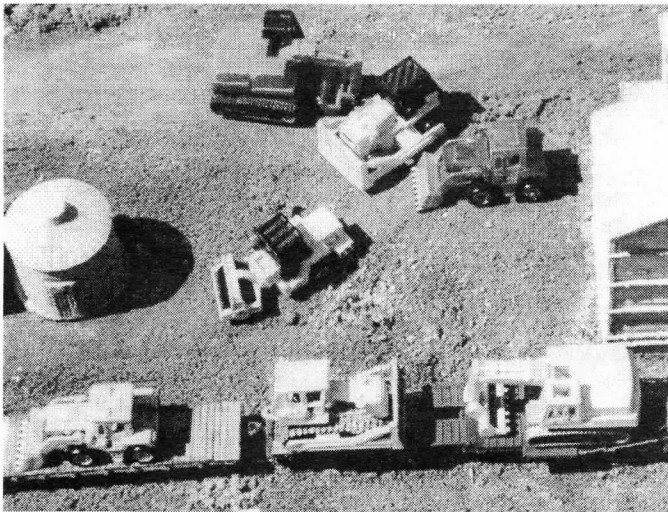


# N VISIBLE

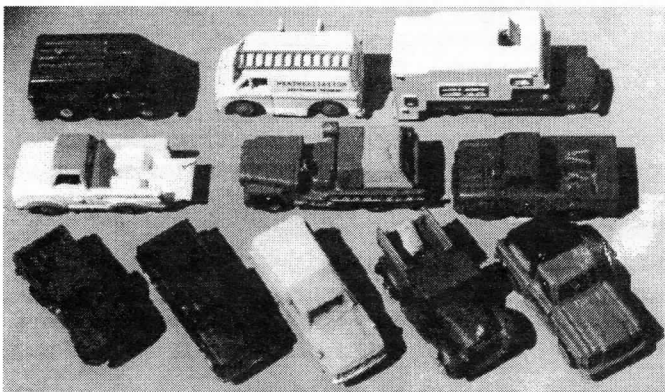
by Patrick G. Lana

## VEHICLES (PART 6)-TOYS

I was always envious of HO scalers because they had Hot Wheels to convert to scale. Now N scalers have what is generically call micromachines! There are many manufactures, but I prefer those called Micro Machines™ and Micro Action sets. They are reasonably priced, costing about \$4-\$5 for 4-5 vehicles. Note: As of early 1994, Micro Machines were easy to find at major toy stores but Micro Action sets have all but disappeared.



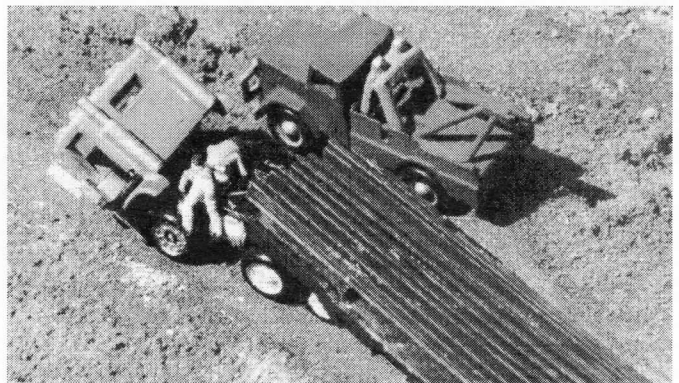
The Micro Machine Construction Collection first caught my eye. The original set included the four toy vehicles shown in the upper portion of Photo #1. The Bulldozer was perfect. All that had to be done was to paint and add corduroy treads to produce the dozer as shown on the middle flat car in Photo #1. The treads were made from scraps of corduroy cut in strips perpendicular to the ribs. Make the strips as wide as the toy's wheels, wrap the material around the top of the wheels and glue both ends of the strip to the underside of either the front or rear wheel. Paint the corduroy a gray and steel color and weather heavily. The front roller can also be removed from the packer and mounted it behind the bulldozer, if you desire.



The crane tread width was narrowed and the windows cut out with acrylic gloss medium windows added. The tractor was even easier; just painted.

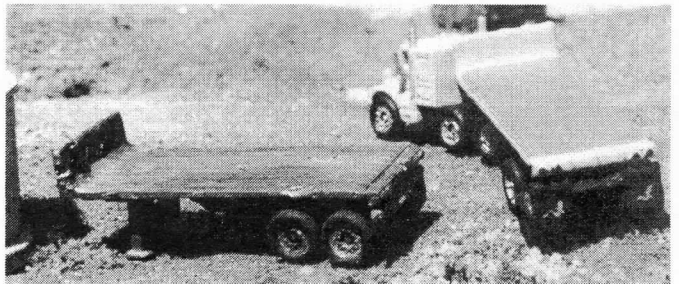
I still needed pickups though, for my rural setting. Photo #2 above shows some examples of my bashed Micro Machine pickups.

Most Micro Machine pickups required extensive bashing because they are too wide. I cut them lengthwise and removed the material between the main ribs; narrowing the body considerably. Then I added Assembly Line wheels. Not bad, but opening the rear tailgates made them even better. To back date these pickups to the 60's use a heated pin to make the square headlights round. The vehicles in the photo came from many different Micro Machine Off-Road, Military and City Service Collections. Don't fret if some collections contain vehicles that are not in your scale. My daughter was working at a Day Care Center and found their was a tremendous demand for trading these miniatures— kind of like baseball cards. I (actually, my daughter) traded most of my rejects for items I could use.



Remember the Bachmann wrecker remaining from the Armored Car conversion in the 2nd part of this series. Well here it is in Photo #3 above. Cut the frame from the cab of a Micro Machine army truck, combine it with the wrecker and mount it on the Bachmann mail truck wheels. Save the army canvas covering. Never, ever throw any part away!

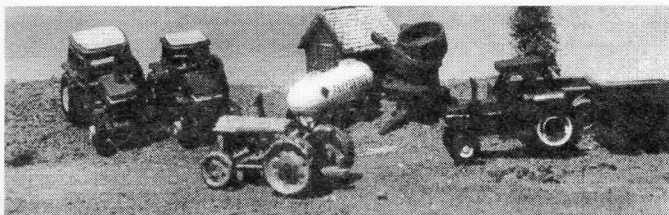
Micro Action trucks have the best looking wheels, but the trailers are too wide and the cabs a bit modern. However, the cabover tractor can be tilted forward as in Photo #3 to create a nice little miniscene. The trailer in this scene was kitbashed from two flats.



I prefer the Micro Machine semi trucks as they are closer to scale than the Micro Action sets. Sure the trailers are short, but I've found the longer length trailers ruin the elusion of



distance, so I stick with the shorter versions that tend to make the layout look larger. I replace the Micro Machine wheels with Micro Action wheel sets. Some of my favorites are shown in photo #4. The flatbed tractor has all the wind deflectors removed, round headlights, acrylic windows. The chassis and trailers have been repainted with the left trailer being "distressed" to show its hard use. I'm hoping the photo reproduction will be good enough for you to note the design on the mudflaps on the trailer to the right and the flat tire on the rear dual on the left trailer. Remember, this is N scale.



I'm modeling an agricultural setting in the 60's. Thanks to Micro Machines, farm equipment for my layout is easy. This Photo (#5) shows some of the available equipment. I mount Micro Action wheels on Micro Machine Tractors. Shortening the hood length on the Micro Action tractors, and installing acrylic glass makes a nice looking modern tractor.

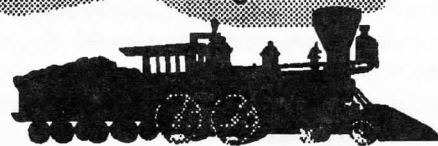


In a slight deviation from 1960's era, I had an 1880's town on my former layout (It is my layout, I can do what I want!!). Because horsedrawn model RR accessories are so expensive, I went the toy and kitbash route to get what I wanted. Photo #6 shows one of my carriages kitbashed from a toy store give-away, and a covered wagon. The covered wagon has running gear and horses from Prieser, box from the Micro Machines farm wagon and canvas from the Micro Machines army truck.

Well, that concludes my series on N scale vehicles. Let your imagination run wild and fill those empty streets and roads with vehicles. They will make your layout come alive!

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# Gateway Division Fall Meet Contest Results

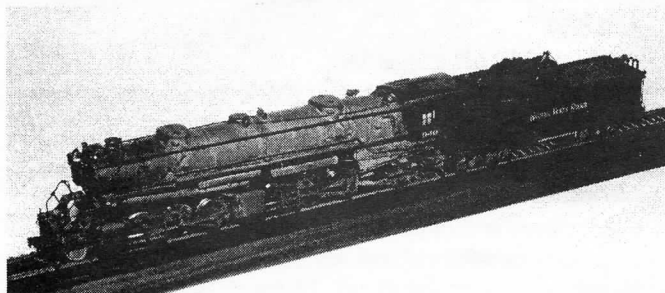
by Brad Joseph  
Gateway Division Contest Chairman

photos by Richard Schumacher

The model contest at the Gateway Division Fall Meet set new standards on many different levels! The 119 entries made this the largest contest in our recorded history. It was nearly twice as large as last year and featured a much larger proportion of models to photos.

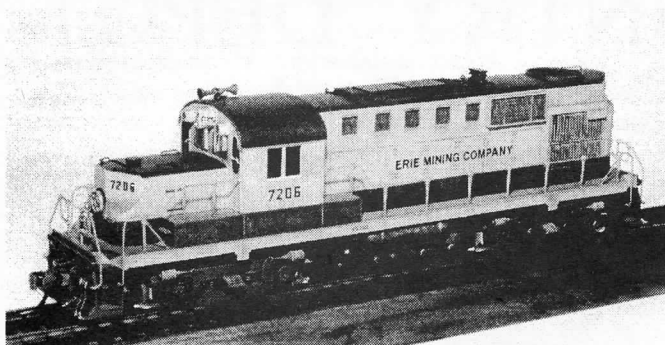
Congratulations are due to the members for their tremendous response and support. Anyone who visited our contest room saw a spectacular variety of entries spanning all but four categories. They saw models and photos that represented the best our division and hobby have to offer in quality and entertainment value. Veteran modelers were impressed by the quality, quantity and competition. First-time train show attendees and casual modelers were inspired by the many entries. Now, on to the winners ....

## Steam Locomotives



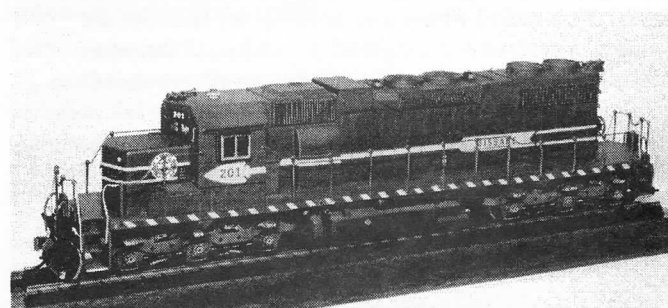
1st Place	Ralph Boyd	Nickel Plate 2-6-6-2
2nd Place	John Winter	PRR 4-8-0
3rd Place	Tom Troughton	Rio Grande 2-8-0

## 1st and 2nd Generation Diesels



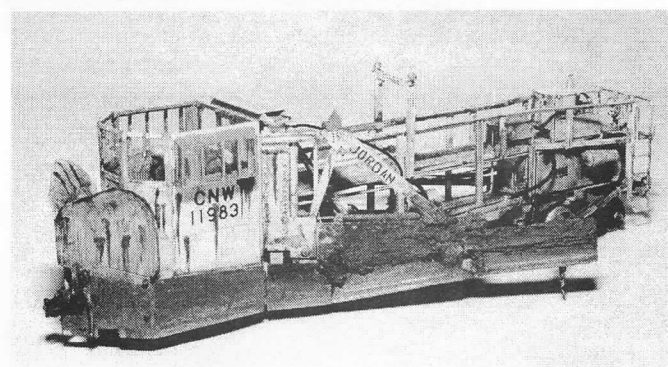
1st Place	Ralph Miller	Erie Mining ALCO
2nd Place	Don Swafford	CB & Q DS-44-10
3rd Place	Ralph Miller	ICG Paducah Rebuild

## 3rd and 4th Generation Diesels



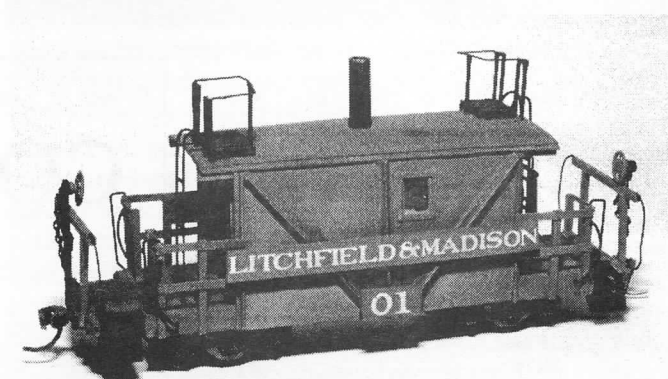
1st Place	Ralph Miller	DM&IR SD38AC
2nd Place	Matt Lampe	NS SD40-2
3rd Place	Gregor Moe	UP/MP GP50s

## Maintenance of Way



1st Place	David Davis	Jordan Spreader
2nd Place	Don Swafford	Q,O & K.C. Derrick
3rd Place	Dan Osborn	MOPAC Ramp Car

## Cabooses

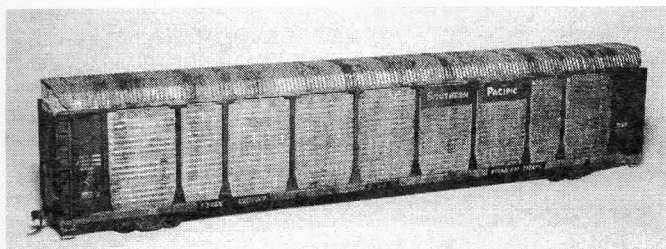


1st Place	Eugene Hall	Litchfield & Madison
2nd Place	Dan Osborn	MOPAC EVC
3rd Place	Charles Scherrer	Narrow Gauge Caboose

## Modules

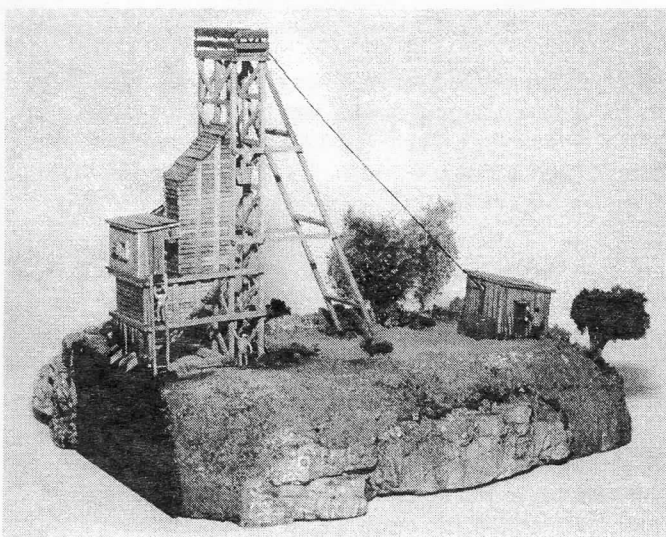
1st Place	Glen Koproske	River Module
2nd Place	Dale Blust	City
3rd Place	Cold Canyon	Bill Rieschel & Bob Miano

## Freight Cars



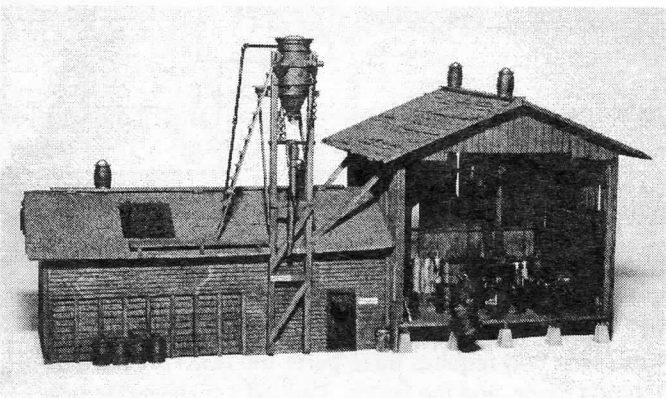
1st Place	Kevin Hampton	Auto Rack
2nd Place	Don Shoring	GN Wood Box
3rd Place	Don Swafford	Colorado Midland Reefer

## Displays



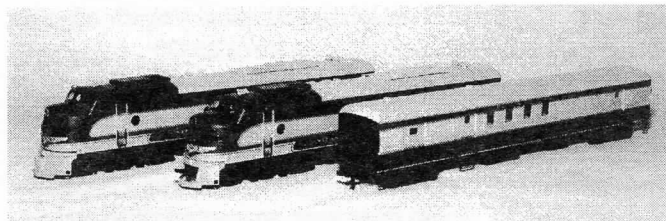
1st Place	Bob Miano	JV Mining Co.
2nd Place	Roberts Myers	Gulf Gas Station
3rd Place	Marie Schindler	Storefront Block

## Structures



1st Place	Don Taschner	FSM Coaling Station
2nd Place	Don Taschner	Thru-Truss Bridge
3rd Place	Dee Joseph	SS Ltd Drug Store

## Entire Train



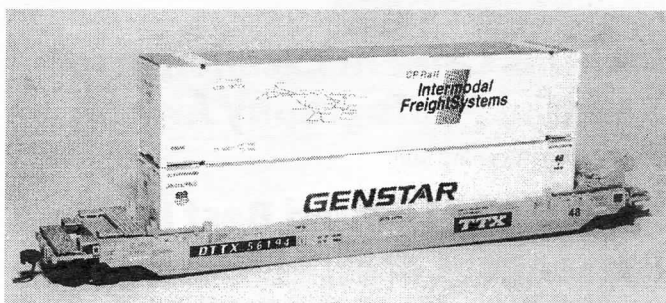
1st Place	Tillo Agne	MOPAC Eagle
2nd Place	Don Taschner	Disabled Steamer
3rd Place	Earnest Dunning	Log Train

## 18 and Under Motive Power



1st Place	Casey Sellers	CSX Operation Lifesaver
2nd Place	Steven Hamilton	MTS U-Boat

## 18 and Under Rolling Stock



1st Place	Ryan Lord	TTX Well Car
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## Model Color Photos

1st Place	Ken Patterson	Phil's Rock Island Train
2nd Place	Ken Patterson	Beach Shot
3rd Place	Ken Patterson	Santa Fe Grain Train

## Model Slides

1st Place	Dan Osborn	"Business As Usual"
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## Prototype Color Photos

1st Place	Gregor Moe	"Evening Sun"
2nd Place	Kevin Hampton	X2000
3rd Place	Paul Fries	"Farewell To C&NW"



## Prototype Slides

1st Place	Scott Muskopf	Missouri & North Arkansas
2nd Place	Scott Muskopf	Frisco 15228
3rd Place	Casey Sellers	C&NW on Flooded Bridge

## Special Contest Awards

This year marked the first winners of three special 12 year traveling plaques. These three were sponsored by several prominent metro area businesses and judged by company officials. This marked a major community effort to increase contest entry quality and quantity. The cooperation of these businesses was exemplary and I urge members to write a letter to the companies to thank them for their participation.

These winners all received a beautifully engraved wood and brass plaque to keep for a year with a lettered certificate to follow. The Private Car Limited also sponsored a one year special award for the Best in Show passenger car. Since there were no passenger car individual entries, the winner was taken from the Entire Trains category.

## Gateway Western Railway Modern Railroading Award

Ralph Miller, DM&IR SD38AC

## WHGK Model Architecture Award

Don Taschner, Thru-Truss Bridge

## Marvins Camera Excellence in Railroad Photography Award

Gregor Moe, "Evening Sun"

## Private Car Limited Best In Show Passenger Cars

Tillo Agne, MOPAC Eagle

T.J. took home a lovely CB&Q chocolate pot.

## Participation awards

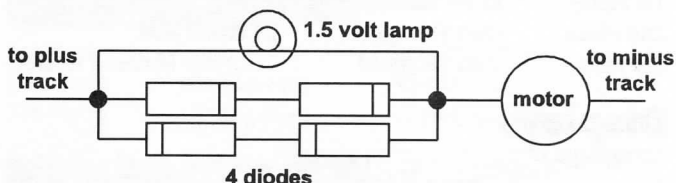
Yet another new feature instituted this year were participation awards drawn for each category. For every entry in each category a name went into the pot and was drawn at random. These awards included paint, gift certificates and film coupons donated by JMC, Champ Decals, Kodak and Badger/Testors.

A great effort from all involved made this the best ever Gateway Division contest - but only until next fall. Everyone, please start planning your entries at once!!!

## Short Circuits

text and photos by Richard E. Napper, MMR

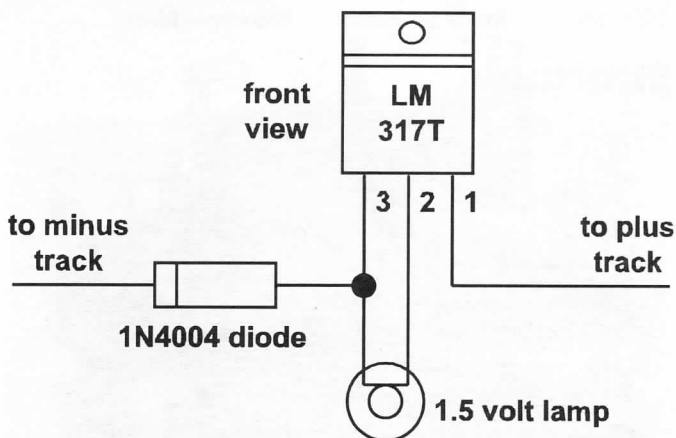
It's fun to see how things change and improve over the years in our hobby. When I first wrote about constant lighting in the December 1989 issue of *Model Railroader*, I used the old method of four diodes in series with the locomotive motor in order to provide the 1.4 volts required for the small Cir-Kit Concepts micro lamps.



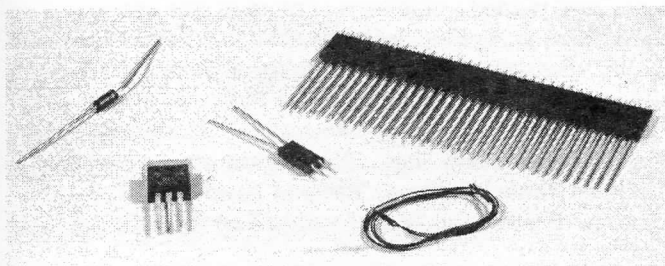
Although this method works, it has big disadvantages. If the motor does not start up quickly, you burn up the lamps at an alarming rate. Also, this method will not work with low current can motors, and your motor is robbed of part of its operating voltage.

Well, things change and improve. Thanks to Mr. Stillwell, Jr.'s article in September 1991 *Railroad Model Craftsman*, there is a better way to have constant lighting. You only need five parts, three if you do not need or want plug-in capability for your lamps.

This circuit works on the concept that a LM317T regulator can regulate down to 1.2 volts, which is just the correct voltage we need to light the micro lamps. The chip can run over thirty lamps, so you don't need to worry about damaging it with the usual three to six lamps on an engine. The advantage to this method is that the lighting circuit is completely independent of the motor circuit.

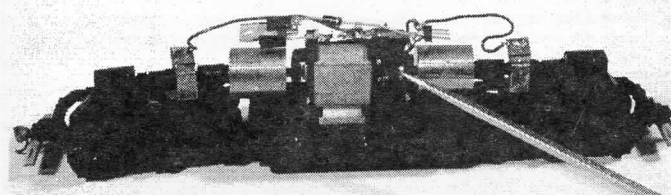


This circuit only requires three parts, the LM317T regulator, a 1N4004 diode, and the lamps. I added a male and female header which is used as an inexpensive plug and socket so I can unplug the lamps in the diesel shell from the motor and chassis. Parts for this project may be obtained from Radio Shack, Jameco Electronics (call 800-831-4242 for a catalog) or Digi-Key (call 800-DIGI-KEY for a catalog).

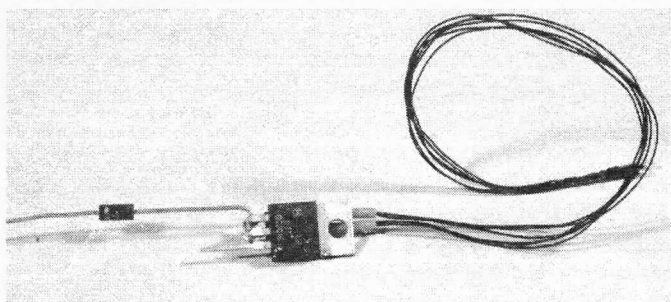


Parts, from left to right, 1N4004 diode, LM317T regulator, female header socket (2 conductor), male header (many conductor, cut to number of contacts), and Cir-Kit Concepts 1.5 volt lamp

One nice thing about Athearn diesels is that the top motor clip is positive when the diesel moves forward. I took advantage of this in order to wire the LM317T directly to the top motor clip. The circuit fits over one of the flywheels at the end of the motor.



Assembly is simple. Bend up pins 2 and 3 on the chip toward the back side (the back of the LM317T has a metal tab, while the front is black plastic). Solder the remaining pin onto the top motor clip. Remove the motor clip for this step so you do not damage the motor. Test fit to be sure pins 2 and 3 do not touch the motor.



Replace the long metal clip between the motor and trucks with a piece of flexible wire.

Cut two contacts from the header strip. Solder the female (socket) header to pins 2 and 3 of the LM317T.

Solder the banded end of the 1N4004 diode to the *bottom* motor clip on the Athearn motor (chassis side of the motor). The other end (no band) is soldered to pin 3 of the LM317T. Position the diode beside the Athearn motor, making very sure the leads do not touch the motor.

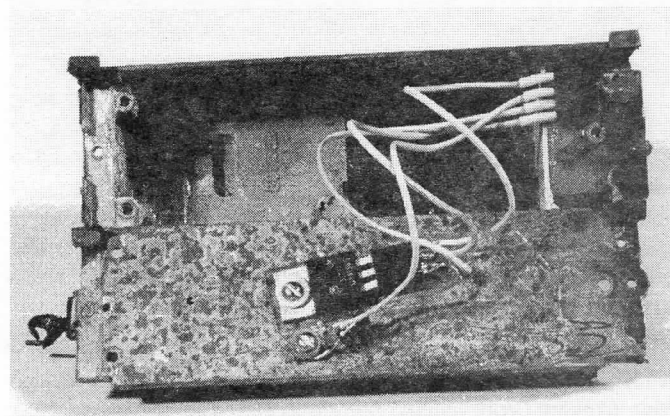
Glue the micro lamps into the shell, and solder the leads in parallel to the two pin (male) header.

Plug the headers together, put the shell on the chassis, and you are ready to roll. The headlight will turn on at about four

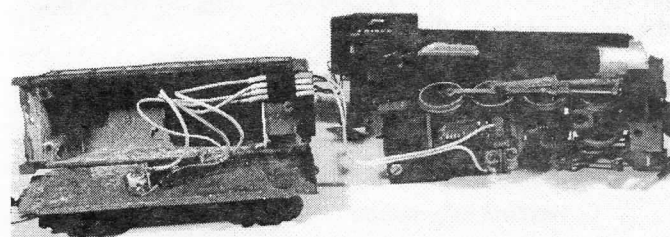
volts, about the time most engines start to move forward. This circuit is directional, the headlight will only be on when the locomotive moves forward.

This method also works with steam locomotives. Steamers have their motor circuit divided between the engine and tender, so you must divide the lighting circuit as well.

Mount the LM317T to the bottom of the tender. Make sure to use a TO-220 style insulating kit under the LM317T. The metal tab on the LM317T must be insulated from the tender frame. If it isn't, it will self-destruct!



Use a four-pin header between the engine and tender. The two additional connections bring the locomotive frame voltage back to the tender to power the LM317T, and supply the tender voltage back to the engine.



The engine frame connection goes to pin 1 of the LM317T.

Solder the non-banded end of the 1N4004 diode to pin 3 of the LM317T. The banded end goes under a brass screw screwed into the tender frame. Run a wire to the header from this screw. The other end of this wire is connected to the insulated motor lead in the locomotive (this is the same wire that ran from the tender to the locomotive before you installed the lighting circuit).

Run wires from pin 2 and pin 3 on the LM317T to the header. These continue on to the engine lamps.

Again this circuit is directional. The four pin header allows you to unplug the engine from the tender for maintenance. Dab a drop of paint one end of the headers so you know which end to reconnect later.

These circuits require a few components, but provides you with an excellent constant lighting circuit for your engines.

*Remember the Frisco!*

# http://www.nmra.org/

by Clay Thompson

If you are a "Net Surfer", then you probably recognized the title to this article as a World Wide Web home page address and guessed that it was connected with the NMRA. Otherwise, it may look like Greek to you. But the big news is: the NMRA is up and running on the Internet!

If you have access to the Web and haven't visited the NMRA site, you owe it to yourself to do so tonight before you retire. If you don't have access to the Web, you just might want to get set up - read the rest of this article and see for yourself.

The NMRA's Web site is really a collection of sites located all over the country and connected via the Internet. Although, the NMRA's Web "site" is under the auspices of the National organization (content of each Web page is approved by the NMRA Executive Director prior to being placed on-line), the Web pages are developed and maintained entirely by NMRA member volunteers. No Association funds are expended for setting up or maintaining the Web sites.

The NMRA's presence on the Internet is due primarily to the efforts of Rich Weyand from Naperville, IL. Rich and an Ad Hoc Working Group developed a proposal and presented it to the National Board of Trustees in January, 1995. Perhaps, you saw it mentioned in Ron Williams' Trustee report in the last *Kibitzer*. The trustees approved the proposal and less than a year later, there is a very robust and informative series of documents available to the world concerning the NMRA and the subject of Model Railroading.

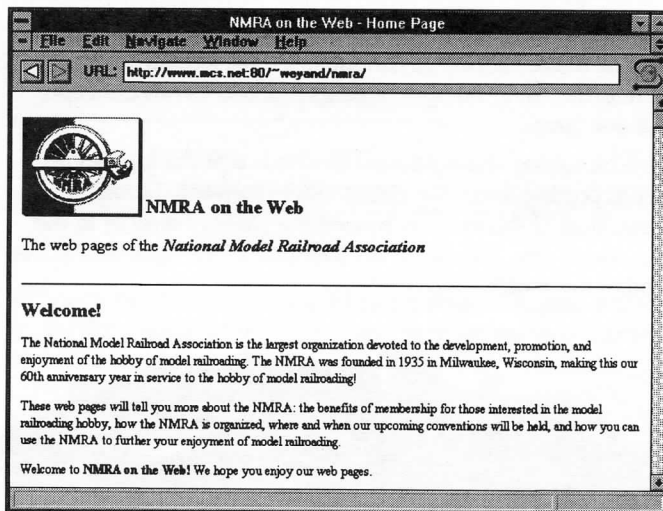
So what's on the NMRA Web site you ask? How's this for a sampling:

- Membership Benefits and Information
- Organization of the NMRA
- Convention Information
- The NMRA Achievement Program
- The A. C. Kalmbach Memorial Library
- NMRA Standards and Recommended Practices
- NMRA Publications
- NMRA Supplies and Collectibles
- NMRA Regions and Divisions
- NMRA Special Interest Groups
- Other Web Railroading Sites
- About the NMRA Web Pages

The above listing is just an overview. Behind each of these topics is a wealth of interesting and useful model railroading information. I haven't had time to investigate all these areas yet, but so far I've been pleased with what I've found on the sites I have visited. For example, I stopped by the Layout SIG page in the Special Interest Groups area and printed a two page discussion of the SIG, including reviews and comments by members and an application to join.

A visit to the "Other Model Railroad and Prototype Railroad

Web Sites" yielded a nine page printout of little known information grouped under the headings of "Model Railroad & Hobby Information", "Railroad & Hobby Information - Commercial/Retail", "North American Prototype Information", "World (non N.A.) Prototype Information", "Museums, Tourist Railroads and Society Sites", "Railroad Industry Related Sites", "Railroad Related Archives", "Railroad Travel Info", "Railroad & City Search Sites", and "Miscellaneous Transit Sites".



Just a few of the interesting sites in these areas include: Fayetteville & Eastern - An HO Shortline Railroad; The 2mm Scale Association; American Flyer; Frisco Modelers' Group; Railroad Games; NMRA DCC Working Group; Atlas MRR Co.; Con-Cor; Model Railroader Magazine; Charles Biel-BN Photo Archive; Santa Fe Super Fleet Photo Archive; Alaska Railroad Fares, Packages, and Schedules; Penn Central; NYC Subway; Current Railroad Frequencies for Your Scanning Fun; RailPage Australia; UK Railway Page & N Gauge Society; Norwegian State Railways, Clubs & Railway Museums; Railroad Information from Japan; Kingston Trolley Museum of New York; Midland Railway Excursion Train Rides; Napa Valley Wine Train; San Diego Model Railroad Museum; Union Pacific Museum; BN; UP; Amtrak's World Wide Web Station; MARTA (Atlanta) Rapid Rail System Map; USGS Railroad Maps; VIA Rail; and UK Institute of Railway Systems. This is only a small portion of what's available, which is part of the NMRA's Web Pages. Where else can you find such a wide array of readily available prototype and model information all in one spot?

MCoR has a page under development by the author. The MCoR page, similar to other regions' pages, will contain information on region officers and directors and will contain links to individual pages for each division that chooses to supply the necessary information. It is anticipated that the MCoR Home Page will be submitted to the BOD in January, and upon approval by the BOD and by the NMRA Executive Director, will be on-line sometime in late January or early February. Keep an eye out for it. In the meantime - Happy Net Surfing!



# KSD '95 Meet Contest Report

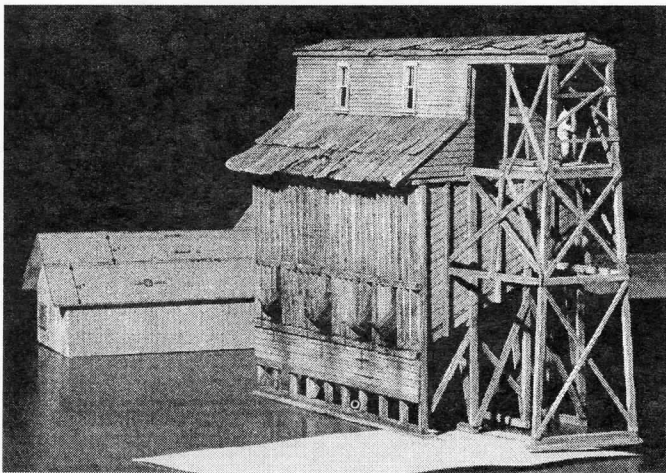
photos and results by Harlan Warden  
youth category photo by Al Warren

## Post-1970 Motive Power



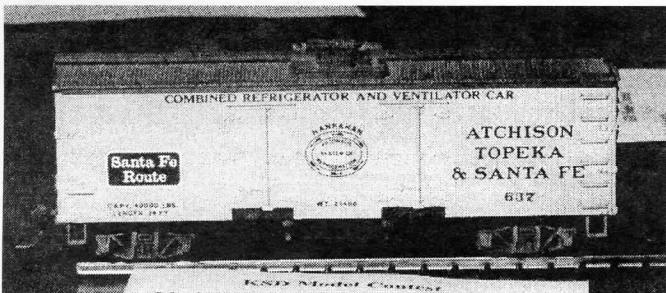
- 1st Michael Perterson, Iowa Interstate #401  
2nd Al Warren, C&NW #6652

## Trackside Structures



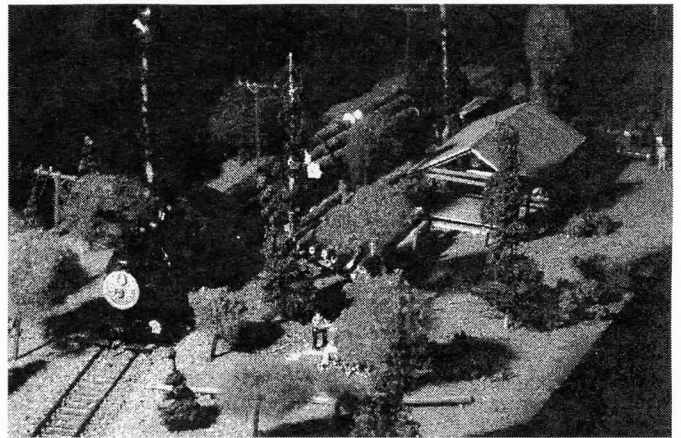
- 1st Michael Strohmeyer, Coal Company  
2nd Bill Wilkinson, Branchline Service  
3rd Al Warren, Ames Yard Office

## Reefers



- 1st Charles Mischke, ATSF Reefer  
2nd Joe Ludley, NG Reefer

## Youth Category



- 1st Mathew Cleverly, Logging Diorama  
2nd Tony Lem  
3rd Tony Lem  
HM Travis Lehmanl, Ryan Risse, Joey Russel

## Photography

- |     |                 |              |
|-----|-----------------|--------------|
| 1st | B&W Model       | Al Warren    |
| 2nd | B&W Model       | Al Warren    |
| 3rd | B&W Model       | Al Warren    |
| 1st | B&W Prototype   | Joe Peccia   |
| 1st | Color Model     | Al Warren    |
| 2nd | Color Model     | Al Warren    |
| 3rd | Color Model     | Al Warren    |
| 1st | Color Prototype | Brion Oakley |
| 2nd | Color Prototype | Jerry Kellen |
| 3rd | Color Prototype | Joe Peccia   |

## Switching Contest

- 1st Michael DeCoursey  
2nd Michael DeCoursey  
3rd Adam Doran

## Pulling Contest

- |     |    |                 |
|-----|----|-----------------|
| 1st | HO | Jim Mikesell    |
| 1st | N  | Joe Perez       |
| 2nd | HO | Mathew Cleverly |
| 2nd | N  | Matt Stewart    |

## Best of Show

Model Michael Strohlmeier, Coal Company Structure  
Photo Brion Oakley, "End of Run" Prototype Color Print

The 1995 contest was very interesting. Most categories had a few entries, but all entries were excellent.

# What's Wrong With Our Division Meet?

by John Winter  
Gateway Division Meet Chairman

The question, "What's wrong with our division meet?," is one that's seldom asked. Often we ask "How can we improve our meet?," or "How many people attended our meet?," or "How many dealer tables did we sell?" And, of course, the question most often asked is "Did we make enough money to cover expenses?" Maybe those questions aren't enough.

Each year the Gateway Division holds a two day meet in or around the middle of October. We provide all the things we think people want. We have a great location, a large gym for dealer tables, classrooms for clinics, a cafeteria, and ample parking. We have a swap meet, well, not really a swap meet, but retail dealer sales, we have operating modular layouts, we have clinics, including clinics given by some of the top names in the hobby today, we have a model contest, we have door prizes and last, but not least, we have home layout tours.

Total attendance for the last two years ... 3,200 people. That's right, 3,200 people attended our meets in 95 and 96. I think that's a remarkable amount, good numbers! We advertise in all of the model magazines, local newspapers, NMRA publications, local access cable TV, and each year we try and get on a radio talk show. The St. Louis TV stations are a tough nut to crack and we have not been very successful there. We put flyers in all of the local hobby shops and send out a notice with advanced registration information to a list of show attendees we have formulated over the years.

Our clinics are top notch! We are fortunate to have a wealth of local talent to draw from. We do, however, call on some "out of towners" to help us out from time to time. Their notoriety can help increase attendance. Don't be afraid to call them up and ask if they would be willing to give a clinic at your meet. Be prepared to pay for their travel, and their overnight accommodations.

Our model contest chairman went above and beyond the call of duty for this year's contest. Our contest entries set a new record, I believe he had about 120 total entries! He went out and got some local businesses involved. He contacted the president of the Gateway Western Railroad, the owner of an architectural firm, and the owner of a camera shop. Three new special awards were created. Each award is a 12 year traveling plaque sponsored by each company. The Gateway Western award was presented to the best entry, in the eyes of the president of the GWRR, which depicts contemporary railroading. The best entry, judged by the owner of the camera shop, in the photo contest. It didn't matter if it was a model photo, prototype, slide or print. The owner of the architectural firm picked what he considered to be the best entry out of all the structures. Popular vote determined the

winners in all of the categories. Merit judging was also available. We also had a very successful "Youth Category". One other innovative idea was participation awards, door prizes, if you will, for the people who entered the contest, model or photo. For each entry your name went into the drawing for that particular category. If you entered four photos and one structure you were entered four times in the photo drawing and one time in the structure drawing.

The past two years our division has built a 4'x8' project railroad. The purpose of the project was two fold. We used it as a platform for clinics at the monthly division meetings and we raffled it off at the fall meet to make some extra money for the division. We made about \$400 dollars each of the last two years this way. At this year's show we used the project railroad for "mini-clinics". Members who helped build the railroad described to the passers-by the steps involved and techniques used to complete their phase of the project. This type of information exchange with the show goers was very well received.

Home layout tours are held both days of the meet. The Illinois layouts on one of the days and Missouri layouts on the other. We have a very large number of home layouts to choose from here in the St. Louis area.

This brings me to my point. If we had 1,400 people attend our show in 1995, then how come my friend only had 70 or so people at his home layout tour? My layout was on the tour during last year's show and the same thing occurred, only about 70 to 80 people! What's the problem with our meet? Well, I think we take for granted that all of the show goers are as involved as we are. Many of them are first time attendees, they don't know what's going on or what's available to them at the show.

We have an obligation to the people who attend the meet to educate them, to make sure they get their money's worth. Maybe we should have several people act as greeters, let's learn a lesson from Wal-Mart, tell the people who have just paid their admission what they can expect from the meet. Tell them a little about the clinics, tell them they can vote in the model contest, tell them about the layout tours, tell them about the NMRA!!!!

One other thing wrong with our show, we didn't gain *one* new member. Oh, we had all of the materials there, and our table top display, but no one took the initiative to aggressively work the booth during the two days. I will be the first one to admit I did not schedule anyone to work at the booth during the meet. I am disappointed that no one stepped forward to "take the bull by the horns" and donate some time in an effort to gain some new members for the division, region and the national. After all, it is everyone's obligation to increase our membership.

Next time, be sure to ask the question, "What's wrong with our meet?" ... Think about it.

# Share What Works

by Gary Hemmingway  
MCoR Area Meet Chairman

Last time I spent mostly letting you know more about me. That's enough of that! Now, I want to pick your brain and learn from your experience with train shows, swap meets, open houses, clinics, contests, and other events. If you will drop me a line, call me, or leave a message on CompuServe (103045,2047), I will make sure it gets into the *Caboose Kibitzer* so we all have a way of "sharing what works." I'll make certain that credit is given to whomever sends me the idea. After all, this is your way of helping other clubs and divisions in our region make their shows, meets and open houses grow.

Boot Hill Model RR Club, Dodge City, KS does some interesting things. First, their show is normally at the same time of year - the weekend before Thanksgiving. They operate a hospitality area with donuts and coffee during the day. On Saturday and Sunday evenings they extend the camaraderie to vendors and exhibitors by having a soup and sandwich supper and a light supper sandwich send off on Sunday. Sunday morning the Dodge City, Ford & Bucklin RR runs a special "Breakfast Train" and is filled with vendors, exhibitors, modelers and railfans. There is even a "Master Muddler" award (you may draw your own conclusions) which so far has hit a different scale or gauge each year - no favoritism in Boot Hill folks! I thought this year's letter to the potential vendors and exhibitors had a neat phrase "biggest show between Wichita and Denver."

The Air Capital Train Show & Meet in Wichita, KS, has toured the Santa Fe Yards at Newton, brought in the Union Pacific Mini-Train, done a silent auction of a module constructed during the show. They too, generally host their show around the same time of year, usually late March. By the way, have you seen their mailer - looks like a train ticket! They get around 2,000 to their show each year. They also take advantage of advertising in the *Caboose Kibitzer*. Check it out for your next show.

Nebraska West Central Div. has a unique advantage. Their show is held in North Platte, home of Union Pacific's Bailey Yard. So far, they have been blessed with a tour of some part of the Bailey each year of their show! This show is also a spring event, usually in March. Last year, they managed to get the local TV station to come out in the afternoon and interview some of the patrons, exhibitors, vendors and committee. It aired on the 10 pm news - what a break! They also brought in the REACT group from nearby Ogallala (so it's 50 miles) and a local police department sponsored Boy Scout Explorer post to handle parking and bus loading.

The Tri-Cities Model RR Association (HO Modular) and the Adams County Model RR Association cosponsored a Mall show in the Imperial Mall in Hastings, NE in September. They handled all the coordination with Mall management and began to build a good rapport with the mall and the

community. They even had clinics! Unique at this show was a "novice level" model contest. What a great idea! Several new modelers, of all ages, took part.

Kansas Central Model RR Club, Hutchinson, KS, is really experienced in putting on and promoting mall shows. They do two per year. One in Hutchinson and one in Salina! Talk about lots of visibility! (Not to mention lots of work since they also sponsor a fall show - when their convention center isn't under reconstruction).

So how do these shows get people to take advantage of all they have to offer? They make sure they get their publicity out through fliers, mailers, news releases. They make sure the vendors and exhibitors from last year's show know when the next show is scheduled. More about these things next time.

Remember, send in how you did it. We'll print it! Let's all "share what works" and make the Mid-Continent Region the "Show Place" of the NMRA!

## On to the Shows! (Gary's Switching List)

Jan. 20: *St. Charles Model Railroad Club 11th Annual Train Fair*, St. Charles Exhibition Hall, I-70 & 5th St., St. Charles, MO, 9am-4pm.

Feb. 17: *6th Annual Model Railroad Show by Columbia Model Railroaders*, Dupo Community High School, 10am-3pm, 600 Admiral Trost Dr., Dupo, IL.

Mar. 23-24: *Air Capital Train Show & Meet*, Century II Exhibition Hall, Wichita, KS. (See ad this issue). Info: George Baird, PO Box 3245, Wichita, KS 67201-3245. 316-722-2229.

Mar. 23-24: *Nebraska West Central Division, MCoR, NMRA, Third Annual Train Show & Meet*, D&N Center, North Platte, NE. (See ad this issue). Special NMRA recognition. Meet NMRA National Executive V.P. Allen Pollock. Info: Gene Tacey, PO Box 485, Sutherland, NE 69165. 308-386-2489.

Apr. 6 (new place and date!): *Kansas Central Division, MCoR, NMRA, Fifth Annual Train Meet*; Pottorf Hall on Avery Ave in Cico Park, Manhattan, KS, 9 am-3 pm. Info: Ted Fuller, 1956 Road L-5, Emporia, KS 66801-8109. 316-342-3758. Table contact: Richard Napper, MMR, 811 Osage, Manhattan, KS 66502-5946. 913-539-3837 (after 5pm CST).

Apr. 20-21: *Pottawatomie Railroad Society Assn. Swap Meet and Train Show*, Onaga Community Center, 100 Union Pacific Dr., Onaga, KS. 4/20 10am-4pm, 4/21 11am-4pm. Contacts: Dale Renfro, 417 Lucein, Onaga, KS 66521, 913-889-7194; C.N. Ingram Jr., 310 Campbell, Westmoreland, KS 66549-0303.

June 27-30: *Mid-Continent Region Annual Convention*, the "Gateway Getaway," Gateway Convention Center, Collinsville, IL (Greater St. Louis Area). Info: Ken Thompson, Treasurer. 314-394-2247 (before 9 pm Central Time).



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### **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, HOn3)  
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,HOn3)  
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-HOn3)  
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 Scalers (S-Sn3)  
512 SE Douglas  
Lees Summit, MO 64063

Columbia Model RR's (HO Mod)  
410 Camelot Dr.  
Collinsville, IL 62234



# Welcome Aboard!! Advertising Rates

by Joe T. Haney  
Membership Dispatcher

Welcome to the following new Mid-Continent Region members.

John Anderson	Broken Arrow, OK
John Bigelow	St. Louis, MO
Robert Burney	Blue Springs, MO
Kim Claassen	Whitewater, KS
Roger Collins	Kansas City, MO
William Fair	Lecompton, KS
Kevin Huffman	Spencer, OK
David Johnson	Fenton, MO
David Kendall	Independence, MO
Richard Kraemer	Waterloo, IA
John Klingstedt	Norman, OK
Cynthia Priest	Kansas City, KS
Roger Percival	Roeland Park, KS
Jackie Rice	Leavenworth, KS
Terry Rider	Wichita, KS
William Saenger	Webster Groves, MO
John Shuemaker	Windsor, IL
Edward Stankard	Overland Park, KS
Donald Swafford	Novinger, MO
James Vacca	Omaha, NE
Mary Vacca	Omaha, NE
Elliot Winter	Breese, IL
Betty Winther	Omaha, NE
Jim Youngman	Tulsa, OK

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

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For more information, Contact:  
Ken Thompson, Treasurer, 314-394-2247 (before 9 p.m. Central Time)