CABOOSE KIBITZER

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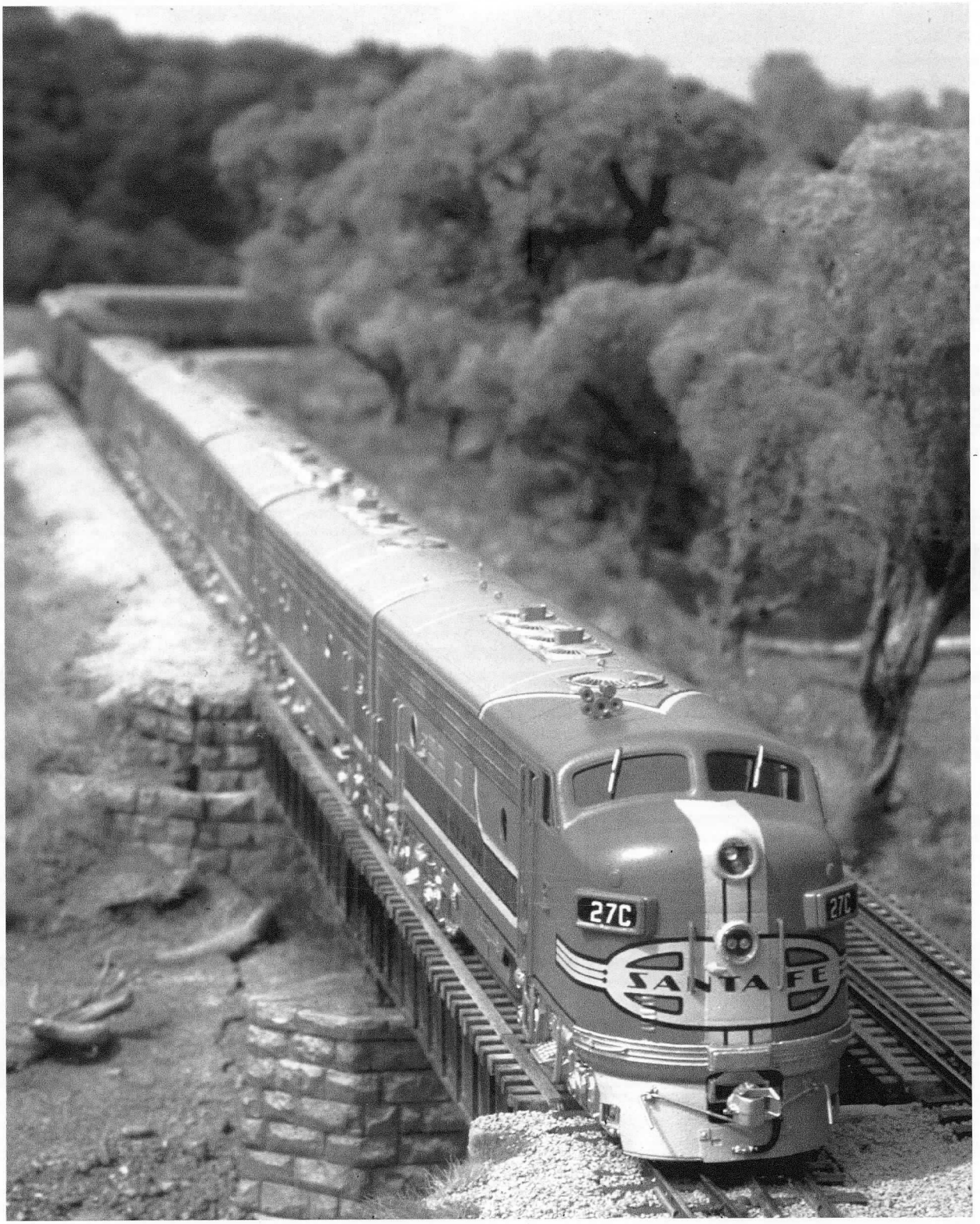

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Caboose Kibitzer
Volume 46, No. 1 Spring 1996

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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 the inside back cover.

Articles, photos, and other materials for publication should be addressed to the Editor, Richard Schumacher, Box 510500, St. Louis, MO 63151-0500, but no payment can be made for same. All items submitted for publication must arrive before the dates listed below to be included for publication in that issue.

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Fall 96	**August 15, 1996**
Winter 97	**November 1, 1996**
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Next Issue

The Summer issue will feature the winners of the 1996 Mid-Continental Regional Model Contest – maybe you? (only way to find out is to enter your model at the "Gateway Getaway" June 27-29, 1996 in St. Louis!). Richard Wholf's 1:64 Modeling Fun column returns along with a "Short Circuit" by Richard E. Napper, MMR (he'll help you make really nice searchlight signals). Phil Sheahan will show you how to add windows to your scratchbuilt structures. Patrick Lana continues his new "N Visible" series with part 2, an old time wreck crane, and Jack Templeton will show you how to light structures with Christmas tree lamps!

On the Cover

The Santa Fe warbonnet is the all-time classic passenger engine paint scheme, and these units won't stop until they reach their final destination on the Midwest Valley Modeler's new layout. The Midwest Valley Modelers are a 100% NMRA Club and their amazing newly redesigned and rebuilt layout will be featured for the first time at the "Gateway Getaway" 1996 Regional Convention in St. Louis. If you want visit this layout again, visitors are welcome with an advance telephone call on most Saturdays, 314-821-6331. Photo by Ken Patterson.

The Head End

by Dean Windsor

Greetings Everyone,

Some of you who are not members of the Mid-Continent Region are no doubt familiar with our practice of sending a copy of the *Caboose Kibitzer*, our quarterly region publication, to you once a year. For new NMRA members, this is a new thing. There are a multitude of reasons you chose to join the NMRA and we all have our own. The NMRA has been, and continues to be, the stalwart of conformance and standards in our hobby for which we all should be extremely grateful. Back in the beginning, you couldn't use one manufacturer's equipment with another's track which was a nightmare unto itself. If the manufacturer you chose did not make what you were looking for you simply did not run it. The NMRA continues today in this long-standing tradition. A few years ago, there were many types of command control out there using different signal standards. When smaller manufacturers went out of business, you were left holding a major investment that just became worthless because you could no longer get pieces or parts for it and it was not compatible with anyone else. Through the efforts of the NMRA to develop standards for command control, we are beginning to see command control systems that are compatible between manufacturers that no longer make an investment in command control so risky. All of you "G" gaugers out there are as familiar as I am with the scale versus gauge problem with "G". This is also being addressed in conjunction with many manufacturers and modelers. I think that this shows very well that we all need the NMRA as much today as we did then.

Of course, this does not include some of the other benefits of the NMRA such as the *Bulletin* (the monthly magazine), Pass Exchange, Pike Registry, Model Insurance and the Kalmbach Memorial Library. Whether you are a scratchbuilder, kitbasher or kit builder, the library is a valuable asset to you. It can provide valuable information on the prototype to help you complete that award winning model and information on your favorite prototype so you can duplicate it on your layout. All this with only a phone call or letter.

Probably the most important thing is the friendships you make, and the Mid-Continent Region is a big part of that. When I joined the NMRA and MCoR I was a "lone wolf" modeler as many of you are. Although I was enjoying what I was doing, there seemed to be something missing. I soon became involved in my local MCoR division and found a new world opened up. The meetings were insightful with many valuable clinics, layout tours, prototype tours and the area meets I became involved in. I have been a member for ten years now.

Because of this, I find myself participating in ways I never would have dreamed before. I have earned merit awards for my modeling efforts as well as many contest awards including a first place at a National convention. I would never had attempted any of this had it not been for the skills I learned from the many fine people in this organization and their constant prodding to enter models in contests and for merit awards in the Achievement Program.

I now go to as many meets as I can each year. I find that I am not doing it as much for the great programs our divisions put on, as I am for the friends I get to see and talk to again. Friends that have the same interest in model railroading as I do. Friends I can share my hobby with. Still the most enjoyable part of this organization.

In closing I would like to take this opportunity to invite all of you who are not MCoR and division members to take this opportunity to become a part of what most NMRA members are finding is a significant portion of their enjoyment in the hobby. MCoR membership is only $6.00 per year. MCoR members receive a quarterly *Caboose Kibitzer*, discounts at many of the division meets throughout the region and an opportunity to join your local division for great clinics, contests, tours and an all around good time. If you are interested in becoming a member, please fill out the membership form inside the back cover and mail it to the address listed. If you would like to visit the division near you, the division directors are listed in the *Call Board* on the inside front cover and would be happy to hear from you. They can give you all of the latest information on upcoming division events.

Whether you decide to join or not, don't miss the Annual MCoR Convention and Train Show. This year's convention, the "Gateway Getaway", is sponsored by the Gateway Division in the St. Louis area and promises to be one of the best ever. You will find many details of this convention later on in this issue. Don't miss it.

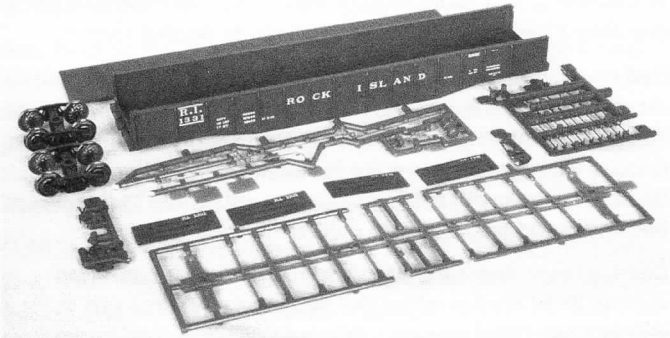
Hope to see you all soon!

From the Editor's Desk

by Richard Schumacher

The spring issue of the *Caboose Kibitzer* is now finally in your hands! I'm sorry for the delay of this issue, since in past years it usually arrived in April. The conversion of the *Kibitzer* to new production methods took much longer than I anticipated, and some personal complications in my life combined to ensure the delay. The next issue is expected to arrive late July and will include coverage of the 1996 Regional Convention, the "*Gateway Getaway*" (see ad in the middle of this issue). Hope to see you at the Regional Convention June 27-29!

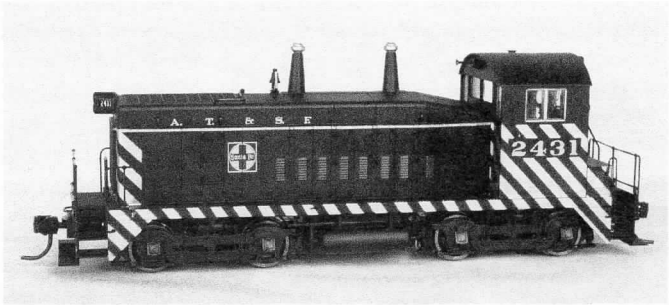
The quality of reasonably priced plastic models which have recently been introduced is simply wondrous. Life-Life has released the second of their Proto 2000 car kits, the 52' drop-end gondola (HO, about $6.00), and it includes a completely detailed interior, working drop ends, individual grab irons, metal wheeled free-rolling trucks, a hidden weight, and excellent paint and lettering. This is not a "shake the box" kind of kit, but all the parts fit together easily and create a fine model. Each road name offered is available in six numbers (two individual cars and a four-pak), encouraging fleet buying. As you would guess, I've bought too many already myself.



The Proto 2000 cars, like the upscale "advanced modeler" kits from InterMountain, Tichy Train Group and Westerfield, combine hours of assembly fun concluding with another beautiful addition to your rolling stock. The only problem is it takes a while to assemble all those cars.

For those of you who want to run nice looking cars now, Atlas continues to offer new cars, such as these hoppers (HO), which are ready to run out of the box. Metal wheelsets, good weight, excellent detail, paint and lettering all combine in cars that roll out of the box and into your yard. You say you don't want the X2F couplers? Remove a press-fit plate and drop in either a Kadee #5 or InterMountain knuckle coupler. I used The two cars shown here to test the new knuckle couplers for my review article, that MoPac hopper is now running with a Kadee #5 on one end and an InterMountain on the other.

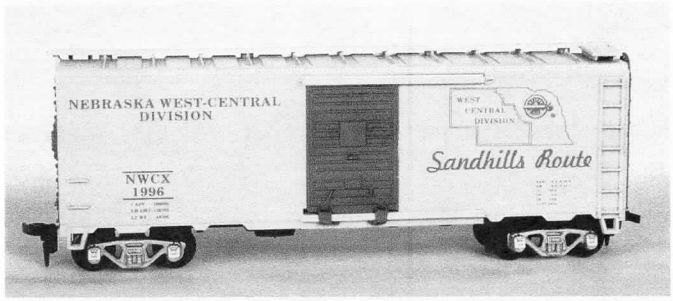
Life-Like has another winner with their new SW9/SW1200 locomotive (HO, about $50-55). EMD produced the originals from 1951 through 1966, with many still in service today. This model is one of the best I have seen in plastic (or brass): thin handrails and grab irons, see-through steps, smooth operation, excellent paint, crisp lettering, and details specific to the roadname and paint scheme era.



The SW9/SW1200 weighs slightly less than the Kato NW2, so it has slightly less pulling capability, but it is easier to add a DCC receiver and you don't have to attach the handrails yourself (as you do with the Kato). Life-Like plans to paint it for as many roads as it can, with the following announced: AT&SF, ACL, B&M, BN, C&NW, Chessie, L&N, NP, PRR, B&O, FEC, GN, N&W, NKP, NYC, RI, Southern, WAB, C&O, CB&Q, Conrail, EL, IC, LV, MILW, MP & UP. I have seen the AT&SF, PRR and NP models, they all look great!

The photo shows my AT&SF unit with InterMountain couplers. Please note the special assembly instructions if you purchase one of these: you *must* remove the couplers before installing the shell. InterMountain or Kadee #5 couplers are a drop fit.

Something else that looks good is the Nebraska West Central Division's limited edition Commemorative PS1 Boxcar. The car is painted for the Division by Director and AP Chairman Gene Tacey. The car ends and doors are painted with Floquil Signal Red and the remainder is painted with Scalecoat Reefer Yellow. Only 50 of these limited edition boxcars will be produced. It is available through mail order for $15. To reserve your car, contact Gene Tacey, P.O. Box 485, Sutherland, NE 69165.



I have also received the first few installments of my Walthers Cornerstone Steel Works. Dean Freytag's book, "The History, Making & Modeling of Steel" is a great reference to the steel industry and what all those structures and cars do. The "Rolling Mill" and "Coke Ovens and Quencher" kits have a **lot** of parts - many dinosaurs died to make those kits (maybe that's why oil prices are so high these days!). The kits seem well designed and of high quality. The "Rolling Mill" works for

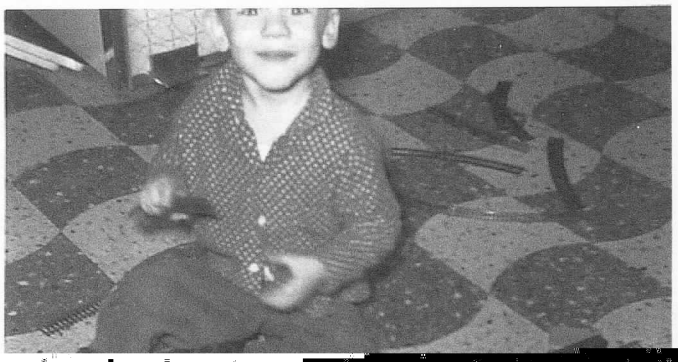
any generic large heavy industry and may be assembled as an "enhanced false-front" structure placed against your backdrop.

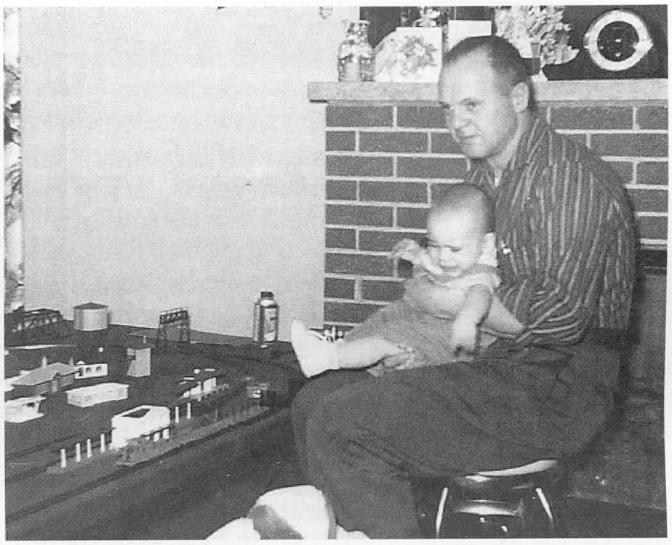
For a while it seemed like Galoob, with their Micro Machines toy line, would be a major producer of HO figures (even if a little too brightly painted). The #22 "Men at Work" collection had rescue, emergency, hard hat, and police teams.

The #35 "Hot Riders" collection had Harley (Electra Glide), Ducati, BMW, and Kawasaki motorcycles.

Galoob also has some relatively expensive (about $20) special collections, including a James Bond set, with HO figures. They could be useful if you always wanted that "007", Goldfinger, Odd Job or Barbara Bach (Agent "XXX") figure for your layout. They have also added "Star Wars" pilots and Ewoks.

Some events cause you to stop and reflect on the meaning of life, and how your life has been effected by others. Many of you were introduced to model railroading by a friend, parent, or that glistening train in a toy store or hobby shop window. I started very young, and my influence was my father.





The original layout expanded to 4'x12' and was supplemented with my own 5'x9' O-27 empire (yes, I have that same Lionel steel caboose everyone else has). The O-27 track later came up, replaced with HO (and cars and structures "borrowed" from Dad's layout). As the years passed, he continued to encourage me in the hobby, and helped with the benchwork of the "basement takeover" (250 sq. foot) layout I built as a teenager. Dad would slip me a few dollars when we were in Woolworth's, so I could finance that new AHM purchase. At one time I had every structure AHM made on that layout.

Dad came with me to many St. Louis area (and later, Division) meets to watch the trains and enjoy the show. He always had an appreciation for layouts and scenes that captured a realistic railroad feeling. And his voice joined those of many of my Division friends with the "so when are you going to finish your basement and start the new railroad?"

Dad had experienced a lot in his life. Both Mom and Dad were at Pearl Harbor when the Japanese navy dropped in for a visit in 1941. Dad was on a tiny pre-WWI destroyer in the middle of the harbor at the time. Mom was sent back to the States and her train home promptly got stuck in a snowstorm at Donner Pass. Dad ended up being at all the wrong places in the Pacific during WWII, and saw the Japanese surrender from his ship in Tokyo bay in 1945.

Unfortunately, Dad had heart problems since the early 1960s

MCoR Convention Railfanning Guide

text and photos by Brad Joseph

If you are planning on visiting St. Louis for the 1996 Mid-Continent Regional Convention, don't forget to bring your camera! With a minimal investment of several hours time, you can reap many rewards in the Gateway City. Come on along and let me be your guide for a tour of **four great locations**, all easily, safely and quickly accessible from the Convention Center in Collinsville.

The last *Kibitzer* gave you a brief history of the St. Louis riverfront, and with that knowledge let me fill in some details. The meet will actually be at the Gateway Convention Center in Collinsville, Illinois in what is called "Metro East". The proximity to the area's fine Interstate Highway system makes that an ideal location to venture out to shoot trains. I have selected these locations based on several criteria: variety of railroads, variety of locations, and variety of scenery. We will visit a major yard: the Terminal Railroad Association's Madison Hump and a beautiful suburban Depot in Kirkwood, Missouri, on the Union Pacific. Lennox Tower with BN, UP, NS, SP, Amtrak and Gateway Western action is where rural Illinois begins and the urban, metropolitan railroading of Gratiot Tower in downtown St. Louis will round out our visits.

Kirkwood, Missouri Union Pacific and Southern Pacific. 160.410, 160.470. Take I-70 west across the Mississippi River. Be aware of the signs for I-44 west, the junction is just across the river! Proceed west to Lindberg Boulevard and go north across the BN tracks, continue to the next set of track (the UP!). Park in the lot on the southeast side of the tracks and explore. There is a small park across from the beautiful stone depot. The depot was previously Missouri Pacific and now hosts two Amtrak trains each way, each day: Westbound 8:35am, 4:55pm, Eastbound 1:06pm, 9:26pm. Don't miss the Hobby Station hobby shop just south of the depot, on the west side of Lindbergh. The overpass to the west of the station is a great spot for westbounds. By the way, this spot is close to the Museum of Transportation. Several good neighborhood restaurants in the area too! About 45 minutes from the Gateway Convention Center. This is Union Pacific trackage with Southern Pacific trackage rights and lots of traffic, about 36 trains a day.

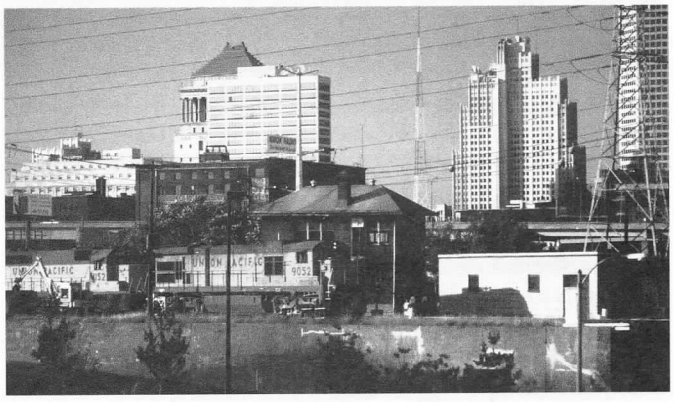
Gratiot Tower Terminal Railroad, Manufacturers Railroad, UP, SP, BN, CSX, Amtrak. 160.500. Near the junction of I-70 and I-44 in downtown St. Louis. As above, take I-70 west across the Mississippi River. Take the Memorial Drive exit and go north. Make the first possible left and go west to 7th street. Follow 7th street south to Choteau and turn right (west). Almost immediately you will turn right onto the old approach to the MacArthur Bridge which is now a parking lot for the headquarters of Ralston Purina (their office building with red and white checkerboards on the top will help confirm you are

Kirkwood, Missouri. Former MoPac Depot now serving Amtrak's Eastbound Missouri Mule. Taken from park on southside of tracks.

Gratiot Tower. Transfer run to NS North St. Louis Luther Yard on the west side of the Merchants Bridge.

at the right spot). The old bridge approach is a great vantage point for photos with the tower and downtown St. Louis in the background. You may want to combine this trip with a visit to Union Station several blocks further west. It is a spectacular renovation of one of America's grandest railroad stations and features lots of great shops and restaurants. You will see trains of the UP and BN most frequently here, but SP trains and CSX transfers put in appearances too! The most unique trains you will see are the transfer runs of the Manufacturers Railway (160.740) running to the Alton and Southern's Gateway yard across the river. You will see them on the southern approach to the MacArthur bridge between you and the river. The run normally goes east about midday and the locos are immaculate green, white and gold switchers with orange trim. The railroad is owned by Anheuser Busch Brewery. Conrail power on several run through trains may also be seen at Gratiot. If you only have time for one railfan excursion in the St. Louis area, **this is the spot**! About 25 minutes from the Gateway Convention Center. Don't forget the daily Amtrak trains: Westbound, 4:00pm, 9:05pm, 11:30pm and Eastbound, 4:30am, 5:55am, 7:35am, some may be triweekly by summer. The tower is owned by the Terminal Railroad Association of St. Louis and their red switchers are frequent visitors on transfer runs too.

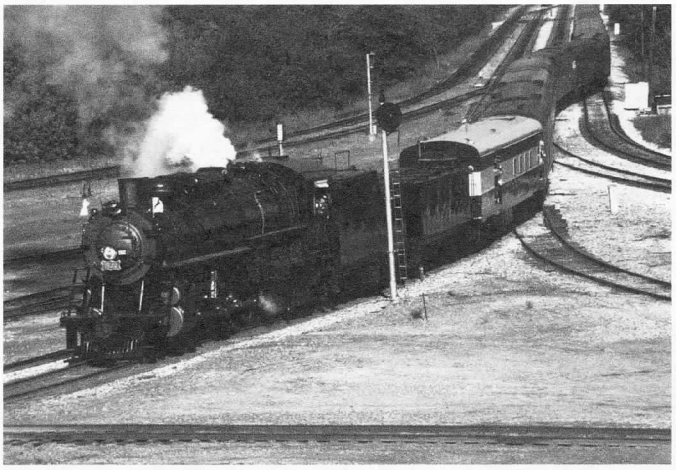
Lennox Tower 160.770. Alton and Southern, UP, Gateway Western, SP, NS, BN and Amtrak. From the Gateway Convention Center go north on I-255 to I-270 west. Exit at Illinois Route 203 south and then go north and turn right onto Chain of Rocks road. Cross the tracks and to the left on Douglas road to the Alton and Southern tower. Once again this location offers tremendous variety. The NS line to Decatur features railroader service and 10 to 14 trains daily. The BN may show up with an Iron Ore train. You could also spot AT&SF power on the Gateway Western along with their distinctive black and yellow power featuring the Arch logo. The A&S, a switching line owned by UP and SP, has yellow and blue units which service the lumber yard south of the tower. This location is a great choice for an excursion as it is only 15 minutes away from the Gateway Convention Center!



Gratiot Tower. Eastbound KCCH (Kansas City - Chicago Manifest). Photographed from Ralston Purina parking area.

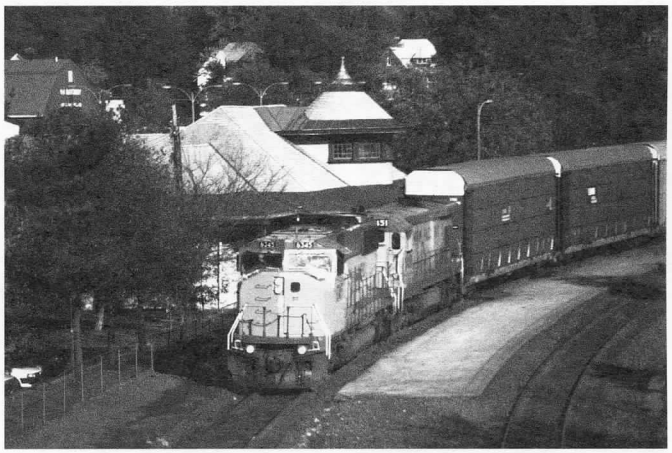
Lennox Tower. Fan trip southbound from Findlay Jct., IL on the former C&EI, former MoPac line at Lennox Tower in Mitchell, IL. This was taken at the NRHS Convention in St. Louis.

Madison Yard 160.500. Terminal Railroad Association of St. Louis. BN, CSX, NS, Amtrak, Conrail. Go west on I-70 to Illinois Route 203 and head north. At 22nd street in Madison go left to Madison Avenue and turn left. Park on the northwest side of the bridge and shoot from the overpass. Looking northwest you see the former location of SH tower and the approach to Merchants Bridge. Merchants is the route across the river for Amtrak trains and NS trains to Luther Yard in north St. Louis. To the southeast is the TRRA's Madison hump yard. Looking north are the tracks which head towards Lennox Tower through the heavy industrial district of Granite City with its steel mills. This location is only 15 minutes away from the Gateway Convention Center and is your best opportunity if you have very limited time.



Madison Yard. Eastbound/southbound NRHS fan trip with SLSF 1522 at Madison, IL passing the former location of SH tower near TRRA Madison yard. Photographed from highway overpass with sidewalk.

Good luck and good shooting! I hope you find these suggestions useful. Many times, in towns I am unfamiliar with, it takes me so long to find good locations that most of my time is wasted. With this information, you can plan a productive visit and perhaps be stricken enough with the St. Louis railroad scene to return. For more detailed information, may I suggest a story by my friend Don Woodworth in the December 1995 issue of CTC Board, or the classic "Railfans Guide to St. Louis" available from Red Board Hobbies (618-233-3618). Red Board also has Softrails St. Louis Regional Railfan Timetable.



Kirkwood, Missouri. Taken from overpass to west of depot. Westbound UP train SLNPCX, St. Louis-North Platte Manifest. This is a CSX connection with lots of auto traffic for western distribution.

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Freight Yards: What Are All Those Tracks?

by Richard Lake

In the Winter issue I wrote about human factors in freight yards. Before I get into the topic for this article on yards, I want to direct your attention to the January 1996 issue of the *Bulletin*, pages 29 and 30. Pat Harriman has two one-night projects which are exactly the kind of structure I was referring to. If you are looking for a simple project to add life to your yard you can't go wrong with either of these structures.

As my personal struggle with layout design continues there is another aspect of freight yards that every modeler needs to consider. What are all those tracks for? A large yard is a maze of track and switches and the plan and purpose is hard to see. I remember my first couple of weeks as a fireman in Armourdale as a time of total confusion. I was never sure where we were, where we were going, or what we were going to do once we got to some section of the yard. This made it really interesting for the switch crew the first time an engineer allowed me at the throttle for some switching, but that's another story. The point of all this is very simple. A major yard facility looks very confusing but there is a purpose behind each and every track within the yard limits and that purpose helps to determine location, access and size for each track.

Receiving Tracks

The first set of tracks to consider in designing a yard are the receiving tracks. These tracks do exactly what the name implies, they receive inbound freight trains. There should be at least two receiving tracks, one for eastbound trains and another for westbound. There may need to be more tracks if the number of trains arriving each day is large enough that switching operations will be unable to clear these tracks before the next trains arrive.

Receiving tracks are located immediately adjacent to the main line with easy access from the main into the yard. If the main line is double track, there have to be crossovers to allow trains into the yard. Also, the receiving tracks must be located so that access from the main does not block yard leads. In real life, railroads want to get trains into the yard as quickly as possible so that needed servicing and switching can be done and the next train sent on its way. If movement into the yard requires using a yard lead, the inbound freight might be held up by switching operations, thus blocking the mainline. Also, the time it takes for a long train to move into the yard will tie up the lead and hamper switching operations. Neither of these situations is one that leads to efficient operation and on the prototype would make the yardmaster and trainmaster very unhappy.

Receiving tracks should be long enough to hold the longest train you intend to operate plus enough additional length to allow for engine movement. Inbound freights should be able to pull into the yard without having to make a cut to double part of the train over into a second track. Typically, any moves made within the yard limits is done by a switch crew. Breaking an inbound freight would take extra time and tie up the yard. The additional room allows engines to cut off for movement to the service facility. This means that there also will have to be switches allowing access to a runaround track for road power to escape from the receiving tracks. Also, for those of us still operating in the days when a caboose was always present, the runaround track allows a switch crew to remove the caboose from the train and set it out on a caboose track. Once the road engines and caboose have been cut off and are out of the way, the inbound train is ready for switching. The road crew have done their job and now the yard crews take over.

Train Yard

The departure yard in Armourdale was called the train yard. It is really a yard within the yard and it is the heart and soul of railroad operations. Classification or sorting is done in the train yard, taking through loads from the receiving tracks and new loads received through interchange and assembling them into outbound trains. Within the train yard some tracks may be designated east and westbound to help clarify the direction the trains will travel on departure. But the train yard has many more tracks than just those designated for outbound freight. Additional classification tracks are needed to set out loads and empties for transfer to other roads, for repair, or for delivery to local industrial sidings or team track unloading.

The train yard lead needs to be as long as possible to allow the switch crew to pull the maximum number of cars out onto the lead for switching operations. The fewer cuts that have to be switched the more rapidly the switching operation can be accomplished. In the train yard the tracks nearest the main line are usually designated for outbound trains. Like the receiving tracks, these tracks need easy access to the east and west bound main line and in a way that does not tie up the yard lead as an outbound train pulls out onto the main. Ideally, departure tracks will be long enough to contain the longest freight – but they don't have to be. They should be as long as layout space will allow to limit the number of tracks that have to be coupled to make up that train. In railroading, time is money and each time you couple on to another block of cars it is necessary to pump up the air on the new cut. Also, while doubling is going on, the train yard lead will be in use which prevents switching operations. Yet another complication to consider while coupling adjacent tracks to make a train is this: the train yard lead and/or track extending from the lead must hold the entire train within the yard limits. An air test has to be completed before you are allowed out of the yard, blocking the main just isn't done.

The number of tracks contained in the train yard is dependent on a number of factors. The first factor is the space available on the layout. If you have lots of space for a yard, then long tracks capable of holding entire trains is not a problem and you will need fewer tracks.. If space is at a premium, as it is for most of us, then a larger number of shorter tracks

becomes necessary. The second factor to consider is the number of departing trains. If you only plan to operate one or two trains in a session, then two outbound tracks will serve and it might be possible to get by with only one designated departure track. If you plan to send three or four trains out during an operating session then more tracks are needed. A final factor that has to be considered in yard design is where to place exchange loads, local deliveries, etc. In a large yard, some of the tracks in the train yard serve as temporary storage for these cars but there would be a separate set of yard tracks, known as the transfer yard, with its own lead to complete the classification process before these cars are delivered. The transfer yard is another complex operation in its own right and so will have to wait for another article. Until that time, keep the switch crews busy and the trains running on time.

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N Visible in the Achievement Program

by Patrick G. Lana

I'm amazed at the highly detailed craftsmanship N scale has these days. When I started in N in 1968, this detail was unheard of. Yet, it is rare to see N scale in area or regional meets competing for awards and participating in the Achievement Program (AP). It is time we see more N scalers in the AP. It isn't any harder for N scalers than modelers in other scales to participate.

In order to encourage you to enter the AP, I'm going to share some of my experiences in what I perceived as the toughest category in the AP, the Railroad Equipment, Master Builder - Cars. (I didn't even think about Motive Power. That is tomorrow's challenge!) Now for you that think you are not interested, read on. I'll cover some hints that may help you and who knows, you just might change your mind.

I had built scenery, structures, a whole layout. But, building a railroad car sounded tough. I was procrastinating until a fellow modeler said, "Why are you so concerned? A car is nothing more than a structure on wheels." Wow, was he ever right.

I began working in wood because I was comfortable with it. Later as I gained confidence, I built in styrene. Start with what you are comfortable with and start with a simple car like a flatcar. Eventually you'll work up to that one passenger car you'll need.

I found there are actually two phases in winning a merit award. Phase one is the construction of the model and the second phase is the paper work to enter the model for judging. Let's get the mundane out of the way first and then we'll cover some examples of car construction in the next three installments.

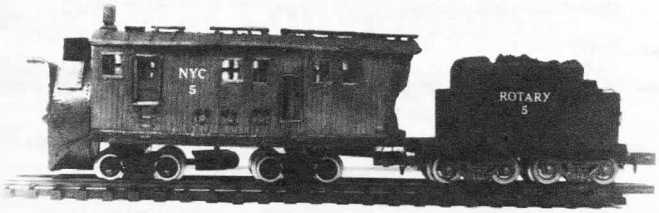
I will go through my paperwork principles, the Merit Award forms and give you some hints based on my Merit Award experience. I'm not going to cover actual scoring by judges or discuss the AP program. Any questions on those subjects should be directed to the Division and Region's AP Chair.

I must first make the point that your model; rather it be a structure, a locomotive, a car or scenery must be of Merit Award quality. Good paperwork only helps you get the points the model deserves. If the model is not worthy, the paperwork cannot raise the model's score to 87½ points, the number of points required to get a merit award.

However, paperwork can **lose** points if it is not filled out completely, clearly and concisely. Let me give you an example.

A number of years ago, I entered a scratch built N scale rotary snowplow in a regional contest. It won third place in the non revenue class, but did not receive a merit award. The reason was I did not fill out the paperwork fully nor did I describe in detail what I had done. A couple of years later, I completed

the paperwork on the same model, using the principles I'll describe, and received a merit award.



The principles you should use in developing your paperwork: A) meet the needs of your audience, and B) be neat, concise, complete and clear.

The first principle is to meet the needs of your audience, in this case the judges. The AP judges are volunteers, your peers They are dedicated, experienced model railroaders. But you must assume two things when preparing your paperwork: 1) they will be short on time, and 2) they will not be familiar with your model or how you built it. In addition, they cannot give you points for what you have not documented.

Most judging takes place at area meets and there is pressure to get the judging done in the shortest amount of time. This means the judges need information quickly and easily. You have to be neat and concise so the judges comprehend immediately what has gone into your model. You must "sell" your model to them even though you are not there.

They will not be familiar with your model. In fact, most judges model in HO, so if you model in one of the other scales, like N, they probably won't be familiar with your scale. The way to overcome part of this is to use buzzwords that are familiar to all scales: scratch built, commercially purchased, weathered, dry-brushed, the use of jigs and templates. If you model in a minority scale you should consider going into more detail explaining your model as it will help the judge understand the complexity of your model.

Judging is hard work and judges normally want to be as helpful as possible. You can help them by being clear, concise and complete.

In order to be **neat** and **clear**, it is better to print than to write the information. It is even better to type it. Using a computer is even easier. I formatted all the required information into my computer and it was easy to duplicate the paperwork from one model to the next.

When preparing attachments, use only 8½x11 paper and print on one side only. It is neater and the judges do not have to unfold, flip over or unstaple the material.

Be concise – the judges do not have time to read a lot. Use the *KISS* principle – *Keep It Simple, Stupid!*

An important point here is that you should take the time to fill out the paperwork prior to going to the meet so you have time to really proofread and polish your answers. Ask yourself: *If I was a judge in a hurry, would I understand how and why this model was constructed?*

The Forms:

NMRA Model Contest Entry Blank is needed only if you are entering a model contest at a meet. It is self explanatory but make sure you fill it out completely including which category the model is to be entered in.

Certification Form is needed by the AP program to record your award. It needs to be submitted each time you compete for a Merit Award. Again, I formatted the information on my computer and all I have to do for a new entry is change the name of the car (structure) and print on the form.

Judges Score Sheet must be included in the package so the judges can record their scores in each category. Please note that it says "Describe in Detail" at least twice on the form. In most cases, you won't be able to do that adequately in the space provided. I automatically add an attachment, a replica of the Judges Score Sheet, which gives me more space.

Hints on the score sheet:

Construction: Check all the boxes that apply so you get credit for what you have done. If you drew plans, followed a construction article or plan; say so and attach a copy. Keep it **neat** though. Be specific in how you built the model and materials used. This category is worth 32% of the total points available so put some time in this category.

Describe how you intentionally put on stakepockets or other details at a crooked angle, off-center, or otherwise not normally positioned to show age, use or damage. If you don't say so, the judges will assume you messed up!

2. Detail: Explain every detail here, down to the lift rings and operating details. The smaller the scale of the model, the more likely the judges will miss the details so you must point them out. Describe how you built the details and list all commercial parts. If you don't list scratch built details, the judges will not know and will assume all details are commercially purchased.

3. Conformity: If you've attached a photograph, article or plan, the judges can quickly verify that your model follows the prototype.

4. Finish and lettering: Use buzzwords here to be concise and clear. Drybrushed, sprayed, stained, highlighted are good. If the prototype had limited or no lettering, say so. Otherwise, you may lose points because judges are expecting lettering.

5. Scratchbuilding: It is important to be honest here. If 90% of the model is scratch built say so and then explain why you think so. List all the parts you made, particularly those that are unusual or operate. Also reference details that are described in #2 Detail. The reason for doing so is that in some contests, your model may be judged by one person for detail and another for scratchbuilding.

Paperwork is not hard if you remember to meet the needs of the judges and are neat, concise, complete and clear. Next time, I'll summarize the construction of one of my favorite cars using the paperwork I described above.

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

Simple Touches That Upgrade Your Rolling Stock

by Kevin Hampton, Hazelwood, MO

One of the things that stick out like a sore thumb on nice models are the shine from the wheels, trucks and couplers. Perhaps you don't own an airbrush, or don't want the hassle of the airbrush set-up and clean-up for a small job like this.

I've found that acrylic paint is a cheap, quick and odor-free solution to this problem. I use *Folk Art Nutmeg* as my color of choice for rusty wheels.

First, clean up any flash from the wheel sets and trucks. Then take a #1 brush (lightly loaded with paint) and touch it to the wheel side while gently spinning the axle between your thumb and forefinger.

After completing the wheels, work most of the paint off the brush onto a piece of cardboard (the kit box will do), and brush over the trucks and couplers to highlight the detail. (I've found that lightly brushing the copper Kadee knuckle springs improves realism without sacrificing performance.)

As with all weathering, start light; you can always add more paint in subsequent applications. An added advantage of acrylics, over other paints, is that mistakes can be washed away with water if you catch them before they dry. (If you are too late in discovering a mistake, that's OK – now the entire car is simply a candidate for a full car weathering job!)

I've found that the whole process adds less than five minutes to the construction of a car, unless I have to find the brush, which if you've been in my basement when the layout is not on tour, you know could add days to the process. I know, I know, this time we're gonna clean the basement and keep it clean. **Yeah Right.** Anyway, *rust in peace.*

More Scenery Tips

by Hank Kraichely, Ballwin, MO

There are many different methods for supporting hard shell scenery. Cardboard strips, chicken and screen wire, rolled up newspapers and Styrofoam. There are countless approaches to creating the initial support for the hard shell.

I have discovered one which I found easy, clean and safe, if a little care is taken. The method, cardboard strip lattice work.

Warning: *Use care when using* ***hot glue****, this material can result in very painful burns.*

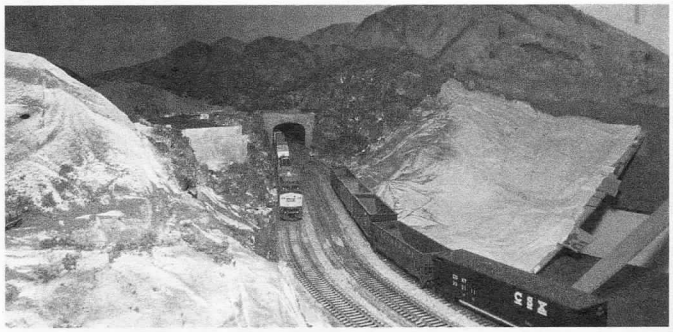
- ☐Cut a cardboard box and carefully into 1½" wide strips
- ☐Hold a strip in the area to be covered with hard-shell to determine the length required (allow an additional 2")
- ☐Bend the strip 1" from each end to create mounting tabs
- ☐Mount one end, followed by the other, to the layout using a stapler or hot glue gun
- ☐Install a series of four or more vertical strips with about 3 to 4 inches between strips
- ☐Cut a strip to weave in between the vertical strips (start about 4" from the top and continue until the area is filled)
- ☐Fasten the horizontal to the vertical strips with a small drop of hot glue at each intersection
- ☐Clamp the strips at the joints with spring clothes pins, only 6-7 clothes pins are required since hot glue dries fast and they can be removed and reused after a couple minutes

If the area is greater than two square feet, I suggest bracing the latticework with a scrap 1x2 to avoid a later collapse from the weight of the rock castings.

Have fun adding scenery to your layout, it is the ingredient that makes the layout come alive!

Hardshell In A Hurry

by Richard Lake, St. Louis, MO
photo by Kevin Hampton, Hazelwood, MO



If you're using Hydrocal as the base shell for scenery, there's a quick way to cover a large area in a hurry. After putting down whatever you use to set the basic elevations for scenery, use Hydrocal soaked cloth instead of paper towels, newspaper or paper bags. Old cotton sheets, curtains or any other fairly soft, lightweight cloth will work. Tear the material into strips 4 to 6 inches wide and as long as the area you plan to cover. The cloth will absorb water very readily so mix the Hydrocal fairly thin. Hold the strip of cloth at one end and lower it into the mix. Let it get thoroughly saturated, then lift it out and put it in place on the layout. The cloth is very strong, so one layer of cloth is as strong as three or four layers using paper. I recently had a chance to try this out on a friend's layout. We used strips about 6 inches wide and 4 feet long and it worked great. We covered 15 to 20 square feet of layout in less than thirty minutes. The pattern in the material was visible, but as the cloth started to dry we took a big paint brush and painted on a thicker mix of Hydrocal. The result was a strong shell that went down quickly.

The 1996 Mid-Continent Regional Convention: the "Gateway Getaway"

All regular convention activities will take place in the Gateway Center across the parking lot from the Holiday Inn. Convention activities include Model Contest, Silent Auction, Clinics and Train Show. The Train Show will be open only to registered attendees on Friday, June 28 from noon to 5pm. You must wear your convention registration badge in order to gain admission to all convention activities. The Train Show will be open to registered attendees, as well as the public, on Saturday and Sunday, June 29 and 30, from 10am to 5pm. Public is admitted to the Train Show only for $5 per person.

Hospitality Suite

The Holiday Inn Hospitality Suite, **Room 441**, is sponsored by the Gateway Division and will be open from 6pm to 10pm on Thursday, June 27. Light refreshments will be provided by the Gateway Division. On Friday, June 28, the Suite will be open from 8pm to 11pm. Bring your own refreshments on Friday. Stop by the Hospitality Suite for information, conversation and railroading. *Registration materials will **not** be available in the Hospitality Suite on either day.*

Door Prizes

You like door prizes? We **have** door prizes. We have ***lots*** of door prizes. You like **pre-registration door prizes**? We have ***lots*** of those too (*that's a hint - send in your registration now*). Door prizes will be drawn on Friday, June 28.

Model Contest

The model contest will be in the Illini room on Friday, June 28 and Saturday, June 29. Contest entries are received from 8am Friday, June 28, through noon on Saturday, June 29. The contest room is open for viewing from noon to 5pm Friday and 10am to noon on Saturday. The contest room is closed for judging from noon until 4pm Saturday, June 29. All contest entries must be removed by 5pm Saturday, June 29.

Extra Fare Tours

Union Pacific (ex-MoPac) DeSoto Car Shops: Extra fare registrants board *Tiger Coaches* at the convention facility for the trip to DeSoto, Missouri. Departure time is 8:00am.

Your visit to the UP car rebuilding shop will be highlighted by the modern processes, immense equipment and sheer size of the cars as you inspect everything up close and personal. Recent improvements include the continuous paint shop, where you can see non-stop progress in the stripping and repainting of cars. Union Pacific employees will lead you through the process from beginning to end, and your questions will be fielded with professional courtesy and quality information.

Located along the ex-Missouri Pacific DeSoto Sub, the car shops offer many photo opportunities as well as modeling potential. A must for modern equipment modelers.

Terminal Railroad Association Venice Hump Yard and Tri-Cities Port District: Extra fare registrants board *Tiger Coaches* at the convention facility for the trip to Venice, Illinois. Departure time is 8:15am.

Your visit to the terminal yard includes sightseeing from the tower as observing operations of the hump. From there, the tour travels to the Tri-City Regional Port District, where you will be guided through the operations of the port, including loading of petroleum products, bulk grain products and coiled steel. Another terrific photo opportunity, and modelers will appreciate the rail cranes and early switchers on property.

Tours will return to the convention facilities by 12:30pm. Extra fare tour registrants are required to wear long pants and closed toe shoes. No sandals, clogs, slingbacks or heels, please. Shirts or blouses should have shoulders and midriffs covered. No shorts. Remember, we will be guests of businesses and should dress safely and appropriately.

Awards Banquet and Bar-B-Que

We have planned a wonderful dinner to be held at the National Museum of Transportation Saturday, June 29. The museum will be open at 5:30pm and dinner will be served at 6:00pm. You will enjoy eating dinner in the shadows of the Big Boy, along with many other fine trains. After dinner, everyone will have the opportunity to tour the museum at their leisure. Dinner includes your choice of Pork Steak, Chicken, Hamburger or Hot Dog. Four side dishes, drink and dessert. Everyone is responsible for their own transportation to the museum. An additional cost of $15 per person, with part of the proceeds being donated to the National Museum of Transportation.

Ladies Day Out

Not into trains? Then spend the day doing what *you* want. On Friday, June 28, you can take a short hop on Metrolink, stop at the Casino Queen (IL) or Admiral (MO) riverboats. Get back on an head for Union Station and do some shopping, if you don't find what you want there, you can move back up to the Metro to St. Louis Centre. Shopping not your bag and the kids are on board? Then why not spend the day in our famous Forest Park. It was the home of the 1904 World's Fair. You can visit the Art Museum, Science Center, and the Jefferson Memorial Museum of History. There are two public golf courses, one nine hole and an eighteen hole course, clubs are available for rental. Last, but not least, is the world famous St. Louis Zoo, which is free of charge (the last free major zoo in the United States). You can travel around the Park and to the zoo on the Shuttle Bug bus. At the end of the day, just catch Metrolink back to Illinois and the hotel.

Board of Directors Meeting

The Mid-Continent Region Annual Board of Directors Meeting will be held from 3:30pm to 5pm in the Clinton/Sangamon Room at the Holiday Inn on Saturday June 29. This meet is open to all attendees.

Achievement Program Meeting

The Regional AP Chairman will meet with Division AP chairs on Friday, June 28, from 1pm to 2pm in the Hospitality Suite, Holiday Inn, Room 441.

Silent Auction

The auction will be in the Cahokian room. Check in time is 7am to 10:30am on Friday, June 28. Bidding time is 8am to 3pm on Friday, June 28. All payment and claiming of merchandise is Saturday, June 29, from 8am to 10am.

Rules for Silent Auction:

1. Each seller must fill out an auction bid form for each item submitted.
2. Required information will be the seller's convention registration number, a description of the items being sold in each lot, and a minimum bid.
3. The lowest minimum bid permitted will be $5.00. If necessary, items should be combined to meet the $5.00 minimum bid.
4. Bidders (Buyers) will use their convention registration number to bid and put their amount of bid in the spaces provided on the bid form which is with each item.
5. Blank forms for the silent auction materials will be available in the Hospitality Suite on Thursday evening.
6. Bids must be made in increments of at least $.50 up to $15.00 and $1.00 up to $100.00. Over $100.00, bids must be made in increments of $3.00.
7. No buying or negotiating for items will be permitted in the auction room once the items are entered in the silent auction.
8. At the close of the silent auction, all bidding stops. The time is set by the auction committee. The last bid, which is the highest bid on the form, will win the right to purchase that item. Any disputed bids at the time of closing will be settled by the auction committee.
9. At the close of the silent auction, everyone except the auction committee will be asked to leave the room.
10. The buyers must pay for their items within the time period set by the auction committee. Sellers will be paid after all the buyers have settled with the auction committee.
11. Auction purchases will be paid for by cash or check (if acceptable to seller) only. Check will be made out to the **sellers** (*not* to the Gateway Division).
12. All unclaimed items will be kept after a certain time limit and fought over by the auction committee.

How to Reach Gateway Center

Access to the Gateway Center is remarkably easy and convenient. Five interstate highways converge on Collinsville. The Gateway Center is about 10 minutes east of downtown St. Louis off 55/70, just barely past the intersection with 255.

Convention Hotel

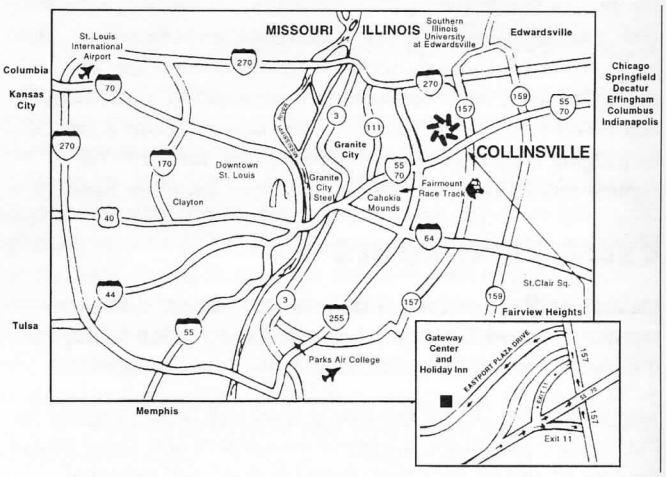
The convention Hotel is the Holiday Inn Collinsville in Collinsville, Illinois. It is located adjacent to the Gateway Convention Center, at I-55 and Illinois 157, easily accessible from I-70 and I-270. It is 10 minutes from downtown St. Louis, and 26 miles from Lambert International Airport.

The hotel and convention center is also minutes from Cahokia Mounds, Fairmount Race Track, Gateway Arch, Busch Stadium, the Riverfront and all those railfanning locations Brad talks about in his article on page 8. The Metrolink (light rail) runs from St. Louis International Airport across the Mississippi River to the East St. Louis terminus at 5th and Missouri. Metrolink fare is $1.

Our special convention rate is $72 a night for up to four occupants in a room. This rate includes a free continental breakfast and a free drink, in addition to the usual Holiday Inn amenities of complimentary coffee in the lobby from 5-7am; complimentary HBO, CNN, ESPN, VCR/movie rental; indoor pool, whirlpool, sauna, half-court basketball, sand volleyball, horseshoe pit, pool table, video games, and fitness center.

Convention materials will be available in the lobby of the Holiday Inn beginning Thursday afternoon. A separate hospitality room is open on Thursday at 6pm Friday at 8pm. A nearby layout tour is also planned for Thursday evening.

Convention attendees and swap meet vendors should mention the **NMRA "Gateway Getaway" Convention** when making reservations. Call 800-551-5133 or 618-345-2800.



Need help? **Call John Hardy, 1996 Regional Convention Chairman, at 314-677-8270.**

Need help with your *registration*? Call Ken Thompson, Treasurer, at 314-394-2247 (before 9pm CDT).

Regional Layout Tour

Do we have layouts for you!

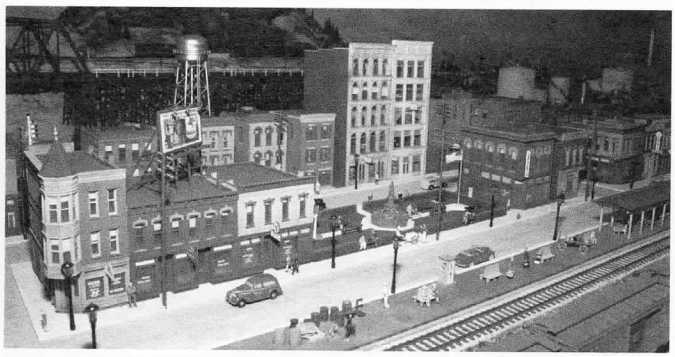
TJ AGNE: A "must see" is the Belleville & Southern Illinois, a 24X64 HO layout. St. Louis area railroads are featured including: MP, IC, CB&Q, CNW, KATY,and SP. The layout features lots of action with a 7 track passenger terminal and a 14 track yard. Wireless throttles are used allowing operators maximum flexibility.

JIM AGNEW: This stop will afford the visitor the opportunity of seeing 3 separate G scale layouts. Indoor are a 20X6 dog bone featuring American stream and diesel plus a 30x3 point to point European prototype running under over head wire. Meanwhile outside is a 20X38 single loop with several passing sidings and spurs. The outdoor layout features remote control of both motive power and turnouts.

JIM ANDERSON: This free-lance HO layout is set in the midwest. Various St. Louis area roads are seen on this smooth running layout. Featured are a large coal mine, inter-modal facility along with an engine servicing area and large yard.

NOEL BAKER: This HO layout covers approximately 1000' square feet in a 30X37 L-shaped room. The layout contains some 3,000 feet of track and 250 powered turnouts. Relive the 1940's and 50's as Santa Fe steam and 1st generation diesels are seen passing through the Colorado areas of La Junta, Trinidad, Pueblo, Colorado Springs plus Raton, New Mexico. The scenery is overwhelming with mountains reaching the ceiling!

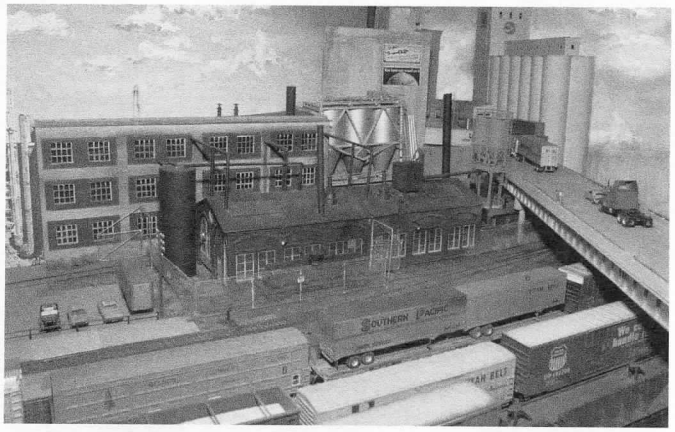
MIKE BARRY: The Quail Creek & Southern Railroad is a 24X22 L-shaped railroad with approximately 1,000 feet of track. The QC&S features a double track main with approximately 35% of the scenery complete. Walk around digital control is utilized to operate this '30-40s era Santa Fe layout.



DAVE BARTZ: This 12X32' (with a 7X12 staging yard) HO layout depicts the Trinity Division of the Santa Fe Railroad. Both steam as well as diesels are seen on this 1940-50 era layout. The double track main is protected by operating 3 color signals while some 30 turnouts are also protected by operating dwarf signals. In addition to scratch built momentum throttles, radio controlled "PFM II" steam and "Magoffin" diesel sound systems are utilized.

RAY BOISMENUE: The Brittany Short Line is a G scale outdoor 17X25 layout. It features 3 separate mains, bridges, and a large trestle. Various steam and diesel powered trains will be seen including locomotives with both sound and smoke. The BSL has many great buildings and beautiful plants.

CRAIG BROWN: The Copperplate Railroad is an HOn3 Colorado layout featuring beautiful scenery and hand laid track. See Ophir Loop, Trout Lake and Lizard Head along with great trestles.



ERIC BROOMAN: The Utah Belt is a modern free lance road set in northern New Mexico. If the Utah Belt sounds familiar it should because you have seen it in both *Model Railroader* and *Railroad Model Craftsman*. There is plenty of action as unit coal trains and double stack action march through a variety of beautiful scenes. Tons of great detail and super models make this visit a must.

AL CULBERSTON: Come see a recreation of the Pennsy's glory years. Wide sweeping curves and many bridges greet the visitor. Most of PRR's various classes of steam motive power along with 1st generation diesels are seen on this layout. PFM sound is utilized on the majority of the beautiful steam locomotives.

HERB GILDEN: The 1950-70 period for the Southern Railroad will be seen during this visit. This HO steam and diesel layout is a 38X12' dog bone depicting the Smoky Mountains. The Smoky Power Company has been recreated along with a very large yard. Coal and wood (for charcoal) are the main commodities . The layout features Union Station, seven bridges, a trestle plus a working signal system.

GREG GRAY: The On3, San Megel Southern Railroad runs from Telluride to Ridgeway, Colorado where it interchanges with both a standard and On2 railroad. Great running motive power takes a back seat to the magnificent mountains and painted backdrops which recreates the grandeur of Colorado.

KEVIN HAMPTON: Enjoy a trip to the Allegheny Mountains of Southwestern Pennsylvania and Northwestern Maryland as you tour the Cumberland Division of the CSX from Cumberland to Connellsville. This modern around the wall HO layout fills a good portion of a 23X43' basement. The layout features multi-power lash-ups pulling unit coal and

double stacks. Digitrax Digital Command control is utilized on this modern empire.

GARY HOOVER: Words can't describe the many and varied scenes on this layout. The layout was on the cover of the 1994 issue of *Great Model Railroads* plus in numerous articles and photos in *Model Railroader*. The visitor is greeted with a layout that stretches from the midwest to the west coast. During your visit you will see tree covered ridges and mountains in both summer as well as with winter snow. See the desert, red rock canyons plus an unbelievable ocean scene. Don't miss this one!

BRAD JOSEPH: You will feel like you're in Wyoming when you step into this model of the UP over Sherman Hill from Cheyenne to Laramie. This double deck HO layout features several scenes modeled after specific spots on Sherman Hill. Eras are mixed freely so expect to see heavy steam and wide cabs in action! As seen in the *Bulletin* and other magazines.

DEE JOSEPH: The Harriman-Hill system features big time transition era railroading. PFM sound equipped roster includes famous power from the UP and GN. Look for many name trains like the Empire Builder, City Of Portland, Oriental Limited and several smaller trains. Witness beautiful mountains and many bridges as you follow the UP-GN's joint line between Denver and Glacier National Park. Finally, go into the adjacent room and see a working CTC board in action!!

HERB KOENIG: This 1930's HO/HOn3 Colorado logging and mining layout occupies a 18X32' room. The scenery is breathtaking with the layout extending from knee level to the ceiling. A *seven foot curved trestle* greets the visitor while hand laid ties and rail make this step back to railroading's glory days complete.

HANK KRAICHELY: The CB&Q IL/MO Division depicts the run from St. Louis, MO. to Alton, IL. Several large industrial complexes feed business to the Q including; the 5X8' Portland Cement Company, Portland's Missouri River quarry, a large brewery complex plus many other industries. KATY has trackage rights plus there is an active interchange with the Terminal (TRRA) and MP. Walk around throttles are used on this large 28X38' C shaped layout.

BOB LENZ: The visitor will be treated to an HO and HOn3 layout set in Colorado. The standard gauge Colorado Western interchanges with the narrow gauge Aspen Junction in a dual gauge yard. The narrow gauge mining line climbs from 48" to 74" through a series of switchbacks. Night operation is simulated with black light which displays the fully lit town to it's fullest. Spend a few minutes taking in the tons of detail and the many trestles. Also, this layout is being upgraded to DCC operation.

DAN OSBORN: The Granite City, Glen Carbon & Caseyville depicts a fictional short line set in St. Louis Metro East in 1955. Connecting with the Missouri Pacific, the Louisville Nashville, and the fictional Belleville and Southern Illinois, the GCGC&C offers diesel servicing, a ten track yard, small shaft coal mines, a rock quarry serviced by a 30" narrow gauge railroad, and wireless control of mainline action. Code 70 and code 83 trackage throughout, with Del-Aire pneumatic turnout control.

DAN RICHTER: The West Virginia hollows transversed by the B&O are the setting for this layout. It is a 10X11' walk-in design with medium size town and engine facility built to serve the Appalachian countryside. The scenic effects combined with the painted backdrops make one feel that they are actually inside the railroad.

DAVE ROEDER: The BN 1970-1990 is the subject of this 27X18' HO layout. A five track 40' lower level staging area plus a ten track 12' main yard feed lots of traffic to the BN. See the many highly detailed industrial scenes on your tour of this class 1 railroad.

JOHN RUSSEL: Come see the Rock recaptured in O scale! Steam and first generation diesels run flawlessly on this great pike. The layout features hand laid track and turnouts including 3 ways and cross overs plus many scratch built structures.

JOHN SCHINDLER: The present day BN is found at this stop. The HO layout fills a 25X40' basement and utilizes DCC command control. The 7 track staging and 9 track main yard generate lots of heavy traffic. Coal, intermodal and double stacks dominate this line.

alternative? During this clinic, Dan will lead you out of the darkness as he demonstrated what it takes to build both styles of "Brass Car Sides" equipment. No more excuses! Get those passenger trains together and into revenue service now!

STEVE ROSNICK: *Digital Command Control - the Wave of the Future*. Start with a brief overview of the concepts of Digital Command Control (DCC). A live demonstration, utilizing the Digitrax system, follows. This demo includes how locomotives are consisted (MU'ed), installing a decoder into a loco, and how special effects can be applied with decoder functions. Questions will be answered anytime. The clinic will also give an idea of the startup costs for those entering DCC or replacing an older analog system. Detailed handout available.

RICHARD SCHUMACHER: *Easy to Install Signal Systems.* Assemble simple, inexpensive electronic circuits to wire operating two and three color signal systems. Works with regular throttles and command control. Handout included (first come, first grab as usual).

PHIL SHEAHAN: *Building Wood Structures.*

GREGG SPENCE and **RICK SESTER**: *Air Motor Control.*

Vendors and Tables

Do you like train shows with *hundreds of tables*? Train shows with vendors, individual swap tables and sellers, and displays? Well, the 1996 Mid-Continent Region Train Show has 'em all!

The following vendors and tables are confirmed to appear: Allen Pollock (Fun & Games), American Model Builders, AMI, BC Junction, Bob's Engine House, Bob's Photo, Bruce Bird, Building & Structure Co., Center Point Line, Chicago & Illinois Midland Chapter NRHS, Coryville Station, David Wilmot, Del-Aire Products, Dirk Reynolds, Don Manlick, MMR, Frisco Railroad Museum, Inc., Gandy Dancer Productions, J-Bar Rail, Jerry Swiney, Harold Brook, Light Rail, Mark Tweedale, Marty Vaughn, MMR, Memphis Digital Switch & Signal, Michael Galvin, Midwest Rail Magazine, Miniature World, Mount Vernon Shops, NMRA / Gateway Division, Operation Lifesaver, Phil Sheahan, Robert L. Elliott, Robert Norris, Scale Railway Equipment Company, Tapes on Wheels, TRRA Historical Society, Thunder Road Hobbies, Tom McKenzie, Tom Shook, The Tool Man, Trains & More, Valley Junction Hobbies, Victor Smith, and The Wheeler Road.

1996 Mid-Continent Regional Convention and Train Show the "Gateway Getaway" – Registration Form

Name		**Age**	
Address			
City, State, Zip			
Name(s) to appear on name badges			

Convention Registration	**No.**	**Amount**	**Total**
** MCoR Member Full Registration Member #		@ $30.00 ea	
** Non-MCoR Member Full Registration		@ $35.00 ea	
One Day Only circle day: FRI SAT		@ $18.00 ea	
Teen (age 12-17) Full Registration		@ $17.50 ea	
Teen One Day Only circle day: FRI SAT		@ $9.00 ea	
Extra Fares:			
UP DeSoto Shop Tour		@ $12.00 ea	
TRRA Hump Yard & Tri-City Port Tour		@ $10.00 ea	
Saturday Awards BBQ at the National Museum of Transportation		@ $15.00 ea	
Total (please make checks payable to *Gateway Division MCoR*)			$

Mail completed registration and check to: **Ken Thompson, 911 Queensbridge Road, Ballwin, MO 63021-6709**

Improving Athearn Locos

text and drawing by Al Gaddini

The articles I have read on tuning Athearn locomotives recommend discarding the motor connector clip. This is the strip of metal that clips to the top of the motor with the ends positioned underneath the top tabs on each truck. The reason for this recommendation is that the clip becomes pitted and rusted with age, making poor contact. The usual suggestion is to solder wires from the copper strip on the top of the motor to the top tab on each truck. A complete treatment also adds a wire between the bottom of the motor and the bottom tab on each truck. This improves locomotive performance by ensuring good power connections from the trucks to the motor.

Unfortunately, if you want to perform maintenance, such as removing a truck or the motor, you'll need to unsolder wires. This can lead to solder buildup, or melting the plastic in the motor or trucks from overheating with the soldering iron.

You can avoid these problems by utilizing the motor connector clip as a solder platform along with mini alligator clips to make the truck connections. Any small clip that functions the same way will work. I found my alligator clips at Radio Shack. The smaller the better. The best flexible wire to use would be 24 gauge, stranded and insulated. Most articles recommend using 22 gauge wire, however I've never found an flexible enough because of the thickness of the insulation. You might check with a TV repair or electronics shops for 22 or 24 gauge stranded wire with flexible insulation. Hobby shops carry Model Power wire which is close to 24 gauge and works fine. The flexibility is needed so it won't interfere with the movement of the trucks.

The Athearn motor has two copper tabs on its bottom that make good contact with the chassis – if the motor is firmly in place. Before you put in the motor, steel wool the contact area to eliminate bad contact due to rust, paint or corrosion. Press down on the motor to make sure it is firmly installed and sits straight in the chassis. With this good contact, all my wiring is done from the connector clip on the motor top.

Now that you have an idea of what's involved, let's put the wiring assembly together. Remove the shell from your locomotive. Then remove the connector clip from the motor and under the top truck tabs. Measure ½" out from the bottom of the bend on each end of the motor connector clip and cut off the excess. You'll end up with a ½" tab at each end of the clip. File off the sharp corners and clean both sides with steel wool. By periodically cleaning the clip bottom with steel wool you won't have a problem with rust or pitting.

Measure and cut two pieces of wire from the top center of the motor to the top tab on each truck, allowing at extra ½" in length to provide the flexibility needed for truck movements. Strip the wire ends, exposing enough wire for soldering. Tin one end of each wire by melting a small amount of solder into the exposed wire. If you add a light bulb, do the same with the wire to connect the bulb. The bulb wire should be a little longer so it won't interfere with the movement of the truck.

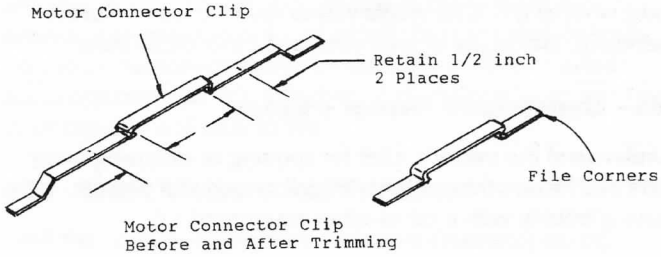
Take two of the alligator clips and clamp one on the top tab of each truck. If they fit without touching the flywheels, that may be used as is. You'll need to shorten them if they are too long. If you need to do this, cut them from the back. The back end is where you squeeze to open and shut the clips. Round any sharp edges with a file. If you cut them smaller, you will likely need a needle nose pliers to open them for removal from the truck tabs.

Now with the motor connector clip, wires and alligator clips ready for soldering, twist the end you did not tin together. Tin the combined end with a small amount of solder, and then solder the grouped wires to the top center of the motor clip.

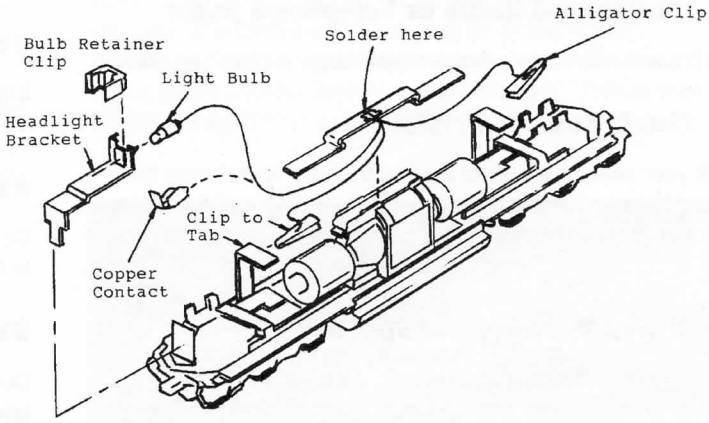
Solder the end of each wire you measured to reach the truck to an alligator clip. If you have a third wire for a bulb, solder the loose end to the bottom of the bulb or the copper contact in the headlight bracket that holds the bulb.

Clip the motor connector clip to the top of the motor, insert the bulb into the headlight bracket, and clamp the alligator clips to each truck. You may have to bend the tabs slightly so the alligator clips do not touch the drive shafts or flywheels.

You now have improved the performance of your Athearn locomotive while still allowing easy maintenance of the tracks and motor.



Motor Connector Clip
Before and After Trimming



Assembly View of the Motor Connector Clip with Attachments for the Athearn Chassis

Operator's Guide to Better Operation

complied by Cliff Robinson, Keith Gutierrez, Richard Kamm, and David Barrow. David is a featured clinician at the upcoming MCoR *"Gateway Getaway"* Regional Convention.

Operation Directives: These directives evolved over the past few years as our informal touring group visited, operated, critiqued and compared layouts. Based on these visits, the group established a list of directives that insure an enjoyable operating session.

#1 - Understand the Layout

Try to understand the layout setting, philosophy and the owners rules of operation. Obey them even if you don't agree with them or can think of a better way.

#2 - Ask Questions

Ask questions if you are unsure.

#3 - Understand Uncoupling Guidelines

Understand the uncoupling guidelines. Ask if it is OK to handle cars or not?

#4 - Don't Handle Locomotives

Don't handle the locomotives. If it leaves the track, ask the host what to do. If he wants you to re-rail it, look before handling. Be careful of grab irons and other detail parts!

#5 - Understand Owner's Rules

Understand the owner's rules for spotting or removing faulty cars and locomotives. Above all, tell someone if you are having trouble with a car or other equipment.

#6 - Understand Radio or Telephone Rules

Understand radio or telephone rules. *Listen before speaking!*

#7 - Check Your Switchlist

Check your switchlist before leaving the yard and during the run to determine and anticipate car forwarding and switching problems. Try to know what you are going to do before you do it.

#8 - Run At Prototypical Speeds

Run the train at prototypical speeds. *Don't run too fast!* Try to match prototypical stops and starts. Don't reverse the locomotive while it is moving.

#9 - Stay With Your Train

Stay with your train. Don't stand at the end of aisles and watch the train disappear in the distance. The whole point of "walk around" layout planning is to try to create the illusion of really being in the cab.

#10 - Don't Block the Aisles

Don't stand in the narrow parts of aisles. Also, don't try to carry on a conversation or distract yardmasters or operators when they (or you) should be doing something else.

#11 - Know Clearance Points

Know clearance points. If a siding only takes three cars, don't try to put four into it! You will save yourself considerable embarrassment if you observe the fouling point for all turnouts and avoid throwing the turnout under a car or locomotive.

#12 - Pull Before Put

In general, perform pickups before setouts. Check the switchlist carefully and you might save yourself some time down the road by pre-blocking a car or two for the next town.

#13 - Obey Signals

Observe and obey signals. If a signal is not working, assume it is displaying its most restrictive aspect and be governed accordingly.

#14 - Report Problems

Report maintenance problems to the dispatcher. Don't shout it out! The host probably has a list to keep track of problems. Report your difficulty as tactfully as possible.

#15 - Locate Turnouts Before Throwing

Locate turnouts before throwing. If necessary, get dispatcher permission to unlock and throw mainline or passing siding turnouts.

#16 - Leave Turnouts Aligned Correctly

Before leaving a town, be sure turnouts are aligned correctly and locked if appropriate.

#17 - Be Patient

Be patient with other, especially new, operators. We all had to learn sometime.

#18 - Don't Distract the Other Operators

Don't engage in non-operating related conversations in the layout room during timed operations.

Layout Owner's Guide to Better Operation

complied by Cliff Robinson, Keith Gutierrez, Richard Kamm, and David Barrow. David is a featured clinician at the upcoming MCoR *"Gateway Getaway"* Regional Convention.

Layout Owner's Directives: These directives evolved over the past few years as our informal touring group visited, operated, critiqued and compared layouts. Based on these visits, the group established a list of directives that insure an enjoyable operating session. Use of the directives during planning, construction and maintenance guarantees *we will* like it!

#1 - Command Control is Required

Regardless of the trackplan, you must have a command control system; brand is not important as long as it works. One of the key causes of new operator dissatisfaction is having to remember all of the secret switches, methods, procedures and policies governing the operation of their locomotive. The most effective system is transparent to the operator and requires no sermons on how to use.

#2 - Motive Power Must Run Smoothly

Equip your operating fleet with the best running locomotives and place all others on the rip track for rebuilding. This must be done even if the operating fleet may be prototypically incorrect. A highly detailed, prototypically correct, but poorly running locomotive frustrates the best operator. Do not continue to use a locomotive in need of repair. Advise operators how to determine locomotives in need of repair or just wheel cleaning.

#3 - Less Than 2 Derailments Per 100 Cars Moved

Excluding operator errors, the mechanical condition of trackwork, rolling stock and locomotives must result in less than two derailments for every 100 cars moved.

#4 - Insure Operator's Comfort

The most enjoyable sessions take place in a climate controlled room which has adequate heating and cooling. Climate control assists in meeting directive #3 since layout expansion and contraction is less. Floors should be carpeted and there should be strategically placed stools for tired operators. Layout height should be comfortable and of an average height.

#5 - Aisles Must Accommodate Operators

Operators come in a wide range of sizes and shapes. Aisles should be wide enough to allow operators room to pass. Narrow aisles require careful scheduling to prevent boxing-in an operator. Back-to-back operating stations or positions must be avoided and adjacent positions must allow adequate elbow room.

#6 - Turnout Controls Easy to Understand

Fixed operating positions, such as yards, should be equipped with standard control panels. Layouts designed for walkaround control should use simple turnout controls mounted on the fascia panel directly below the turnout. Switches must be easy to throw and provide positive indication of turnout direction. A direction convention such as "up=reversed" and "down=normal" must be adopted and consistently applied.

#7 - Track Must Be Easy to Reach

Cars occasionally and quite mysteriously jump off the track. Rerailing is much easier if the operator can reach the track without ladders, stools or a sky hook. Avoid hidden staging tracks since chances are 50-50 there will be a problem when entering or leaving. And finally, the probability of having a derailment is directly proportional to the degree of "reach" difficulty.

#8 - A Communication System Must Be Provided

Telephones or radio must be used to insure proper and timely transmittal of train orders without distracting other operators. Guidelines for using radios must be understood and followed to avoid interference.

#9 - Switch Lists and Spots Must Be Readable

The simplest switch list is usually the easiest to understand and use. Always specify pickups first to make room for setouts. List towns in order of arrival. List cars alphabetically. Intra-town car moves should be uniquely marked to avoid accidental removal. Identification of all industry spots must be unambiguous and easy to see.

#10 - Limit Visitors and Trainees

Limit the number of first time operators (Trainees) during normal operating sessions. Best case is when a regular operator shadows a trainee during an entire session, explaining things as needed. Trainees should be allowed to make errors without fear of embarrassment. Visitors should be discouraged from coming during operating sessions.

see
David Barrow's clinic
Designing and Building Layouts for Operation
at the 1996 Mid-Continent Regional Convention
the "Gateway Getaway" - June 27-29, 1996

Heartland Express '98 Convention Update

by Larry Alfred
General Chairman

During this update, I would like to solicit volunteers to help with the convention, to encourage Kansas City area modelers to step forward and consider showing your layouts to the world, and to remind all that "Heartland Club" memberships are still available.

Planning for the NMRA 1998 national convention, to be held July 20-26 in Kansas City, is moving ahead at a faster and faster pace. The central planning organization is pretty well in place; however, there is plenty of room for anyone interested in helping. I'm sure that there have been those that want to be involved and have asked to be given a job, only to be told they must wait and be patient. Please don't be offended if this happens. It's just not possible to have everyone involved right from the very beginning. But, I can assure you that all who want to help will have the chance. There will be opportunities for positions with high levels of responsibility and may require commitments of many voluntary hours, and there also will be opportunities for those that just want to help for a short time or when they have some extra time. There are also opportunities for NMRA Divisions (or other MCoR organizations) to volunteer help under the guidance of a local planning committee representative. As examples, the Kansas West Central Division will help with registration, the Gateway Division with the silent auction, and the Eastern Oklahoma Division with the live auction. Regardless of your personal level of interest, please let us know who you are, how you may be willing to help, and to what level you are interested in being involved. If interested, Larry Long should be contacted at the address given below. If you haven't sent your name in to Larry previously, please do so.

One of the most popular features at NMRA national conventions is the opportunity to visit model railroad layouts in and around the host city. We are extremely fortunate in Kansas City, because of the great number of really nice layouts. You will be able to view some of the "classics" in the area and some new, and very well done, layouts. We are tentatively planning one or more combination tours with a layout or two, some historical locations, and possibly a prototype opportunity. Keep watching to see what's ahead. A final note on layouts, if you are interested in having you layout consider for the tour, please contact Bob Bayley.

With this issue of the *Caboose Kibitzer*, we are continuing to offer membership in the "Heartland Club". A registration form has been included with this issue which describes the program. The Heartland Club offers limited early registration for the 1998 national convention and provides special benefits to Heartland Club members. The membership benefits established to date are listed on the registration form, but the important features of the club include early selection of tours and activities, a low registration number, and a package of registration and souvenir items valued in excess of club membership cost. The proceeds from this program will provide the convention committee with necessary "up front" capital to continue with convention planning. So, don't miss out. Memberships will be limited to the first 200. Information on registration is available from Peter Ellis at the address below.

The convention hotel will be the Kansas City Marriott Downtown. We received good news with the announcement of the refurbishment of the Muehlebach Hotel (across the street from the Marriott). We have blocked rooms in both hotels for the convention week. The two hotels, as well as the convention center, will all be connected by elevated and below-ground walkways. So, even if we have a hot July in Kansas City (what do you think?), you will be able to stay cool all week at the convention. Get ready, because we are planning a full week of the activities you expect, including clinics, contests, tours, plus old and new friends. There will be more information put out through the *Caboose Kibitzer* as time goes on. In the meantime, if you have thoughts or questions about the convention, or if you want to volunteer to help, please contact one of us as indicated below. You can also contact us by e-mail at: **elliscon@primenet.com**

For general comments or suggestions:

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

For registration information:

Peter Ellis
14960 W. 87th St. Parkway, #154
Lenexa, KS 66219

To volunteer your services:

Larry Long
3507 E. 223 St.
Peculiar, MO 64078

To offer your layout for the tour:

Bob Bayley
1017 W. Fairwood Ln.
Olathe, KS 66062

Did you know?

The Gateway Division (Greater St. Louis Area) will be presenting a bid at the NMRA National Trustee Meeting in Long Beach this July, requesting to host the 2001 NMRA National Convention in St. Louis.

The Gateway Division asks MCoR members, if their schedule permits, to show their support for this bid by attending the Sunday trustee meeting session.

If you have questions, please contact the general chairman, Bob Amsler, at 314-464-0589.

AMARILLO EXPRESS 96 REGISTRATION

AMARILLO, TEXAS

June 14 through June 16, 1996

	Rail	Railette	Youth
Name _____	(_____)	(_____)	(_____)
Name _____	(_____)	(_____)	(_____)
Name _____	(_____)	(_____)	(_____)

Address_____ Phone (_____)_____
City _____ State _____ZIP_____

NMRA # _____ LSR# _____Other Region# _____ Area _____
Will you require transportation for layout tours?_____

STANDARD FARE

		Before 6-1-96	After 6-1-96
		$45.00	$50.00
Rail/Railettes	No. ____@ (see above)	_____	_____
Youths (Under 15)	No. ____@ $15.00 (no meals)	_____	_____

Total Basic Fare $_____

EXTRA FARE

Show *Texas* (ticket, bus & BBQ)	$21.50 x No.____	= $_____	(limit 150)
Helium Tour Green (AM)	$ 5.00 x No.____	= $_____	(limit 30)
Helium Tour Blue (PM)	$ 5.00 x No.____	= $_____	(limit 30)
Power Plant Tour Red (AM)	$ 5.00 x No.____	= $_____	(limit 30)
Power Plant Tour Yellow (PM)	$ 5.00 x No.____	= $_____	(limit 30)
Asarco Copper Tour Brown (PM)	$ 5.00 x No.____	= $_____	(limit 40)
Pantex Tour Black (AM)	N/C. x No.____		(limit 80)
Railette Tour	$ 5.00 x No.____	= $_____	(no limit)
Golf Tournament	$10.00 x No.____	= $_____	(limit 40)

Total Extra Fare $_____

All tours with a limit will be reserved in the order applications are received.

Please make checks or money order (US funds) payable to Amarillo Express-96 and mail to George Bates, 6807 Club Meadows Dr., Amarillo, TX 79124-1410.

MAKE ROOM RESERVATIONS DIRECTLY WITH THE CONVENTION INN.
Radisson Inn-Amarillo, 7909 I-40 East, Amarillo, TX 79104 (806)373-3303
Room rate: $69.95 unlimited occupancy.

For Convention information please call Carter Osborne (806)355-4758.

For Registration information please call George Bates (806)355-4385.

Convention registration desk will open Thursday, June 13, 5 PM to 10 PM

New Knuckle Couplers

by Richard Schumacher

Knuckle coupler options have dramatically improved in HO recently. Both InterMountain and McHenry have introduced couplers to directly compete with the "standard" Kadee #5.

I tested all three couplers in various combinations. All three have the steel uncoupling "air hose" levers and work with the standard Kadee Magne-Matic delayed action uncoupling ramps. All couple and uncouple from each other. Both of the new entries are sized about the same as the Kadee #5. And both of the new models have built-in plastic "springs" instead of the coiled knuckle actuating spring found on Kadee #5s. I especially like the elimination of the coiled spring, since my previous layout had an operating hump yard (with usually non-operating retainers), and the impact of the coupler against the (padded) bumpers usually initiated a search for where the copper coil had sprung.

All three couplers work in boxes with large center posts, like cars from Athearn, MDC, Walthers, InterMountain, Accurail, Proto 2000, many Con-Cor, Atlas, Eastern Car Works, Details West, E&B Valley, Stewart, Tichy Train Group and Westerfield.

The three options: Kadee, InterMountain and McHenry

The molded center spring is larger and wider on the McHenry coupler, making installation in cars with oversized boxes easier. The width of the InterMountain coupler mount is almost identical to the Kadee. However, I felt there was more "play" between cars coupled with the McHenry coupler, and preferred the tighter coupling of the InterMountain and Kadee models. With the appropriate coupler box, all three were easy to install and perform very well.

Kadee Quality Products, 673 Ave. C, White City, OR 97503-1078, 541-826-3883. 10 pair "Super Pack #10, $11.95; 20 pair "Ultra Pack #11, $21.95.

InterMountain Railway Co., 30 E. Ninth Ave., PO Box 839, Longmont, CO 80502-0839, 800-472-2530. 2 pair #40005, $1.99; 10 pair #40006, $9.25; 25 pair #40007, $21.25. With coupler boxes: 2 pair #40015, $2.29; 10 pair #40016, $10.50; 25 pair #40017, $24.50.

RC Henry Co., 3600 Chamberlain Rd., #342, Louisville, KY 40241. 1 pair #1, $.99; 6 pair #1-12, $5.79.

Operation Department

by Bob Amsler

I was at a friend's railroad operating a train. He had a car forwarding system which told me what cars to pick up and drop off. I switched the first area of the layout, which had a number of industries. After switching the trailing turnouts, I assembled the train and proceeded to the next town. When switching the industries at that town, I discovered I had made an error. At the first area I had failed to pick up a coal car from the mine which needed to go to the next town. I hadn't switched the car because I was too intent on trying to perform the switching as the prototype does, and I didn't read the car cards closely enough. I had to return to the first area and take the car back to the second. Of course, the prototype would have just left the car behind for the next train. I don't think I would have made the same mistake if I had some additional records – or so I would like to think.

One way to add operating pleasure to your railroad, and hopefully prevent these types of mistakes, is to copy the actions of the prototype. Real railroads have documents known as a train procedures directory, click book and yard book. These different books were used by the train crews so that they know what they were supposed to do.

A train procedures directory has a page for each and every train, and has instructions for the crews of those trains. These instructions tell the crew everything it needs to know to run its train. For instance, a through freight may have a directory entry telling it to leave yard 'A' and end its run at yard 'B'. As a through freight, it would not normally have many, if any, switching chores. The book also governs the make up of the train. Groups of cars are blocked according to their destination and placed in the train according to the directory. The directory also tells the yard crew how to block the train so that it can be easily disassembled at the next yard and blocks of cars placed in other trains. This reduces the time a car spends in a yard. Remember, the time spent in a yard by a car is the single most time consuming part of a car's trip. The goal of railroads is to get cars through yards quickly so that the car reaches the customer quickly.

For a way freight, or whatever the local is called on your layout, the procedures directory may tell the crew to leave yard 'A', proceed to industry one, and drop off cars. The train then proceeds to the next industry and drops off and picks up cars. The train may then turn around and head back to the first industry to pick up cars there. Finally, the train stops off at industry number three (which is actually closer to the yard than either number one or two) to drop off and pick up cars. Part of the considerations of where and when to stop and pick up or drop off cars are the grade of the track, engines available, tonnage, passing sidings, and whether the turnouts are trailing or facing point. The grade of the track, tractive effort of the engines, and the tonnage of the consist determine whether or not the local will pick up cars at industry one before going to industry two, or leave them for

industry one before going to industry two, or leave them for the return trip. The prototype prefers to switch trailing point turnouts when possible because it is easier. When switching facing point turnouts, it is very difficult to get the cut of cars into the right point in the train without a passing siding to allow the engine to run around the train.

Some locals travel from one industry to another and finish in a different yard, layover at the local "flophouse" (see Richard Lake's article last issue) and then return to the home yard on the next way freight. These trains will not take backhauls. "Backhauls" are cars taken by a local to a yard in a direction away from their destination and then placed in a fast freight towards their destination. This process can be quicker than by taking a local train moving in the general direction of the destination.

The click book is a highly prized among the railroads. I am not sure why, but at the Kansas City regional convention (in 1993) I heard a clinician say he was designing one for the Santa Fe railroad, but that he had an agreement that he could not release or discuss the particulars. Instead, he brought an imaginary one. If anyone can find one of these books, get it. These books are apparently rare and important. The click book contains diagrams of industries and the tracks that serve them. They are very detailed, even to the point of having each track named and every position where a car is left numbered. This is so the switching crew knows exactly where the car is to be left. Remember, some industries take a boxcar full of lumber at door one, a tank car full of chemicals at door two, a boxcar for finished products at door three, and a gondola for refuse and other leftovers at door four. It is important to remove cars from one spot to pick up the boxcar full of finished products and the gondola full of refuse at the back three doors and replace them with empty cars. Each of these cars must be returned to the proper door. Otherwise, an irate customer will be calling the railroad agent to ask why the boxcar full of lumber is located at the door for finished products and therefore has brought his factory to a standstill.

Finally, make a book to help your yard crews. Yards are composed of various tracks which have various purposes. Most yards are divided into two areas. One for receiving and the other for classifying. Arriving cars go into arrival tracks. The yard crew then takes blocks of cars to classification tracks according to their final destinations. This is process is called blocking. Tracks one through three could be for destination 'A', four through seven for destination 'B', eight through ten for local delivery, and eleven and twelve for dedicated service such as icing or livestock watering and feeding. For example, during the steam era, certain tracks were designated as the icing tracks for only refrigerator cars. The reefer train would come in off the main and go directly to the icing platforms to be iced. When the train was iced, it would continue on to its final destination, or leave a few cars behind for local delivery. The yard book helps the local yard crews breakdown and makeup trains according to the track designations. The train procedures book also helps the yard crew make the train up according to the way the train needs the cars blocked.

When making the train procedures directory, consider each industry and its needs. Remember, the railroad focuses on its customers needs. How many cars does it need? How long is its siding? Is its product delivery time sensitive and thus a consideration for backhaul? These things affect the local. The through freights are scheduled to accommodate customers. Through freights or special freight trains for specific customers will depend on the industries' needs. Other freights take blocks of cars and move them from one yard to the next. Finally, don't forget to include passenger trains and other trains which originate or terminate at some destination off the modeled portion of the layout.

In order to continue the "beyond the basement" approach I discussed in my last column, include destinations in the procedures directory which are not modeled. This also includes any connections with another railroad at modeled interchanges. Take advantage of any possibility of making the layout appear to extend beyond the basement.

Use your timetable when making up the procedures directory. Please consider the frequency of trains, their length, tonnage, the tractive effort of the engines and other items affecting their scheduling. These will affect when the trains are run, their length, and frequency. The procedures book, timetable and other books are all interrelated. It is part of an overall operating scheme.

Procedures directory, click books and yard books may be used on your model railroad. They may be as elaborate or as simple as you want. A simple book has one page per train paper clipped together into a directory. Generate an index for the directory to make locating trains easier. Give each operator a copy of the directory to help them understand how his or her train fits into the operating scheme of the layout. The same goes for the click book and the yard book. These books will tell the local crew exactly where that car full of lumber is to be placed and the yard crew exactly where to place the cars on the classification tracks so they are properly blocked for the next train. A personal computer may be used to design a professional looking version, or you may work with a local printer to create a close copy of a prototype railroad's books.

I know this seems like a lot of paper work. Some may decide not to do it because it seems like a lot of work. Although it is a lot of work to put this all together, it really does add a lot of railroading pleasure and a sense that you are operating a real railroad. It also helps new operators familiarize themselves with your railroad. And finally, if you desire the dispatchers certificate of achievement on your way to becoming a master model railroader, you will need to figure out a timetable and some supporting paperwork anyway. Why not do it for your railroad and get part of the AP paperwork done?

Until the next time, highball!

Minutes of the MCoR Annual Board Meeting

submitted by Richard E. Napper, MMR
MCoR Secretary

The meeting was called to order at 10:33 am at the Leawood Branch of the Johnson County Library on 20 January 1996 by President Dean Windsor. The following board members, department heads, and division superintendents were in attendance:

Dean Windsor, President; Patrick Lana, MMR, Vice-President; Richard E. Napper, MMR, Secretary; Carol Vandevoort, Treasurer; Charles Marchbanks, West Ks. Div., Director; Ted Fuller, KS Central Div., Director; Fred Dugger, Chisholm Trail Div., Director; Jim Flynn, Turkey Creek Div., Director; John Winter, Southern IL Area, Director; Richard Schumacher, Gateway Div., Director; Ed Thuslow, Des Moines Area, Director; Steve Marquess, Maple Leaf Div., Director; Whit Johnson, Kate Shelly Div., Director; Clay Thompson, Eastern OK Div., Director; Ken Vandevoort, Fallen Flags Div., Director; Charles Bushwell, Salt Valley Central Div., Director; Gene Tacey, NE West Central Div., Director; Brad Joseph, AP Chairman, Photo Contest Chairman; Robert Amsler, Jr., Region Attorney; Warren Weston, MMR, Past Pres. MCoR; Larry Long, MMR, Past Pres. MCoR; Richard Hester, Rerail Chairman; David Engle, Scouting Merit Badge Coordinator; Richard Lake, Member Aid Chairman; Richard Schumacher, *Caboose Kibitzer* Editor; Ken Vandevoort, Advertising Manager.

Others present included: Pat Harriman, MMR; George Morden, Kate Shelly Div.; Matthew Cleverey; Carl Chvmos, Kate Shelly Div.,; Harlan Warden, Kate Shelly Div. Paymaster; Hal Blakeslee, Eastern OK Div.; Philip Story, Maple Leaf Div.; Pete Bellos, Shawnee, KS; Randy Meyer, Gateway Div. Past Super.; Steve Goaring, So. IL Past Director; Mike Bush, Des Moines Area; Peter Ellis, Turkey Creek 1998 Registration Chairman; and Joe Robertson, MMR, Turkey Creek Div., Inside Activities Chairman, 1998.

A welcome and introduction was made by the President. A call was made for proxies, none were presented.

1. A motion was made by Ted Fuller, and seconded by Richard Schumacher, to waive the reading of the minutes and accept them as written. The motion passed unanimously.
2. The Treasurer's report was submitted by Carol Vandevoort. It was pointed out that the sales of "N" scale car kits was not going very well. The Divisions were not purchasing very many kits. The car kits were going to be sold at the national convention.
3. A motion was made by Charles Marchbanks, and seconded by John Winter, that the Treasurer's report be accepted. The motion passed unanimously.
4. Richard Schumacher reported that the St. Louis area was going to bid on the national convention for 2001 in Long Beach, and that they would appreciate any support from the region.
5. Written Director's reports were distributed to the board.
6. Department reports were distributed to the board.
   A. Publication Department
      1. Richard Schumacher reported on the *Caboose Kibitzer* stating that he had seven goals for upcoming issues: Publicize the regional conventions, keep the issue size between 28-36 pages, fill the entire cover with a photograph, maintain a diversity of scales with articles, have a railfanning article in each issue, and put some of the *CK* on the NMRA's Web Site. Richard stated that he would do the masters for the *CK*, and that Dean Windsor would finish the setup and do the printing of the *CK*. It is estimated that two to three weeks in preparation could be saved on each issue.
      2. Ken Vandevoort presented his Advertising Manager's report stating that advertising continues to grow with additional revenues. After four and one-half years, Ken will step down as Ad. Manager, so the Divisions should be polled for a volunteer to fill the position.
      3. President Windsor stated that he has asked Brad Joseph to step down as Photo Contest Chairman to relieve him of the added duties since he is the AP Chairman.
   B. Membership Department
      1. Joe Haney's report showed that MCoR still has a growing membership even with the increase in national dues. President Windsor reported that the MCoR membership was 1303, not 1331 as reported by Joe Haney. There was only one response to rerail.
      2. Richard Lake reported that there was no request for Member Aid.
   C. Achievement Program report was presented by Brad Joseph.
   D. Model Contest - no report presented.
   E. Conventions
      1. 1995 Des Moines Convention: Ed Truslow reported a loss of $1,454.72 for the convention, but he felt the convention went very well, and there would be no request to the region to cover the convention loss. Ed stated that you should start early for each convention, and get as many people involved as possible for a successful convention.
      2. 1996 St. Louis Convention: Randy Meyer reported the convention would be 27-29 June 1996 in Collinsville, IL. The convention hotel was right across the street. The Holiday Inn rates would be $72.00 per night, two people in a room. Seventy tables were already sold for the trade show, with five modular layouts for display and 30 home layout tours. Awards dinner is to be at the National Museum of Transportation, cost $14.00.
      3. 1997 Little Rock Convention - no report
      4. 1998 National Convention in Kansas City: Larry Long, MMR, reported there were 71 Heartland Club members and 121 volunteers for the national. A table would be manned at the 1996 and 1997 national conventions.
   F. Public relations - President Windsor reported that Jack Ferris has the PR kit for our use in the region.
   G. Sales - Carol Vandevoort reported that the sale of the "N" scale car kits was not doing very well. Most sales were due to the Micro-Trains Newsletter and the N Scale Collectors Association, and that the Division were not requesting the cars. Carol recommended that we do no more fund-raisers. President Windsor stated that he wanted to continue with fund-raisers, and that the car kits would be sold at Long Beach in July.
   H. Open Positions - The following positions are now open:
      1. 100% NMRA Clubs - open
      2. Sales Manager - Carol Vandevoort is stepping down
      3. Photo Contest Chairman - Brad Joseph is stepping down
      4. Advertising Manager - Ken Vandevoort is stepping down
   I. Scouting Merit Badge Coordinator - David Engle reported that scouting activities have been limited in the region, but there are two merit badges available - Railroading and Transportation.
7. Old Business
   A. Committee on Representation - Richard Schumacher submitted the committee report to the BOD.
      1. It was recommended that for each additional 35 members in a division or area above a base of 35 members, that if a division or area requests it from the region President, that the President should appoint an additional director to the BOD. The committee is to continue until the next BOD meeting, and a review of this procedure will take place at that time.
      2. A motion was made by Richard Schumacher and seconded by Patrick Lana, MMR, that the recommendation of the committee be accepted by the Board. 11 for, 6 against, 2 abstained. Motion passed.
   B. Introductory Membership Committee - Clay Thompson stated that since the Associate Membership class was adopted at the last BOD meeting, he asked that his committee be dissolved. The committee was dissolved by President Windsor.
   C. Lincoln Area Meet/Proceeds - President Windsor stated that the proceeds had not been properly handled and that he had sent a letter of apology to the Lincoln area, and that the region owed the area meet some money. Charles Buswell, Salt Valley Central Div. Director thanked President Windsor, and stated that the Lincoln area did not want the money.
   D. Non-Profit Status - Robert Amsler stated that it would cost the region $150.00 fee to file with the state, but since the region was past the 15 month filing period, there might be a problem with the State of Missouri, but he would continue the process.

8. President Windsor adjourned the meeting for a break at 12:13 pm, until 12:25 pm.
9. New Business
   A. Internet - Clay Thompson, Eastern Oklahoma Div. Director, submitted a proposal for an Internet page for MCoR. Clay Thompson would act as the Internet Page Chairman. The BOD accepted the recommendation. Richard Schumacher asked that Southern Illinois be added to the page along with the other states in the region.
   B. Membership Lists - President Windsor stated that the membership lists going to the divisions would be cleaned up by the February NMRA mailing. Vice-President Patrick Lana, MMR, was appointed by President Windsor to work with the NMRA towards that end.
   C. Southern Illinois Area - John Winter stated that the southern Illinois area wanted to leave their present region, and request that they be included in the MCoR region.
   D. Northern Illinois Area - President Windsor stated that he had a request from Jerome Nathan for the northern Illinois are to also join MCoR.
   E. A motion was made by Whit Johnson and seconded by Charles Buswell that the BOD accept the Kate Shelly Div. Constitutional Amendment. Motion passed unanimously.
   F. A motion was made by Gene Tacey and seconded by Charles Buswell that the Nebraska West-Central Div. Amendment be accepted by the BOD. Motion passed unanimously.
   G. A motion was made by Ken Vandevoort and seconded by Richard Hester that the BOD accept the Fallen Flags Div. Amendments. Motion passed unanimously.
   H. A motion was made by Clay Thompson and seconded by Whit Johnson that the BOD accept the Amendments of the Eastern Oklahoma Div. Motion passed unanimously.
   I. A motion was made by Carol Vandevoort and seconded by John Winter that article XIV of the Region By-Laws be changed so that the calendar year 1 January to 31 December will be used by the Treasurer for the reporting period. Motion passed unanimously.
10. At the request of President Windsor, Brad Joseph, Pat Harriman, MMR, and Joe Robertson, MMR, presented a short clinic on merit judging because it is felt that the judging needs to be more consistent across the region.
11. Discussion - Membership retainment is very important to the region. It is desirable that all new division members be contacted by someone close in their area so they can be included in the division activities.
12. A motion was made by Richard Schumacher and seconded by John Keller that the meeting be adjourned. The motion passed unanimously. Adjournment at 1:43 pm.

Member Aid Helps Us All

by Richard Lake
Member Aid Chairman

One topic was discussed at the January Mid-Continent Region Board of Directors meeting which is important to us all and relates directly to Member Aid. The point discussed at the meeting: "What do we have to do to retain membership?" This same point was discussed during the National Board Meeting in Atlanta last July, and is discussed regularly at Gateway Division meetings. We all know how important it is to sign up new members, but it is equally important that we work hard to retain our existing membership. I would be really interested in hearing from anyone who has ideas on how we can encourage modelers to stay members. Any ideas you send will become part of my column in the next issue of the *Kibitzer*.

Aside from the Regional Board meeting, my time as Member Aid Chairman has been uneventful since the last column. No one has forwarded any requests for help. I did work the St. Louis GATS show in January and answered a few questions about the hobby. Aside from that, most of the member aid has come my way. I helped division member Kevin Hampton put in some scenery and Hank Kraichely taught me how to cast rock molds and install them "wet." Kevin's layout will be on the layout tour for the June "Gateway Getaway" Regional Convention so be sure to ask him about my efforts at scenery.

What I did at Kevin's will be really useful when we finally get to the scenery stage on our own layout. The invitation from Kevin is an example of the kind of thing that we can do that will help retain our members. Modelers who are just starting out have all kinds of questions and are unsure of how to do things that others are expert in. Others, like myself, have read all about the techniques but have not had an opportunity to apply what has been read. An invitation to work on some project on your layout is a real opportunity to share your knowledge, encourage the less experienced modeler, and demonstrate the value of membership.

I would be really interested in hearing from anyone who has ideas on how we can encourage modelers to stay members. Any ideas you send will become part of my column in the next issue of the *Kibitzer*. If you have any questions about the organization, or modeling in general, that is what Member Aid is for. I look forward to hearing from you and until the next issue, keep on modeling.

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Editing and Publishing a Division Newsletter

by Clay Thompson

If you have some experience using computers, sooner or later you will be asked to edit the newsletter for your Division. For me it happened sooner, near the end of the first year I was a member of the NMRA and my local division. The challenge wasn't the computer skills, the challenge was a limited knowledge of model railroading and the fact that the previous editor was an MMR! That's intimidating!

The solution to this daunting task was to focus on the difference between being an editor and being an author. An author writes - an editor assembles, proofs, prints and publishes. The problem then became one not of knowing enough to write material for each edition of the newsletter, but rather of soliciting subject material from others.

One thing I've learned that's generally true in most volunteer organizations is people rarely "volunteer" on their own. You have to *ask*! In my particular case, the Division then had two resident MMR's and several other award winning (*i.e.*, National convention first place winners) structure builders, a professional photographer, and the MCoR AP chairman among it members. In addition, every Division has a Superintendent, and probably a meet chairman. These people are the newsletter editor's "sources." They are the ones who have the modeling knowledge that you may not possess. These are the people you must *ask* for contributions.

My approach, which worked well over a two year period, was to recruit a team of "contributing editors" each year from among these sources. Each person was asked to contribute an article at least twice each year for a "column" based on their area of interest and expertise. For example, the Superintendent was asked to write articles about Division business or news for a column titled "From the Head End". The Region AP chairman was asked to write articles emphasizing AP involvement. One MMR, who was an award winning scratch builder, agreed to write a series of articles on how to scratch build structures, and actually supplied these articles four times a year on computer disks which was a big help. Another modeler, who excelled at detailing structures and rolling stock, wrote a column on "Detailing and Finishing Tips". A modeler who was just getting started in Garden Railroading agreed to write articles on the development of that new (at the time) modeling format.

Each of these contributors was asked to submit articles on computer disk if possible. Several did which reduced the typing required. It was also necessary to *ask* each editor to have their articles to me by a certain deadline. For a quarterly newsletter, the best time to ask or remind the contributors of their commitment, is just after an issue is published. Give them a month to six weeks to write and ask them have it to you no later than a month to six weeks before the next publication date. The amount of lead time you need depends on your own circumstances, but includes considerations such as your personal schedule and other commitments, what equipment you have available for preparing the issue, and the method to be used, and time required, to have the issue reproduced, addressed, and mailed. I gave my contributors two weeks longer to get their articles to me if they submitted them on disk as an incentive which made my job easier.

This "system" worked well for providing content. I never had a problem coming up with enough material to publish a 15 to 20 page quarterly newsletter with useful, informative subject matter. However, there was one area that was a problem. My schedule.

Like all of us, I was involved in other activities, such as a model railroad club, church activities, etc., each of which consumes a portion of our free time. But there is no way to publish a high quality newsletter without committing some time to it. In 1991-92, using an 8088 PC and WordPerfect 5.1 for DOS, approximately two weeks of concentrated, after work effort (probably about 20-30 hours total) was required to produce each issue. Today, using a fast 486 or Pentium machine and a current version word processor, such as WordPerfect or Microsoft Word, the production should go faster, but there is still a substantial time commitment required.

This article is not intended to consider the technical aspects of newsletter editing. If you've been asked to do it, you probably have the skills and equipment. But be sure to get and use the best computer and software you can manage. The final product, and the amount of effort required to produce it, will directly depend on your equipment.

Why do it? What's in it for you? For one thing there is satisfaction in hearing both experienced and new modelers complement the quality and content of the Division's newsletter. In my case, the Region President, who received a complementary copy, took the time to personally complement me on the publication at an area meet. That kind of praise will make you feel a part of the group even more than you would otherwise. In addition to any "kudos" or other recognition you may receive for a job well done, there is Achievement Program credit available on the Association Volunteer Certificate for serving as a newsletter editor. One certified time unit (TU) for each month of service. Two years of newsletter editing, is enough, by itself, for more than one third of the 60 TUs required to achieve that Certificate. Also AP credit is available on the Author Certificate for any articles you may choose to author yourself while serving as editor.

Finally, you get the self satisfaction of having served your local modeling community by giving something back. After all, that's what the NMRA is, or certainly should be, all about.

Happy editing!

Share What Works

by Gary Hemmingway
MCoR Area Meet Chairman

Last time we visited with each other, I was privileged to share what some of the Divisions and Clubs are doing to help make their shows and meets successful.

Here are some more ideas you might want to try:

Randy Domineck is Vice President and Show Coordinator for the Southern Illinois Train Club based in Carterville, IL. "The Southern Illinois Train Club, out of Carterville, Illinois, puts on several shows a year. We do a spring show at John A. Logan College in Carterville (this year's show was on April 21st) and our winter show the first Sunday in December at Kaskaskia College in Centralia, IL. For these shows we send out over one hundred P.S.A requests, do radio interviews, and an occasional T.V. interview. We also have a couple of our most loyal, consistent vendors distribute flyers at other shows for a complimentary table or two. We feel a major draw to these shows is the participation of our HO, N scale & G scale layouts. For our own fun, members that have a hand (***ha!***) in derailments receive 'Golden Specimen Cup' awards. In addition we do two festival shows and a show at a local plant nursery in conjunction with a model car builders club, model military builders, a remote-control airplane club, stamp collectors and orchid growers. Something we are very proud of is offering free space at our shows to Operation Lifesaver Programs (I.C., U.P. & N.S.). We also do a model photography and prototype photo display in the lobby of a local hospital. The point is, we **never** miss an opportunity to expose our hobby to the public."

Please take special notice of Randy's last sentence. That is a really good goal for any Division or Club to adopt.

Speaking of not missing any opportunities, one of our children attends Wichita State University in Wichita, KS. We recently received a query about a student level within the NMRA. So Division and Club Membership Secretaries and Dispatchers – don't miss a golden opportunity to find and work with these college students at whatever school is near you!

As you may have gathered, publicity is one of the keys to a successful show. Randy's letter mentioned sending out over 100 Public Service Announcements. This is free advertising so take advantage of it. In my home division (Nebraska West Central) our director, Gene Tacey, was on the local TV station on one of the segments of the noon time show which features area activities during the week. He was on at least 10 minutes, showed examples of some of the different scales and talked/answered questions about model railroading. What a way to promote your show and our hobby!

Another inexpensive promotion is the News Release. Sometimes your local paper can help you come up with the addresses of other papers within a selected radius, say 200 miles, of your show. For the cost of a stamp you can really get the word out. News Releases should go out around 30 days before your show. If one of your clinicians, vendors, exhibits is from that town or area, be sure to mention it. Be sure to mention any special events, particularly if there is a certain time for it.

Some groups provide Division or Club members with good clear copies of the fliers or posters so they can copy them and spread the copies around. Basically, do what you have to do to get the word out about your show or meet!

That's about it for now. Keep sharing those ideas with me and I'll keep putting them in the *Caboose Kibitzer*. In the meantime, happy (model)railroading!

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

Divisions & Clubs: Please forward show dates as soon as known. We are trying to stay at least 6 months ahead. To appear in the Summer issue of the *Caboose Kibitzer*, we need your info before June 20, 1996. Thanks, glh.

Jun 27-30: Mid-Continent Region Annual Convention, the "*Gateway Getaway*", Gateway Convention Center, Collinsville, IL (Greater St. Louis area). See ad elsewhere in this issue. Info: Ken Thompson, Teasurer, 314-394-2247 before 9 pm.

Jul 15-21: NMRA National Convention, Long Beach, CA; Info: Registrar, Long Beach Limited, 454 Ferrara Way, Vista, CA 92083-4802, 310-371-1955. See ad in *Bulletin*.

Oct 6: Columbia Model Railroaders Fall Meet, Collinsville, IL, Turner Hall; Info: Dan Osborn, 618-345-4209.

Oct 13: Gateway Division Model Contest, St. Louis, MO, Nat. Museum of Transport, Hank Kraichely, 314-394-5151.

Nov 2: Ozark Mountain Division Meet, Brentwood Church, Springfield, MO, 9am-noon; Info: Ron Williams 417-883-5350.

Mar 22-23, 97: Air Capital Train Show & Swap Meet, Wichita, KS (Century II Exhibition Hall); Info: Phil Aylward, PO Box 3245, Wichita, KS 67201-3245, 316-835-3498. See ad.

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MARCH 22 & 23, 1997

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Mark Your Calendars For Future Scheduled Shows
March 21-22, 1998; March 20-21, 1999; March 11-12, 2000

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.

AR Valley MRRC (HO, HOn3)
209 Corkwood Dr.
Jacksonville, AR 72076

Capital City Model RR's (HO)
PO Box 243
Jefferson City, MO 65102

Claremore & Southern (HO, HOn3)
3049 Clover Creek Dr.
Claremore, OK 74017

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

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

Gold Creek RR Co. (½")
8324 Hall
Lenexa, KS 66219

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

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

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

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

Manhattan Area Rail Joiners (HO)
811 Osage
Manhattan, KS 66502

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

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

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

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

Ozark Model Railroad Assoc (all)
424 W. Commercial
Springfield, MO 65802

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

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

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

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

Wichita MRRC (HO, HOn3)
PO Box 48082
Wichita, KS 67201

Welcome Aboard!

by Joe T. Haney
Membership Dispatcher

Welcome to the following *new* and *rerailed* Region members:

Noel Baker	St. Peters, MO
S. M. Barrett	Watonga, OK
Ron Boham	Lincoln, NE
Daniel Brandt	Marshalltown, IA
Kirt Brown	Springfield, MO
Matthew Cleverly (youth)	Ames, IA
Randy Domineck	Royalton, IL
Steve Eastlick	Ames, IA
Michael Galvin	Chicago, IL
Greg Gramlich	St. Louis, MO
Wesley Guptill, Jr.	Ballwin, MO
Verson Guess	Tulsa, OK
George Hayes	Marysville, IL
Charles Heying	Overland Park, KS
Henze's Hobby House	Florissant, MO
W. L. Johnson	Jefferson, IA
Howard Junker	Juniata, NE
Brian Loke	Omaha, NE
Wendy Loke	Omaha, NE
Anthony Lovio	Edmond, OK
Barb Lundquist	Papillion, NE
Donald Manning	Oklahoma City, OK
Scot Mason	Marshalltown, IA
Donald McIntyre	Hot Springs Village, AR
Lewis Miller	Boonville, MO
Ralph Miller	O'Fallon, IL
George Morden	Ames, IA
Dale Mount	Ames, IA
Kevin Payne	Murphysboro, IL
Curt Regensberger	Belleville, IL
Kenneth Robertson	Cedar Rapids, IA
Audrey Robson	Council Bluffs, IA
Charles Vanstrom	Overland Park, KS
Andy Wilkerson	Benton, IL

Advertising Rates

Caboose Kibitzer commercial advertising rates are as follows:

Ad Size	Cost/Year - 4 issues	
9½"x7¼"	Full Page	$120.00
4¾"x7¼"	Half Page	70.00
4¾"x3½"	Quarter Page	38.00
2½"x3½"	Eighth Page	22.00
2"x3½"	Business Card	15.00
Dealer Directory:		
1-3/8"x2-3/8"	Business Card	10.00
Pike Registry Ads:		
1-3/8"x2-3/8"		5.00

Commercial ad single issue rate - 35% of yearly rate.

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

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

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

Name: _____ Phone: ( ) _____

Address: _____

City, State, Zip Code: _____

NMRA Membership Number: _____ MCoR Membership Number _____

$_____ is enclosed for **NMRA dues** New [ ] Renewal [ ] **One Year - $30.00 [ ]**

Youth (under 20) - $20.00 [ ] Family Member - $6.00 [ ] Affiliate (no *Bulletin*) - $15.00 [ ] Sustaining - $60.00 [ ]

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

Life Membership is on an actuarial rate based on your age. Apply directly to the NMRA home office for life memberships.

$_____ is enclosed for **MCoR dues** New [ ] Renewal [ ] **One Year - $6.00 [ ]**

Two Years - $12.00 [ ] Life (under 60) - $120.00 [ ] Retired Life - $60.00 [ ] Family Member - $2.00 [ ]

Note: NMRA Life Membership is required to become a life member of MCoR.

Please make your remittance payable to: **Mid-Continent Region**

Please send your application or renewal to: **Joe Haney, 439 N. Laclede Station Rd., Webster Groves, MO 63119**

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

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Check inside for the 1996 Mid-Continent Regional Convention (June 27-29) Registration Form!

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Peter Ellis, Registrar, Heartland Express KC '98
14960 W. 87th St. Parkway, #154, Lenexa, KS 66219