

# ***CABOOSE KIBITZER***

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**February 1, 1997**

**Summer 97**

**May 1, 1997**

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**August 1, 1997**

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## Next Issue

The Fall issue will arrive at your door in late October featuring more railfanning with Brad Joseph, N scale modeling with Patrick Lana, tips and tricks for knuckle couplers (Kadee and InterMountain), some Arkansas railfanning for before and after the 1997 Regional Convention, more winning contest models, and our regular columns by Richard Lake and Bob Amsler. The Fall issue will also include the new artwork for the dealer ads and pike registries, and will include the new pike registries requested since the Regional Convention.

## National Convention News

Preliminary reports indicate that the Long Beach National Convention was a very financially successful event for the NMRA. The "Heartland Club" sold out for the Kansas City 1998 National Convention, the "Heartland Express", but because of the continuing demand, they have opened a "second section" (\$100) for MCoR members. St. Louis will be host to the 2001 National Convention, "Bridging the Centuries 2001", and have started taking early memberships for their "Eagle Club" (\$125).

## On the Cover

The aspens are in their fall colors and the Waddling Duck is getting under way for another day's work as it passes Long's Gas on its way out of town. The setting is September, 1940 in Colorado on the *Gold Creek Railroad Company*, a sectional 1/2" scale, G gauge railroad with handlaid track and switches and all scratchbuilt structures and some scratchbuilt cars and locomotives.



# The Head End

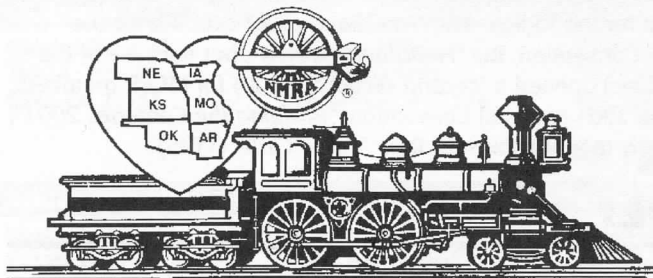
by Dean Windsor

Well, summer is here and thoughts turn to things other than model railroading. All is not lost. There are two events that can make your summers worthwhile. As of this article I have attended one and am looking forward to the other next weekend.

The first is the Mid-Continent Region annual convention held June 27-30 in Collinsville, IL. Many thanks and congratulations are owed to John Hardy, John Schindler and the entire Gateway Division crew for a magnificent time and a job well done. Between the layout tours, prototype tours, clinics, silent auction and a 200 table dealer area, there was enough to keep the most dedicated modeler busy the entire weekend. I never did get around to all the dealers. In fact the only complaint I heard was "There was too much to do. I couldn't get around to everything I wanted to." A great problem to have and this is just a preview of the future in 2001 for a national convention in St. Louis.

Second is the NMRA national convention in Long Beach, CA, July 15-20. For some this a great chance to plan a family vacation in a different part of the country while getting in some great railroading. For others of us it is an opportunity to get some model railroading friends together and spend a week doing something we love so well. There are so many activities at a national convention that by the time you leave you will be inspired to start every building project you ever thought of and can't wait to get back to the next convention. The final weekend of the convention ends with the largest train show there is. Dealers and manufacturers everywhere. You will spend two days just getting around all of it.

So make plans to attend next year's conventions and make your summer more enjoyable. The 1997 MCoR convention will be held in Little Rock, AR (see info on the back cover of this issue) and the NMRA national convention will be in Madison, WI. Both are only a day's drive and are well worth the effort. So get your modeling friends together and make plans now to attend. Don't forget the 1998 NMRA national convention "Heartland Express" in Kansas City. No doubt it will be the best ever. Until next time, have a great summer.

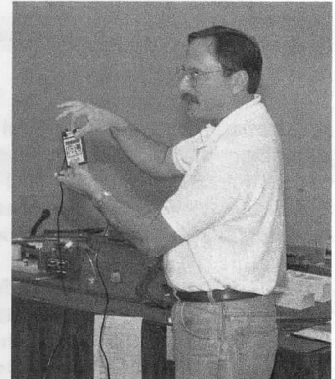
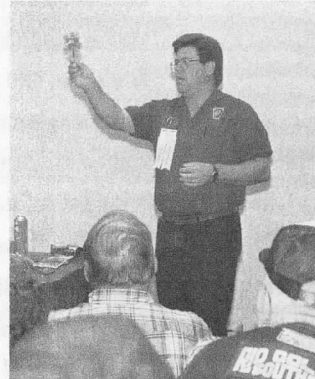


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HEART OF AMERICA

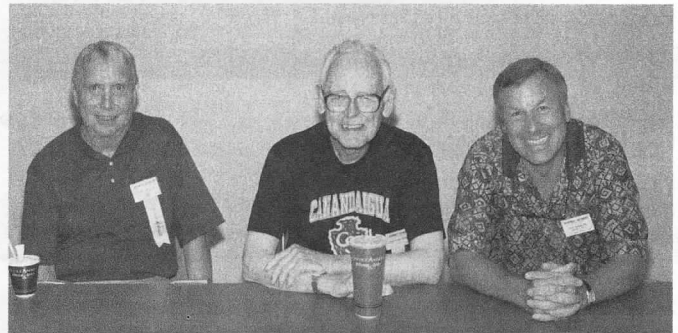
# From the Editor's Desk

by Richard Schumacher

The Gateway Division extends its thanks and appreciation to all the vendors and MCoR members who attended the 1996 Mid-Continent Regional Convention, the "Gateway Getaway". I hope you all enjoyed yourselves, I know we did.



Many fine clinics were presented by locally- and regionally-known modelers, as well as by our three "featured clinicians" David Barrow, John Armstrong and Bob Charles.



The Collinsville, IL "Gateway Center" worked so well for the Regional train show, the Gateway Division has arranged to hold its Fall 1997 Train Show there as well. The large open space made it easy for vendors to set up and tear down, and provided the appropriate atmosphere for shopping!



Although the weather made for a rather warm day, the "appropriate atmosphere" also prevailed for the Regional Banquet, held at the National Museum of Transportation

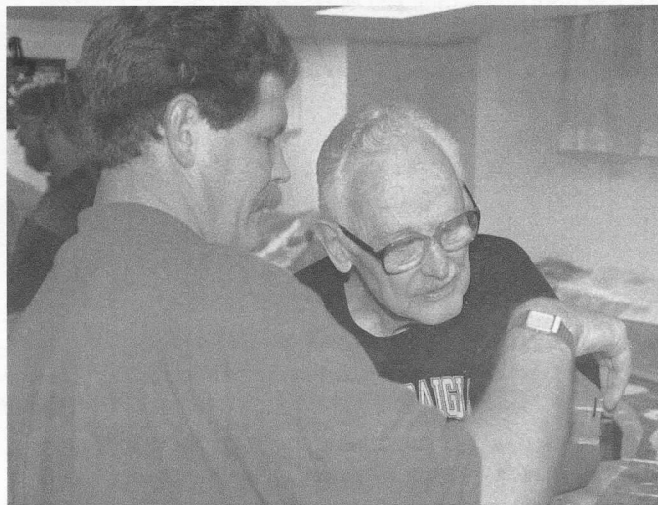


surrounded by historic steam and diesel locomotives, passenger and freight cars, a running E-8A, and a whole bunch of happy (and hungry) model railroaders.



Besides the model and photo contest plaques, a number of special awards were presented after the banquet. Dean will cover those special awards in his column, next issue.

Many, many layouts were on tour, and the Layout Design SIG (LDSIG) held a special tour session at Mike Barry's home after the Banquet. Mike and his wife were great hosts, and quite a few modelers, as well as our featured clinicians, stopped by for a visit and some modeling and social discussions.



This year's NMRA National Convention and Train Show was held in Long Beach, California. The "Heartland Express" staff promoted the benefits of our region and the excellent location of the 1998 NMRA National Convention in Kansas City. The "Heartland Club" sold out, but because of demand by MCoR members, they have opened a "second section" membership for the bargain price of only \$100. Send your money now to Peter Ellis (KC 98, 14960 W. 87th St. Parkway, #154, Lenexa, KS 66219) to take advantage of this great offer!

A number of MCoR members presented clinics at the Long Beach NMRA National. They included Venita Lake, John Lee, Phil Sheahan and Richard Schumacher.

St. Louis presented its bid to host the 2001 NMRA National Convention, "Bridging the Centuries 2001", to the NMRA Board of Trustees at the Long Beach National Convention.

Last year, St. Louis made the Trustees aware of their interest by presenting each trustee a custom painted HO hopper car with a "2001: A Rail Odyssey" logo. This year, each Trustee received a custom painted Pullman Palace (MDC) car. John Winter spray painted all of these cars with Model-Flex paint and he's still trying to tell the difference between "Pullman Green" and "Black" (the green did show up much better after gloss coating the sides). After many hours of decaling, glazing and parts assembly, the cars were complete and ready to go:

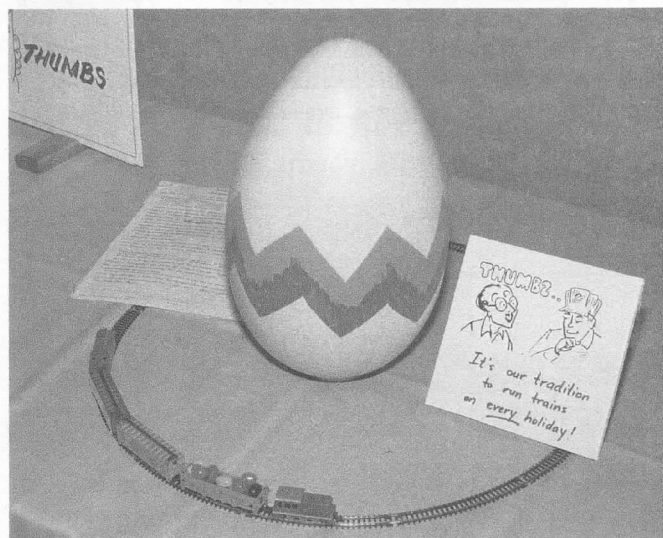


Brian Kampschroer received a slightly shorter (elfish?) version:



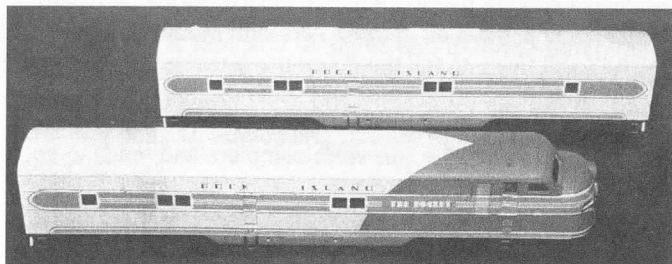
By the way, the Gateway Division will be happy to sell you a set of these limited edition bright gold decals (printed by Rail Graphics) for only \$2/set. Gateway is also proud to announce you can plan on **St. Louis** for the 2001 NMRA National Convention and Train Show, as we were awarded the bid.

There were more models in the contest room at the MCoR Regional Convention than in the Long Beach National contest room. Venita Lake's "Thumbs" entry took second place:

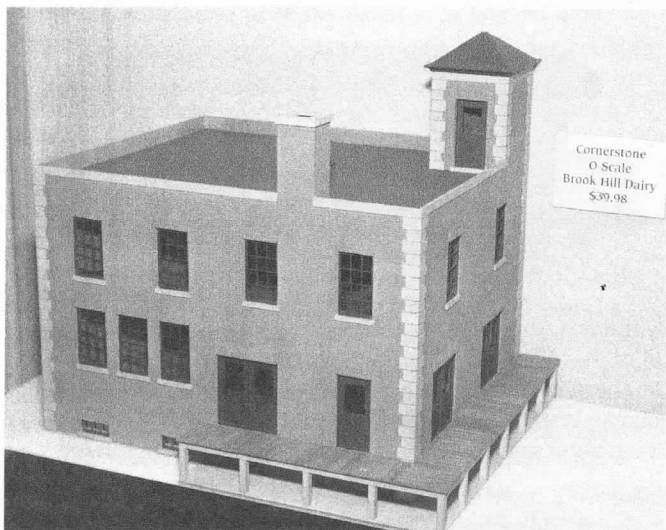


National Train Shows are a wonderful place to see new products and spend lots of money. Life-Like showed a number of new products about to be released. Their latest Proto 2000 HO offering is a 40-foot Mather single-deck stock car. A two-deck version will be released later, and will be

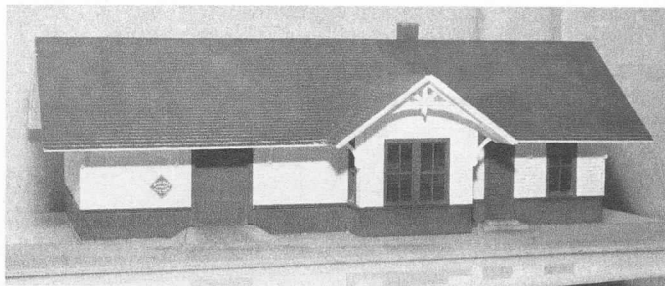
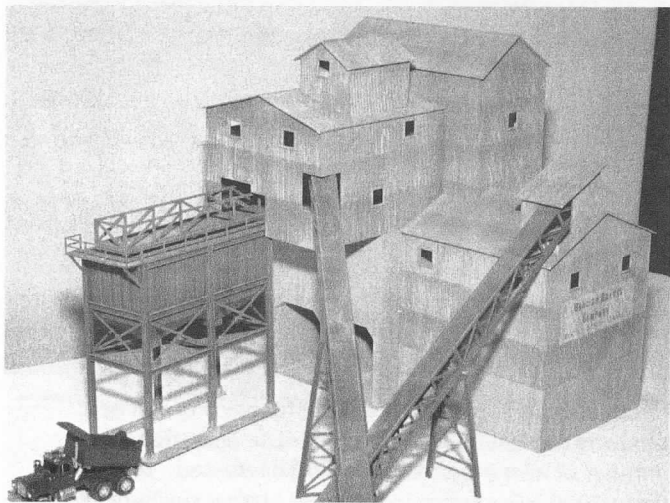
followed by a 1950's era tank car. They also had shells for the new Proto 2000 HO E7A and E7B which will be initially run in ACL, B&M, B&O, C&NW, GN, NYC, and RI schemes.



For O gaugers, Walther's is offering a number of new Cornerstone series structures, including the "Brook Hill Dairy" (shown below), "Nicole's Java Hut", "Toy Shoppe" and "Phoenix Oil Co.".



In HO, Walther's will add "Glacier Gravel" (below), "Clarksville Depot" and "Sunrise Feed Mill" to their Cornerstone line. The "Sunrise Feed Mill" will also be available in N as well as the "Farmers Cooperative Grain Elevator". Walther's also has a new HO bay window caboose, available with three different bay styles and sizes.



Walther's HO "Clarksville Depot" and "Sunrise Feed Mill"

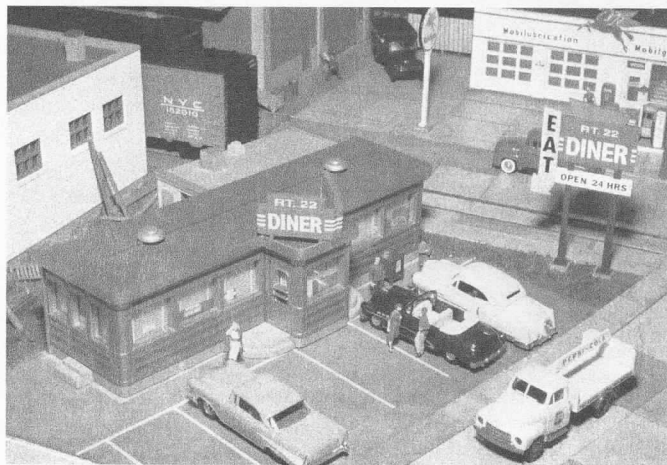


Detail Associates will shortly ship HO Santa Fe "El Capitan" and Amtrak "Hi-Level" corrugated side passenger cars.

Con-Cor now offers their HO MP15DC switcher in "Missouri Canary" colors.



And the best new HO structure at the Train Show may have been City Classics "Route 22 Diner".





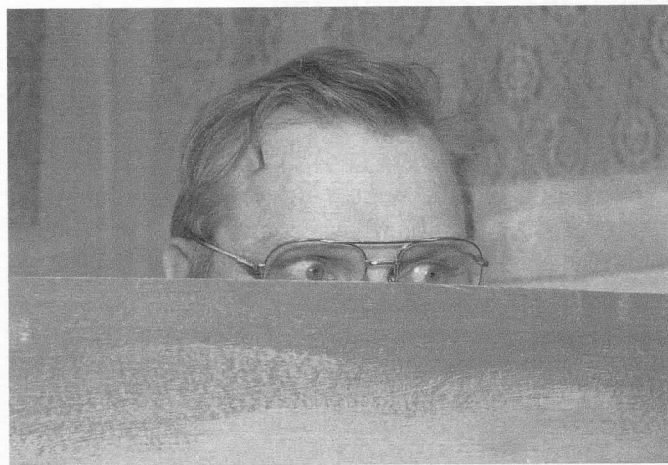
The Lakes and I extended our Long Beach vacation slightly to visit some of the spectacular Southern California railfanning locations. What they say is true, Tehachapi is much like a "drive-in movie", just "pull up and watch the trains roll by".



We saw five trains (two of them were a meet on the Loop) in only an hour! The Loop features clean, and traditional colored, Southern Pacific as well as Santa Fe Warbonnet motive power.



Richard Lake and I discovered a stretch of mainline almost as busy as the Tehachapi Loop, but in Arkansas (perhaps you will want to check it out for yourself when you go to the 1997 MCoR Regional in Little Rock). But that's for the next issue ...



*Danger lurks behind every background on Mike Barry's layout.*

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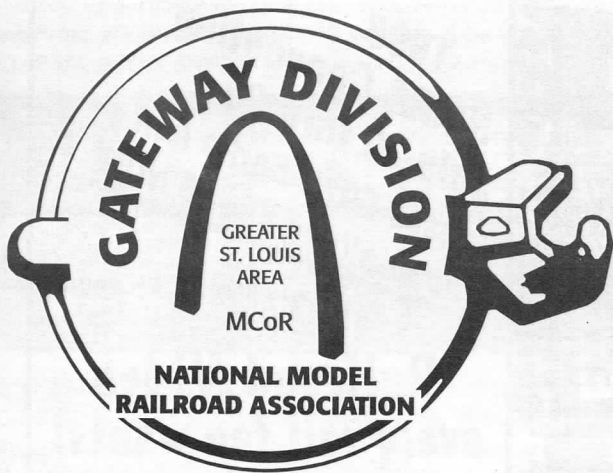
## **Heartland Express**

### **"Second Section" now open!**

*Your 1998 NMRA National bargain for  
only a \$100 membership*

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





# **Family Fall Festival**

at the  
**National Museum of Transportation**  
**St. Louis, Missouri**  
**October 13, 1996, 9am to 4pm**

**The Gateway Division will sponsor the following activities:**

- Popular vote model and photo contest
- Raffle of the complete custom built 4x8 HO layout
- Switching contest on a 2x18 switching layout
- See railroad and building models under construction

**Additional activities at the MOT that day:**

- St. Louis Live Steamers will operate
- Antique Car Tour terminates at MOT
- Carriage and pony rides
- Operating Steam Tractor
- Frisco 1522 under steam
- Antique busses will operate

# Freight Yards

## All Those Tracks, Part II

by Richard Lake

Last issue this column centered on receiving tracks and the major classification yard, the train yard, and the role these tracks play in railroad operations. Receiving inbound freight and reblocking for outbound trains is a major operation in any yard, but it is by no means the totality of yard operations. Some of the loads and empties received will not be forwarded to another city. In any train there will be cars which have reached their final destination. Some of these cars must be delivered to other roads for final delivery, some are empties being returned to a home road, and some are for local delivery. All these operations create a need for more yard tracks.

### Transfer Yards

#### Large Operation

The train yard has a dedicated switch crew. Their only task is to block and build outbound trains. In the midst of the cars they work with are cars and/or blocks of cars which will not be going onward. When these cars are encountered in switching, the crew sets them aside into one or two empty tracks in the train yard for other crews. Many of these cars are to be transferred to another road for delivery. In the late 50's and early 60's there were at least 10 railroads that the Rock Island interchanged with from Armourdale. The switching operation for these deliveries took place on a separate yard lead from the train yard. This was commonly referred to as the transfer yard. I don't remember how many tracks there were, but I know there were more than ten. The transfer yard also had a dedicated switch crew whose only task was to collect cars set aside in the train yard, pull them into the transfer yard, and complete the sorting for delivery to other roads. The switching operation in the transfer yard was fairly simple. Each track was designated to receive cars for a specific railroad such as the MoPac, GM&O, CB&Q, etc. The yardmaster provided a switch list to the crew foreman. This list spelled out what cars (by road and car number) were going to which roads. With that list in hand the switching operations begin. The only criterion for switching here was the receiving railroad. No blocking was necessary. The main concern was speed. Get the cars sorted and transferred. The longer you had these cars the more it cost you. It is the task of the receiving road to determine whether these cars were for local, wayfreight, or through freight delivery. That is a job for the yardmaster and switch crews on the receiving road.

In a perfect world with unlimited space for a yard (prototype or model) there would be room for a dedicated track for every single railroad which would be served by the transfer yard. In reality space is costly. This results in some tracks being used solely for one railroad while other tracks might serve as many as three different roads. The determining factor for this

decision is the amount of interchange traffic a particular road generated. In Kansas City, I made numerous transfer drags to the MoPac and the "Q" but relatively few hauls to KCS or C&NW. We had tracks assigned to the MOP and the "Q" but used a single track to handle both the other roads at the same time. In operations it was common to make two or three drags to the MOP in 24 hours while making only one trip to the KCS in that same time. And if the KCS had a delivery to make to the Rock Island and the timing was right then their crew would take the cars from our yard.

#### Small Operation

Not every yard is an Armourdale. The Rock Island's yard at Carrie Avenue in St. Louis was small, especially when compared to Kansas City. While I never worked Carrie Ave. as a switchman or fireman, I did spend a couple of summers working on the section crew out of there and had plenty of opportunity to observe yard operations. The traffic into and out of Carrie was relatively light. There was only one switch crew working at Carrie and no more than a couple of trains received and dispatched along with at least one westbound local and some transfer traffic. This is based on 8 a.m. to 4 p.m. observations since the section crew only worked nights when there was a catastrophe, like the flood and washouts at Gumbo flats in June of 1957, but that's another story. Carrie Avenue probably had a designated receiving track but the rest of the yard consisted of numbered tracks (numbers start with the first yard track closest to the main and go up from there) used for outbound classification, building the local, and setting out transfers. Priority would depend on the schedule. If you have an outbound freight due to leave two hours after an inbound arrival then the crew would be working fast to get it ready. If there were five or six hours before departure but the early local was due out then it would get priority. No pressure on for local, wayfreight, or through freights meant that the crew set up interchange traffic, spotted the freight house or riptrack, or some other small jobs that always needed doing.

### Factors for Transfer Yard Design

The same factors shaping the prototype yard should play a major role in yard design and operations on a model railroad. The same questions apply. Who are the interchange roads? How many cars per day are you receiving that will need transfer? How much motive power do you have for transfer operations? How often will you make a drag to an off layout road? If you are modeling the Arkansas/Louisiana Division of the CRI&P, the answers to these questions come from sources like employee timetables (which show crossings and interchanges with other roads), annual reports, and other printed materials prepared by the CRI&P. If your railroad is freelance then there is a need from somewhat more research. It's necessary to find out what railroads operated in the part of the country you model in the time you are modeling. Then you have to consider the route you are following and determine which roads would be likely for interchange.

Another factor which adds interest to the whole process of interchange is finding others whose model railroads also operate in the same area and establishing interchange freight with them. I know that the eL&eL (our freelance railroad) will interchange with Bob Amsler's railroad, based on the MoPac, and Richard Schumacher's road, which will be freelanced. Ultimately this may mean a yard track dedicated to the MOP because of considerable interchange traffic, but Schumacher's cars will be mixed in with those of the Reader (a short, short line in the swamps of southern Arkansas) and other roads which won't generate much traffic on the eL&eL.

## Train Frequency

One last issue to consider in designing and operating a model railroad yard is the frequency of trains. If you plan to run 4, 5, or 6 mainline through freights on every eight hour shift then the receiving yard and train yard are will have to be "huge" and your train yard crew is going to be racing constantly to keep up with the demands of mainline traffic. Then consider how many wayfreights will be scheduled in the same period. Add local freights to that and then add interchange to that. Every time you add one of these freight moves to the timetable the workload will increase and the number of crews needed will also increase. To enable crews to get the job done one lead or yard ladder won't work in a heavy traffic yard. Every time there is a departure from the yard the switching lead will be tied up and operation in the yard will shut down. Shutting down means the crew falls behind, trains are delayed, customers are upset, and revenues drop off. Determining the size of a yard is very complex issue and I still haven't covered all the tracks found in a yard. But that is material for another issue.

Until next time, keep the crews happy and the trains on time.

## Operation Department

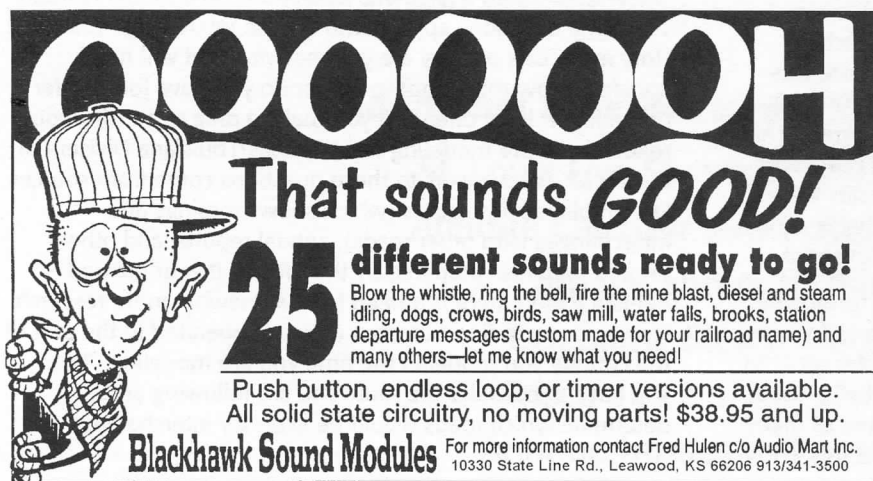
by Bob Amsler

One aspect of railroading not in the magazines often is a discussion on signals and how they work on the prototype. What is often said is: I operate in the dark, with CTC, or ABS without much discussion of what these are and what they do. Perhaps it is best to make the analogy that these are the "traffic signals" that railroads use. However, it is not a perfect analogy.

Signals are the tools used by dispatchers to manage the flow of traffic over a rail line. Dispatchers can dispatch by train orders or with centralized traffic control (CTC). Train orders are used in dark territories, which are rail lines without any signals. Trains travel from one station, or passing siding, to the next based on orders given to him by the dispatcher through station agents or others. With signals, the trains do not need to use train orders to travel from one place to the other, the signals will tell the engineer what he needs to do. Centralized traffic control allows the dispatcher to let the engineer run the train without stopping for orders. It allows for quicker and more efficient running of trains by controlling interlockings. Automatic block signaling does the same thing for the traffic flow but with block signals.

There are two types of signals: block and interlocking. A block signal is a signal which controls a block of territory on a rail line. The signal will have only one head or light on it. Its job is to control the distance between trains. Therefore, the color of the signal governs the speed of the train. Green will allow the train to travel to either its maximum speed or the maximum speed of the line, whichever is less. It also indicates that the next block is clear. Yellow is a restrictive indication which means that the train must travel at a medium speed and that the next block is occupied. Therefore, the train must be prepared to stop at the next signal. Remember that blocks are as long as the operations department thinks it will take for a train to stop within it. Red means that the train must stop, sometimes. This is because there are two types of block signals: absolute and permissive.

An absolute signal means that the train must stop and may not proceed past the signal (absent special limited circumstances) until the aspect changes. A permissive signal means that the train must make a stop but can then proceed into the next block at a restricted speed, always prepared to stop within half the engineer's sight distance. One special type of permissive signal is a signal which is on a grade. This permissive signal allows a heavy, slow train to proceed past the signal without having to stop and restart the train. A permissive block signal will have a number plate or plate with the letter "P" or "G" (for grade).



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Automatic block signals are block signals which are joined by electrical circuits to provide a signal indication. A block signal at 'A' will display a red, yellow or green signal depending on whether the next block signal at 'B' is showing red, yellow or green. If a train is between signal 'A' and signal 'B', then the signal at 'A' will show red. If a train is between signal 'B' and signal 'C', then 'B' will indicate red and 'A' will indicate yellow. If a train is between signal 'C' and signal 'D', then 'C' will show red, 'B' will show yellow and 'A' will indicate green. This insures that the trains are appropriately spaced for safety.



An interlocking signal governs an interlocking plant. An interlocking plant is the joining of two or more tracks. Signals exist at these points to control movements through these plants and provides for safety for the trains and their crews. These are the signals that a dispatcher controls with CTC. They are distinguished by having multiple signal heads. A red signal at an interlocking plant is always considered to be absolute. A train cannot move through an interlocking signal which is red. The top signal head indicates whether a train will be allowed to proceed through the interlocking on the main and if so at what speed. The second signal indicates whether the train will be allowed to move through the interlocking on the diverging route and, if so, at what speed. The bottom head on a triple headed signal protects movements through inferior diverging routes.

On a two-headed interlocking signal, the top head functions much the same as a block signal for the main route. Red means stop. Yellow means proceed at medium speed prepared to stop at the next signal. Green means go. If the top signal is red, the maximum speed for moving through a diverging route is medium. If the second head is green, this is a medium clear and the train may move through the interlocking at medium speed with the next signal either clear (green) or approach (yellow). If it is yellow, (medium approach) the train may move through the diverging route at a medium speed but prepared to stop at the next signal. If it is red, the train must stop.

If the top and second heads are red and the third head is green, this is a slow clear which means that the train can proceed through the interlocking at a slow speed on an inferior diverging route. If the third signal is yellow, a restricting signal or a call on indication, the train can proceed

on the inferior diverging route at a restricted speed prepared to stop. Red again on the third head means stop.

A call on indication allows a train to enter an occupied plant to make switching moves. It is also used to move trains through an interlocking when the mechanisms governing the interlocking are broken, to allow trains into unsignaled track, to allow trains to move from unsignaled track into the interlocking plant and to enter one way track against the flow of traffic.

The prototype will also use dummy heads on its signals to indicate that the signal is an interlocking signal. The dummy head is always red. The dummy head is the signal head for the route that it is physically impossible for a train to take. For instance, when two tracks meet, one a main line, the other a secondary main, trains approaching from two of the three directions cannot physically take another path. A train approaching the switch can continue on the main or diverge to the secondary. This will need to be a two headed signal with all signals working. The train on the main approaching from the other direction cannot take the diverging route. Therefore, the bottom signal is unnecessary and a dummy head can be used to note that it is an interlocking signal. If the train is coming from the secondary line to the main, it also can only go in one direction, so the top head is a dummy.

The dispatcher controls the interlocking plants and the ABS functions in between interlockings. The dispatcher has a control panel with the interlockings marked but not the block signals since he does not control these. In addition, the distances between the interlockings are not noted by similar distances on the control panel. The distances between the two areas are more or less uniform. Therefore the dispatcher must be aware of the distances between the interlockings.

This is the way that the prototype signals its lines. This can be modeled on our on pikes. I cannot provide the information about building the circuits because I do not understand electronics. I need someone to explain electronic things to me – real slowly. But please look at Richard Schumacher's clinics and articles to get started.

In modeling this aspect (pun intended) of the prototype, you can have an enjoyable operating session. An engineer with a heavy drag freight approaching a permissive block signal on a grade that is red will have to slow but not stop. This can be a point of interest for the operators as well as the visitors. The operators would have to be aware of not only the signal indication but also whether the signal is an absolute or permissive signal. This could lead to some confusion and fun. You could institute a point system whereby you keep track of everyone's errors and the guy with the most points has to bring the refreshments the next time. Running into the next block past a red signal will at the least provide some good natured comments, if not refreshments. The public could also ask questions at a show to learn more about railroading.

Signals give added dimension to operations and can bring hours of entertainment. They also look good.

Until the next time, highball!

# Home Made Searchlight Signals

text and photos by Richard E. Napper, MMR

I have always wanted to have prototypical signals on my layout, but the cost of prefabricated signals is rather high, so I thought there should be a way to make your own at home for a fraction of the cost. Although the cost of the materials is small, you can produce a very believable searchlight signal with these simple parts. You need the following items:

#10 S.A.E. steel-zinc washers	T-1 size bi-color LED (red/green with two leads)
7/32" O.D. brass tubing	5/32" O.D. brass tubing
1/8" O.D. brass tubing	#36 gauge telephone wire
.080" styrene plastic	.020" styrene plastic
Walthers signal ladder stock	Tenax-7R styrene glue
Bob Smith's purple super glue	180 ohm, 1/4-watt resistors

Cut a base for your signal out of .080" styrene, say 6'x8' HO scale. Cut and stack 4'x6' pieces until they are about 6' high. Top this stack with one 3' square piece of .080" styrene which you have beveled all four edges. Cement your stack to the base, making sure to center the stack on the base. You may wish to sand or otherwise smooth the stack of styrene before gluing to the base. Cut a door from .020" styrene to 4'x5' and glue to the side of the signal facing away from the track. Add small pieces of styrene for hinges, and a piece of .015" brass wire for a door latch.

Drill a hole through the entire stack, centered in the top of the 3' square piece on top of the stack. Use a #22 drill and go slowly as to not melt the styrene.

Solder the 5/32" and 1/8" brass tubes together. The 1/8" tube will slide inside the larger tube. Cut the smaller tube to 20' in HO scale, and the larger type to any length that will allow it to fit through the base stack and protrude out the bottom far enough to penetrate your benchwork. You may fabricate a small styrene point to add to the top of the 20'

pole. Install the tubing into the base so that just a small amount of the larger tube shows about the styrene base, making it look like a base ring for the mast. Superglue the brass tubing to the base.

Cut a piece of 7/32" brass tubing at an angle of about 30 to 45 degrees, and about 1/4" long. Fit the square-cut end of the tube into the center of the #10 washer. You may have to file the circumference of the LED down just a little, but it should fit inside the tubing and washer, making your signal head. Superglue everything together from the back side of the signal head.

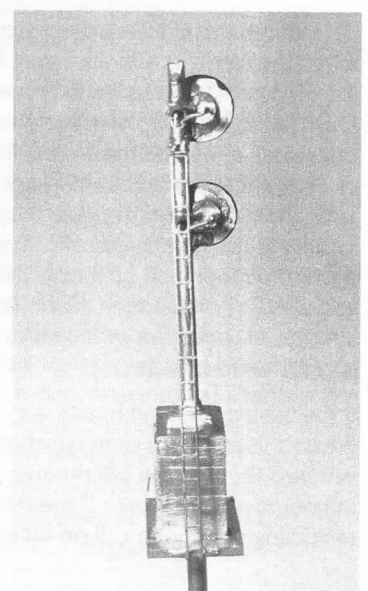
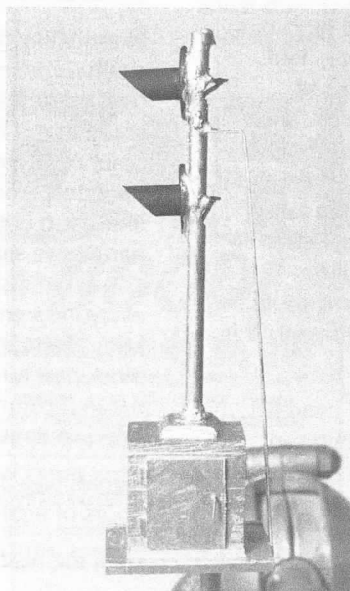
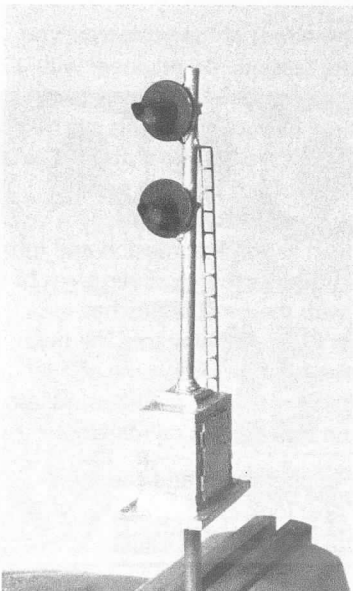
Decide where you want to mount your signal head(s) on the mast, and use a round file to cut a notch in the back side of the mast. Superglue the signal head(s) onto the track side of the mast. Bend one of the LED wire leads so it contacts the mast just above the notch, and solder it to the mast. Run a #36 gauge telephone wire inside the mast to each head, bringing to out at the notch so it may be solder to the other lead of the LED. At the very bottom of the brass tubing, at the end that will be below the benchwork, solder one more wire as your circuit common for all the signal heads. In series with each wire coming out of the brass tube going to an LED, add a 180 ohm resistor for use with 5 volt TTL signal logic. If you are using 12 volt logic, substitute a 510 ohm resistor.

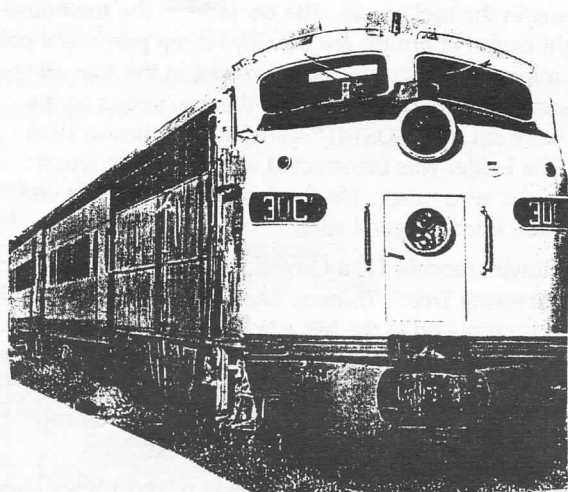
Add the Walthers signal bridge ladder stock to the back side of the signal mast. Many, but not all, mast have a letter "A" or number attached to the mast, which you may cut from styrene, attach with superglue and letter.

Paint the signal head black, and the mast, ladder and base cabinet silver to finish your new searchlight signal. Reversing voltage polarity will make the signal head light red or green.

Your completed signal is slightly big for exact scale, but it is close enough that you won't notice it, because the other proportions are correct. You total cost per signal should be about three dollars instead of the twenty dollars or more for prefabricated signals.

Remember the Frisco!





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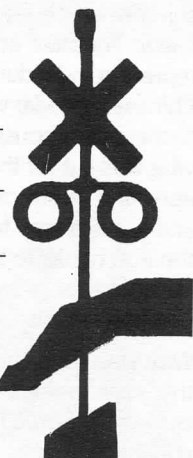
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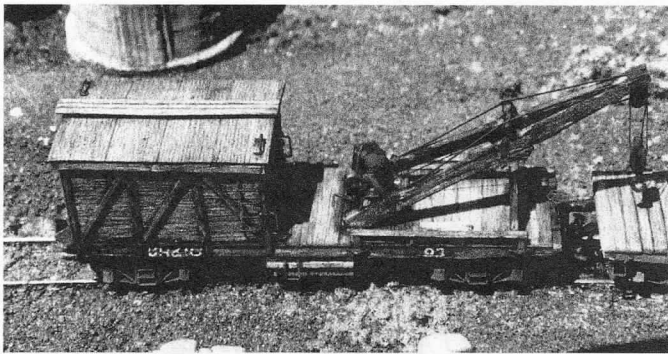
## Old Time Wreck Crane

text and photos by Patrick Lana, MMR

In the last installment of **N Visible**, I encouraged all N scalers and others to participate in the Achievement Program. I discussed my paperwork principles for merit award judging for rolling stock. This time we cover the fun part — building the model.

When I started building cars, I worked with wood because I was the most comfortable with it. Eventually, I tried styrene.

This is my favorite model and I thought it was "best of show". However, it received a merit award but lost best of show to another N scale car. Oh well, it's still my favorite.



The following description is a synopsis of the Judges Score Sheet description used for a merit award. A detailed step by step construction article is not my intent here. If you need such an article, consult the magazines I mention.

My N scale Old Time Wreck Crane was constructed from plans and construction article on the Old-Time Wreck Crane, Oct. 1955 *Model Railroader*. The plans were reduced from HO scale to N scale, placed under clear plastic, and materials were cut to size on top of the plastic. Due to the lack of commercial N scale parts at the time, the crane is constructed of balsa, small diameter wire from electrical components, paper and wood veneer glued together with ACC.

This model is built with the cheapest available material. The sidesills, tool boxes, boom and boom supports are all cut balsa. The floor and sidewalls are wood veneer scribed to represent individual planking. A fine-grain wood from a Chinese calendar was cut and fit for the intermediate floor timbers, tool house posts and roof walk. Appropriate size wire was cut for the truss rods, drawbar, brake rigging, grab irons and boom cables. This wire was also flattened, bent and cut to shape to represent grab irons, stake pockets and the iron hooks to hold the ladder and pry bar. The trucks, brakewheels and water barrel are the only commercially purchased parts.

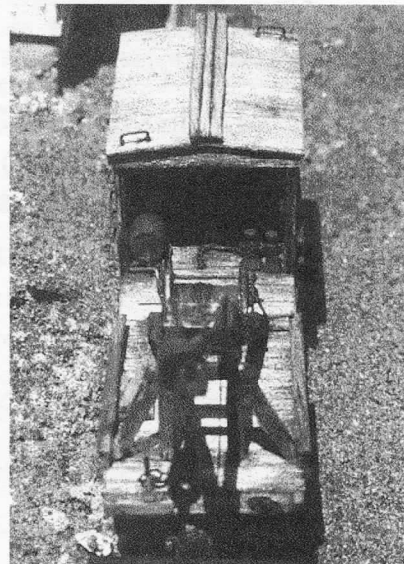
Wire was crocheted to represent the brake rigging chains and the chain in the toolhouse. Fine wire was used for the derrick cable so it would look realistic, hanging straight rather than curving or arcing. The crane hook was formed from plastic.

Pulley blocks came from a ship model. Wire, wristwatch clock gears and a wood dowel forms the windlass. Additional cable was hung in the tool house. The car jacks in the toolhouse (on right center of photo) are actually felt-tip pen metal points with a miniature wristwatch bolt screwed in the top. Hinges and handles on the toolboxes, and the iron straps on the boom were cut from POST-IT™ transparent adhesive Tape Flags. The ladder was constructed with fine grain wood siderails and wire rungs. The pry bar is balsa with an iron strap made from flattened wire.

The prototype modeled is a Central Pacific car from a "Central Pacific Wrecking Train", Truckee, CA, 1883 photograph. This photo is reproduced in the MR article and the MR article was attached to the Judges Score Sheet. The model follows the prototype: having manual brakes and no turnbuckles on the truss rods. However, in order to operate this car on my railroad, I installed Kadee couplers and trucks.

The entire model is stained with a weak wash of black shoe dye in isopropyl (rubbing) alcohol. All metal or simulated metal parts were painted weathered black with boxcar red and rust "dry-brushed" on. Boxcar red was also dry-brushed on wood parts to give a weathered effect. Couplers and trucks were painted weathered black and then highlighted with rust and boxcar red using the dry-brush technique. The water barrel was painted boxcar red with the metal straps painted black. The water barrel even has the spigot and handle added; made from fine wire.

Press-on lettering was used for my roadname and number (the prototype only had roadname and number). The lettering was picked at with an X-acto knife to remove some of the "paint" as if it had faded and peeled. The completed model was again stained with the black dye wash and then a light dusting of Floquil Earth was sprayed on.



Although nut/bolt/washer castings are too small to be seen in N scale, I attempted to represent them on the ends of the truss rods using fine diameter wire for the bolt and dabs of paint for the washer/nut. In the next **N Visible**, I'll show you my step up to the modern age — A car built with styrene!

# 1996 Regional Contests

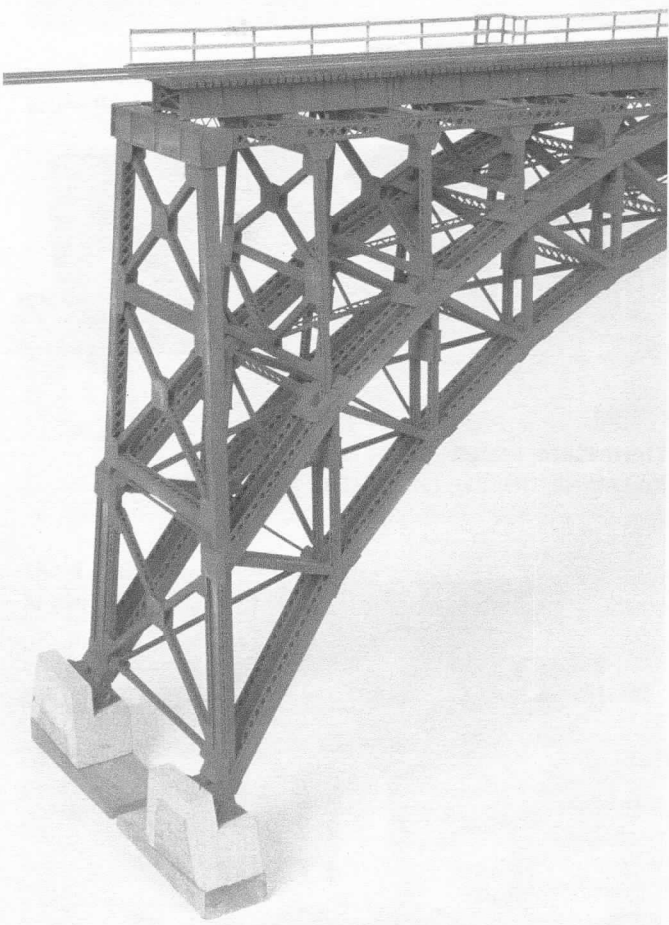
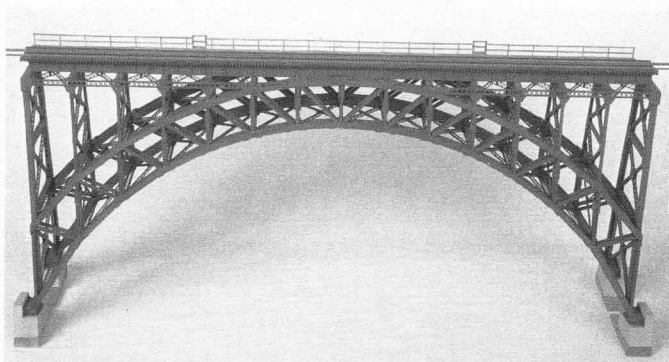
photos by Richard Schumacher

The 1996 Regional Model and Photo Contests featured ninety-two entries, fifty-six models and thirty-six photographs.

## Best of Show and

### First Place, Structures On Line

Russell Watts, HO, "Black Bear" bridge



## First Place, Caboosees

Ken Breher, HO, CB&Q



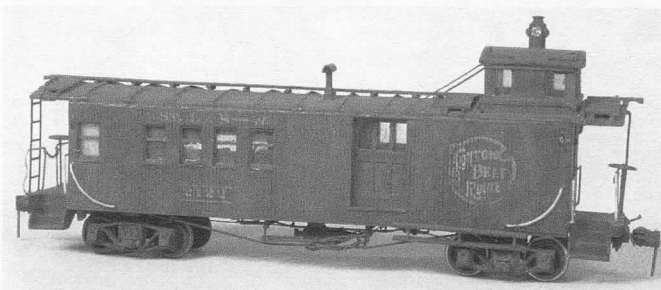
## Second Place, Caboosees

Ron Morse, HO $\frac{1}{2}$ , Coyote Gold Tram caboose #2



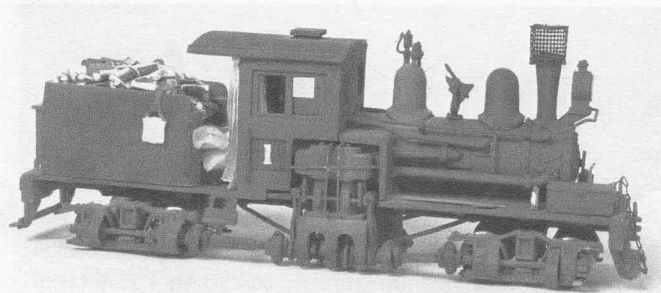
## Caboose Kibitzer Award and Third Place, Caboosees

Lee Durham, HO, Cotton Belt



## First Place, Steam Locomotives

Dean Windsor, HO, class "A" shay



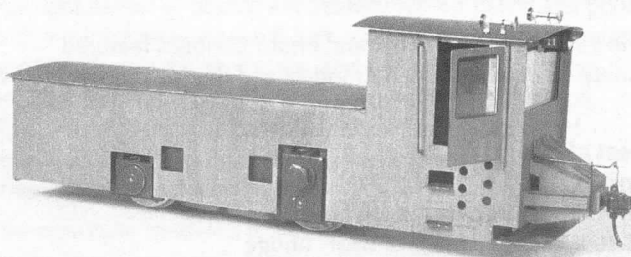
### Second Place, Steam Locomotives

Ron Morse, HO<sub>n</sub>2½, Coyote Gold Tram engine #3



### Third Place, Diesel and Other Locomotives

Joe Mock, HO, mining loco



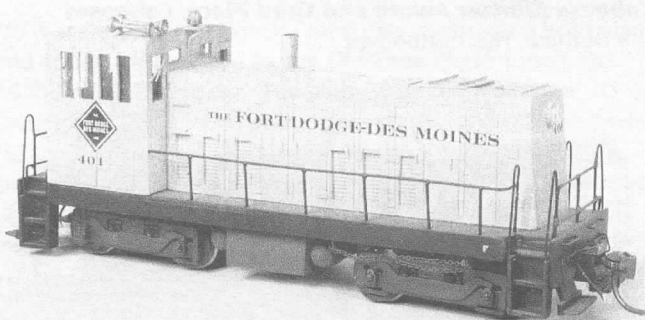
### Third Place, Steam Locomotives

Joe Mock, O, Pennsylvania K5



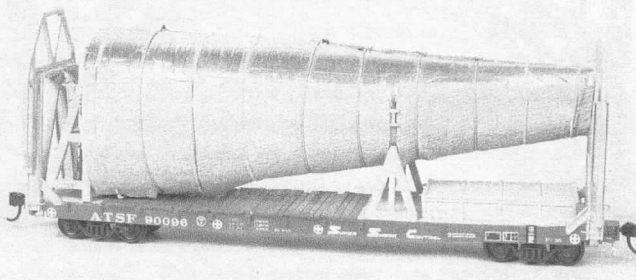
### First Place, Diesel and Other Locomotives

Al Warren, HO, FDDM GE 70 ton diesel



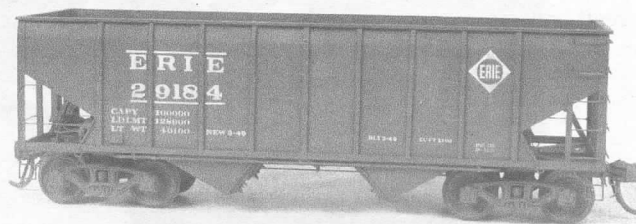
### First Place, Freight Cars

Cinthia Priest, HO, wing car



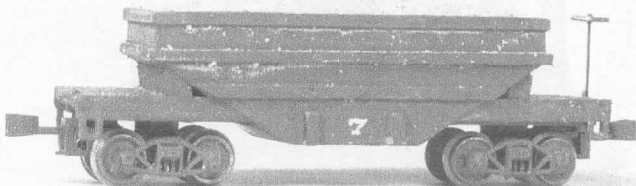
### Second Place, Freight Cars

John Spencer, HO, ERIE 29184



### Third Place, Freight Cars

Ron Morse, HO<sub>n</sub>2½, Coyote Gold Tram ore #7



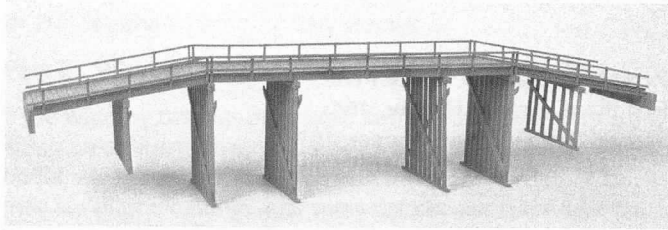
### Second Place, Diesel and Other Locomotives

Al Warren, HO, SD45-2 B 5514

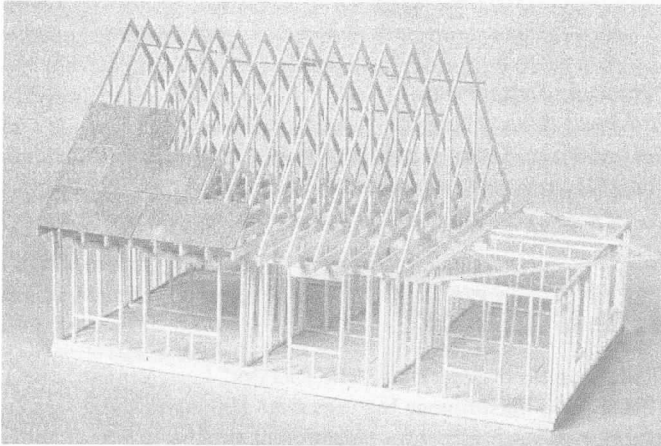




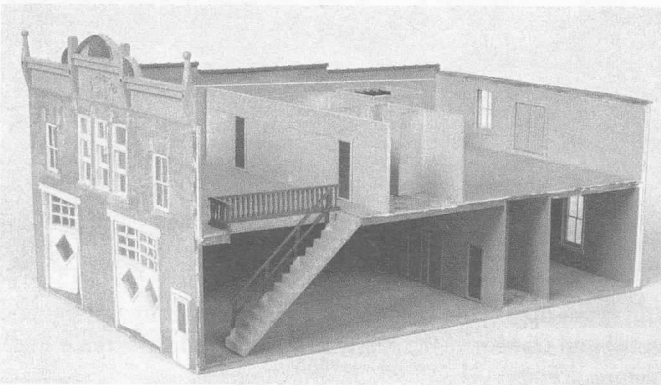
**First Place, Structures Off Line**  
Al Warren, HO, 135' timber overpass



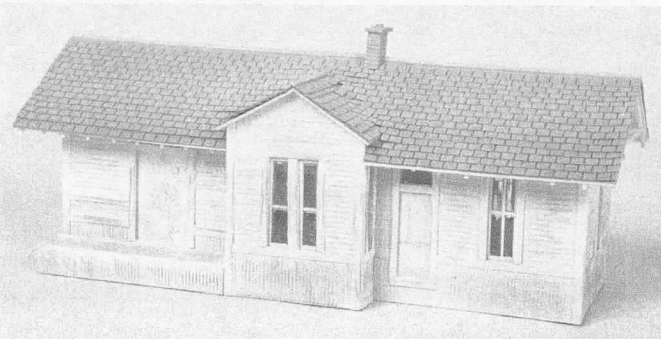
**Second Place, Structures Off Line**  
Al Warren, HO, house under construction



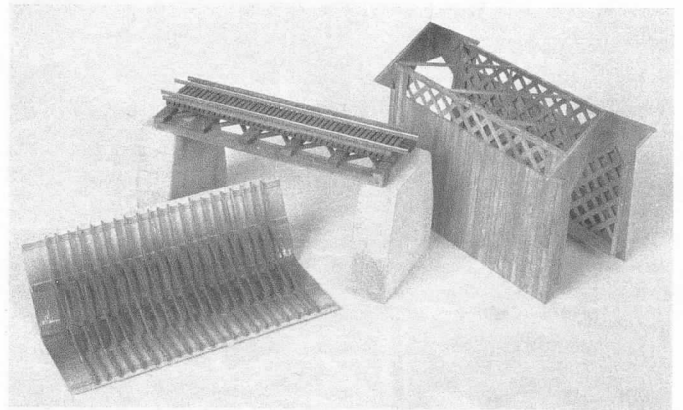
**Third Place, Structures Off Line**  
Bruce Brantner, HO, fire house



**Third Place, Structures On Line**  
Al Warren, HO, DT&I standard station



**Second Place, Structures On Line**  
Bruce Brantner, HO, covered bridge



## Photo Contest

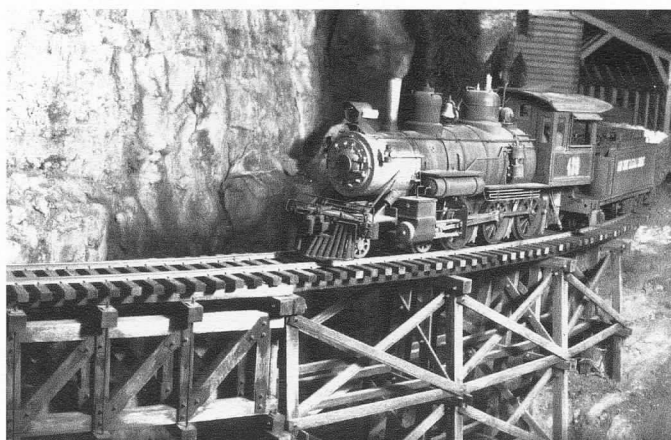
**First Place, Prototype Color Transparency**  
Larry Alfred, Watering 463



**Prototype Color Transparency**  
Second Place, Pete Bellos, Coal Smoke  
Third Place, Pete Bellos, Cleaning the Cylinders

### First Place, Model Color Transparency

Larry Alfred, Gold Creek Trestle



### Model Color Transparency

Second Place, Ken Patterson, Santa Fe in the Snow  
Third Place, Ken Patterson, Grain Elevator

### Model Black & White Print

First Place, Al Warren, 1275  
Second Place, Al Warren, SF 5514

### Prototype Black & White Print

First Place, Richard Napper, 484  
Second Place, Richard Napper, 497  
Third Place, Pete Bellos, Retrucking E8B

### Model Color Print

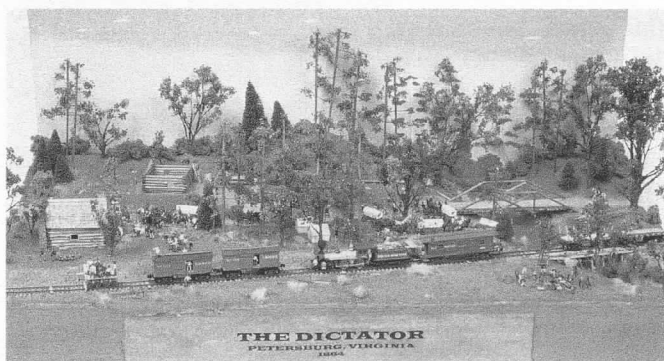
First Place, Ken Patterson, Beach Scene  
Second Place, Ken Patterson, Snow Scene  
Third Place, Al Warren, CNW 1613 with Yard House

### Prototype Color Print

First Place, Kevin Hampton, Hard to Port  
Second Place, Kevin Hampton, Sunset on the Coast  
Third Place, Gregor Moe, Dining Car

## The Dictator

Marty Vaughn displayed his "The Dictator" Civil War Diorama. This N scale masterpiece features over 100 scratchbuilt figures and horses, and numerous scratchbuilt structures and details.



This close-up of "The Dictator" rail gun shows some of the fine detail and craftsmanship Marty has employed to recreate this historic scene.



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# Structure Magic

by Phil Sheahan, photo by Gary Hoover

## Part II: Window castings and structure bracing tips

If the window castings are metal, prime them all at once using either an airbrush or aerosol paint spray. Let the paint cure about a week and then brush paint them the chosen color. If they are plastic castings, just spray the chosen color right on. You may wish to drybrush the castings to simulate peeling paint. Let them sit a day and then go over them with your India ink weathering mixture.

Glue window castings in place with white glue. Clear styrene is used for the glazing. Cut it to fit the opening in the wood, not the casting. Window shades may be added using a sheet of typing paper painted both sides. Floquil "mud" works well as a standard window shade color. The styrene and shades are installed with Micro Kristal Clear as it dries clear. The super-detailers may simulate cracked or broken glass using the back of the point of an X-Acto knife to scribe the cracks.

Interior bracing goes quickly, but a little extra time here really pays dividends when you glue your walls together. I usually use 1/8" square stripwood. I use an angle plate to frame the four side walls flush with the stripwood. Do the ends of the side walls

first getting two sides flush using an internal right angle. Trim the excess with a razor blade. Then fit and cut to length the bracing for the bottom and top and glue in place.

For the peaked ends, cut and glue 1/16" corner posts first. Prepaint the corner posts. If your walls are symmetrical, the cut on one piece will match the angle on the other side, saving stripwood. To frame the ends, allow for the 1/16" corner thickness of the clapboard and the 1/8" bracing on the mating part. This method provides nice wide gluing surfaces and right angles, making a square building easy.



Put a piece of 1/16" on top of the clapboard siding next to a piece of 1/8", holding both against the straight edge. Now glue on your 1/8" bracing with the two other strips providing the exact spacing. Once both sides of the end piece are done, cut and fit the top and bottom bracing pieces, gluing them flush with no spaces between them and the part edge.

If you are installing floors, now is the time to determine the heights of these floors. Sand or cut a block of wood to the desired height, taping a pencil to the top of the block. Using

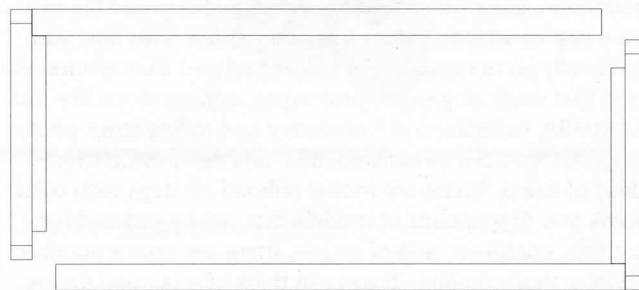
this marking tool, draw a line on all four inside walls, then cut, fit and glue 1/8" bracing on the bottom of this line on all four walls to later support the floor.

If you are lighting the structure and wish no light to show from a window, draw lines for gluing a view block, but don't install it yet.

Now add the rest of the interior bracing. These don't have to be square or straight, as they don't show and don't interfere with the fit of the walls. Just don't cover windows and doors.

Using any right angle on your angle plate, glue a side wall and end wall together. Then glue the other end and side walls together resulting in two right angled structure sections. If you are not lighting or adding an interior to the structure, paint the interior black to eliminate warpage.

If installing an interior or floor, cut and fit the floor using the 1/8" strip you previously installed, then paint the floor the desired color. If installing light blocks, cut and fit them now.



Glue the two right angled structure sections together. This creates the basic structure and ensures square assembly. The bracing provides nice wide gluing surfaces so that no glue will appear on the outside. It also provides a nice wide gluing surface for the roof (sounds like another article).

I would like to hear of any tips or tricks you might have. The more ideas a modeler discovers, the easier it is to achieve what you want to accomplish.

Happy modeling!





# 1:64 Model Railroad Fun

by Richard Wholf

For those of you "surfing" the Net, try the Sn3 World Wide Web site: <http://129.93.226.138/rr/sn3/sn3www.htm> being operated by Dr. Allen Szalanski of the University of Nebraska. An interesting place to visit for both Sn3 model railroading and prototype 3 foot gauge railroads. Subjects include What's New in Sn3, Prototype Railroads, Sn3 Resources, Sn3 Modeler's List, Narrow Gauge Bibliography, Images, Other WWW Sites, Sn3 Modelers. I followed the What's New in Sn3 link (the term for a connection to another web location) and found four topics under it: 1) PBL now shipping their ULTX tank car kits with lots of details, 2) name the new Building & Structure Co. model contest - not only text information but several excellent color pictures of the new building, 3) 11th Annual National Sn3 Symposium - good information, and 4) 16th National Narrow Gauge Convention Information, color photos, and even an audio sound file of a steam engine whistle. From the Other WWW Sites link, you can literally go to hundreds of railroad related sites around the world that cover all gauges, prototypes, organizations like our own NMRA, collections of locomotive and rolling stock photos worldwide that can be downloaded, and even some short videos of trains. There are model railroad catalogs with color photos and descriptions of models that can be ordered right from your computer, and of course, there are now a number of hobby shops on-line. If you can think of a railroad theme, it can be found on the Internet. There's even a virtual (real time) operating model HO railroad located at the University of Ulm in Germany that can be displayed on your screen and you can operate it from your computer terminal. You pick the locomotive you want to operate, its destination, and then watch it operate. Another good site for any level Net Surfer is the Webville & Hypertext RR Co., located at:

<http://www.he/tdl/com/~colemanc/webville.html> which contains so much information that it would take the entire issue of the *Kibitzer* to list its contents and its links to other railroad sites.

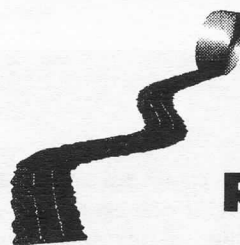
Standard gauge or "Colorado broad gauge" modelers are quite excited about the number and variety of new products arriving lately. S Helper Service's Showcase Line has introduced two new fully-assembled freight cars long desired by S gaugers. The first is the 40' URSA single-sheathed boxcar. This car is available with either wooden or Youngstown steel opening doors and Andrews style trucks (metal) and Celco bearings equipped with blackened wheelsets. Roadnames include: PTM, CB&Q, SP, B&O, NYC, PRR, and CP. Next is S Helper's wood-sided stock car model of the Union Pacific's S-40-10. These represent the first UP cars to wear the Armour yellow and silver livery with red lettering. It is very similar to versions from many other roads. There are nine roadnames available, some with two numbers: UP, Rio Grande (black), CNW (green/yellow), Atlantic Coast Line (boxcar red), Great Northern (vermillion), PRR (oxide red), Santa Fe (mineral red), NYC (boxcar red), Western Pacific (boxcar red) and Unlettered (boxcar red). Like the previously

mentioned 40' URSA boxcar, this is an injected styrene model. The stock car features opening doors, Type "Y" ARR-style metal trucks, and wire grab irons. Both cars are ready-to-run with Hi-Rail trucks and couplers installed. The scale metal wheels are in the box and the frame is ready for mounting a scale Kadee #802 coupler (not included). Price is the same for either boxcar or stock car - \$39.95 each. S Helper's SW-9 switcher project is coming right along with expected delivery by the end of this year. The Mountain Empire S-scale Association, a Denver-based club, has made a special run of the Pacific Rail Shops 40' boxcar in six Chinese red CB&Q schemes, available with either scale metal wheels or Hi-Rail trucks and couplers for \$39.95 + \$3.50 s&h per order at PO Box 1201, Westminster, CO 80030.

Port Lines Hobby Supplies, 6 Storeybrooke Drive, Newburyport, MA 01950, is offering The Crown Models' S woodside reefers (plastic) with these roadnames: Hood Milk, WP Ice Service, Swift Meats and Undec. They also have various structure kits: The White Tower Restaurant with interior, a pre-cut styrene kit, \$39.95, the Gas Station and Grocery Store, including old-time gas pumps, cast details, miscellaneous signs for \$44.95 + \$4.00 s&h. The Roundhouse kit is due out soon. Overland Models latest S scale brass products include the Bridge Crane (saw at a local hobby shop, looks very nice), EMD SD60 unpainted but detailing parts for BN, CSX, CNW, Conrail, KCS, NS, Oakway Leasing, SOO and UP, and EMD SD50 available at hobby shops or Overland Models, 3808 W. Kilgore Ave., Muncie, IN 47304-4896, (317) 289-4257 or fax (317) 289-6013.

In closing, special congratulations to local KC area S modeler, James W. Graham and new wife, Elaine. They were married New Years, and James' nationally known S layout, The Sheley Road, was moved to his new home in Lee's Summit, MO, where it recently served as one of the operating host layouts for the Prairie Rail Classics Meet. Another local S host railroad was the Kaw Valley Railroad of Mike Fyten. Both railroads are big hits with NASG literature and manufacturers brochures being taken by a number of the mostly HO and N modelers.

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# Member Aid and the Kalmbach Library

by Richard E. Lake, Member Aid Chairman

Since there have been no requests directed to me since the last *Kibitzer*, I want to talk about another service to all members. I know what you're thinking, another piece about the benefits of the Kalmbach Library, but I want to focus on an aspect of the Library which I haven't seen written up anywhere. We all know about the books, magazines and publications housed in the Library but there is another resource which each of us could benefit from and could also contribute to its further development.

During the Convention last year in Atlanta, I went to the NMRA headquarters and got a nice tour of the Library. As a result I discovered that the Library has an extensive collection of direction sheets from model kits. These are housed in file folders, alphabetically by manufacturer, and fill several drawers. As I browsed through these files I thought about the kits I have built up over the years and then carefully filed the plans and directions away in a "safe" place in case I ever needed them again. Now I know what to do with these directions that could help some other modeler in the future. I can make copies for myself and send the originals to the Kalmbach Library. The copies are all I would ever need if I decided to use the plans to scratch build.

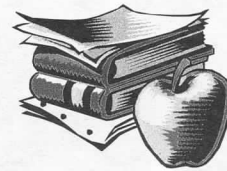
I wish I had known about the existence of this file years ago. I have often looked at bargain priced kits at train shows and swap meets and discovered that one of the reasons for the bargain pricing is that directions and/or plans are not with the kit. Not being terribly creative and having a serious problem in looking at a box of "pieces" and visualizing how they come together, I have always passed up these bargains. Now that I know there is a chance that the plans are in the files at the Kalmbach Library I will be a lot more likely to pick up one of these bargains.

Another advantage of donating your original kit plans is that newcomers to the hobby will have access to plans for kits that are no longer in production. That way, when a visitor to your layout mentions how much he/she would like to have a flour mill like the one on your layout, you can tell him/her how to go about getting the plans even if the kit hasn't been manufactured in 15 years.

Think about this the next time you are cleaning up the work area, clearing out the files or looking at that bargain on the swap table. Donate your plans to the Library for others and remember the Library when you need a copy of plans or directions. They may not have what you want right now but the more we contribute the more we benefit.

There is another important tool which has just come available from the NMRA which I can't pass up plugging (it is a real member benefit). NMRA is publishing a specially authorized reprint of the January 1954 Official Railway Equipment

Register (ORER). For anyone modeling from the 1940's through the 1970's, this is a resource you can't let get away. Rolling stock often lasted 20 or more years in interchange service and even longer for cars used only on the home road. The cost is \$49.95 and anyone who has looked at copies of these registers at trains shows, book dealers, and swap meets knows that the price of an original can be astronomical. Also, the reprint has a detailed introduction which is designed to make the ORER more understandable for all of us. I saw a copy at the Convention in Long Beach and I can't wait to get my very own. If someone asks, "What does the NMRA do for me?" I suggest you show him your copy of the ORER. Look in the Bulletin and order right away. The run was 3,000 copies and when they are gone they are gone. As always any member-aid questions, suggestions or complaints will reach me at the address listed on the inside cover or e-mail to [rlake@stlnet.com](mailto:rlake@stlnet.com).



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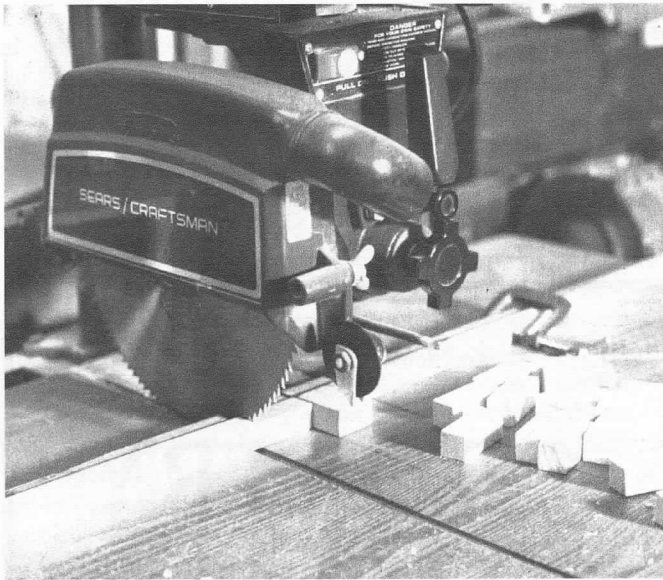
Walthers catalog items

# Inexpensive Structure Lighting

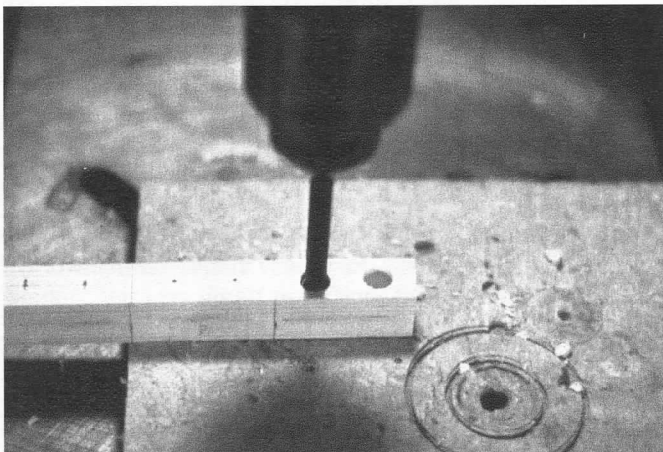
text and photos by John W. Templeton

Lighted buildings add a very dramatic effect to your layout. The inexpensive system which I will describe can be used to light widely separated buildings such as a farm scene or closely grouped buildings such as a main street with a row of store fronts.

My railroad, the Buffalo, Pittsburg and St. Louis, has over one hundred structures which are lighted, most of which are using this system.



You will need to prepare a  $\frac{3}{4}$ " by  $\frac{3}{4}$ " by 2" block of wood for each building you plan to light. I prefer to use a soft wood such as pine for these blocks. If you have a table saw or radial arm saw, these can be made very quickly. If you don't have power tools, don't let that stop you as you can make these by hand sawing without a great deal of effort. If you are planning to light a very small building, a shorter block may be used. The blocks will be holders for two Christmas tree lights.

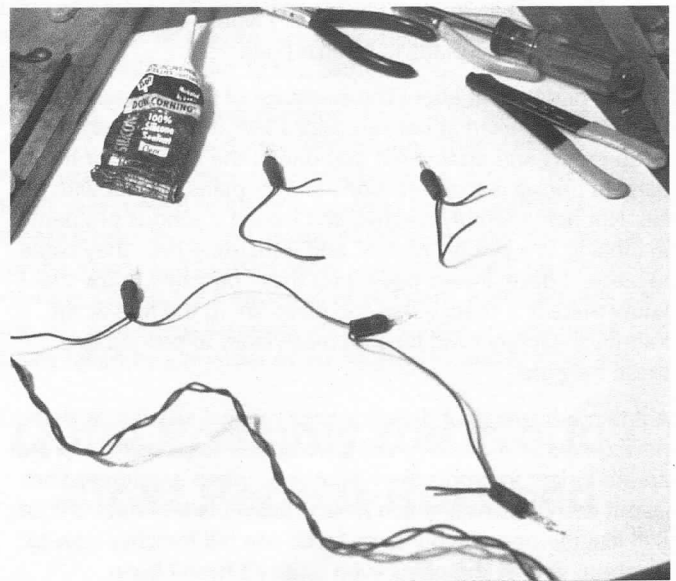


After you have prepared the number of blocks you need, drill two  $\frac{3}{8}$ " holes one inch apart three quarters of the way through each block of wood. Center each hole so that you have about an equal amount of wood from the end of the block to the center of each hole. It is preferable to use a Forstner bit as it will cut a nice clean hole with a flat bottom.

Next drill a  $\frac{1}{8}$ " hole through the center of each  $\frac{3}{8}$ " hole the rest of the way through the block.

Now cut a channel between the two holes. This can be accomplished with an X-acto knife, a small wood carver gouge or a small wood chisel. If you own a Dremel tool, this job can be done very quickly with a burring bit or a cutoff wheel. I have a small diameter circular saw bit that makes a quick, easy job of this operation. Make sure that you have the block secured in a vise or jig as the small block will have a tendency to flip out from under your carving tool. **Notice – do not try to hold the block with your fingers – blood on the block is not a good idea!**

You will need clear miniature light bulbs and sockets cut from a string of a 50 or 55-lite Christmas tree light set. I paid \$1.99 for a 50 light string at Aldi's and have also purchased 55 light strings at after Christmas sales for \$1.50 or so. Naturally, if you want to use lights from a string you already have this is "OK" too, provided that the wires and sockets, as well as the bulbs, are in good shape.

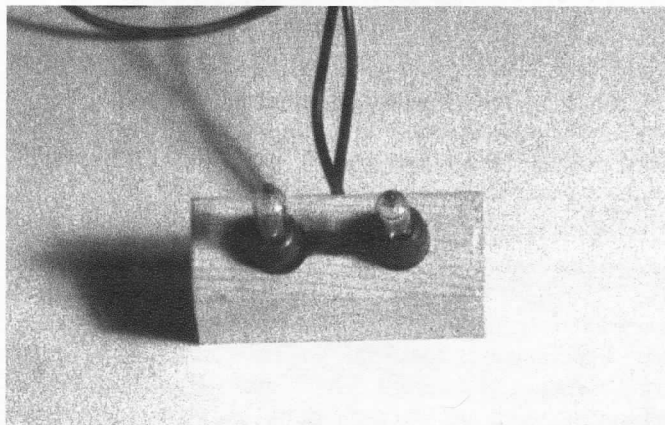


Starting at one end of the string, untwist the wires as best you can. Some strands, I have found, have three wires coming from the first socket. If that is the case, ignore the three-wire socket and skip to the second socket. Cut one wire about an inch from the socket. Pull the strand apart. You will usually find three wires, but only one wire runs from socket to socket for the first half of the string. Cut the second wire of the first two-wire socket about one inch from the second two-wire socket. This will make the second wire of the first socket about  $\frac{3}{4}$ " long. Proceed along the string, cutting the wire about an inch from the next socket. In this manner you will have a short and long wire extending from each socket. It is



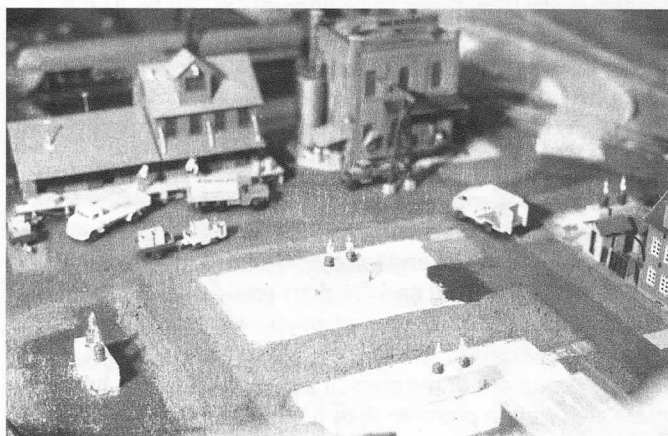
not necessary to remove the bulbs while you are preparing the sockets as they can be left in the sockets for the entire construction using this system. Save the long strands of wire that are left after you cut off the sockets as this wire will come into use to run under your layout to connect your buildings.

Strip about 3/8" to 1/2" of insulation from each short wire and about 3/4" from each long wire. Twist the short wires of the two sockets together. Do not twist them so that you have a "pig tail", but rather twist together so they form a straight line between the two sockets. Solder this connection.



Now insert the pair of sockets into the two holes in a block feeding the long wire through the 1/8" hole in the bottom of the 3/8" holes and press the sockets *carefully but firmly* into the 3/8" holes with the short solder connected wires lying in the notch between the holes. Run a bead of silicone sealant over the wire in the notch allowing some to flow against each socket. This will act as insulation over the soldered wires as well as anchoring the sockets in place. The reason for using two bulbs per building is to give sufficient light at low power.

Locate your buildings. Observe the bottom of each building to determine placement of the block and drill holes through the layout table to line up with the longer wires. At this point you may find it a good idea to solder longer pieces of wire to the wires going through the table before feeding them down through the holes you have drilled. In doing so you will have fewer connections to make under your layout. You can judge the distance between buildings and cut your extension wires accordingly.



The 50 light Christmas strings use either 2.5 or 3 volt bulbs. You may use an old train power pack, or a plug-in-the-wall type transformer, to power these lights. A plug-in-the-wall transformer (such as a 13-volt Radio Shack #273-1610A) may be purchased if you don't happen to have an old power pack around. Simply take the output voltage of the transformer or power pack, divide it by two, and that will give you the number of individual light bulbs you wire in series for each "lighting loop" (one light connected to the next, like a "daisy chain"). For instance, a 13 volt transformer would have six (13 approximately divided by 2) lights in each "lighting loop" (one end of the first light connected to the transformer, the other end connected to the next light, the other side of that light connected to the next light, and so on until the last side of the sixth light connects back to the other side of the transformer). If you have an old 16 volt power pack, you would have eight lights in each loop (16 divide by 2). Adding more lights to a loop makes all the lights in that loop dimmer.

This is a "fun" project and adds a dramatic effect to your layout. I feel sure you will be pleased with your efforts.

Turn the overhead lights down low and listen to the reaction of your guests. If you don't get some oh's and ah's I will be surprised.

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# Hand Laid Rail ... It Can Be Done!

by Charlie "CUPS" Stapleton

It goes without saying that model railroading can be a very exacting hobby. It all depends on how well detailed you want your locomotives, rolling stock, structures, scenery and/or trackwork. Some modelers are very particular in one or two phases, while a few are extremely rigid in all aspects of the hobby. One of my areas happens to be trackwork and I don't mind saying that I enjoy it. My railroad stands to verify this statement by the fact over 600' of the track is hand laid. Also, about 60 of my 157 turnouts are scratchbuilt. Now let's get down to the nitty-gritty.

First of all, let me get one point across - hand laid track is not very difficult, but it is very time consuming. Also, don't plan on saving a lot of money as the materials for hand laying track will run about as much per foot as flex track. Hand laid turnouts, however, can save you quite a bit of money.

Wood ties are pretty easy to come by, depending on what brand you select. I started out using Kappler, then all of a sudden they became scarce. Only by checking every hobby store I came across during my travels was I able to keep from running out. In selecting your ties, make sure you use the correct size and type for the era you are modeling. Ties have increased in size since the days of steam, so if you are into the more modern era of railroading it might help to check tie size with the railroad you are modeling.

The size of rail to use is strictly up to you. I have been using code 100, but if I had it to do over again I would have gone with code 83. It is a little more realistic in size and gives the point rails in hand built turnouts a lot more flexibility. Rail can be purchased already weathered or plain if you want to do your own weathering. Micro Engineering weathered rail was my choice, and saved a lot of time by not having to paint it. It is sold in 99' bundles of 33 three foot lengths.

Spikes must be thin enough so as not to split the tie when you drive them in. Micro Engineering spikes were my choice as their small size doesn't look like you used ten penny nails to spike your track. If you are fortunate enough to own or have access to a Kadde spiker, the use it! This will also save you a considerable amount of time.

Once you have accumulated the materials, you can start your project. I found that laying each tie individually was too time consuming so I manufactured a jig. Using a 1/4" by 3" by 2' piece of basswood for the base, I glued a 1/4" square piece along the length of one side. This serves as a backstop as I lay the ties in the jig. Using scale 2" x 12" lumber, I glued 1 1/4" pieces perpendicular to the backstop, spacing them so that a tie could be laid between each one. This jig allows me to lay a tie between each strip, using the backstop to keep them even. By applying masking tape to the tops of the ties, I can lift a two foot section of ties from the jig ready to be glued into place.

Using a straight edge, draw a guide line on your choice of roadbed. I chose Homa-bed for its ability to hold spikes in place. The ties I used were not all exactly the same length, so I made sure the ends that were against the backstop of the jig were laid on the guide line. If you are laying a curve, it will be necessary to cut a spline about halfway through the tape at every second tie. This allows the ties to "lay into the curve." Full strength Elmer's white glue was my choice for gluing the ties to the roadbed. After the glue has thoroughly dried, you must sand the tops of the ties with a sanding block to make sure the tops of all the ties are of uniform height.

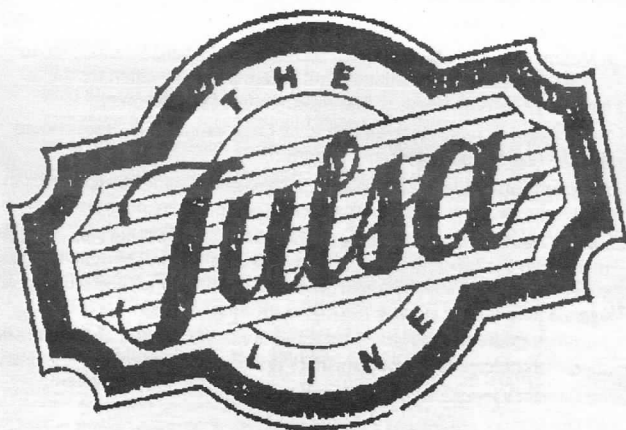
There are several tie stains available, but I chose "Liquitex" acrylic Mars Black. One, two ounce tube will stain a lot of ties. I dipped a 3/4" brush in water, then dabbed it into the paint that I had squeezed onto a coffee can lid. Then I applied it to the ties, brushing it on the ends first, then the tops, checking to make sure that the sides are covered as well.

Spiking the rail to the ties is the most time consuming part. NMRA standards call for rail to be spiked to at least every fifth tie. This gives the rail the solidness it needs to hold it in place. Start laying the rail by making sure it is centered on the ties. In other words, make sure you have an equal amount of tie sticking out on the sides of both rails. Rail gauges come in all configurations and you can pick the ones that best suit you.

Start by laying two lengths of rail on the ties separated by the rail gauges. Spiking only *one* rail at a time, you can use a straight edge or "eye ball" it as I did. This "eye ball" talent is one of the gifts I got from my Dad. When laying the first rail of the pair, I spiked every tenth tie, then went back and got the fifth ones in-between. This seemed to cut a little bit of the time. When spiking the second rail, make sure you don't have the rail ends directly across from each other. I like to have about eight to ten inches separating the rail joints. Use your NMRA track gauge as you go to ensure the proper distance between the rails. I have found that a pair of needle nose chain pliers is best suited for driving the spikes. Make sure that the spike goes straight down into the ties so that it doesn't interfere with the one coming in from the other side of the rail. Of course, when laying any rail, always make sure that there is a slight gap at the rail joiners to allow for expansion and contraction. I like to use a business card as it has just the right thickness for this gap.

Soldering electrical drops to weathered rail can be a little tricky. You must burnish the rail where the drop is to be soldered or it won't stick. A moto-tool with a wire wheel will allow you to get down to the bright metal without damaging the rail. You can paint the solder roof brown to cover up the shininess.

With a *lot* of patience you can lay rail as good or better than anyone else. Modelers who see my railroad for the first time just shake their heads and tell me what a glutton for punishment I am. But I did it and I'm durn proud of it. And be sure to *wear those safety glasses when you are using any power equipment or driving spikes*. The spikes have, at times, been known to pop out of the jaws of the pliers. Till next time, there ain't nuthin punner than bein' a model railroader!!



# Tulsa Line '96 Model Railroad Fair

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**November 9**  
**9:30 a.m.- 4:00 p.m.**

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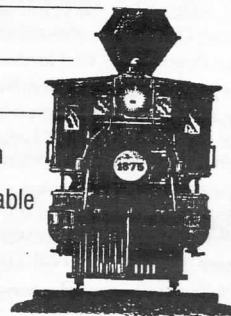
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☐ Please send \_\_\_\_\_ NMRA judging forms.





# Annual Business Meeting

submitted by Richard E. Napper, MMR, MCoR Secretary

## Minutes of the Annual Business Meeting of the Mid-Continent Region, NMRA

The Annual Business Meeting of the MCoR was called to order by President Dean Windsor at 7:20 P.M. on 29 June 1996 at the National Museum of Transportation, St. Louis, MO.

A motion was made by Richard Schumacher, seconded by Don Clagett, that the reading of the minutes of the 17 June 1995 Annual Business Meeting be waived. Motion passed unanimously.

Old Business: None

New Business:

President Dean Windsor informed the members that he had accepted a letter of resignation from Vice-President Patrick Lana, MMR, effective 1 September 1996, and that the BOD had confirmed the appointment of Charles Buswell as Vice-President, MCoR, effective 1 September, 1996.

NMRA President Bob Charles, presented a meritorious service award to Joe Haney, membership dispatcher, for his many faithful years of service to MCoR.

NMRA President, Bob Charles then thanked MCoR, Gateway Division, Fallen Flags Division, Eastern Oklahoma Division and member A.J. Thomas for their donations to the headquarters computer fund, stating that they had more than doubled the available funds on hand.

President Dean Windsor presented awards of appreciation to Pat Harriman, MMR, past MCoR AP Chairman, and Larry Long, MMR, past *Caboose Kibitzer* Editor, for their service to the Region.

President Dean Windsor presented the *Kenny John Memorial Award* to both Ken and Carol Vandevoort for their long years of service to the Region.

President Dean Windsor asked Pete Bellos to present the *Ken Cline Award* to Bill Farmer for 13 years as Mailing Chairman for the Region.

A motion by Richard Schumacher, seconded by John Winter, was made to adjourn the business meeting. Motion passed unanimously.

Adjournment was at 7:36 P.M.

# Board of Directors Meeting

submitted by Richard E. Napper, MMR, MCoR Secretary

## Minutes of the Board Of Directors Meeting of the Mid-Continent Region, NMRA

The meeting was called to order at 3:30 P.M. in the Clinton Room of the Holiday Inn in Collinsville, IL on 29 June 1996 by President Dean Windsor. The following board members, department heads and division directors were in attendance:

Dean Windsor, President; Richard E. Napper, MMR, Secretary; Carol Vandevoort, Treasurer; Ken Vandevoort, Fallen Flags Division Director; Charles Marchbanks, Western Kansas Division Director; Ted Fuller, Kansas Central Division Director; Fred Dugger, Chisholm Trail Division Director; Tom Shook, Little Rock Area Director; Robert Amsler, MCoR Attorney; George F. Maulsby, Northern Oklahoma Area Director; Clay Thompson, Eastern Oklahoma Division Director; Louis Griesemer, Ozark Mountain Division Director; Richard Schumacher, Gateway Division Director, *Caboose Kibitzer* Editor; John Winter, Southern Illinois Area Director; Bob Charles, NMRA President; Robert Dye, NMRA Secretary; Allen Pollock, NMRA Executive Vice-President; Warren K. Weston, MMR, MCoR Past President; Larry Long, MMR, MCoR Past President; James Flynn, Turkey Creek Division Director; and Whit Johnson, Kate Shelley Division Director.

Others present included: Jerome C. Nathan, CD & M Division Paymaster; Joe Haney, Membership Dispatcher; Randy Meyer, St. Louis MCoR 1996 Regional Vendor Chair, St. Louis 2001 National Co-Chair; Chris Schilb, CD&M Superintendent; Roger F. Quinlan; Pat Harriman, MMR; and A.J. Thomas.

President Dean Windsor introduced the board and welcomed everyone to the meeting. Special note was made of our honored guests: Bob Charles, NMRA President, Allen Pollock, NMRA Executive Vice-President, and Robert Dye, NMRA Secretary.

A call for proxies was made, none were presented.

1. A Motion was made by Ted Fuller, seconded by Richard Schumacher, to waive the reading of the minutes and accept them as written for the 20 January 1996 BOD Meeting. The motion passed unanimously.
2. The Treasurer's report was submitted by Carol Vandevoort. It was noted that we had \$96.00 net income to date.
3. A motion was made by John Winter, seconded by Charles Marchbanks, to except the treasurer's report. The motion passed unanimously.
4. Jerome Nathan reported that the Illinois Rock Island Division was going to merge into the MCoR from the Mid West Region. President Dean Windsor stated he would confer with Mid West Region at National, and work up an agenda item for the January 1997 BOD meeting.
5. President Dean Windsor asked everyone to read the SW Oklahoma Director report which included a concern, and President Dean Windsor's response.
6. All Director's reports were distributed to the board.
7. All Department reports were distributed to the board.
  - A. Publication Department
    - 1) Richard Schumacher apologized for the lateness of the *Caboose Kibitzer* stating that the changeover to better the layout had taken longer than expected. Richard Schumacher asked everyone to assist him in getting the timely notices of area events published in the CK.
    - 2) Region is still looking for a advertising manager, ask your divisions if anyone would be willing to accept this position.
  - B. Membership Department
    - 1) Joe Haney's membership report was presented to the board. President Dean Windsor gave the membership hot line number which is 432-892-5505. Membership still holding around 1,300.
    - 2) Rerail Chairman, Richard Hester, at the request of the President, included letters of response from members that he had tried to rerail.
    - 3) Richard Lake reported that he had provided member aid to three members in the last six months.
  - C. Achievement Program
    - 1) The National AP Chairman has MCoR listed as fourth in regards to certificates issued, and Brad Joseph continues to improve our AP program effort.
    - 2) Brad Joseph reported two new MMRs for the Region
    - 3) CMMR is no longer available because the Golden Spike Award from National has replaced it, but the RR Charters are still available from Turkey Creek Division. This was in response to one of the rerail letters.
  - D. Conventions
    - 1996 Collinsville, IL
      - 1) Richard Lake reported that 235 registrations were made for the 1996 convention with 200 dealer tables in the hall, and over 600 through the door on Saturday for the meet. John Winter, Gateway Superintendent thanked everyone for coming, especially NMRA President Bob Charles.
    - 1997 Little Rock, AR
      - 1) Tom Shook reported that things are going well with the 1997 Little Rock plans as presented in his report to the board. The convention will be in conjunction with the N.R.H.S. which will help the cost of the convention.
      - 2) John Winter will assist Tom Shook with clinic contacts.
    - 1998 Kansas City National
      - 1) MCoR will hold their convention in connection with the 1998 National in Kansas City.
      - 2) Divisions will be included in the convention as the preparation for 1998 continues. All Committee Chairs have been chosen at this time, and the convention committee meets monthly at this time.
    - 1999 MCoR Convention
      - 1) Omaha plans on bidding for the MCoR 1999 convention at the next BOD meeting.
    - 2001 National, Gateway Division Bid
      - 1) Gateway Division will present its bid for the 2001 National this year at the National convention and they ask for continued support from the Region.
  - E. Sales

Mike Bush's sales report was presented to the board. Company store items will be going to this year's National for sale.

F. Internet

Clay Thompson gave his report to the board, and he is now the MCoR Web Master. Clay Thompson has sent a letter to all divisions so their web page may be accurately presented. It is hoped that our net presence will continue to generate memberships in MCoR/NMRA.

8. There was no old business presented to the board.

9. New Business

A. Vice-President Patrick Lana has been transferred to Denver. He has resigned from the Region effective 1 September 1996. By board confirmation, Charles Buswell will be the appointed Vice-President effective 1 September 1996.

B. NMRA Computer Systems are in great need of being updated as reported by President Dean Windsor and by NMRA President Bob Charles.

- 1) A motion by Ken Vandevoort, seconded by John Winter, that MCoR give NMRA a \$2,000.00 donation for the new computer system. Motion passed unanimously.
- 2) Eastern Oklahoma Division is giving a \$500.00 donation, Fallen Flags Division is giving a \$25.00 donation, and Gateway Division is giving a \$250.00 donation toward the computer system.
- 3) NMRA President Bob Charles expressed his appreciation to the board.

C. Member Guide

The guide was well received by the membership, and a new updated printing would cost about \$200.00.

D. Mailing Permit

Mailing Chairman Bill Farmer is resigning due to all the new postal requirements. Bill Farmer has served the region in this capacity since 1982. The new bar-code requirements will cause the Region to change its way of doing the mailings.

President Dean Windsor and Richard Schumacher will work together to locate a mailing company in the St. Louis area to do all future regional mailings. Cost should be approximately \$45.00 per mailing.

E. Executive Session

The board interred into an executive session at 4:28 P.M.

A motion was made by Richard Schumacher, seconded by Whit Johnson, that an addendum to Article 1, Section 2 of the Region constitution to be made, and presented to the membership for approval in the next election. Motion passed unanimously.

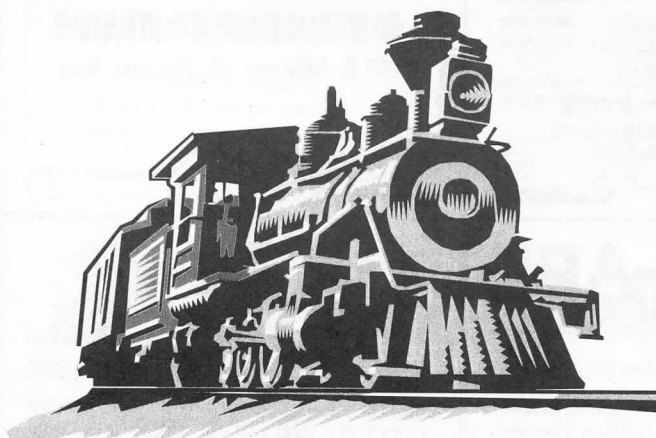
Executive session was concluded at 4:40 P.M.

10. Discussion

A. NMRA President Bob Charles presented his views on the idea of separate Regional presidents and trustees. He felt it was necessary that the trustee remain as a Regional board member so that the line of communication would remain open for the Region.

B. NMRA President Bob Charles gave insight into the work conditions at NMRA HQ, noting the excellent job done by a very overworked office staff. The NMRA is addressing the concerns at HQ.

11. A motion was made by Richard Schumacher, seconded by Charles Marchbanks, that the board adjourn. Motion passed unanimously. Adjournment was at 5:03 P.M.



## Schedule of Events

**Divisions & Clubs:** Please forward show dates as soon as known. We are trying to stay at least 6 months ahead. To appear in the Winter 97 issue of the *Caboose Kibitzer*, we need your info before November 1, 1996. Thanks.

**Sept 28: Des Moines Area Meet**, Brody Middle School, 2501 SW Park Ave., Des Moines, IA.

**Oct 6: Columbia Model Railroaders Fall Meet**, Turner Hall, 211 East Cherry, Columbia, IL; \$3 at door, under 12 free with adult, 10am-3pm; Info: Dan Osborn, 618-345-4209.

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

**Oct 19: McDonnell-Douglas Meet**, Queeny Park, 550 Wiedman Rd., St. Louis, MO; 10am-3pm, \$2 adults, under 12 free with adult; Info: Wayne (after 6:30pm), 314-668-6451.

**Nov 2: 3rd Annual Twin Cities Express Train Show & Swap Meet**, Gannon's Holiday Inn, Festus, MO; \$3 at door, under 12 free with adult; exhibits, swap tables, door prizes, 9am-3pm; Info: Al Bailey, 870 Sawmill Hollow Ln., Bloomsdale, MO 63627, 314-931-0205. See full page ad.

**Nov 2: Kate Shelly Division Meet**, United Community School; clinics, dealers, silent auction, layouts, raillette clinics, door prizes; Info: Carl Chumos, 515-233-8256.

**Nov 2: Ozark Mountain Division Swap Meet**, Brentwood Church, 1900 East Baratara, Springfield, MO; "old fashioned swap meet", 9am-noon, some home layouts afterwards; Info: Ron Williams 417-883-5350.

**Nov 9: Tulsa Line '96 Model Railroad Fair**, Tulsa Convention Center, 6th and Houston, Tulsa, OK; 100 swap tables, layouts, exhibits, clinics (Koester, Jordan, Pearce, Haines, and others), contests, door prizes, 9:30am-4:00pm; \$4 adult pre-registration, send to: EOD NMRA, PO Box 2160, Muskogee, OK, 74402-2160. See full page ad.

**Dec 8: 14th Annual Model Railroad and Railroadiana Show**, Rend Lake College Gymnasium, Ina, IL; \$2 at door, under 12 free with adult, 11am-5pm; Info: Randy Domineck, 814 Chamness Road, Royalton, IL 62983, 618-984-4474.

**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.

**June 19-21, 97: MCoR Regional Convention**, Robinson Convention Center, Little Rock, Arkansas. See back cover.

**July 20-26, 98: NMRA 1998 National Convention**, the "Heartland Express", Kansas City; Info: Peter Ellis, Registrar, 14960 W. 87th St. Parkway, #154, Lenexa, KS 66219.

**Summer, 2001: NMRA 2001 National Convention**, "Bridging the Centuries 2001", St. Louis; Info: Marie Schindler, Registrar, PO Box 510305, St. Louis, MO 63151-0305.

# PIKE REGISTRY



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

MCoR



NMRA

Clear Creek & Quicksilver  
"The Mountain Goat"

Allen Pollock  
General Manager

P.O. Box 243  
Jefferson City, MO 65102



Loon Lake Railway  
& Navigation Co.

Sn3

Peter B. Smith  
Receiver

General Office  
418 Colleen Drive, O'Fallon, Illinois 62269  
Tel. 618 624 6909 E-Mail: psmith@apci.net

# C&RM RR

Canyon & Rocky Mountain R.R.

President

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



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

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WALTER B. STANSBURY, MMR  
CHIEF EXECUTIVE OFFICER



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<p><b>Missouri &amp; Western Railroad</b> <i>The Delta Route</i></p> <p><b>Richard Wm. Schumacher</b> Chief Operating Officer 3044 Woodbridge Estates Drive St. Louis MO 63129-6230</p> <p>Telephone 314-846-2224</p>	<p><b>Missouri Pacific Lines</b></p>  <p><b>Robert Joseph Amsler, JR.</b> 3277 Bayvue Blvd. Arnold, Missouri 63010-4013</p>	<p><b>JDS&amp;E</b></p>  <p><b>John Winter</b> President 987 N. 8th Street Brees, IL 62230 618-526-4482</p>
<p><b>POSSUM RIDGE RAILROAD</b></p> <p><b>DREW E. SMITH</b> President &amp; General Manager NMRA HO Scale MCoR</p> <p>2244 S. Pershing • Wichita, Kansas 67218 • 316-686-0461</p>	<p>"G" SCALE MODULAR MUSEUM QUALITY -1940- COLORADO ROCKIES</p>  <p><b>GOLD CREEK RAILROAD</b></p> <p>CONTACT: RON MORSE 8324 HALL LENEXA, KS 66219 (913) 894-6472</p> <p>LARRY ALFRED BOB BAYLEY PAUL BERN EER CRICK BILL CLENDENING BILL CRAIG PETER ELLIS JACK FERRIS JIM FLYNN PAT HARDMAN FRED HULER PATRICK LABA STEVE MCCLE BOB MORSE DALE PHETTEPLACE BUD PHILPOTT JOE ROBERTSON CLAUDE FURNESS REX WILLIAMS DEAN WOODSON</p>	 <p><b>RON MORSE, MMR</b> -PRESIDENT- 8324 HALL LENEXA, KS 66219 (913) 894-6472</p> <p>"ROUTE OF THE COUGARS"</p>
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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, HO<sub>N3</sub>)  
209 Corkwood Dr.  
Jacksonville, AR 72076

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

Claremore & Southern (HO, HO<sub>N3</sub>)  
3049 Clover Creek Dr.  
Claremore, OK 74017

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

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

Gold Creek RR Co. (1/2")  
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 Scalpers (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, HO<sub>N3</sub>)  
PO Box 48082  
Wichita, KS 67201

# Welcome Aboard!

by Joe T. Haney  
Membership Dispatcher

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

Delia Bates	Shawnee Mission, KS
Connie Branch	Troy, MO
Wally Branch	Troy, MO
Robert Brown	Shawnee Mission, KS
Dan Cooley	Ames, IA
Garry Duffy	Jefferson City, MO
John Dunnewind	Kansas City, MO
Dennis Hansel	Omaha, NE
Erma Hinz	McCook, NE
Michael Hutchinson	Marion, IL
Wallace Magers	Leawood, KS
John Marx	St. Louis, MO
Jeff MacDonald	Lincoln, NE
Richard Meidinger	Auburn, KS
Gerald Smith	Marshfield, MO
Hans Strohm	Leawood, KS
Scott Thornton	Ames, IA
Tom Winter	St. Louis, MO
Phillip Stock	Kansas City, MO
Tom McKenzie	St. Louis, MO

# Advertising Rates

*Caboose Kibitzer* commercial advertising rates are as follows:

Ad Size	Cost/Year - 4 issues
9 1/2" x 7 1/4"	Full Page \$120.00
4 3/4" x 7 1/4"	Half Page 70.00
4 3/4" x 3 1/2"	Quarter Page 38.00
2 1/2" x 3 1/2"	Eighth Page 22.00
2" x 3 1/2"	Business Card 15.00

## Dealer Directory:

1-3/8" x 2-3/8"	Business Card 10.00
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## Pike Registry Ads:

1-3/8" x 2-3/8"	5.00
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Commercial ad single issue rate - 35% of yearly rate.

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

Ads need not be identical throughout 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, Randolph Meyer, 156 Ladue Oaks, Creve Coeur, MO 63141, 314-579-0933. 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: **Robert Lenz, 907 Parkfield Terr., Ballwin, MO 63011**



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# 1997 Mid-Continent Regional Convention

June 19th-21st, 1997  
Robinson Convention Center  
Broadway & Markham Streets, Little Rock, Arkansas

## Thursday, June 19th

Registration, Mixer, Videos (starting 6 p.m. at Doubletree Hotel)

## Friday, June 20th

Registration, Tours (day and night), Contest, Silent Auction, Train Show set up, Module set up

## Saturday, June 21st

Clinics, Train Show, Contest, Silent Auction, Banquet (Doubletree), MCoR Board Meeting

## Convention Information and NMRA Registration

Thomas E. Shook, PO Box 7650, Little Rock, Arkansas 72217, (501) 225-8955

## Dealer Tables and Information

Walter Walker, Arkansas Railroad Club, PO Box 9151  
North Little Rock, Arkansas 72119, (501) 663-8901

## Hotel Registration

Doubletree Hotel (adjacent to Robinson Convention Center)  
424 West Markham, Little Rock, Arkansas 72201  
(800) 937-2789, (501) 372-4371, fax (501) 372-0518

All rooms \$65.00 plus tax for single/multiple occupancy prior to May 19, 1997  
Free parking in garage for registered guests, no clearance for mobile homes