

# ***CABOOSE KIBITZER***

Official Publication of the Mid-Continent Region, NMRA

Volume 46, No. 3 ❁ Winter 1997 \$1.50



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The *Caboose Kibitzer* is the official quarterly publication of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA), Inc. Membership and subscription are open to all members of the NMRA for six dollars (\$6.00) annually. Application for membership should be sent to the Secretary at the address listed on the *Call Board* on page 2. Membership for the NMRA or the Mid-Continent Region, or renewal of same, may be made with the aid of the form on the inside back cover.

All items submitted for publication must arrive before the dates listed below to be included for publication in that issue.

**Spring 97****February 10, 1997****Summer 97****April 15, 1997****Fall 97****August 1, 1997****Winter 98****November 10, 1997**

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## Next Issue

The Spring issue will feature all the fun events awaiting you at the 1997 MCoR Regional Convention and Train Show this Summer in Little Rock. Can't wait to sign up for all the fun? Use the registration form found on page 11 of this issue.

Spring also introduces step by step techniques for assembling low-cost plastic structure kits. Methods of performance tuning your rolling stock will be included, along with a companion construction project – a test track for knuckle couplers. Richard Lake will give a preview of his clinic on Freelance Design and Prototype Influences. Pat Lana's *N Visible* returns with his scratchbuilt ramp car. And expect the regular columns by Bob Amsler, Richard Lake and railfanning with Brad Joseph.

## From the Editor's Desk

This issue features KCS railfanning and Arkansas rail sites, to attract your interest in some of the great reasons to attend the 1997 MCoR Regional Convention this June. You say you want to model Arkansas? Check out how to make pine trees. Want to get away from it all? Explore the wilds of narrow gauge country with Gerri. And improve your railroad's operations with Richard Lake and Bob Amsler.

By the way, make sure to purchase a copy of the March 1997 *Model Railroader*. One of MCoR's own, John Winter (Gateway Division Superintendent), will be the featured model railroad (and cover photo) of that issue. We all knew John's JDS&E has great scenery, now the rest of the world will find out.

## On the Cover

Eastbound San Francisco Zephyr at Dale Junction, Wyoming, on Sherman Hill. Temperature is -35°. Photo by Brad Joseph.

# The Head End

by Dean Windsor

Greetings Everyone,

I need to bring everyone up to speed on some news items. First of all you will notice that this issue is number 3 and it is the last one for this year. Due to some technical issues and the lateness of number 2 we are going to skip the fall issue and go straight to the winter issue.

Although I did tell you about the regional convention I neglected to mention some important items. At the banquet we had the opportunity to honor Ken and Carol Vandervoort with the Kenny Johns Memorial Award for their service to the region. Also receiving an award was Joe Haney who was presented a Meritorious Service Award by NMRA President Bob Charles. We also awarded Bill Farmer with the Ken Cline Memorial Award for outstanding service to the Region and the hobby. Unfortunately as many of you have not yet heard, Bill and his wife died in a car accident shortly after the convention while on vacation in Texas. While we were not able to personally present this award to Bill it was presented to his family by the Gateway Division. Bill's friendship and service to this membership will be greatly missed.

Now the real work begins as our *Gateway Division* is finding out because they received the bid for the 2001 National Convention. Bob Amsler and crew are to be congratulated for a great presentation. By the way was that Bob's ugly mug I saw in the ad on page 62 of the November *Bulletin*? Since when did he become a fashion model? From Assistant Attorney General to High Fashion model is a bold step, don't you think? I am still laughing so hard it is difficult to type this.

I hope everyone is planning to attend the *Mid-Continent Regional Convention* in Little Rock in '97. I have never attended a meet there and I am looking forward to it. Be looking for more information in the Spring Issue.

Some important information for all divisions. Due to demands made by the insurance company there have been some policy changes regarding the NMRA Meet Insurance. A primary condition of coverage is that the sponsoring organization must be comprised of 100% NMRA members. This is not as easy as it sounds. Divisions must make sure their members are up to date with their membership or they could risk the carrier refusing to cover a claim. There is also an application that must be filled out for each convention that requires insurance. I will present this information at the BOD meeting in January.

## Heartland Express

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Speaking of that meeting, a list of candidates will be presented at that time for election of all regional officers. Candidates now on the ballot are, President, Charles Buswell; Vice-President, John Hardy, Larry Alfred; Secretary, Richard Napper, MMR; Treasurer, Ken Thompson. As you can see we do not have a full slate yet. If you are interested in running for an office or would like to nominate someone (with their permission of course) write to Joe Robertson, MMR. His address is on the Call Board under "Other Staff Assignments." Come on you divisions, railroad someone into it. Let's get a full slate next spring.

May you and your family have a truly joyous holiday season.



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# Cheap Tricks

## Low Cost Tips to Improve Your Railroad Modeling

by John Winter

### Weathering with Photocopy Machine Toner

I'll bet you haven't tried this one! I discovered this one while changing the toner in our office copier. Our old copier used a powered toner which came packaged in a plastic bottle. What you did was pour new toner into the holding bin, a very messy job, and then you had to empty the container which held the "spent" or used toner. Well, it never failed, I usually got it all over everything including my hands. As I attempted to clean up this stuff, I noticed it stuck to everything, then the light bulb went on! You know, I said to myself, I bet I could use this stuff for weathering on my railroad. Well, I was right. I use it on everything. Locomotives, rolling stock and buildings. It also looks great on the backdrop to represent smoke from chimneys and smoke stacks. I also used it on Dee Joseph's backdrop.

### Paper Signs

The fabulous *Franklin and South Manchester* of George Selliois has more paper signs than you can count. Where does he get his signs? Well, George is always on the lookout for old magazines from which he cuts classic advertising. I have found some current catalogs to be of some use, or at least the ones that sell the reproduction signs for Coke and Pepsi. First cut the sign from the catalog over size, that is, leave extra material around the edges. Then trim the excess with a new No. 11 blade. After it is trimmed, flip it over and very carefully sand the edges. After sanding, dilute some white glue, 50/50 with "wet" water. Apply a very thin layer of glue to the back of the sign, then place it on the building. Let the sign dry completely (overnight). After it is dry, you weather the sign with white chalk dust to make it look like it is faded. You can also lightly sand the face of the sign with some very fine sandpaper so it looks like it is old and torn.

### Vines to Hide Your Corners

No matter how hard you try, no matter how careful you are in constructing structures, plastic or wood, sometimes you just can't get the corner just right. The seam will show because the plastic or wood is warped and a huge, at least in HO scale, crack appears at the corner. Well, a time honored cure to this problem is "cover-up"! What I do is add ground foam vines held in place with full strength white glue. Apply the glue along the corner seam starting at the top, working your way down to the bottom. Continue to apply the glue along the bottom of the building, trying to visualize how the real thing would grow along the bottom and up the corner. Take a look at some of the photos of Tony Koester's layout, he has some great examples.

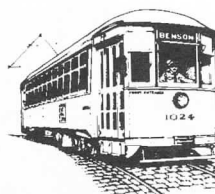
### Painted in Place Toilet Paper Roofs

This little gem you may have seen in one of the model magazines. Go to the library in your house (the bathroom) and check out the T.P. to see if the wife buys the cheap kind, the stuff that is single ply and doesn't have any designs in or on it. Now if you have more than one bathroom, like in our house (his and hers), the cheap stuff will be in the "his" bathroom. Ok, you got the right kind. After you cut it into 1/2" wide strips, lay the first strip, cut a little longer than the length of the roof, on the roof. Along the lower edge paint it in place with some Floquil roof brown or weathered black, or whatever color you want your roof to be. Continue the process on up the roof until you have completely covered the one side of the roof. Repeat the process on the other side. Where the two sections meet at the peak, cut a thin strip to represent the cap strip. Use a sharp X-acto knife to trim the roof edges after the paint has completely dried. This trick provides you with a very good looking rolled roofing effect.

### Masking Tape Rolled Roof

This idea works just like the one above except you use 1/2" wide masking tape for the rolled roofing. Apply it just like you did the T.P. roof material, except the adhesive will hold it in place. After the roof is covered, paint it the desired color.

A side note - masking tape also makes very nice window shades, and you don't have to use glue to hold them in place.



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# Regional Railfanning

text and photos by Brad Joseph

If any of you are like me, the recent cold weather has you daydreaming about springtime railfanning trips. Nice warm sunshine, beautiful scenery, and a good railroad adventure will certainly stir the soul. Let's see now, what subjects sound good? Perhaps some mountain railroading? Maybe SD45Ts, some wide cab units. How about pushers. Now those ingredients would make up a great excursion wouldn't they?

Well, the Southern Pacific comes to mind. The Cascades would certainly fit the bill, but with a trip to the National Convention in Madison who has the money or time? Let's look a little bit closer. How about the Rio Grande mainline over Tennessee Pass. Sure it's SP too (all too soon to be Union Pacific), but once again it has all the ingredients. Colorado is still pretty far away for a lot of us MCoR members, though. Have I got a suggestion for you!

What about the Kansas City Southern! That's right, the KCS is a great choice, close to home, easily accessible and lots of variety. Besides, it is one the way to the MCoR Convention in Little Rock. In this day and age, there are precious few class 1 railroads left, so you should visit this one while you have the opportunity.

There has been a lot of big news involving the KCS lately, and not all of it has been good. The motive power situation has



97 crossing a creek south of the Illinois River just north of Baron, Oklahoma.

been a bright spot though. The variety of "new" units is exciting with some recent new acquisitions. First came SD45T-2's rebuilt by Morrison Knudsen to "-3" standards. They sport the gray paint scheme that superseded the popular white. The units also feature the resurrected "Kansas City Southern Lines" logo. I spotted these units at the Pittsburgh Kansas shops still in ESPEE paint last January and figured something was up. Next onto the property were some unique GP40-2LW's. These units are ex-Canadian National and feature the wide nose styled comfort cabs so common on bigger units here in the states. The KCS trademark yellow safety striping can't be overlooked on these. Don't think that F-unit fans have been left out. 1995 brought four VIA RAIL FP9A's resplendent in Southern Belle black, red and yellow to



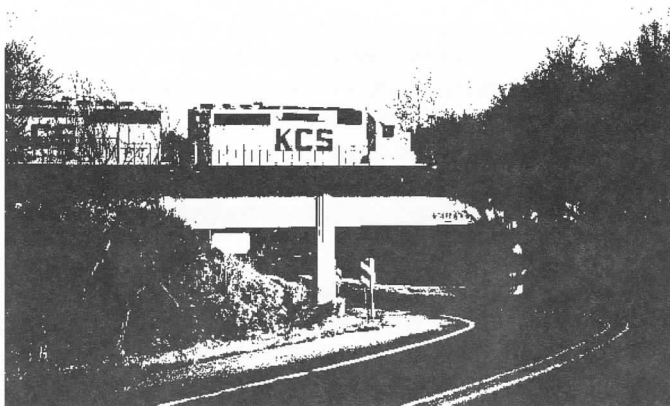
Ex-Canadian National FP9s at Union Station in use by St. Louis Car Co. on Corporate Holiday Christmas Party excursions. Rebuilt by Mid-America Car in Kansas City.



*Southbound Coal Train #97 passing retired F-unit in Decatur, Arkansas.*

the railroad for business train service. The units are named for cities with KCS shop facilities: Vicksburg, Meridian, Shreveport, and Pittsburg.

The Kansas City Southern acquired the former Illinois Central spinoff Mid South in 1983 to supplement its Kansas City to New Orleans mainline. At Shreveport, Louisiana, lines radiate to Port Arthur and Dallas, Texas. Mid South added Birmingham, Alabama and Mississippi service to make a 2,900+ mile system.



*Northbound piggyback #10 just north of Anderson, MO crossing highway 71.*

The latest KCS news isn't really very good at all. Mike Haverty who runs the KCS after his very successful days at the Santa Fe, has failed in his every bid to make the railroad a major player in the ever bigger "big leagues". First, he opposed the UP/SP and BN/SF mergers in hopes of winning trackage rights concessions to little avail. Next, he proposed and bid upon the purchase of the SOO Lines ex-Milwaukee Road trackage from Chicago to Kansas City in hopes of a strategic alliance

with another welterweight - the Wisconsin Central. No luck again, the winner was the Montana Rail Link which will make another story for another time. So what will become of the KCS? Will it remain independent, only time will tell. While we wait for the outcome, let's do some shootin'.

Tune the scanner in to 160.260 and 160.350 and head for southeastern Kansas and US Route 69. Pittsburg is home to an open train order office at the north end of the yard where you can often get lineups and crews have given me good information before. Trains stop just north of the crossing to change crews. The shops are at the south end of the yard and are easy to view from public roads. The South Eastern Kansas shortline runs a daily job with an MP15AC to their small yard west of the KCS and often interchanges. Before the photography begins, stock up with a good breakfast at Harry's, right downtown. Then head southeast towards Joplin, Missouri, on Highway 171, but don't miss the shot at the Spring Creek Bridge. The abandoned depot in Joplin is a great location to shoot passing trains, but don't delay if you are chasing or you will fall too far behind to get to Neosho on Route 71 where the helpers are cut on. At Neosho, it is very easy to get confused with the BN mainline nearby, so stick with your train and listen to the radio.

Anderson, Missouri has a very nice depot to shoot and I suggest you get far enough ahead to definitely get a photo there. After Anderson, take 59 south to some unique spots such as the caboose at Gravette, Arkansas and the F-Unit in Decatur. By the way, in case your wife is mad about your being gone too much chasing trains, I saw some handpainted signs in the Arkansas Ozarks offering divorces for only \$40! The countryside is beautiful, but the culture is "unique". I would not suggest straying from the beaten path any more than necessary — although leaving the beaten path is my



specialty! The first set of southbound helpers generally comes off at Siloam Springs.



*Southbound Coal Train #97 at Anderson, Missouri in January 1996.*

The winding roads in eastern Oklahoma and western Arkansas around Siloam Springs make it difficult to get ahead, but there are easy shots at Baron, Stillwell and Sallisaw. Another set of helpers will often go on coal trains at Heavener for the climb over Oklahoma's Rich Mountain grade. The practical end of a chase from Pittsburg is Gans, Oklahoma, because the roads and railroad separate for too great a distance to stay with a train. If you want to shoot farther south, you must have some intelligence on another southbound an hour or so away.

You will generally encounter eight to ten road freights along with several coal trains and "Dodgers" or locals, especially around Pittsburg, in the average day. With the ease of chasing these numbers, it is easy to have great day on one of America's last midsize class ones! By the way, head east from Gans to get to Little Rock!

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## Rail's End

by Chris Thies

It is with great sadness that I inform you of the passing of Gateway Division and MCoR member William S. Farmer (75) and his wife, Dorothy Jeanne (71). The couple were involved in an automobile accident near Hillsboro, Texas on August 4th while returning from the Great Southern Hobby Cartel O Scale National Convention in San Antonio. The Farmer's are survived by three children, William, John and Carol, and six grandchildren.

Bill retired as an educator at Oakville High school where he taught social studies. His career in education included serving as principal of Mehlville Junior High School. Jeanne performed volunteer work with charitable organizations, a local nursing home and their church.

Bill's home layout is HO scale with an around the basement configuration. The layout exemplified his passion for watching trains from western railroads run. Bill's primary scale was O, with a large collection of excellent models to his credit.

Bill's long service to the NMRA and MCoR culminated with his position as the Region's Mailing Chairman. His dedication to, and love for this hobby, is well known to all who have had the pleasure of Bill's acquaintance.



# Interesting Arkansas Rail Sites

by Bill Pollard

The following listing of Rock Island-related and other railroad sites in Arkansas is by no means complete, it is intended only as a guide to the more noteworthy sites which are located near major highways and interstates on the way to or from Little Rock. Most of these sites are still on active railroads. Please practice safety first, and use common sense and courtesy when viewing and photographing these sites.

## Along US 71 (Ark-Mo border to I-40)

### **Bentonville**

Former Rock Island steel caboose adjacent to restored Frisco depot. Use Arkansas 72 exit west from US 71; depot is located south of main business district.

### **Springdale**

Arkansas & Missouri Railroad headquarters and depot. The A&M diesel shop is located adjacent to their headquarters (former Frisco "prefab" depot). Check in at office. A&M passenger excursions are operated from a classic reproduction Frisco wooden depot nearby. Take US 412 east from US 71, turn left (north) on US 71B, then right (east) on Emma Avenue to railroad.

### **Fayetteville**

Former Frisco passenger station w/Fred Harvey newsstand, now restored as a bank. Access from US 71B by turning west on Dickson Street. If coming from A&M/Springdale, simply stay on US 71B from Springdale to Fayetteville.

### **Winslow**

A&M (Frisco) tunnel. Take Arkansas 74 west from US 71 to tracks. Tunnel is located just south, within walking distance, of the center of town. Do not walk through tunnel.

## Along Interstate 40 (Ark-Okla border to Little Rock)

### **Fort Smith**

Former Frisco station (now restaurant) located at foot of Garrison Avenue (US 64) adjacent to Arkansas River. Fort Smith Railroad office and locomotive tie-up site nearby.

### **Van Buren**

Well restored Frisco station is Chamber of Commerce office, museum, and A&M passenger station. If coming from Fort Smith, use US 64. From I-40 take Ark 59 south to railroad.

### **Clarksville**

Missouri Pacific Depot. Now is used as local Chamber of Commerce office.

### **Russellville**

Missouri Pacific Depot, Dardanelle & Russellville Railroad.

Take Ark 7 south from I-40. MP depot is west of crossing of Hwy 7 and UP RR. D&R yards and engine house are located at North Dardanelle. Take Hwy 7 south from Russellville and exit just before Arkansas River bridge. To return to I-40 use access road on east side of bridge to return to Hwy 7 north. Hwy 7 continues south to Ola, where the Little Rock & Western may be followed into Little Rock. Travel time Russellville-Little Rock is approximately 90 minutes (nonstop); travel time Ola-Little Rock is approximately 2½ hours (nonstop).

### **Atkins**

Missouri Pacific depot.

### **Morrilton**

Missouri Pacific depot (now a museum).

### **Conway**

Tunnel. Access west end from US 64 west, access east end from Washington Ave. to Meadowlake Rd., then west to railroad track. Tunnel is approximately ¼ mile around curve. Do not attempt to walk through tunnel, train speed limit is 50 mph.

## Along US 67 (Ark-Mo border to Little Rock)

### **Walnut Ridge**

Well-restored Missouri Pacific depot continues to serve Amtrak. Several miles south of Walnut Ridge, at **Hoxie**, the MP/UP crosses the Frisco/BNSF.

### **Bald Knob**

Missouri Pacific depot. Junction of Memphis subdivision with St. Louis-Little Rock mainline.

### **Beebe**

Missouri Pacific depot. Now privately owned.

## Along Interstate 30 (Ark-Texas border to Little Rock)

### **Texarkana**

Texarkana Union Station located on State Line Avenue.

### **Hope**

Recently restored Missouri Pacific station; now a visitor center and museum. MP/UP branch to Nashville extends northwest from town. Kiamichi RR (ex Frisco) line arrives from west, crossing MP mainline to access yard and (formerly) KCS connection. Former KCS line extends south of town several miles for industrial use, now switched by Kiamichi.

### **Prescott**

Restored MP station, junction with Prescott & Northwestern RR. P&NW engine house located north from MP station, near southeast perimeter of sawmill complex.

### **Gurdon**

MP station, monument on station grounds commemorating the origin of Fraternal Order of Hoo-Hoo, a timber industry social organization. Former MP branch to Glenwood is now operated by Caddo, Antoine & Little Missouri RR, headquartered in Antoine.

### **Arkadelphia**

MP station. The building was an Amtrak stop for "The Texas Eagle", but has fallen into disrepair.

### **Malvern**

MP Station, used as Amtrak stop. On north side of tracks from MP station, oddly shaped red brick building is former RI freight depot; shaped because of track configuration. Nearby roundhouse and sand house (both long privately owned and somewhat camouflaged by more recent construction) date to Hot Springs RR and CO&G days. Rock Island line from Malvern to Jones Mill to Hot Springs (along with former MP line Hot Springs to Mountain Pine) is operated by Arkansas Midland, with headquarters in Jones Mill. No RI structures remain on Hot Springs line.

## **Rock Island Route along Interstate 40 (Ark-Tenn border to Little Rock)**

### **Memphis**

Rock Island freight yard facilities and freight station at East 4<sup>th</sup> Street have been removed. Memphis Central Station, used by RI passenger trains, is located at Calhoun and Main Streets just south of downtown Memphis. Central Station is undergoing a much needed renovation, and is situated at one end of an operating trolley route.

### **Memphis to Brinkley**

Operated by Cotton Belt, but no RI structures survive.

### **Brinkley**

Brinkley Union Station (now privately owned). The building is located at the former junction of Cotton Belt and Rock Island. This impressive junction station has a questionable future; a nearby Cotton Belt freight station was recently bulldozed by the SP. A former railroad hotel, now restored as the Great Southern Hotel, sits adjacent to the depot.

### **DeValls Bluff - Hazen**

Tracks on this segment were removed over a decade ago, and this portion of the right of way was purchased by the Nature Conservancy for trail purposes. Block signals are still visible, but little effort has been made towards trail development, and adjacent landowners have filed suit to condemn the land for agricultural use. Mesa, the junction of the former Stuttgart branch and the former Des Arc/Searcy branch, is located several miles east of Hazen. The RI's White River bridge at DeValls bluff is visible from US 70, looking north (upriver).

### **Hazen - Lonoke**

MP briefly served Hazen after RI shutdown, before pulling back to Carlisle and ultimately leasing the line to Arkansas Midland. The segment from Carlisle to North Little Rock was removed last year after Arkansas Midland ceased operation on the line. A restored depot (and section of mainline) is located in Hazen, the Carlisle depot is privately owned, and the Lonoke depot is also nicely restored. Each depot exhibits a different style of RI architecture. Exit I-40 at Hazen, and

continue east along US 70 through Carlisle to Lonoke. Return I-40 at Lonoke. The railroad was located just north of, and usually adjacent to, the highway for this entire distance across the Grand Prairie region of Arkansas.

## **Central Arkansas Sites**

### **Lonoke**

Restored Rock Island brick depot. Located 21 miles east of Little Rock via I-40. Exit from I-40 and follow Arkansas Hwy 31 south into downtown Lonoke. Depot is at intersection of Ark 31 and US 70, in center of town.

### **Argenta**

Derelict RI brick depot. Located in what is now known as North Little Rock, this building will soon be restored and converted to new use as a community center. It was constructed near site of original Memphis & Little Rock yards. Take Broadway (US 70) east from downtown Little Rock. Turn left on Hazel Street and continue approximately two blocks. Station is in somewhat marginal neighborhood, use common sense.

### **Little Rock**

Choctaw Station. The original CO&G 1901 passenger depot (the once-adjacent CO&G/RI office building has been razed). This building was restored and used as a restaurant but was closed and is now being reworked for use as a night club. It is best photographed in afternoon sun. RI Arkansas River bridge is located north of station. (Second street, formerly a viaduct over tracks, now blocks the former right of way north of station.) Take Main Street to Third Street (east). East Third will dead end at Choctaw Depot parking lot.

### **Little Rock**

Union Depot. Former Missouri Pacific station. Now a children's museum and Amtrak station. Located at Markham & Victory streets in downtown Little Rock. Take Main Street to West Markham (west), street will dead end in Union Depot parking lot. Amtrak waiting room and ticket office is now located on tracks level in rear of building.

### **Little Rock**

Pulaski. Tie-up for Little Rock & Western locomotive. LR&W operates a Perry turn daily over the former RI from Pulaski to Perry. A Danville turn operates as needed from Perry (site of railroad headquarters and shop). Perry turn usually leaves approximately 6-7 am and is back (after making delivery to UP in North Little Rock) at Pulaski by 11:30 am - 1:30 pm. Take US 67-70 to LaHarpe Boulevard exit. Continue west on LaHarpe Blvd. (which becomes Cantrell Road after crossing over UP mainline near Union Depot) to Rebsamen Park Road. Pulaski is located at Rebsamen Park Road and Riverdale Rd.

### **Little Rock**

Biddle Yard. Former location of RI roundhouse and extensive yards. All yard tracks have been bulldozed and relaid by MP (now UP). All former RI buildings have been razed, although some foundations remain. Home base for several UP switch engines; coal trains also stored here. Yard is in a very marginal area, visitation not recommended.

### **North Little Rock**

UP Jenks Shop. Located on Pike Avenue; follow West Broadway and West 3<sup>rd</sup> to junction with Pike Avenue, turn right, and continue until you see the Centennial locomotive on display.

### **North Little Rock**

UP Yard, near UP Jenks Shop. Select your photo vantage point off railroad property. This railroad's tolerance of photographers varies; from "ok" to those staying on the paved roadway, but quickly decreases to zero for any who walk across the tracks.

### **Arkansas River Bridges**

A number of railroad bridges, including lift bridges, cross the Arkansas River between Little Rock and North Little Rock. The MP/UP mainline is the west-most of the heavy rail bridges.



## **Registration Form 1997 Mid-Continent Regional Convention June 19-21, 1997 - Little Rock**

<b>Description</b>	<b>Price</b>	<b>Number</b>	<b>Total</b>
<b>Full Registration</b> (all events, includes one banquet ticket)	<b>\$ 50.00</b>		<b>\$</b>
<b>Registration Only</b> (no banquet or mixer)	<b>\$ 25.00</b>		
<b>Extra Banquet Ticket</b>	<b>\$ 25.00</b>		
<b>Spouse Registration</b> (no banquet or mixer)	<b>\$ 20.00</b>		
<b>Youth Registration, 12-16 years</b> (no banquet or mixer)	<b>\$ 10.00</b>		
<b>Children Under 12</b> (no banquet or mixer)	<b>free</b>		
<b>Total</b>			<b>\$ _____</b>

<input type="checkbox"/> I will	<input type="checkbox"/> I will not	attend the mixer on Thursday June 19 at 6 pm. Advance registration, prior to June 1, is required to attend mixer to accommodate food purchase
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**Mail Registration to: Thomas E. Shook, PO Box 7650, Little Rock, Arkansas 72227, 501-225-8955**



# The Gateway Getaway Wrap Up

by John Schindler, photo by Venita Lake

The 1996 MCoR "Gateway Getaway" regional will go down in the record books as one of the best ever. Attendance and financial numbers far exceeded our projections or expectations. This year a new twist was added to the regional format. A public train show was put on for two days in conjunction with the regional. This contributed to the success.

All the clinics were well attended and produced. Dave Barrow premiered his clinic on bedroom size layout design. He showed how he designed and constructed a layout that is the basis for an article series in *Model Railroader*. Professional layout designer John Armstrong presented a clinic on how to design your own layout. John Lee and Dan Osborn, with the help of Badger Paint (ModelFlex), presented an airbrush painting clinic. Each person in the clinic painted a car shell and then took it home for final assembly. John and Dan were surprised to find out, after the fact, that they were showing John Armstrong how to use an airbrush. Vance Lischer showed his expertise in bridge building. Steve Rosnick was able to present a flawless DCC clinic. The last time he was in St. Louis he unfortunately had a spell of bad luck.

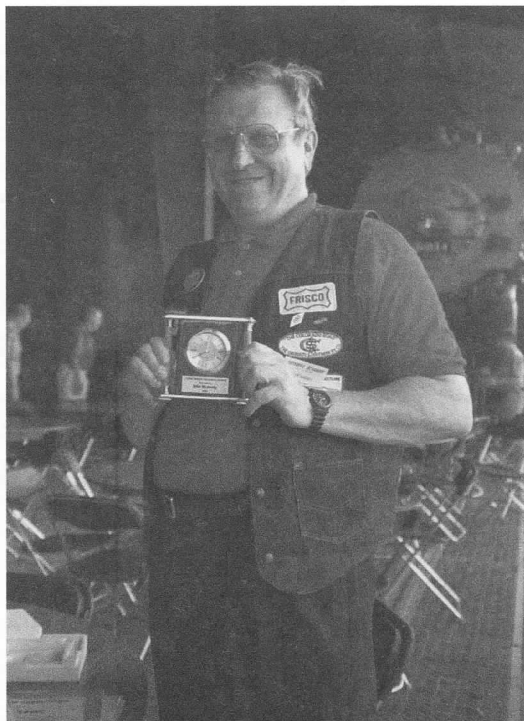
The model and photo contest produced many excellent entries. Pictures of the winning models, and a listing of all the winners, were in the Summer issue of the *Caboose Kibitzer*.

Two different prototype tours were available. The first was a tour to the Union Pacific car shops in Desoto Missouri. This shop takes cars apart and rebuilds them. Sometimes they change the car from one type to another. The second tour was to the Terminal Railroad Association's Madison hump yard and then on to the Granite City Port Authority Transloading facility. Each tour took a chartered coach provided by Tiger Coaches. Participants reported having an excellent time.

The swap meet had over 200 tables from some 64 different vendors. Vendors came from as far as New York and Colorado for the show. On Friday it was open only to the regional convention attendees. Saturday and Sunday the show was opened to the general public as well as the conventioners. Four different modular layouts were displayed. The N scale layout came from the New Switzerland Model Railroad Club. Dick Taylor of Rail Dreams brought down a TT scale layout. Midwest Valley Modelers presented their new HO scale layout for the first time. And the St. Louis Garden Railway filled the lobby with a G scale layout.

The number of home layouts that were open was outstanding. For a number, this was their first tour opening. Some of the layouts open were Gary Hoover's *Missouri, Kansas, & Quincy*, Eric Brooman's *Utah Belt*, Brad Joseph's *UP Laramie Division*, and Pete Sanborn's *Sierra Central*.

On Saturday night a Bar-B-Que was held at the *National Museum of Transportation* under the train shed. A delicious meal was served by Kendrick Catering and then numerous awards were presented. John Hardy was presented the Gateway Division's first *Lonnie Boster Memorial Award*. The *Ken Kline Award* for work to the region was granted to Bill Farmer. Unfortunately Bill was not present for the award presentation. The award was presented posthumously to his family after his untimely death. The *Kenny Johns Award* was presented to Ken and Carol Vandervoort. Pat Harriman was presented with a plaque for his work with the Achievement Program. Past Editor of the *Caboose Kibitzer*, Larry Long, was also given a plaque. We were able to present the Museum with a \$150.00 donation in addition to the rental fee.



On Friday, a non-rail shopping trip was available to the family members of the model railroaders. Each person going on the trip was given a unlimited pass to ride the Metrolink light rail system. Three different shopping centers, gambling riverboats, and many restaurants are available within steps of the Metrolink.

NMRA officers including Bob Charles, president, Allen Pollack, vice-president, and Bob Dye, secretary, were all able to attend the Gateway Getaway. Mr. Charles made many comments on our ability to produce a top grade show and wished us luck in our bid for the 2001 NMRA National Convention.

The Gateway Division presented a excellent convention. The only regrets that anybody reported was that there was not enough time to do everything that was offered. On behalf of John Hardy and myself, John Schindler, we would like to say "thank you" to everyone that worked to produce this fine convention.

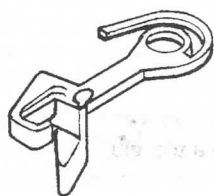
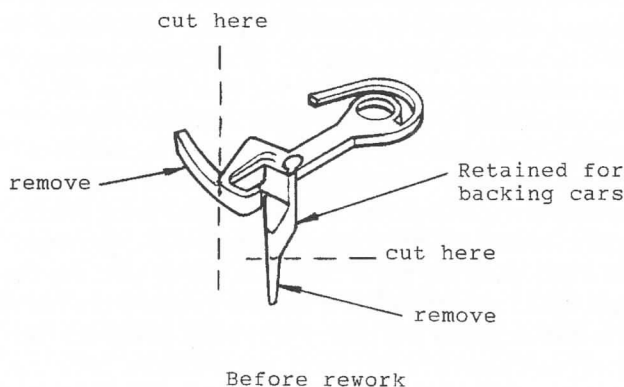


# Reworking the Horn Hook Coupler

text and drawing by Al Gaddini

The "X2F" horn hook coupler has been criticized for its non-prototype appearance, however most manufacturers supply these with their locos and rolling stock. With a minor modification, the horn hook coupler can be reworked to look better and save you money. While attending a local area meet, I watched a coal train running on an HO local club modular layout. There were at least thirty or more coal cars. I asked one of the members if all the cars had Kadee couplers. Instead, they had used an inexpensive plastic coupler purchased from Walthers. I noticed when viewing the long coal train that I couldn't tell the difference between a prototype coupler and the ones they were using, unless you looked very close.

Because of this I considered my own rolling stock with horn hook couplers, and the expense of converting to Kadee or any other prototype appearance coupler. I decided to rework the horn hook couplers on my rolling stock. Cutting off two pieces from the horn hook coupler makes quite a difference in the way it looks. The illustration shows you where to make the two cuts. After making the two cuts, file the edges with a small file. Attach the reworked horn hook coupler to your rolling stock and paint it a rust color on the outside surfaces.



I utilize my reworked horn hook couplers as follows. All of my locos have Kadee couplers. My Santa Fe freight train is pulled by three diesel locomotives. The lead boxcar has a Kadee coupler on the front. This couples to the Kadee on the third locomotive. A reworked horn hook coupler is attached to the

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## Why the Pullman Company Went Belly Up

A traveler informed a Pullman agent that he wanted a Pullman berth. "Upper or lower: asked the agent. "What's the difference?" he asked. "A difference of two dollars," replied the agent. "The lower is higher than the upper. The higher price is for the lower. If you want the lower, you'll have to go higher. We sell the upper lower than the lower. In other words, the higher is lower. Most people don't like the upper, although it is lower on account of being higher. When you occupy an upper you have to get up to go to bed and get down to get up. You can have the lower if you pay higher. The upper is lower than the lower because it is higher. If you are willing to go higher it will be lower." At this point, the traveler took a taxi to the airport!

rear of this boxcar. The rest of the rolling stock is coupled with reworked horn hook couplers. The caboose is coupled to the rear boxcar with a reworked horn hook coupler and has a Kadee on the rear. This arrangement seems to disguise the horn hook couplers and unless you look very close, it's hard to tell the difference. For just running trains, this system works very well.

# Freight Operations

## All Those Tracks, Part III

By Richard Lake

In the last issue I wrote about the three different types of freight hauls that are sent out from a yard, through freight, way freight, and local. This seems like a good time to discuss prototype and model operation and to focus on the task of the yard crews in getting each type of freight train ready to depart.

### Through Freight

#### Operation

This is the easiest of the three trains to get ready. Through freights are trains which travel nonstop (barring meets with passenger trains or engine servicing) from one yard to another. Westbound service on the CRI&P from Armourdale to Herrington, Kansas is the example I knew well since I worked this job several times each of my two summers on the fireman's extra board in Armourdale. The train left Armourdale, traveled the UP mainline to Topeka, Kansas, where it switched over to Rock Island trackage and completed the run in Herrington. My main task as fireman was to check fuel and water gauges on the motive power just before Topeka since that was the only place we could take on water or diesel fuel on this particular run. The only time we ever made a stop on that trip was on the night the load of reinforcing bars shifted while we were crossing the bridge into Topeka (but that's another story). The cars on this freight were all bound for Herrington or points beyond. There were no stops to set out or pick up cars at any city or industry along the way. Through freight is the "express" service. The crew boards the motive power in one yard and passes the train on to another crew several hours later in another yard 200 miles or so down the line.

#### Building the Through Freight

For the train yard crew, building a through freight is a pretty simple task. The yardmaster provides a switch list which tells what cars to pull from arrivals, interchange and local service. These cars are already waiting in the designated train yard tracks or will be delivered there by other yard crews. The cars going into the westbound for Herrington will be blocked according to destination or interchange road. All cars to be delivered to industries in and around Herrington will be in one block within the through freight. Similar blocks will be set up for cars destined for further travel on the Rock Island. Additional blocks will be set up for cars bound for other roads but not every city with a yard had interchange. In some cases a block of cars for local delivery was set out, motive power was serviced, and a new crew took over the train for the next leg. In any case the train yard crew's job is clean and simple. Take blocks of cars and assemble them into the departure track in the order set up by the yardmaster. The only factor

this crew has to consider beyond getting the right cars in the right blocks is the safety issue. Cars carrying combustible materials, explosives, or other hazardous materials had to be placed a set number of cars away from the engine and the caboose for crew safety.

#### Modeling Operation

Making up the east or westbound through freight is probably a good job for a new operator on an unfamiliar layout as long as the demands aren't for too many through freights in very limited time. Given a good switch list, a clear yard lead, the safety regulations for car placement within the train, and enough time, this is a pretty simple switching job. If the yard tracks are clearly identified by name or number and there is an empty departure track, then the crew just has to make sure that all the cars in a block are in the correct block within the train. There is nothing that will make the crew in the next yard meaner than having to re-switch blocks to correct another crew's sloppy work.

### Way Freight

#### Operation

Way freight service provides for some really interesting operations potential. These trains serve wayside industries and smaller towns and cities which don't generate enough traffic to have a yard and local service. A typical way freight on the CRI&P might run westbound from the Carrie Avenue Yard in St. Louis to Eldon, Missouri. This train would not serve industries within 40 or 50 miles of St. Louis. These would be served by a local freight operation. In addition, way freights do not necessarily run every day. The train might go out to Eldon on Monday and make an eastbound return trip on Tuesday, skip Wednesday, and make another out and back on Thursday and Friday. The frequency of east and westbound way freights depends on the amount of traffic being generated by the industries served. If there is a lot of traffic, you might have a train every day out of Carrie Ave. Going west, the way freight would set out loads and empties that were needed by the industries served and pick up only those cars which had delivery destinations further west. Any eastbound traffic (i.e., to St. Louis or beyond) would be collected on the return run. If the traffic on a segment served by this way freight was really large on a daily basis with a considerable number of cars with both east and westbound destinations, it is entirely logical for there to be both a westbound way freight departing Carrie Ave. and an eastbound departing Eldon on the same day, and if traffic is "really heavy" there would be daily trains on a Monday through Friday schedule. Weekend traffic would only occur if the industries served were running more than one shift and/or working weekend shifts which generates a need for rail servicing.

#### Building the Way Freight

This can be a much more complex switching operation depending on the number of stops and the number of industries served at each location. Train #73 departs Carrie

Ave. with 33 cars, 22 of which will be set out at industries between there and Eldon. The remaining 11 cars are for industries and the CRI&P team track in Eldon. At each location along the main line there is only one industry to serve. Two of the industries are reached via facing point switches while the others are all trailing point. There are six industrial locations for these 22 cars. At each location there is at least one car to pick up and three or more cars to drop off. The 22 cars for delivery must be blocked within the way freight in a manner that makes it possible for the train crew to do its job quickly and efficiently. This means the yard crew needs a very detailed switch list identifying each specific car to be added to the way freight and specifying its location within the train. Here too the rules for crew safety must be observed which may mean placing a car loaded with hazardous materials within the train in the less than optimum position for on-line servicing. It is not the yard crew's responsibility to know things like the length of spurs, sidings, run-around capacities or which industries are facing and which trailing point. They are simply going to put the cars together in the order specified by the switch list given to them. Building a way freight takes the yard crew as long or longer than putting together a through freight because the way freight involves many moves of two and three cars at time as opposed to the larger blocks which make up the through freight.

### **Modeling Operation**

The way freight is obviously a bigger challenge for an operating session. The crew putting together a way freight needs more time to assemble the small blocks of 1, 2, and 3 cars and put them into the best sequence for the road crew to do its job. There will be lots more switches to be thrown, couplings and uncouplings to be made. Each of these moves requires time. How much time depends on how well the crew knows the yard layout and how scattered the cars are to be assembled into this train. (The individual who prepares the switch list also can simplify or complicate things at this point.) While this train is being assembled, the yard lead will be pretty much shut down for any other moves. If there is only a single yard with a single lead track (which is what most of us have to do because of space limitations), then it should be clear that putting together one or, at most, two way freights during an operating session will keep a crew occupied. Somebody, in some article, in some magazine stated that model railroad switching and prototype switching really tend to take about the same amount of time. It is fine to run a fast clock on the trains to produce realism but running a yard on a fast clock is more likely to make yard crews crazy trying to keep up and train crews unhappy because of delays in getting their assigned trains.

Since the layout my wife and I will have is still in planning stages, our operating experience has been limited to other modelers' layouts where it seems that usually one crew is assigned to operate a yard. This works when the yard crews know the yard, and the overall scheme of the layout, but there are number of different options which can be used depending

on the number of crews available and their familiarity with the layout.

**Option One:** Assign a relatively inexperienced crew the job of putting together the through freight (this would be the train yard crew) and then let them "go to beans" while a crew with at least one member familiar with the yard is given the task of putting together the way freight. After they pass the train along to the road crew, the trainyard crew could come back on to work on assembling the next "express" freight. This would mean that more operators would be needed but no one crew would have to do it all. This style of operating would also be much more typical of the prototype.

**Option Two:** Stage the yard prior to the actual operating session with both through and way freights sitting on designated tracks ready to go. The yard crew's job is to get the motive power and the caboose onto the specified train, set up clearance out of the yard and then pass the train on to the road crew. This option also allows a fairly inexperienced crew to keep up with the job pretty readily. In fact, this is exactly what I had the opportunity to do on Pete Sanborn's Sierra Central on the Wednesday night before Thanksgiving. There was plenty to do to especially when the foreign road trains arrived from staging with the need to swap the head and rear end foreign equipment for Sierra Central equipment before the train could be passed on to the road crew. And just as things seemed to settle down, trains begin to arrive in the receiving tracks which meant more moves with head and rear end equipment to be pulled for servicing facilities and the rest of the train to be relocated into the yard to clear the receiving tracks for later arrivals. One yard crew was all that was needed to do this but it kept us busy for nearly every minute of the four hour operating session. It was fun but also hectic.

**Option Three:** Another option which would be very much like the prototype in operation would call for as many as four crews to set up through and way freights. The first crew would be assigned as hostlers. That crew would be responsible for moving motive power. The hostler would take arriving trains power to the servicing facility and bring the assigned power to the outbound trains. The train yard crew would work only on preparing through freights. The third crew would make up way freight trains for operation. A fourth crew could be used to make those odd job moves that always seem to be needed such as bringing in the last car or two from an in town industry that is supposed to go out on the next available train. This crew would also take care of putting the caboose on the outbound and taking the inbound down to be serviced before the next turn.

I started this article with the intention of discussing all three types of freight operations, but I really think this article is long enough and so I am going to save local freights for another time. The local freight is a real operating challenge for yard crews and road crews and it would be a shame not to give a full article to the local. Until the next issue, keep the crews happy and the trains on schedule.

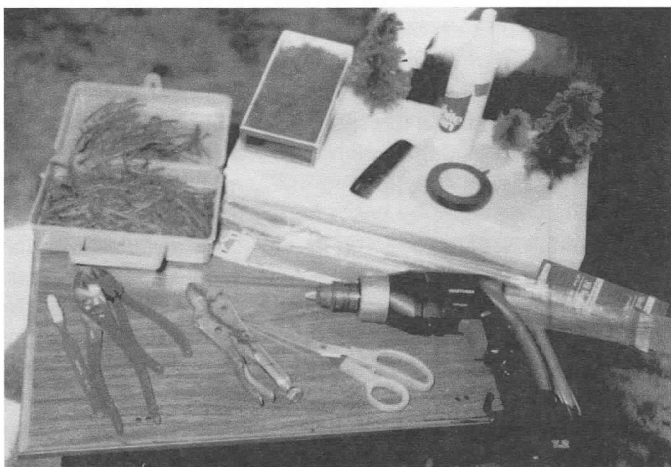
# Trees from Jute

text and photos by Steve Garnack

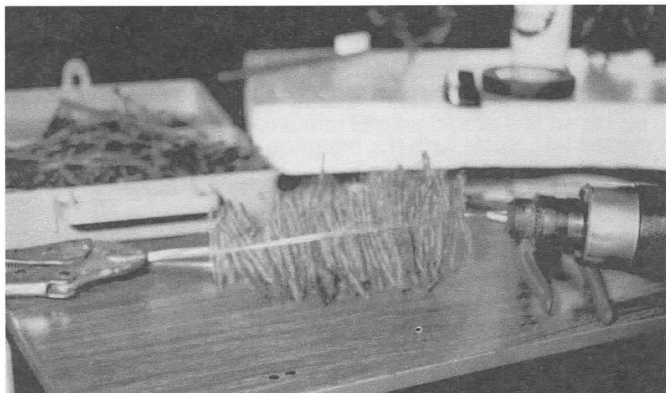
If you need a lot of trees for those rural scenes, then this technique is for you. This method was inspired by an article by Doug Geiger in the July 1995 *NMRA Bulletin*.

First you will need the following items:

- an electric drill
- a vise or vise grip pliers
- side cutters or lineman pliers
- scissors
- floral wire
- floral tape
- an old comb
- a roll of green jute twine (and an optional roll of tan)
- some cheap unscented hair spray



The most tedious part of this project is the start. You need to cut five or six pieces of jute approximately three feet long from your roll of jute. Soak these pieces overnight in a bucket of water. After soaking, take each piece and separate the individual strands. There are usually three to five separate strands, so from five or six lengths you'll have twenty to thirty individual strands. After separating these strands you need to tie a weight to each end (a 16 penny nail, heavy washer, or a nut works well) and suspend each weighted strand to dry overnight. I hang mine on a string tied up in my garage.



Hanging the wet strands with weights will help to take the twist and kinks out of the jute.

Well the tough part is done, now for the fun. Remove the weights from your dry strands and cut them into three and four inch pieces.

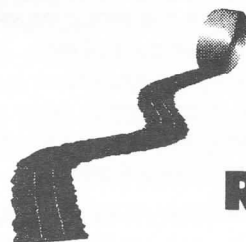


Put two pieces of your floral wire in the end of your drill and hand tighten the chuck. Next place your cut strands between the two pieces of floral wire, starting between a half inch to an inch above the end of your chuck. Continue placing strands up the wires to the approximate height of the tree you want. Now clamp the other two ends of the wire in your vise or vise grip pliers.

Pull the trigger of the drill. You now have what looks like a bottle brush. Remove the wire end from the drill and take your comb and tease each of the individual strands. The teasing will fill out the tree. A scissors is used to shape the tree to your liking. Cut the excess wire from the tip of your tree as close as possible to your top strands. Cover the bottom wire with a wrap of floral tape to create the trunk.

Well that's one - good luck with the rest of your forest!

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# Operation Department

by Bob Amsler

One of the things I picked up in a clinic at the Long Beach National Convention is the importance to name every track, siding, street, building or other item on the layout. A real Santa Fe engineer gave a clinic where he described a fictional railroad that looked very much like the Santa Fe from Los Angeles through Cajon and out into the Mojave Desert to points east. He listed the names given to every track in his fictional Los Angeles yard. One of the things that struck me about the names was the fact he used the names to tell a story. The different names spoke of the age of the track, a prior purpose, and, gave some local flavor.

For instance, in a yard the track are usually numbered. But at times the numbers are not in sequence. If the railroad has relocated tracks, or has added new ones, the numbering system will be thrown off. Most railroads number the yard tracks from the main track. Therefore, the first yard track from the main will normally be "track 1". If a track is added between 6 and 7, it could be named "track 6½". Adding a few tracks with this designation will show progress in your yard as it has grown. Likewise, if the numbering jumps from track 6 to 8, you could say that one track was removed. You would model a space between the two tracks which looks wide enough from a track to have been there at one time.

Another thing the prototype does is to construct a new yard and keep the old one. The new yard will get the name the old yard had, and the old one will get the prefix "old" added to its name. The yard may also drop its name and just be the "old yard". The same goes for the tracks within the yard. As many of you know, a yard is often nothing more than a number of smaller yards for specific tasks combined. A yard may have a special set of tracks which lead to icing platforms or stock pens. Specific cards are sent to these tracks for servicing and use. These will sometimes have names such as the "icing yard" or the "stock yard". If the yard handles high priority freight, it may have a specific area set aside just for that traffic. Many of the yards around the St. Louis area have tracks set aside for auto parts and automobiles. The use of these special tracks allows the railroads to more quickly and efficiently server the needs of these specific customers. When the usage of the yard area changes, the tracks may retain their "old" name. So it is entirely possible to have the specialized yard trackage and structures demolished to make room for a new intermodal facility, and still have the railroaders refer to the "stock yard" or "old stock yard". The name doesn't make much sense unless is looked at from a historical perspective.

Sometimes the yard will be named because of the topography or local related items of interest. The "basin yard" or "hill yard" is obviously named for its site. The same goes for one of the smaller yards that make up the whole yard. If part of it is on a higher plot of land than the rest of the yard, it could be called the "upper yard". It could also be named for something near the yard. The "43<sup>rd</sup> Street Yard" would be near 43<sup>rd</sup> Street, or the "Canal Yard" near the old canal.

A number of industries are often located in the yard. Industries in the sense that they receive rail cars delivering products that the railroad uses. An obvious example are the coaling towers for steam locomotives. These huge towers received a number of coal cars per week or day. The same is true of the sanding shed, ash pits, roundhouse or engine house, and the rip track. These industries have changed over the years. The huge mechanical shops, large number of supplies, and intensive manpower needed to keep a stable of steam engines running on a mainline railroad have given way to fewer tracks and smaller shops necessary for the fewer diesel engines that pull more freight than the steam engines did. But the names associates with these areas may still survive from the steam era. Giving antiquated names to different tracks or areas help tell this part of the story of your railroad.

The engine yard jobs will also be named by the railroaders based on the type of work they do. For instance, the "tramp" would do the go-fer work, anything that the yardmaster tells it to do. The "top end" may work the first 15 yard tracks and the "bottom end" may work the last set. These kinds of names give "color" to the jobs.

The railroad also names sidings and other tracks based on the industry that uses it, or some item of local significance. A spur which one served a grain mill until shortly after World War II when the mill went bankrupt in favor of a competitor further down the line, may be named the "miller's siding". When the spur is put back in use by lengthening it, changing the rail to something heavier, and adding a switch at the other end changing it to a siding, it will likely retain the old name.

The prototype names the tracks and sections of yards based on a mixture of logic which is sanctioned by the management and local flavor given by the railroaders. The numbering of the yard tracks is an example of the former and calling a section of the yard the "old stock yard" is an example of the latter. One thing is clear, in 1:1 scale, the railroad and railroaders name everything. When the item changes its purpose, it will still have a name, and usually one which will tell a story.

Names may show a history or tell about the lay of the land. They give local flavor to the railroad. Look around your railroad and remember the history that is in your mind regarding it. Is that siding an old industrial spur which the railroad changed into a siding in order to increase traffic capacity on the main line? If so, what's in a name? How about that old area of your yard, what did it do in the past?

At your next operating session, listen to what your crews call different tracks. The people you invite over are in the same position as railroaders on the real railroad. They likely have already named some tracks and have suggestions for others. The allows your operating crew to feel part of the layout. The names add realism and help your believe that is really a railroad in your basement and not just a collection of models that are just fun to run.

Until next time, highball!

# The Ultimate High-Iron Tour

text and photos by Gerri Doebelin

My husband and I met our tour guide and owner, Dick Sandlin, of American West Expeditions, in Denver to begin a 13-day, high-iron railroad tour in a four-wheel drive Chevy Suburban to unforgettable places. The nights were spent in restored historical hotels and the days traveling on or near old railroad grades. We drove or walked on eleven railroad grades, saw eleven old water tanks, and drove over twenty mountain passes. This added up to over 2,000 miles in 13 days, in air-conditioned comfort.

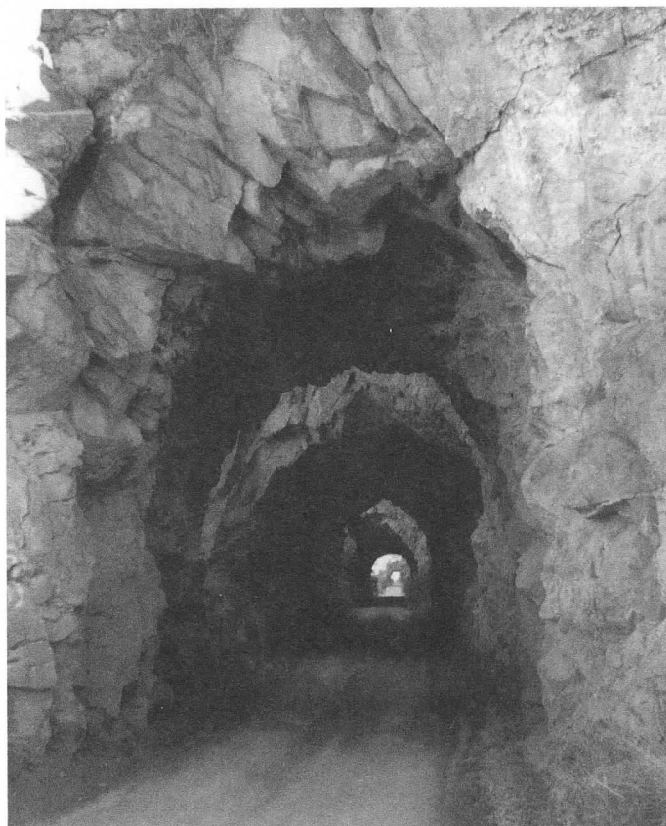
The afternoon we met our guide we toured the Forney Transportation Museum in Denver, which houses over 400 exhibits including the Union Pacific #4005 "Big Boy". We rode the Denver Light Rail and got acquainted over dinner. The night was spent in the restored Oxford Hotel in Denver, with all the amenities for comfort. The old Moffat Depot still stands on Bassett and 15<sup>th</sup> streets in Denver.

In the morning we visited the Colorado Railroad Museum in Golden. I was glad this was not my first visit here as we had light rain, and a lot of construction was going on. We followed the route of the Colorado Central Railway to the Central City/Blackhawk area. In Central City we drove up above the city in several places for good viewing and finally up to the site of the Coeur D'Alene mine. Even in the drizzle, we walked around the building and equipment. A water tank has been moved there awaiting restoration. Parked on track in front of the mine building is the Colorado & Southern #71 locomotive and tender. It had been moved from the site of the Central City passenger depot along with combination car #20 (Adams Express Company). What a view of Central City from this elevation, and what a changed city you will see as you drive through. Every building has casinos. This was not true when we were here five years earlier. At that time the changes were happening to accommodate the casinos that would ruin the town. We had also viewed the grades of the two-foot gauge Gilpin Turn.

In the fog, we drove over the mountain into Idaho Springs via the "Oh My God Road". Unfortunately, we could see only the road; no scenery. I can imagine what I missed seeing! Fortunately, this was the only day of rainy, foggy weather. On permanent exhibition in Idaho Springs is the Colorado & Southern 2-8-0 #60 engine. The restored 30 foot diameter Charlie Tayler waterwheel used to power a stamp mill on Ute Creek can be seen on Clear Creek.

We headed for Empire and on to Berthoud Pass. At Winter Park we saw the west portal of Moffat tunnel and hoped for a train that did not come. Fortunately most of the fog had lifted. Of greater concern was — would the fog stay away on the Moffat Road to Rollins Pass? We had a good view of trestle #33 at Loop Tunnel. A lot of wildflowers were in bloom along the grade and the ptarmigan really blended in with the rocks. The fog still hung around at Rollins Pass, but we were able to

see the area. We drove on to the Needles Eye Tunnel and looked down upon Yankee Doodle Lake. What a view! Parking at the end of the road, we walked to the west portal of the barricaded tunnel. We were able to see into and through the tunnel. Remnants of wire mesh to protect from falling rock are still there. It would have been so great to have been able to drive though the tunnel all the way to Rollinsville. Instead we back-tracked our route to Empire where we stayed the night at the Peck House. It is the oldest hotel in Colorado still in operation — established in 1862. It is an original stage coach house. Many hummingbirds visit the feeders on the veranda.



*Four tunnels at Wild Horse on the abandoned grade of the Colorado Midland RR. Tunnels 12, 13, 14 & 15.*

While on the railbed returning from Rollins Pass we could have had a difficult situation. Someone had left their car on the roadbed and not off to the side. No one was in sight and the fog was descending upon us late in the day. You could not drive around the car as it is tundra. The car was unlocked, but no keys, so it could not be moved. After we honked our horn for some time, two teenage boys appeared and moved the car back a short distance to a wide area in the road. Our guide carries emergency equipment of radios, fire extinguishers, blankets, refrigeration, freeze-dried food, water and other supplies. We were certainly glad that we didn't have to spend the night on the mountain. There was no way of knowing if the car had broken down and the driver had hiked back to "civilization".

After riding the Georgetown Loop RR on a the following sunny morning, we photographed Shay locomotive #12 that had pulled us up and over the famous Devil's Gate Bridge. Lunch

in the Depot Restaurant fortified me for the ascent to the terminus of the highest adhesion railroad ever constructed in North America, the Argentine Central (13,132 feet). With heart-in-mouth, we started up to the "top of the world", which has to be one of the world's scariest roads. The road is narrow and rocky. What a road, what a view, and thank goodness for a reliable vehicle and an expert driver. To greet us at the top of this very rock-covered part of the world was a herd of eleven mountain goats. They had no fear of us and the young came along with the adults. They were still shedding their coats. The sheds were like blankets swinging from their backs. We safely descended this beautiful, scary roadbed to view again the remains of Waldorf. Returning to Georgetown for dinner and a walk through some residential areas to view the architecture, we headed back to the Peck House for the night. I shall remember that rocky, high railroad terminus forever!

Day four started early as we headed for Breckenridge to travel over the grade of the Colorado & Southern over Boreas Pass to Como and Fairplay. We were able to see the remains of the turntable and water tank at Boreas Pass, boards and rotting logs that once held back snowdrifts from the tracks. With the unending snow, Boreas Pass was all but deserted by 1905, but the railroad operated until 1937. We are in South Park country and at Rocky Point a small stretch of original railroad grade remains unaltered due to the expensive rockwork required to widen it for auto travel. At this sharp curve from Rocky Point you look down upon North Tarryall Creek and beyond. Rail, ties and ballast have been laid here for all to see how it once was. To see this you walk a short distance from the road and can walk on the ballasted track. You can imagine a locomotive and swaying cars going around this sharp curve, scaring the passengers.

In Como we explored all around and up close to the roundhouse. We had not been able to do this on an earlier visit a few years ago. In 1992 the Como Roundhouse Preservation, Inc. received a grant from the Colorado Historical Society for building repairs on walls, windows, and doors. All stall doors have been repaired or replaced and painted. We were able to view all the crumbling stone remains of the facilities located here. There is now a turntable set in the pit and it may be the original one that was removed in 1910. Having been to Como before, we limited our stay to the roundhouse area. You need permission to enter the area of the roundhouse.

In Fairplay we drove on the grade of the London, South Park and Leadville RR to the Mosquito Pass road to Leadville. Another trip to the "top of the world"! What a view at 13,185 feet! It is Colorado's highest four-wheel drive pass. As we started up the pass, we saw the remains of the London mill. The remains of the cable tramway and tram towers are visible. This is a narrow, steep, and rocky road, and was the preferred route between Fairplay and Leadville. The wind sweeps through this saddle in a crest of rocks, and the forces of wind, water and ice continually alter the mountains. Around 1880, Mosquito Pass was left to the ravages of wind and erosion. After World War II, local residents reopened the road, the highest in the nation, for a burro race from Fairplay to

Leadville. The runners have to lead the burros! That tradition survives as an annual event. The view is breathtaking!

West of Leadville we drove on the Colorado Midland grade to the site of the Colorado Midland Centennial Trail that a person can hike 5.5 miles (round trip) to the location of the great trestles that the railroad once traversed to the Hagerman Tunnel. Since I have been over the grade from the west side to Hagerman Pass and looked down upon this now tree-covered area, I decided not to hike this, but instead head for Tennessee Pass. Since the option was ours and Tennessee Pass operations are in jeopardy, we headed north of Leadville to a great reward!

Our driver knew exactly what side of the road to take to get to the south portal of Tennessee Pass tunnel. It seemed as if the old Tennessee Pass station should be there. After taking many pictures, we rejoined the highway and chased a freight train pulling up the grade of Tennessee Pass. We watched the train enter the north portal of the tunnel. We hurried to a spot near the tracks north of the tunnel, where we spotted a freight coming from the opposite direction! The northbound freight waited while the other passed by. It was a thrill to see the locomotives pulling their load up the historic Tennessee Pass. One could almost visualize and hear the ghost of steam locomotives. Since the recent merger of the SP and UP, this historical place may soon close forever. What a sad thought!

It was late when we reached our lodgings and dinner at the restored Delaware Hotel in Leadville. This hotel was built in 1886 and underwent major renovation in 1992. It is a shining example of how to combine the charm of yesteryear with modern-day convenience. It has a beautiful leaded glass panel in the front door and our room had a canopied bed.

Day five find us heading south from Leadville and we will parallel the Colorado Midland and the D&RGW grades. Near Buena Vista we are on grade and follow the Midland through a series of four tunnels at Wild Horse. As we pass Antero Junction we are able to view the beautiful open lands of South Park. We watch for the Midland grade as it parallels our drive to Manitou Springs. At Trout Creek Pass we saw the site where the Midland passed over the Denver South Park RR. Both roads are gone but not forgotten. A side pull-off brings you close to the site. In Colorado City we see the mechanical and operating headquarters of the Midland. The fourteen stall roundhouse is now a pottery business, but it has been saved. It was used by the Colorado Midland and by the Midland Terminal.

Again we were at the "top of the world" as we rode the Pikes Peak Cog to its 14,110 foot summit. The smaller car in front of us had engine problems when it was almost to the summit. I was glad we were not in that car. It finally made it to the top, but another car had come up the mountain to take its passengers down. On a clear day you can see 60 miles to the north (Denver) and the Sangre de Cristo mountains south into New Mexico, 100 miles away. To the west lies the historic town of Cripple Creek and mile after mile of snow-capped mountains forming the Continental Divide. We saw Colorado Big Horn sheep on the way down. The sight from the summit inspired Katherine Lee Bates to write "America the Beautiful".





*Denver, South Park & Pacific roundhouse, Como, Colorado.  
Later Colorado & Southern.*

The rest of the day was on the grade of the Colorado Springs & Cripple Creek District Railway, known today as the Gold Camp Road. The beautiful road has tunnels, rock cuts, trestle remains and many curves. This brought us to Cripple Creek and the site of the Midland Terminal Railroad station, now a museum. Every building in Cripple Creek appeared to be a casino. Now it was on to Victor, which has voted down casinos, to view mining remains and to spend the night at the beautifully renovated Victor Hotel.

We again had changed the planned itinerary. Instead of spending the morning driving the beautiful Phantom Canyon, we decided to explore the mine areas of Victor. We spent several hours up, down, and around the mining areas of Victor. There is still active mining being conducted. The mountain sides are covered with mine remains, headframes, and tailings. In many places in the Victor/Cripple Creek area, preparations are being made to contain the mine runoff and purify it before releasing it, to prevent pollution.

Leaving Victor, we head up the Florissant Cripple Creek Road to Route 24 to Hartsel and on to Buena Vista, to travel over 12,126 foot Cottonwood Pass. We passed through the well known town of Tin Cup and over 12,005 foot Cumberland Pass. We passed Tunnel Gulch Tank - originally located on Williams Pass Creek. Woodstock was the site of the 1884 "White Death", the avalanche that killed 13 people. Many were from one family. We are near Sherrod Curve (very overgrown) and finally onto the grade of the Denver South Park RR. We are on the west side of the Divide and see the magnificent rock work of the Palisades. The narrow, rocky, shelf road is spectacular and scary. It is the only way to reach the great achievement of the Denver South Park - The Alpine Tunnel! Our driver parked his vehicle at the exact spot by the cracked rock as in the famous picture of the DSP locomotive. Even the overcast sky could not detract from the great beauty of this still place. Looking back towards Sherrod you can see the Williams Pass road below and imagination puts a ghost locomotive on that grade. We walked the additional 200 yards on grade among the timbers of the snow sheds that tried to protect the tunnel entrance. Finally we see the keystones of the Alpine Tunnel. I tried to remember all I had read about this railroad and the significance of this great feat in railroad history. We leave this quiet, isolated, beautiful site and retrace the precarious grade. Alpine Tunnel is 1,777 feet long and is located at 11,521 feet (west portal) to 11,497 feet

(east portal). Work started in January 1880 and the first train went through July 19, 1882. The last train went through November 10, 1910.

We head south through Pitkin and there, still standing, is the Pitkin City Hall. Following Quartz Creek along the grade of the DSP, at Parlin we head down Route 50 to Sargents and over 10,846 foot Marshall and 9,010 foot Poncha Pass, and on to Alamosa for the night. It's been a long day filled with never to be forgotten places. We lodged at the Alamosa Holiday Inn.

It is now day seven and we drove around the historic Alamosa Yards of the D&RGW and found some existing 3-rail track. The engine facilities building still stands but without its roundhouse. The D&RGW station is being used as a visitor information center and next to it is a Baldwin T-12 #169 ten-wheeler on exhibit.

Arriving in Antonito we boarded the Cumbres & Toltec Scenic RR. It is the highest and longest steam powered narrow gauge railroad in America. It was even better the second time. We had ridden it three years ago by boarding at Chama. When we reached Chama, we were met by our guide and were introduced to a friend of his, engineer Earl Knoob of the C&TSRR. He is in many of the C&TSRR videos and I recognized him immediately. I was dying to see the 463 "Mudhen" and he gave us permission to enter the engine facility where it was in for repair. It really was a thrill to see one of the last two surviving "Mudhens".

Our lodging for the night was at Al Unser's Oso Ranch Lodge in Chama. This place has a very relaxed and comfortable atmosphere. We witnessed a beautiful sunset and in the morning were served a fortifying breakfast with the other guests. The door of each room was covered with suede leather artwork of wild animals.

It is now day eight and we headed back to the C&TSRR to watch a double-header depart Chama. After talking with Earl Knoob again, we departed to chase the train to Cumbres. At Cumbres we watched as the helper engine 484, driven by Earl Knoob, uncoupled, turned on the wye, and headed back down to Chama. The 488 continued on to Antonito. Great photo opportunities!

We travel to Durango via Dulce on the D&RG railgrade. We viewed the Navajo water tank and steel bridge, the old church at Juanita, and the large three section steel bridge on the Navajo River (still in good shape). On the railgrade we drove through the famous Pagosa Junction where the water tank still stands along with some other buildings. The church there has a fresh coat of paint.

Near the Navajo Reservoir, on the Piedra River, a 1930's girder plate D&RGW bridge has been preserved in a park area. At the south edge of Durango we see the Carbon Junction Trestle on Trestle Road. It was part of the 3-rail mainline Farmington Branch until 1960. The night is spent in the beautiful, historic Strater Hotel.

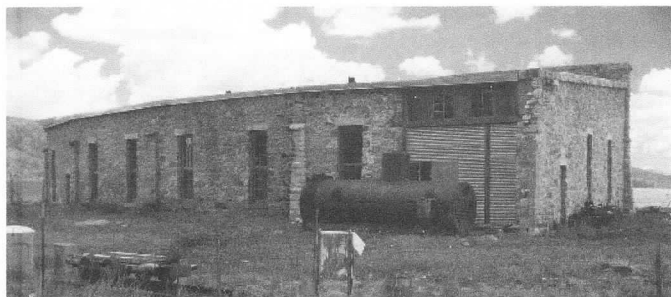
Day nine finds us watching the early morning departure of the Durango & Silverton Narrow Gauge RR, and then following it north to Silverton. As the train continued to Silverton, we



headed to the high country above Silverton to explore the grades of Otto Mears' three railroads that made up the "Rainbow Route".

In Silverton we saw the old stations and looked at some mine equipment, including a machine mucker, ore cars, and "The Casey Jones" (a small "Goose-like" vehicle) used on the rails. Men would ride the tram buckets to Eureka, then ride the "Casey Jones" to Silverton. The old jail is now a museum and next to it is the new building of the San Juan County Historical Society. We had an unexpected meeting with the well-known Silverton Historian, Judge Allen Nossaman. He is a friend of our tour guide, Dick Sandlin, and we talked with him in the new historical society building. Since my copies of his book, *Many More Mountains* (Vol. 1 & 2) had not been signed, he gave me his autograph. He is working on volume three.

Following lunch at "The Bent Elbow", we headed up Cement Creek Canyon to explore the Silverton, Gladstone & Northerly RR. This was one of Otto Mears' railroads. Railroad ties were seen here and there on the abandoned grade as it winds its way through the narrow, deep canyon of Cement Creek. Remains of trestle lumber was seen. At Gladstone we found the remains of the large Mogul Mill that once dominated the area. It had a tram up the mountain to the Mogul Mine, as did the Gold King Mill to the Gold King Mine. Backtracking, we reached the grade of the Silverton Northerly RR which ran to Animas Forks.



*Rear view of D&SP Como roundhouse.*

We passed the Mayflower Mill which we would tour on another day. There are the remains of many mine operations: Silver Lode Mine at Waldheim, The Little Nation at Howardsville, The Old One Hundred Mill and Mine (#1 level), and the Green Mountain Mill that was destroyed by a slide. We found the site of Buffalo Boy and the Gary Owen tram. Up the mountain, way up, are the #2 and #3 boarding houses of the Old One Hundred Mine.

We continued following the Rio de las Animas River to the Pride of the West Mill (now Howardsville Mill) to Maggie, Minnie, Eureka and Placer Gulches. At Eureka is the remains of the Sunnyside Mine which was closed in 1992. This had been a very edgy grade that we traveled to Animas Forks. Here we saw the Gold Prince Mill and the turntable remains. Still standing is the Walsh House with its bay windows along with some other town buildings. Retracing our railroad grade, we returned to Silverton to spend the night in the old historical, renovated, Grand Imperial Hotel.

Early next morning we climbed the grade of the third Otto Mears' railroad, The Silverton, to the sites of Red Mountain town and Ironton. The head frame of the shaft house still stands at the National Bell Mine at Red Mountain town. The Knob was a famous landmark of this area as it was honeycombed with gold and silver. On grade we saw the Idarado Mine that closed in 1978. A lot of EPA authorized reclamation is being carried out here as in many other places.

The Guston, Yankee Girl, and Joker Tunnel are all nearby. Even the site of the turntable up Corkscrew Gulch was probably among the overgrown trees. We did not actually see it. Several buildings still stand in the ghost town on Ironton, including a white house.

In Ouray lives a well-known name to those who watch railroad videos — C. W. McCall. His name is really Bill Freeze and among other ventures, he wrote the songs "Convoy" and "Black Bear". We around Ouray and admired the architecture. The D&RG station in Ouray is now a well cared private home.

Many historians have considered the Rio Grande Southern Railroad to be the most rugged mountain railroad in the West. In Ridgway we picked up the grade of this well studied and written about railroad. The depot in Ridgway is privately owned and well taken care of. We located where the wye had been. The grade to Dallas Divide can be seen from the highway. We followed along the San Miguel River beside the grade to Telluride. You no longer can drive on the grade as it is now a pike trail. After lunch at "Florida's" in Telluride, we saw Goose #4 on display, and the depot which is now the San Juan Brewing Co.

Driving down a steep road off Route 145, we came to Ames Station. It was the first generating station to produce and transmit alternating current. Through the windows we could see the generators working. I had looked forward to being in the area of the many trestles of Ophir. Back to the highway and on to Ophir Loop. The white building with green trim that still stands was the "Oilton Club", a two-story bar and restaurant with a covered staircase. The sites where the trestles had been over the Howard Fork, San Miguel River could be seen. We later walked to the concrete abutment for Bridge 46-A. We had seen another bridge abutment with a portion of a flume and fallen trestle timbers that spanned a deep ravine. This was Bridge 45-A, the big Ophir Loop Trestle. Walking on the grade about a mile in the opposite direction we passed the large talus slope and looking up, we could see the concrete bridge abutments that were on the High Line. The grade we were on would lead to the Butterfly Trestle site. It was quite thrilling to walk on the grade and try to remember the sequence of trestles and buildings. Since the mountain sides and valleys are green with trees, it was difficult to orient oneself to the surroundings. The Ophir Needles are outstanding and really dominate the area.

We left this history filled area and headed for Trout Lake. There before us, as seen in the books, were the Trout Lake tank and trestle. The sky was so clear, with only a few clouds, providing the San Miguel Peak a beautiful scenic backdrop. We drove to the site of RGS Bridge 51-A, the Trout Lake trestle that spans the Lake Fork of the San Miguel. It is the largest

RGS trestle still standing. The forest service has provided road access around Trout Lake which makes a loop beyond the trestle. Cars can be driven on or near the RGS grade. The ends of the bridge are blocked to prevent people from trying to drive out over the old structure. It would collapse. Returning to the highway we could look back on beautiful Trout Lake.

Following the RGS grade as closely as possible, we arrived at Lizard Head Pass and again saw one of Colorado's great landmarks, the renowned rock formation called Lizard Head.

We saw where the yards had been in Rico. Looking at the rebuilt depot at Dolores, we saw that Goose #5 and track had been moved in front of the depot. We found a place to eat in Dolores and continued on to spend the night at the Strater Hotel in Durango. This time our room overlooked the Durango Station.

On the morning of day eleven, it was "All Aboard" for the ride in the parlor car "Alamosa" on the Durango & Silverton Narrow Gauge RR. This would be the second time that we had ridden this train, and it was as thrilling as the first. We decided not to ride the train both ways. After lunch again at "The Bent Elbow" and enjoying the ragtime music on the player piano there, we check out some of the shops. That night we ate at the "Red Snapper" and retired to the Strater Hotel.

In the morning we opted not to take the Durango yard tour since we had done that several years ago and still have excellent pictures. Instead, we headed for The Mayflower Mill located north of Silverton. The hour tour was wonderful! Parts are operational, such as the giant augur. Since this mill had been in operation almost continuously since it was built, it had been kept in good repair. In 1991, the 125 year old Sunnyside Mine ceased operations. It was the last big commercial mine in San Juan County. Sunnyside Gold Corporation immediately implemented the \$10.5 million reclamation plan required by its mining permit. This called for the sealing of the mine with concrete plugs to stop drainage and for the historic Mayflower Mill to be torn down and the site reclaimed. Due to the interest of the County Historical Society and the generosity of Sunnyside, the Mayflower Mill will be preserved as a museum of the area's mining past. Sunnyside gave the San Juan County Historical Society the mill and an endowment of \$120,000. It is hoped that creative marketing of the tours will cover expenses and perhaps generate a small profit.

We were very fortunate to get a tour of this facility as it had just opened for tours. The tour takes you all through the mill and the processes are described by a guide. The tram cables still go up the mountain, and the ore buckets can be seen overhead and in the mill. Very, very interesting!

Following lunch in Ouray, we again admired the architecture of the buildings and homes. Then it was to Grand Junction for two nights.

In the early morning we hiked on the 1 1/2 mile "Trail Through Time" at the Mygatt-Moore Quarry at Rabbit Valley Natural Area. This is an active archeological area for finding dinosaur remains near Grand Junction. This is Morrison Formation rock.

We then drove the breathtaking 23 miles of Rim Rock Drive through Colorado National Monument. The scenery is overpowering. Vertical cliff walls and great natural rock sculpture tower overhead from the deep canyons. The high country of the monument rises more than 2,000 feet above the Grand Valley of the Colorado River. The effects of the forces of erosion are spectacular in this 20,000 acre preserve of red rocks. The camera does not do justice to this beautiful place.

Following lunch in Grand Junction, we visited Dinosaur Valley, a part of the Museum of Western Colorado that explores the science of Paleontology. One of its natural resource areas is Rabbit Valley. Our guide got us into the active paleontology laboratory and we talked with the workers. The exhibit includes specimens of world-wide importance from the fossil-rich Western Slope.

Our tour guide returned us to our motel. We said good-bye to this very knowledgeable, excellent tour guide. After thirteen days as our guide and driver, he left to return to his home in Durango.

The next day we boarded the Amtrak which was 1 1/2 hours late arriving in Grand Junction. Consequently, it was three hours late getting in to Denver. The train gave a surprisingly smooth ride. The scenery was beautiful, but it was a very long nine minutes as the train went through the 6.2 mile Moffat Tunnel. Unfortunately it was dark at 10 pm when we got into Denver so we missed some sights. Our friends in Denver met the train and delivered us to our car. We found the lunch and dinner on the train to be very good, as was the 3:30 pm "happy hour" in the "Silver Lodge" car.

After a night at the Aurora Holiday Inn, we headed home.

The original plan included one day to explore the Uinta Railway, but after talking with someone who had recently been there, we opted not to explore that desolate, deserted area. So Dick Sandlin took us to other places of interest in the Grand Junction area.

Our tour was with Dick Sandlin, company founder of *American West Expeditions* (PO Box 2975, Durango, Colorado 81302, 800-770-1886). His experience in the Four-Corners Southwest as an interpretive guide, historian, writer, photo journalist, lecturer and student of the Anasazi spans more than twenty years. Complimenting this professional background are two Bachelor of Arts Degrees, work as a television journalist, educational filmmaker, and Vietnam-era US Army officer. Dick Sandlin's goal is to make the story of the American West come alive to you!

His knowledge of railroads of Colorado and where they run, the mines, geology and history of the areas is endless. He has the only high iron expeditions aboard an air conditioned four-wheel drive Chevy Suburban on well researched routes. Our trip extended from July 28 through August 10, 1996, excluding travel time to and from Denver. Dick offers many shorter tours too. He is a very experienced driver and guide with safety first.

What a trip!

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- The best of the area's model railroads will be on display during the Saturday evening home layout tour.
- **Gateway Getaway '97** admission includes access to the **Gateway TrainFest '97**.

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- Hundreds of swap tables with dealers and manufacturers from all over the country providing you the latest product offerings in addition to products that are extremely rare and obscure. Railroad memorabilia such as passenger car china, books, timetables and other items will be available
- Gateway Division sponsored shows are famous for their door prize selection and quantity. This year will be no different. All paid admissions are eligible to win!!
- Each year, the Gateway Division constructs a project layout as an education tool for the Division membership. This year's Gateway Central III model railroad will be on display. The Division will raffle off the layout on Sunday during the show so hurry and purchase your raffle tickets were you see the layout. Need not be present to win.

(Please clip ✂ and mail)

### **Gateway Getaway '97 Preregistration and Gateway TrainFest '97 Table Registration Form**

Advance registration must be postmarked no later than August 1, 1997 to qualify for preregistration drawings.

#### Convention and/or Swap Table Registration

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_  
State: \_\_\_\_\_  
Zip Code: \_\_\_\_\_  
NMRA#: \_\_\_\_\_

	Fee	Qty	Total
Gateway Getaway	\$5	@	_____
Table-8'x32"	\$25	@	_____
Table-NMRA Mmbr.	\$21	@	_____
150W Electric Conn.	\$15	@	_____
500W Electric Conn.	\$25	@	_____
Total Registration:			_____

Name(s) as you want to appear on name badge:

1st: \_\_\_\_\_  
2nd: \_\_\_\_\_  
3rd: \_\_\_\_\_  
4th: \_\_\_\_\_

Make Checks or Money Orders payable to:  
**Gateway Division, NMRA**

**All table fees after May 31, 1997 will be \$35!!**

Mail to: Ken Thompson  
911 Queensbridge Road  
Ballwin, Missouri 63021-6709



# 1996 Fall Festival Gateway Division Contest

by Brad Joseph, photos by Richard Schumacher

After this past summer's successful MCoR convention in Collinsville, the time had come for a low profile fall contest geared toward active participation by our Gateway Division members. This contest was held in cooperation with the National Museum of Transport as a feature of the Fall Family Festival. The results were excellent!

The weather was spectacular but not too conducive to sitting inside at the Museum's **Auto Display** building. A better location would have been between the tracks west of Galesburg waiting for GN (excuse me BNSF) GE's. Despite the fact it was perfect railfanning weather, I chose to ignore the Iowa Interstate and check in 79 entries.

We had good competition in most categories with entries in all but Black and White Model Photo and Youth. The latter was disappointing because of a special Youth Award donated by Floquil. As is traditional at Division level contests, the judging was by popular vote and many of the families attending the festival took the voting very seriously. It was fantastic exposure for our members and their fine work. My thanks to all who participated.

The special awards instituted last year were judged and awarded by "Celebrity Judges." We even had a new award presented this year. It was the inaugural "William Schumacher Spirit of Model Railroading Award" named in honor of Richard's late father. The award was presented to Ralph Miller for his spectacular Illinois Terminal Interurban — scratch built, of course! The work put into this model is representative of the dedication to the hobby the new award signifies.

The "Marvin's Camera Award for Excellence in Railroad Photography" was presented to Kevin Hampton for his photo of a Conrail — excuse me, CSX — train at the "Summit of the Alleghenies" Sand Patch tunnel. Conrail — CSX — I can't recall who is buying whom.

John B. Lee took home the "Gateway Western Modern Railroading Award" for his BN SD60M. This year's Gateway Western Award was selected by Museum of Transport employees and they made a fine choice!

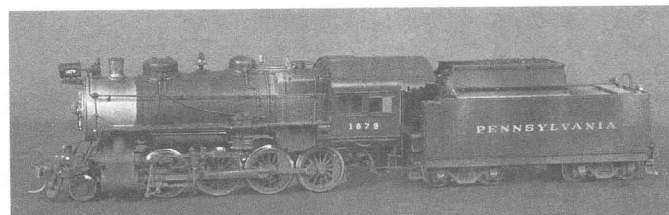
The "WHGK Model Architecture Award" was graciously judged and presented by Mr. Gene Houseman and his wife. The winner was no surprise. Don Taschner took it home for the second year in a row with a Fine Scale Engine House, representative of Don's fine work.

As became practice last year we had special "participation awards" which were drawn at random from entries in each category. There were some fine prizes given out just for entering and I want to thank Brass Car Sides, Marvin's Camera, Red Board Hobbies, Chicago Model Supply, and Floquil in particular for their generous support of our contest. Please patronize these fine businesses.

Good work, good models, good fun. Be sure that you all join us for the next Gateway Division contest coming soon to a venue near you! By the way, after directly or indirectly running six contests I have hung up my entry forms clipboard and hereby pass it off to Kevin Hampton for the near future. I want to personally thank you all for supporting my efforts on a divisional and regional level.

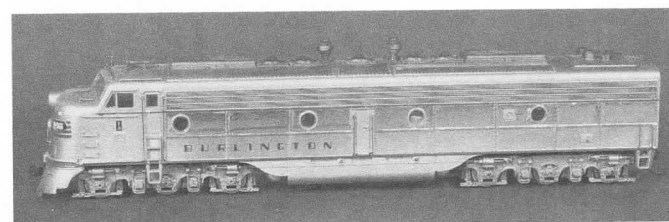
## Steam Locomotives

**1st John Winter, 2nd Ralph Miller, 3rd Don Taschner**



## Diesels, 1st and 2nd generation

**1st John B. Lee, 2nd Dan Osborn, 3rd Ralph Miller**

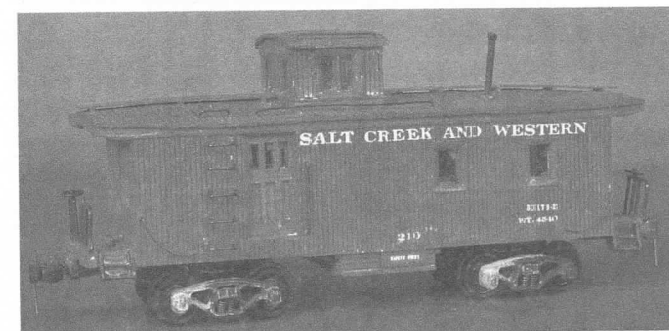


## Diesels, 3rd and 4th generation

**1st Ralph Miller, 2nd John B. Lee, 3rd Gregor Moe**



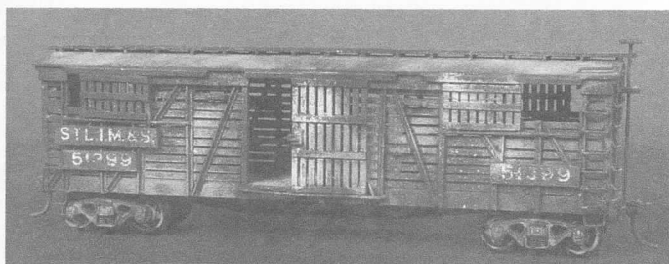
## Caboose, 1st place & Best in Show, Gregor Moe



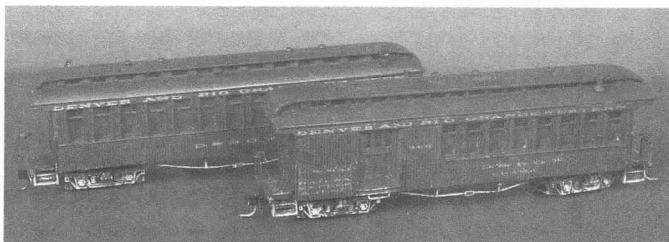


### Freight Cars

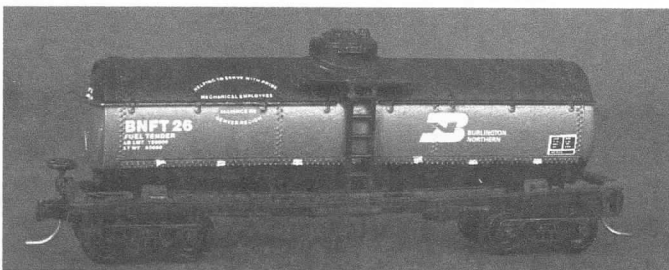
1st Don Taschner, 2nd Gregor Moe, 3rd Gregor Moe



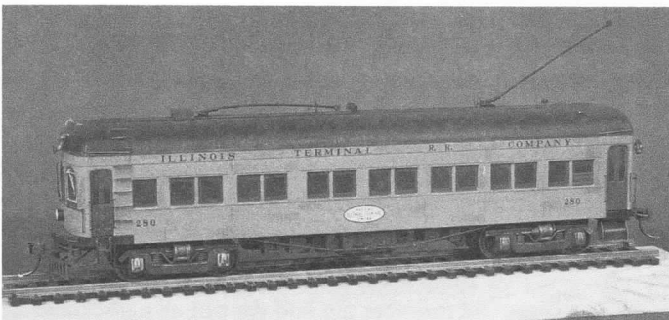
### Passenger Cars, 1st and 2nd place, Don Taschner



### Maintenance of Way, 1st place, John B. Lee

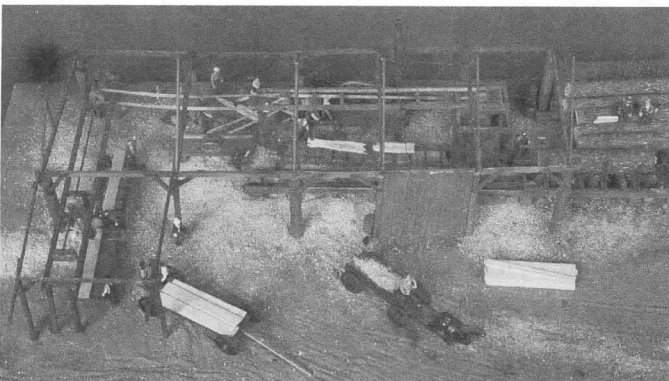


### Traction, 1st place, Ralph Miller



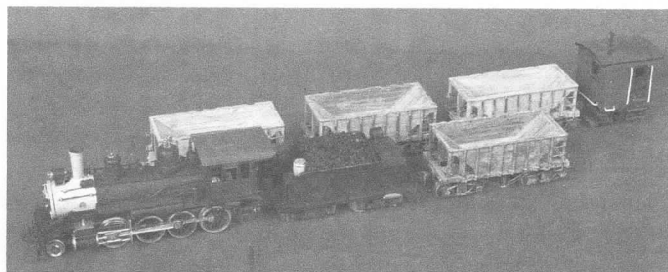
### Dioramas

1st Gregor Moe, 2nd Gregor Moe, 3rd Gregor Moe



### Favorite Train

1st Don Taschner, 2nd Kevin Hampton, 3rd TJ Agne



### Structures

1st Don Taschner, 2nd Don Taschner, 3rd Don Taschner



### Model Color Print

1st Gregor Moe, 2nd Gregor Moe, 3rd Kevin Hampton

### Model Slides

1st Bob Amsler, 2nd Bob Amsler,  
3rd (tie) Bob Amsler and Kevin Hampton

### Prototype B&W Print

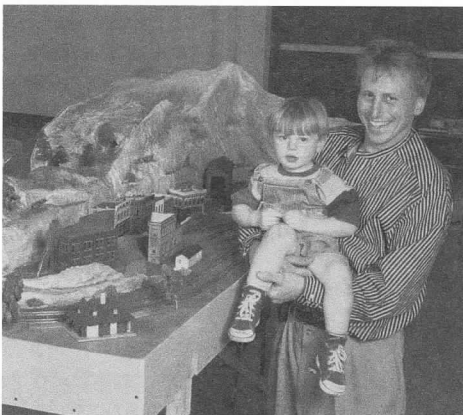
1st Gregor Moe

### Prototype Color Print

1st Venita Lake, 2nd Chris Oestreich, 3rd Gregor Moe

### Prototype Slides

1st, 2nd & 3rd Richard Schumacher



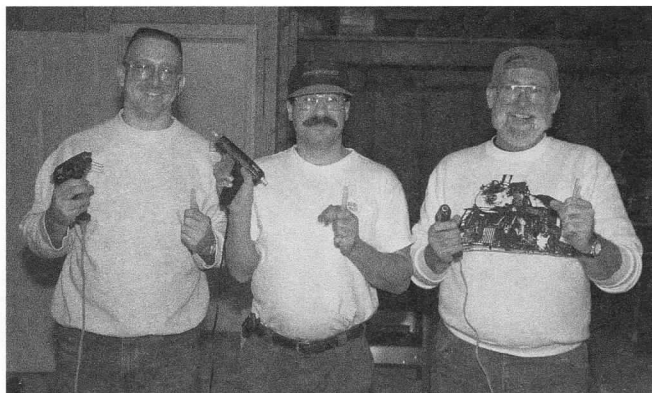
The Gateway Central III project layout drew lots of attention at the Family Festival at the National Museum of Transportation. The winners of the drawing, Joshua Serota and his dad Harvey, were present — and very excited — when their names were called. The project layout went directly from the Museum to Joshua's new railroad room.

# Member Aid: What Are We Doing For Each Other

By Richard E. Lake, Member Aid Chairman

Until about two days ago I had no idea what I was going to say in this issue. Then within a couple of days two things happened that made me really aware of things we do for each other which is what I see member aid and NMRA membership being all about.

The first thing that happened was a UPS delivery to my office. I looked at the return address and knew that it wasn't from any book publisher that I recognized. (I teach in a community college and most of the mail I receive is books.) In fact, the first line on the return address was CRI&P and that really threw me because the Rock Island is no more (except in the hearts and minds of some of us) and so as I started to open the package I was trying to figure out the CRI&P from Houston, Texas. Then the brain finally kicked in and I remembered a conversation I had at Gary Siegel's during the Layout Design SIG barbecue dinner in Santa Barbara during the NMRA National this past July. I was talking about the proposed route for our eL & eL and the reasons for choosing a freelance railroad set in Arkansas with a strong tie to the Rock Island. Greg Johnson, whom I had just met, said that he had been interested in modeling the Rock Island at one point but his interests had changed. He had collected some information about the Rock Island when he was considering it for modeling but no longer had any interest or need for the materials he had. He asked if I was interested. Obviously, given my interest in the railroad and my plans for the model layout I responded extremely positively. We exchanged business cards. Just a couple of weeks ago (mid-November) I ran across his business card with my note about his offer and have been thinking about writing him to see if he still had the stuff. Sometimes it appears all you have to do is think positively and good things happen. The UPS delivery was the very Rock Island material we had talked about in California. Included in the envelope were a couple of Rock Island Annual Reports, some RITS quarterlies, several photographs, two




Do these three look dangerous or what? Hot glue volunteers for the Gateway Central '97 Project Layout. Look for information on new lightweight benchwork techniques next issue! Photo by Rich Schumacher.

blueprints of diesel locomotives with the painting information, and a 1972 Southern Division employee timetable. All of this material is useful and of value to me and not to Greg. Being the kind of member he is, rather than just tossing it away during some housecleaning or during a move, he listened to another member (me) talking about interests and plans and Member Aid!

The second event that really brought home how much we offer to each other occurred the next night with a phone call from a Gateway Division member (T J Agne) to remind my wife and me of a planned operating session at Pete Sanborn's Sierra Central on the next night. We will both jump at any opportunity to operate since right now we don't have our own layout past the planning stages. We got a solid four hours working Basin Yard during the operating session, had a good time doing it, and enjoyed the company of a lot of friends in the division plus meeting some new modelers. Prior to starting up the operating session I also got a chance to run a locomotive that I bought at the Regional Convention in Iowa a year and a half ago. This session might not seem a big deal to some but it is another example of the benefits of being an NMRA member. A chance to run a piece of my equipment, operating time which will contribute to an eventual AP award, and just the fun of operating trains is a real benefit that those with layouts can offer to those who aren't there yet.

There are lots of other examples of this kind of member aid and we can all participate. Sharing photos from railfanning trips, sharing a newly discovered technique for constructing models (the Kibitzer has a regular column for these ideas), and offering a new modeler a chance to operate on your layout are just some examples. I am sure you have ideas of your own. One of the main factors that keeps me a member (and active in the hobby) are the friends I have made and their willingness to share layout time, ideas, and resources. The next time you are trying to convince someone to join or to renew his/her membership keep in mind what we do for each other.



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# Gary's Switching List

by Gary Hemmingway

Please let us know your show dates as soon as you have them. We are starting to have show date conflicts for events in 1997 already! We also have some shows scheduled out as far as 2000! Write me, **Gary Hemmingway**, 501 Park Ave, McCook, NE 69001-2815, call me, **308-345-4569**, Compuserve e-mail 103045,2047 or Internet e-mail **103045.2047@compuserve.com**

**Jan 18** *Trainfair '97, St. Charles Model RR Club Show & Swap Meet*, St. Charles Exhibition Center, I-70 and 5th Street, St. Charles, MO, 9am-4pm, \$3 adult, under 12 free with paid adult, info: Chris Lewis, 314-298-8300 x59

**Jan 18 & 19** *GATS*, America's Center, St. Louis, MO

**Feb 15** *Columbia MRR Club Spring Show and Meet*, Dupo High School, 600 Admiral Trost Dr., Dupo, IL, 10am-3pm, \$3 adult, under 12 free with paid adult, info: Dan Osborn, 410 Camelot Dr., Collinsville, IL 62234-4715, 618-345-4209

**Feb 15 & 16** *Lincoln Area MRRC & Salt Valley Central Division NMRA Train Show*, Nebraska State Fairgrounds, Agricultural Hall Building, Sat 9am-6pm, Sun 10am-4pm, \$3 adults, \$1 children under 12, children under 5 free, tables \$14 each (\$12 ea for five or more), dealer setup Fri 5-10pm, info: Charles Buswell, 2749 California Ct., Lincoln, NE 68510, 402-475-0600 (after 7:30pm)

**Feb 15 & 16** *GATS*, American Royal Complex, Kansas City

**Feb 16** *Peoria Trainfair*, Illinois Valley RR Club & River City MRR Club displays and swap meet, Illinois Central College, Peoria, IL, 11am-3pm, \$2 adult, under 13 free with paid adult, info: Bob Lehman, 309-697-3012

**March 1 & 2** *Topeka Modular RR Club Train Show & Meet*, Exhibition Hall at the Expo Center, 19<sup>th</sup> & S. Topeka Blvd., Topeka, KS, adm: \$3.50 (includes both days), tables \$15, Sat 9am-3pm, Sun 10am-3pm, New expanded area with huge modular layouts!, info: Duane McDaniel, 201 NE Walnut Grove, Topeka, KS 66617, 913-286-1339

**March 15** *McDonnell-Douglas Train Show*, St. Louis, MO

**March 22 & 23** *10<sup>th</sup> Annual Air Capital Train Show & Swap Meet*, Century II Exhibition Center, Wichita, KS, info: PO Box 3245, Wichita, KS 67201-3245 (see ad this issue)

**April 5** *Ozark Model RR Club Show and Meet*, Kingsley United Methodist Church, Springfield, MO, info: Steven Smith, 417-833-5077

**April 13** *Southern Illinois Train Club Model Railroad Show*, John A. Logan College Gym, 11am-5pm, \$2 adults, under 12 free with paid adult, \$5 family, info: Randy Domineck, 814 Chamness Rd., Royalton, IL 62983, 618-984-4474

**April 19 & 20** *4<sup>th</sup> Annual Nebraska West Central Div. Train Show & Meet*, The Mall, 1000 S. Dewey St., North Platte, NE, \$3 single day adult, \$5 both days adult, \$1 day youth (5-14),

under 5 free with paid adult, tables \$7.50 each, info: Richard Hester, 1407 Fairacres Dr., McCook, NE 69001, 308-345-5528 or Gene Tacey, PO Box 485, Sutherland, NE 69165, 308-386-2489

**April 19 & 20** *Pottawatomie Railroad Society Assn. Train Show & Meet*, Onaga High School, 500 High St., Onaga, KS, Sat 9am-4pm, Sun 10am-3pm, \$2.50 admission, under 10 free with paid adult, tables \$6.00 each, includes two admissions per vendor set, info: Dale Renfro, 417 Lucien, Onaga, KS 66521, 913-889-7194 or Vern Ratcliffe, PO Box 314, Onaga, KS 66521, 913-880-4424

**April 19 & 20** *GATS*, Expo Center, Little Rock, AR

**June 7 & 8** *GATS*, State Fair Grounds, Lincoln, NE

**June 8** *Nebraska-Iowa Railroaders Train Show*, Nathan Hale School, Omaha, NE, info: Larry Wiles, 1222 1<sup>st</sup> Ave., Nebraska City, NE 68410, 402-873-9200

**June 19-21** *1997 Mid-Continent Regional Convention*, Robinson Convention Center, Broadway & Markham Sts., Little Rock, AR, info & registration: Thomas E. Shook, PO Box 7650, Little Rock, AR 72217 501-225-8955; dealer tables & info: Walter Walker, Arkansas Railroad Club, PO Box 9151, North Little Rock, AR 72119, 501-663-8901

**June 21 & 22** *GATS*, Convention Center, Tulsa, OK

**July 9-13** *NASG National Convention*, Denver, CO

**July 28-Aug 2** *NMRA National Convention and Train Show*, Madison, WI, info: Ross Pollock, Registrar, 3539 Mill Creek Rd., Mineral Point, WI 53565, 608-987-3396 or toll free: 1-888-LAKEICT (1-888-525-3528)

**Sept 6 & 7** *Gateway Getaway '97 & Gateway TrainFest '97*, Gateway Convention Center, Collinsville, IL (Greater St. Louis area), total two-day event \$5, \$3 per day for train show only, under 12 free with paid adult, tables \$25, info: Ken Thompson, 911 Queensbridge Rd., Ballwin, MO 63021-6709 (see ad this issue)

**Sept 13** *SE Oklahoma City Train Show*

**Oct 26** *Southroads Train Show*, Nebraska-Iowa Railroaders, Southroads Mall, 1001 Ft. Crook Rd North, Bellevue, NE, info: Larry Wiles 1222 1<sup>st</sup> Ave., Nebraska City, NE 68410, 402-873-9200

**Special note:** Some shows are planned quite a ways into the future to be sure the location is available for the meet. See the *Air Capital Train Show* ad, they have dates to March 11, 2000! Anyone else who has planned into 1997 or beyond, please let me know right away so we can get it on the region's calendar and web site!!!





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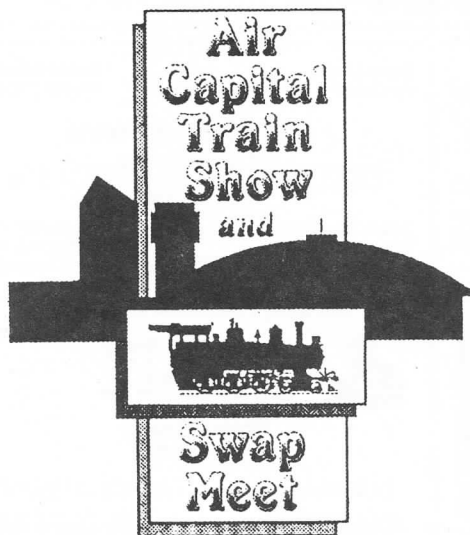
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CENTURY II EXHIBITION HALL

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Mailing Address: P.O. Box 3245, WICHITA, KS 67201-3245

Or call Phil Aylward at 316-835-3498

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

## Region Club Roster

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

AR Valley MRRC (HO, 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 Cty 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 Modulares (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

Southern Illinois Train Club (HO N G)  
PO Box 1633  
Marion, IL 62959-7833

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:

Don Augustine	Pocahontas, IL
Hal Blakeslee	Muskogee, OK
Robert Brandon	St. Louis, MO
Bob Brasses	Fenton, MO
Genevieve Carroll	Webster City, IA
David Cato	Cape Girardeau, MO
Fred Corsi, Jr.	Manchester, MO
Blair Drazic	Chesterfield, MO
Chris Drazic	Chesterfield, MO
James Duncan	Kansas City, MO
Tom Fausser *	Tulsa, OK
Paul Fries	Belleville, IL
Herbert Gilden	St. Louis, MO
Dan Hogan	Tulsa, OK
Mary Hunt	Kansas City, KS
Herbert Koenig, Jr. *	St. Charles, MO
Don Kopplin *	Tulsa, OK
David Marlowe	Bonner Springs, KS
Bradley Meers	St. Charles, MO
Richard Montesano *	Tulsa, OK
Jerry Nichols	Ames, IA
David Nichols	Ames, IA
Richard Owings *	St. Ann, MO
Brian Post	St. Louis, MO
John Scherr	Jefferson City, MO

Bryce Schindler  
Wayne Tanaka  
Jerry Tyson  
Arthur Villhard, Sr.

Arnold, MO  
Papillion, NE  
Wichita, KS  
O'Fallon, MO

## Advertising Rates

*Caboose Kibitzer* commercial advertising rates are as follows:

Ad Size	Cost/Year - 4 issues
9 1/2"x7 1/4"	Full Page \$120.00
4 3/4"x7 1/4"	Half Page 70.00
4 3/4"x3 1/2"	Quarter Page 38.00
2 1/2"x3 1/2"	Eighth Page 22.00
2"x3 1/2"	Business Card 15.00

### Dealer Directory:

1-3/8"x2-3/8"	Business Card	10.00
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### Pike Registry Ads:

1-3/8"x2-3/8"	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**

Mid-Continent Region  
3073 Meramar Court  
St. Louis, Missouri 63129-5212

Non-Profit Org.  
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St. Louis, MO  
Permit No. 719

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

# **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

Full Registration \$50, Registration Only \$25, Extra Banquet Ticket \$25

Spouse Registration Only \$20, Youth Registration (12-16) \$10

## **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