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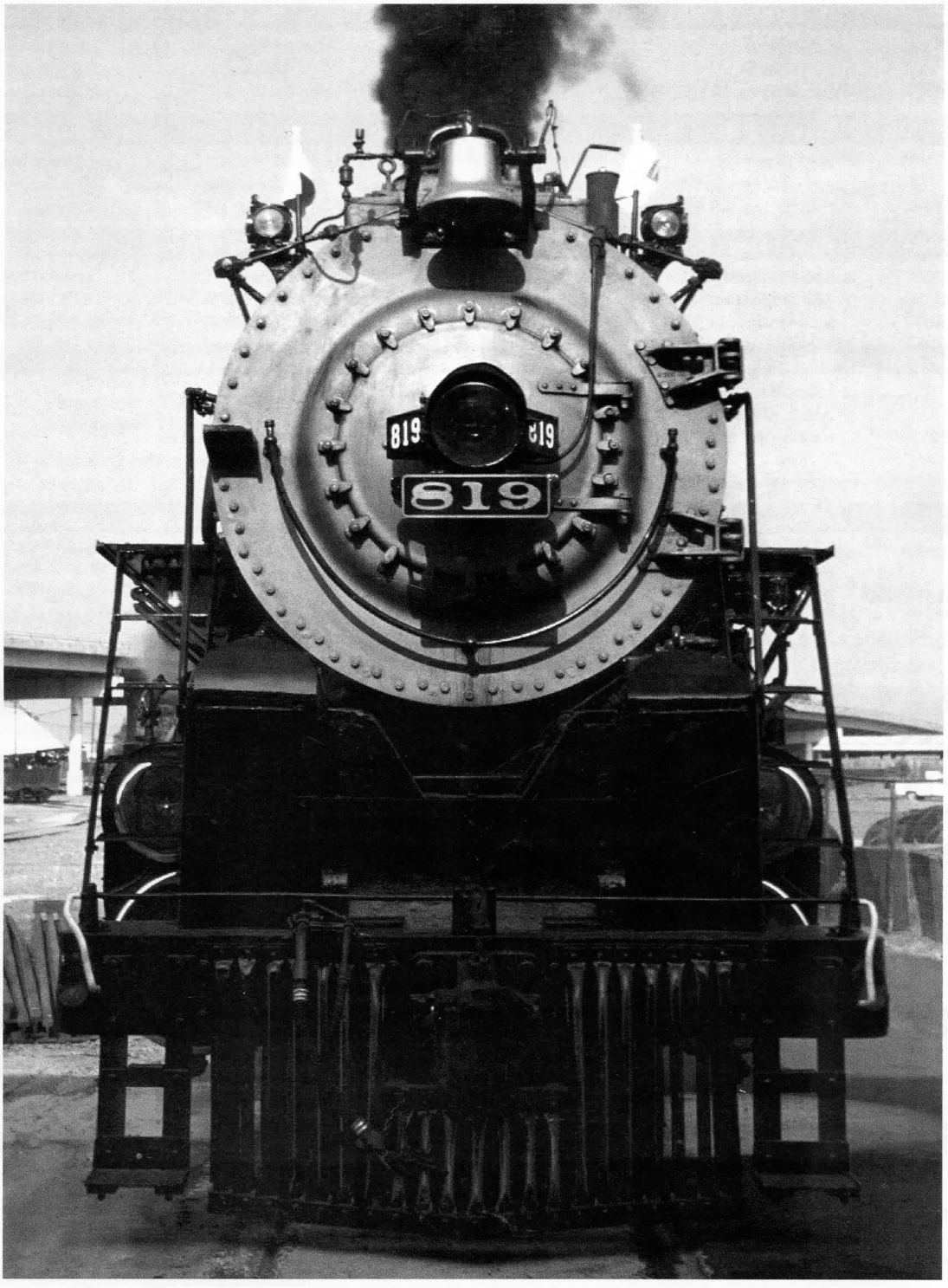

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All items submitted for publication must arrive before the dates listed below to be included for publication in that issue.

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Switch List

Next Issue

The Fall issue will feature the winning model and photo contest entries from the 1997 MCoR Regional Convention and Train Show this Summer in Little Rock.

Fall also includes a scratchbuilt Frisco water tower by Richard Napper, an easy control panel method by Dennis Smith, the final installment of Pat Lana's N Visible series, and the first part of a series on wiring two- and three-color signal circuits. And expect the regular columns by Bob Amsler, Richard Lake and other favorites.

From the Editor's Desk

If you haven't registered for the 1998 NMRA National Convention, the "Heartland Express", please do it now. You can find the information you need on page 5.

This Issue

Planning a layout? Check out design and operation ideas from Rick Lake and Bob Amsler. Want to build something? Gather your tools and paint to assemble and detail an inexpensive plastic structure. Considering modular? See a different construction method by Tom Troughton. Want tips to make your Athearn and MDC cars run better? Read about Dan Osborn's techniques. Need a fundraising project? There's a winner in the Member Aid column.

On the Cover

A Living Cotton Belt Classic, #819 under steam at Pine Bluff, Arkansas. Photo by Richard Schumacher.

The Head End

by Dean Windsor

Spring is here (at least it is for the southern part of our region) and everyone got a large portion of modeling done this winter. Yeah, right! There always seems to be something getting in the way as I am sure all of you experience from time to time.

One of the events that happen every winter is the NMRA Board of Trustees meeting that just back from. Since this issue goes to every NMRA member that lives inside our boundaries whether a region member or not, I will take this opportunity to fill you in on some things going on.

Some of you may have seen that the point structure for merit judging has changed. For those of you entering contests the point structure is the same as the AP requirements. What has happened is that 10 points from scratchbuilding and 5 points from detail have been moved to conformity. The conformity requirement will become more "strict" as additional documentation will have to be provided to garner the higher points. All other requirements for merit awards and certificates of achievement will remain the same.

Another important happening is the new Howell Day Model Railroad Museum. Howell Day is the founder of Red Ball and has generously given a matching grant to the NMRA to build a model railroad museum at the headquarters building. Sitting on the grounds of the Tennessee Valley Railroad Museum, the headquarters has had people come to the building looking for trains to see and we have had little to provide. Now with the generosity of Mr. Day, and the donations of many in the membership and the industry, we will have a self supporting museum to show the world that this organization is indeed "**Dedicated to the Education and Preservation of the Hobby of Model Railroading**." If you are interested in donating cash or equipment to the museum, contact Gregg Ames at the Kalmbach Memorial Library in Chattanooga.

The technical department is reactivated the conformance and inspection program to award warrants to manufacturers products that meet standards. These warrants will insure that what you buy conforms to what you already own and others you plan to buy thus saving you from making an expensive mistake. The technical department is making significant headway to resolving the age old problem of scale identification in G gauge. Us G gaugers are very happy about this as they continue to get a buy in from more and more G gauge manufacturers. Finally a way to tell what the scale is on that caboose (1:29 looks a little silly next to a 1:20.3).

Most of you know that I have been centrally involved in bringing our association into the 20th century with the advent of a new computer system. This new hardware and software will enable the office staff to better respond to your questions and needs because they will not have to do everything manually. The hardware has been installed and the network is up and running. The software programming is finished and ready to be tested with real data. The converted data was received while I was there and sent on to the programmers. If all works out well the entire system should be on line by the 1st of April. As you know we have funded this project entirely through donations this past year. This region has much to be proud of as we have collectively donated over $5,000.

I want to take this opportunity to invite all of our NMRA members that are not members of your local division to be sure and visit them as soon as you can. You really don't know what you are missing. Our divisions are involved in many things these days including a layout for the Ellis Railroad Museum by the Western Kansas Division, a National Convention by Turkey Creek in 1998, a National Convention by Gateway in 2001, Community College classes being formed by most of the divisions, as well as many other projects. As you see our divisions (to clone a familiar phrase) "are the most active in the world." Contact the division director (address on page 2) in your area and see what's going on. Don't be left out in the cold by yourself. You'll be glad you did.

Remember – *If You're Not In The NMRA, You're Just Playing With Trains.*

KANSAS CITY '98

Heart Land Express

MCOR NMRA

1998 NMRA National Convention
Kansas City ◆ Missouri ◆ July 20-26

Registration Form
Heartland Express KC'98

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Take advantage of this opportunity to enjoy early registration.

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Name _____

Name _____

Name _____

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Prototype Railroading and a Freelance Railroad

by Richard E. Lake

Anyone who has read the articles on modeling railroad yards in the Kibitzer may have noticed references to the as yet unbuilt *El Dorado and El Reno*. The *eL and eL* (the lower case "e" is intentional but still under discussion as a reporting mark) is a freelance model railroad, located in Arkansas, that my wife and I are building. This past August I spent 8 days and drove about 2,000 miles in Arkansas looking at the prototype and planning the *eL and eL*. With the Region's annual meeting taking place in Little Rock, this seems like a good opportunity to share some information about prototype railroading in Arkansas and how the prototype is shaping and influencing the *eL and eL*.

Why Freelance?

I grew up a railroad "brat." My father worked for the *Rock Island Railroad* all his life. He began as clerk to the Superintendent in Kansas City and ended his career as Assistant Superintendent for Safety and Operating Rules in Chicago. He was a night trainmaster, trainmaster, assistant superintendent and superintendent in 8 different cities covering a period of about 9 years. I worked 5 summers for the *Rock Island* as a section hand, locomotive fireman (diesel) and switchman. With that background it would seem logical to model the *CRI&P*. I love the *Rock Island* but I don't want to model it. I am not sufficiently motivated to build a railroad that is absolutely accurate and faithful to one particular road and one particular division or segment of that road. Over the years I have acquired a number of steam locomotives that appealed to me, but no railroad ever owned and operated all of those I have purchased. For example, there is a 2-6-6-2 that I bought years ago simply because it was "neat" but the *Rock Island* never owned one. At the same time I have acquired a lot of motive power (much of it thanks to *Proto 2000*) and rolling stock that is accurate for the *Rock Island*, and I want to operate *Rock Island* trains on my layout. Building a freelance layout will, in my opinion, allow me to have the best of two worlds. I can justify my odd purchases and run *Rock Island* equipment as well.

Another reason for the freelance decision is my wife's involvement. I am fortunate to have someone to "play trains" with but she has her interests in the layout which are not always the same as mine. She especially likes Victorian era structures, and 1890's rolling stock. One of the things we have had to work out is a way to incorporate what she wants with what I want. We think we have worked out a solution. The *eL and eL* will have an excursion branch line (a la Durango to Silverton) which will allow us to build a small town with ornate structures and a depot, and it will operate well-maintained equipment that is not appropriate for the mainline operation of the *eL and eL*. In fact, I have offered the excursion route a very affordable long-term lease on the 2-6-6-2 to haul its best passenger service.

I want a railroad that could have existed. I want it to look like it should have existed and I want it to have a strong *Rock Island* flavor. Also, I want a railroad that is scenically interesting and offers lots of potential for operation, hauling lots of different commodities to justify lots of different types of rolling stock, and covered with interesting structures. I want a railroad with mountains. And finally, but very important to me, I want a railroad that helps me to remember my father's time and mine working for the *Rock Island*.

Why Arkansas?

First, there are mountains. The *eL and eL* will run through Caddo Gap and the Caddo River valley which is in the heart of the Ouachita Mountains. However mountains alone don't justify its creation. The more important reason is the mix of industry that exists in Arkansas. El Dorado, the southern terminus for the *eL and eL* is home to Lion Oil, and the whole area is a major oil producer. There are also two major chemical plants in El Dorado. This justifies lots of tank car movements. Lumber and paper is another major industry in the region (more tank cars, pulpwood flats, wood chip cars, and boxcars loaded with paper for the *eL and eL* to transport. (Wasn't it thoughtful of *Walthers* to decide to produce a whole series of kits which will fit in perfectly?) Coal and bauxite are mined so the *eL and eL* will need hopper cars to serve those industries. They raise cattle and grow fruit on a commercial scale, so stockyards, a cannery, and associated industries will be needed along with stock cars and reefers.

My next trip to Arkansas will have to include a visit to Gentry, in northwestern Arkansas near the Oklahoma border. I just read a news article which makes reference to Gentry as an important fruit shipping point for apples and strawberries. It also mentions Allen Canning Co. as one of the largest independent canners in the U. S. Gentry is well north of the route for the *eL and eL* but that is one of the advantages of doing a freelance. If Gentry offers some real modeling potential, I will simply relocate the town. These industries and products all exist along the proposed route and there are other products from other regions of Arkansas. In the north east they grow cotton, rice, and other grains and with its link to the *Rock Island* I am sure the *eL and eL* will get a share of those commodities to move. I have mountains, a rich industry mix and there is a logical place for the excursion line. Near Mena, Arkansas, the northern end of the *eL and eL*, is Rich Mountain and on top of the mountain is Queen Wilhelmina State Park with a beautiful lodge which I am sure Venita will eventually decide to take on as a scratchbuilding project. Finally, Dad was trainmaster in El Dorado, Arkansas, and I have some good memories of that city. Taking all this into consideration, the *eL and eL* is born.

Designing and Revising the Route

The original route for the *eL and eL* was to be a north/south (drifting west) road from El Dorado to Danville, Arkansas. El Dorado was a division point on the *Rock Island* running south from Little Rock into Louisiana and Danville was located on the east/west *Rock Island* mainline from Memphis to El Reno.

The concept was that the *eL and eL* would serve as a more direct route for the *Rock Island* moving freight from Louisiana to the west. The *Rock Island* would have track rights over the *eL and eL* and would in turn grant track rights to the *eL and eL* for the run to El Reno, Oklahoma. Everything west of Danville would be hidden staging since I don't have space to build an empire. The *eL and eL* would interchange with the *Rock Island* in El Dorado, Camden, and Danville. That plan meant I could run *Rock Island* through freights, an occasional *RI* passenger and use the *eL and eL* to serve industries between El Dorado and Danville. Also, this area of Arkansas includes both the Ouachita and Ozark mountains which means I get the mountains I wanted. The excursion route could go to Hot Springs (providing another opportunity to interchange with the *RI* or it could continue north from Danville to Fort Smith and interchange with a number of railroads. The routing decision at this point was based on studying maps of the *Rock Island's* routes, highway maps and a topographic map of the region. The route really appealed to me and I thought this was going to be it. That is until I got the chance to travel the route by car. At that point some things had to change.

When I made the trip to Arkansas I discovered that the Ouachita Mountains are the one and only range in the United States which run east and west. Going south out of Danville (towards El Dorado) the *eL and eL* would have to climb over, or tunnel through, three separate ridges of the Ouachitas. No company putting up money to build a railroad would ever have authorized that route. Climbing the ridges would mean horrendous grades, and tunneling through three major ridges would be massively expensive. Also, while the route offered really nice scenery, there was no reason for a railroad to exist. There were no mines, no industries, no towns and very little agriculture. Explaining why a railroad chose to cross three mountain ridges would be tough enough but explaining why they did it without any prospect for revenue would be impossible. This meant it was time to look at the maps again and see what other options existed. Over the course of the next two days I drove two other possible routes for the *eL and eL* holding firm to the original concept of a north/south route closely connected to the *Rock Island*. And I found a route that will work. In many ways it is even better than the original plan. The new route runs from El Dorado to Mena, Arkansas. Mena is on the *Kansas City Southern* and has a really nice *KCS* depot which has been fully restored by the town. The route still runs through Camden, Reader, the Caddo Gap, Glenwood and will terminate at Mena. It runs through the Caddo River valley which means the grades are much easier and the scenic opportunities are still good. It also adds another interchange opportunity by adding the *Kansas City Southern* into the picture.

If you are interested in more about freelance design and prototype influences, I will be doing clinics on this topic at both the Regional meet in Little Rock and the NMRA National in Madison. Those clinics will also explore things like the choices in motive power, railroad structure standardization, color schemes, route slogan, and lots of other issues that are all part of the process of designing a freelance railroad that looks and feels like it should have existed. The clinics will also include slides that show some of the places and industries that I have mentioned in this article.

Dependable Performance from Inexpensive Car Kits

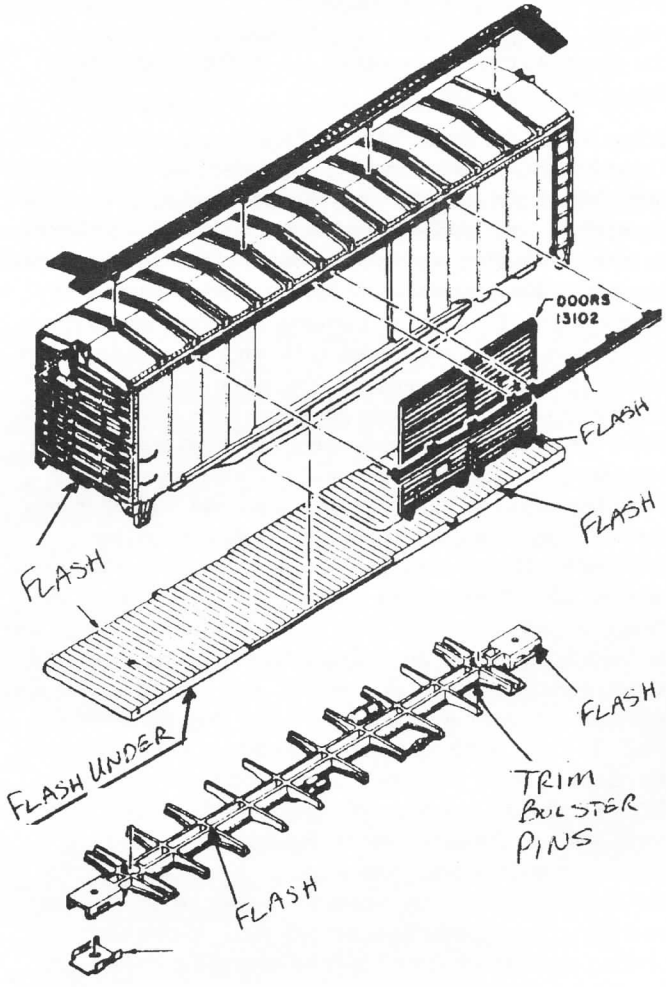
by Dan Osborn
drawing courtesy of Athearn, Inc.

"Shake the box" kits have long offered good quality at reasonable prices. Although a number of manufacturers, including *Life-Like Proto 2000*, *Atlas*, *Intermountain*, *Kato* and *Red Caboose*, now offer "upscale" (more expensive) plastic models, *Athearn* still provides the best value, especially for the beginning modeler. Even with their recent price increases, *MDC/Roundhouse*, and especially *Athearn*, are still the mainstays of the model railroad market and the backbone of most of our fleets, and are so popular that hobby shops often have packaged *Athearn* kits into starter sets.

While fit and finish are important to us, a car that leaves its coupler on the right-of-way, or picks a switch during an open house or operating session, is more than just an embarrassment – it's a major nuisance. Usually such a car either ends up in a "dead" pile or back in your fleet, its problems forgotten until the next time the car ends up in a consist and produces another headache. These "shake the box" kits can use some minor tweaking to improve their dependability and performance. The problems and headaches only multiply if your goal is to assemble as many car kits in as short a time span as possible. Remember, this is a hobby! Model railroading is fun! This is not a race or a production line! There is an old saying that "there is always time to do it right the second time." In other words, take your time, do it right, and enjoy your hobby. Let's get started.

If you don't own an NMRA Standards gauge, now is the time to get one. You will also need a #11 X-acto knife, a needle-nose pliers, a small rule with one end marked in 64ths, a needle file set, a large flat file, at least one Kadee coupler height gauge (I use two), a coupler trip-pin pliers (unless you feel comfortable bending them with your needle-nose), #0 phillps and 1/8" straight blade screwdrivers, a good side-cutting pliers, some sort of tweezers, a variety of drill bits (and holder), a 10-32 tap, a postage or dietary scale, and your favorite weighting material (lead weights, sheet lead, etc.). You also need a variety of glues. I prefer Plastruct liquid cement, Pro-Weld, 3M silicone glue, Super Glue brand Thick Gel CA, and Zap-A-Gap CA+ by Pacer. You will also need a "shake the box" car kit. We will discuss *Athearn* as they represent the majority of my large stock of cars, and I have probably built well over 300 of their kits in the last five or six years.

Every car that I have ever encountered (including the fancier ones by the new guys) has needed molding flash cleaned off somewhere. Take your #11 knife and gently clean off any flash that you can find. Carefully check the underframe, the back side of sideframes, any place you can see a parting line. This is extremely important along the sides of the coupler boxes! Be careful not to remove the ears that the coupler covers clip over. Now, check the bottom edges of the car ends where the couplers protrude and clean any flash or excess paint. Cars that use a lower underframe need special attention, as they have little pins on the upper sides. The pins are what is left of the casting gates from the manufacturing process and can interfere with proper fit of the frame into the car body. Boxcar floors need to be shaved along their long edges. Boxcar doors usually have flash on the back side and inside the lower guide ears, as well as along lower edges. Check your other small parts as well, as they usually have some flash. And all cars generally have a little nib in the coupler box which is needed for proper operation of horn-hook couplers, but is unwanted when installing *Kadees*. Carve this nib out carefully. Handrails on tank cars should be adjusted for squareness, and all holes should be drilled through where ends of the handrails enter the carbody. This tips goes for *Athearn* engine handrails as well.



Have you noticed that there has been no mention of assembly? We're not ready for that yet! Get the wheelsets out and examine them. Remove any little nibs from their back side, then roll the wheelset on something flat, like a glass tabletop. If they roll smoothly, install them in the sideframes and roll them on the flat surface again. If there is

any indication of hop, check for flash on the wheel flange, and then test roll on a piece of track. If all checks out, move on to the other set. *Athearn* wheelsets are usually close to gauge, but most are also unacceptable for intense operation. The NMRA standards gauge is used to accurately check wheel gauge. I usually set my wheelsets to the widest possible setting, while still remaining within gauge. You must also check to see that the wheels are centered on their axles. This is where the small ruler comes in. If the wheels aren't centered, they will climb rails, points, joints ... anything they can. Next, let's move on to the underframe bolsters. This is where I reduce wobble. Remember those horn-hook couplers you threw away? Get one out of the trash, check it for flash around the pivot hole, and placing the round pivot end over the bolster pivot, bottom it on the bolster pin. Take your #11 knife and carve off any of the bolster pin that is sticking out past the horn-hook. Do this to both ends.

Now we will mount the couplers in the box. Examine the *Athearn* retaining cover, making certain that it has been bent squarely and that the legs are equal. Put in the bronze centering spring and the coupler according to *Kadee's* instructions and then place the *Athearn* cover over the retaining ears. Using the needlenose pliers, squeeze the cover tight to the frame on both sides of the coupler box. Do this for both ends. If you are dealing with one of *Athearn's* quad or twin hoppers, you will probably need to clip a small amount off of the cover leading edge, as it interferes with the underframe and will not clip on correctly. I have also found that hopper car bolsters are not square and level, requiring some carving around the pivot to level the truck. If this is not done, when the truck is attached, it will tilt the truck, lifting the lead axle, causing the wheelset to ride up and derail on just about everything.

Place the trucks on a piece of track and place the frame over the trucks. Do not screw together yet! Put a *Kadee* height checker on the rails and push the frame toward it (this is where two height checkers come in handy - one on each side of the car). If the trip-pin hits the height checker, bend the trip-pin up until it clears, after checking to see that the coupler is at the correct height. If the coupler is low, *Kadee* has two thicknesses of fiber washers for placement between the truck and the frame (0.10" and 0.16" thickness). If the coupler is too high (doubtful, but possible), you will have to cut a shim for inside the coupler box, above the coupler. After coupler and trip-pin heights have been adjusted for both ends, weigh the entire car - couplers, trucks, body and all. Notice that I have not said to assemble anything yet! According to NMRA guidelines, cars should weigh one-half ounce per inch of car length, plus one ounce. On enclosed cars, I use automobile wheel weights to bring the weight up. On open cars I use sheet lead or "Heavyweights" from *T&J Rail Services* (strip lead in different thicknesses). Glue in the additional weight.

Now assemble the car. Glue parts, when possible, from the inside to reduce the chance of marring the finish of the car. Trim the shaft on the brake wheel in half so that the wheel fits close to the carbody. Tighten the truck screws until any wobble disappears, but allow them to pivot freely. Now set the new car in your yard, as it is finished.

Passenger cars need attention too. The *Athearn* streamline cars have a heavy coat of paint in their window openings that must be removed if you want the windows to fit. As with the other cars, remove all flash. Check and adjust all wheelsets. Use a razor saw to cut the windows into more manageable pieces. Use liquid cement from inside to carefully glue in the windows, taking advantage of capillary action to draw the glue into the joints. Glue sparingly! This goes for the heavyweight cars as well. Correct the weight of the cars, then move to the trucks. Using your side cutter, remove the talgo coupler tongue from each truck. For *Athearn* passenger cars, I use the complete #5 *Kadee* box and coupler. Making certain that the coupler clears the carbody, mark the location of the coupler box. Then drill and tap for 10-32 screws. I use nylon screws from *Detail Associates*. Dry assemble (no glue) the carbody to the frame and attach the coupler and trucks, then check the coupler and trip-pin height and adjust accordingly. If the coupler is too high, shim with styrene. If low, shim the truck or carve material from the floor of the car at the coupler mounting location. I know of no one that makes shims for the *Athearn* style passenger trucks, so you're on your own.

MDC and *Walthers* cars are very similar and need many of the same adjustments. The most common trick is the bolster pivot pin trimming. Flash is very common, and cleaning this off adds to the look as well as the fit of the car. On *MDC* metal frame cars, the large file is a must, as well as the #11 knife and the needle files. I clean the underframes and file the clearances until the frame slides easily into the carbody, as painting the frame will close these gaps quickly.

I especially like the *Walthers* sprung trucks. *Walthers* provides them in a variety of styles and bearing configurations, but they require a little "tuning" work. Most difficult is the area where the bolster slides in the sideframe, in the spring area. Work this area with the #11 knife until the bolster slides smoothly, but do not damage the spring retaining pins. The springs are a little stiff, but you can play with them by clipping a turn at a time off of them with a small sidecutter. *Kadee* coupler springs also fit well.

I usually sit in front of the television with my wife, after my daughter goes to sleep, to assemble cars. It generally takes me about an hour to do an *Athearn* or plastic frame *MDC*, and about two to three hours for a metal *MDC* frame car, so I can usually get two a night into shape. The payoff comes when my trains run almost flawlessly on the Columbia Club's modular layout for hours at a time.

Happy kitbuilding!

The next issue of the Caboose Kibitzer will feature an article on how to assemble a coupler test track, and the techniques to successfully install and adjust knuckle couplers.

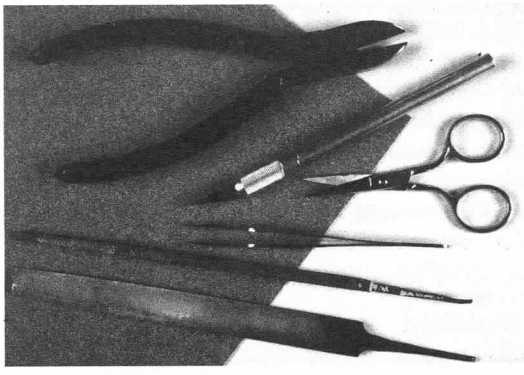
Basics of Building Plastic Structures

by Venita Lake and Richard Schumacher

Plastic structures offer a wide variety of building styles at very affordable prices, and they continue to improve in quality and detail. Last summer several members of the Gateway Division assembled plastic buildings for *Gateway Central III*, the Division's project and fundraising layout. The accompanying photos illustrate some of the techniques they shared.

Instructions for simple plastic structures by manufacturers such as Design Preservation Models (DPM), Smalltown USA, Atlas, and International Hobby Corporation (IHC) range from overly simple to very helpful. Those in recently developed kits seem to be more comprehensive. Following the basic directions (trim the pieces, glue them together, paint if you wish, and add the windows) will probably produce a pretty good structure. A better building can be made, however, by planning ahead, using the right tools and supplies, and working carefully.

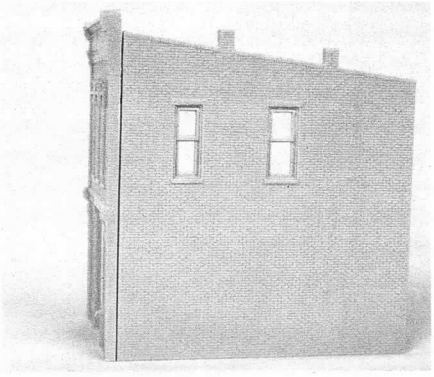
To begin building any structure, first review the directions, any diagrams, and the parts of the kit. Visualize how the pieces will go together and how you wish to paint them. Consider ways you might individualize your building.



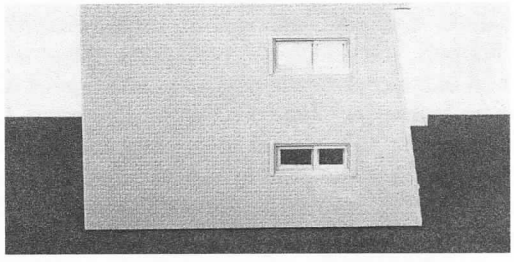
Useful tools include an x-acto knife, scissors, tweezers, files, side-cutting pliers, and 100-grit sandpaper.

All major pieces must be prepared before gluing and painting. DPM and Smalltown USA structures usually have four side walls, roof materials (a sheet of plastic for the roof and small plastic brace strips), and small details such as chimney pieces.

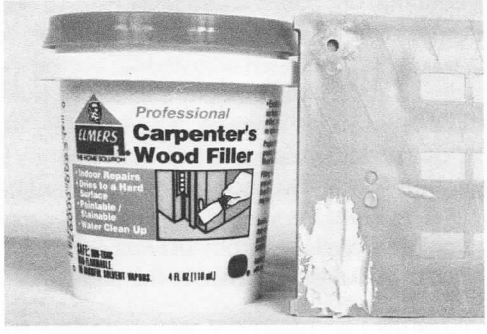
Determine how sides will be glued together. Most structures butt an edge of one piece to the back of an adjoining wall. Since edges are usually slightly beveled to facilitate removal from the manufacturing molds, they must be sanded square. This is an important step for kits with this type of corner construction as it prevents assembly problems and a very visible and unsightly gap:



If your kit uses this type of corner assembly, smoothly sand off the bevel, test fitting to ensure the edge is square. Note that one edge usually is plain (for glue) and the other has molded-in detail. Don't sand off the detailed edge!



The back sides of the walls should also be sanded on a flat surface to clean up window openings and assure a good fit, without gaps at the corners or window panes. Casting tabs at the wall bottoms, and small pieces molded together on sprues, may be cut with small nippers or an x-acto knife. The sandpaper technique is used to smooth the wall bottoms. Very small pieces may be left on the sprues until they are painted and touched up. Where a surface will remain unpainted, small parts can be placed on masking tape, sticky side up, for painting and security until they are needed.

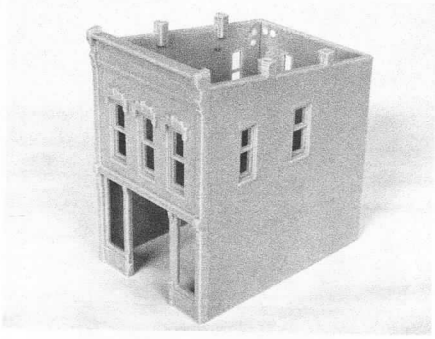


Some pieces may have dimples or holes on the back as a result of the molding process. These should be filled with carpenter's wood filler or Squadron green putty if they are visible above the roof line or if the building will be lighted.

When the filler has completely dried, it is sanded smooth. More than one application may be necessary for larger holes as these fillers can shrink as they dry.

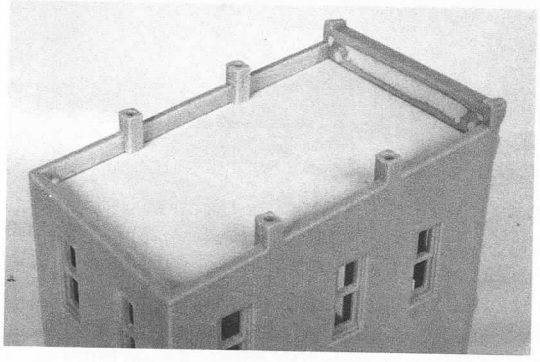
When all pieces fit accurately, they are ready to be glued. Liquid styrene glue such as Testor's, Tenax or Plastruct bonds the plastic by melting the two pieces together. Don't use tube-type plastic glues. The liquid glue is applied with a small brush or a needle applicator. Coat the two surfaces (edges) to be glued, and while still wet firmly squeeze together. This technique ensures a solid bond. After it starts to set, go back and apply additional liquid glue on the inside of the joint, which will wick into the joint. Do this sparingly to avoid glue running to the outside and etching the brickwork details.

Assemble the four walls first. You usually start with the front wall and one side. Then attach the other side wall, and finally the back wall. On many of these kits the back wall installs between the two side walls.

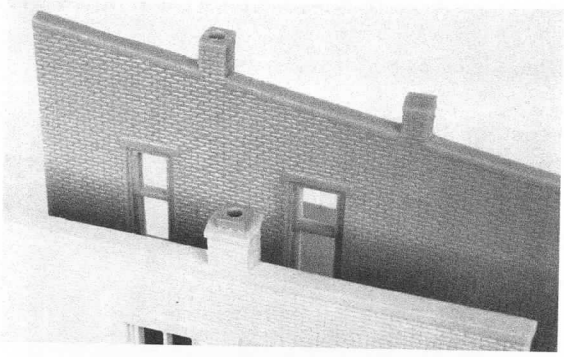


At this point attach the other half of the chimney pieces, if your kit has part of the chimney molded into the side wall (like the kit in the photo above). Make sure to sand flush the bottom of the chimney pieces before gluing them in place or the roof will not fit properly.

After the wall joints are thoroughly dried, the roof is fitted. Many of these kits have a styrene sheet roof which must be cut to fit. You may wish to cut a test roof from cardboard before cutting the styrene. Some kits will fit the roof in from the bottom against the base of the chimneys (see the photo below); others may provide styrene strips which are to be cut and glued as a shelf for the roof to rest on. Scissors work best to cut and trim the plastic styrene roof material. The roof and supporting strips are assembled with liquid styrene glue.

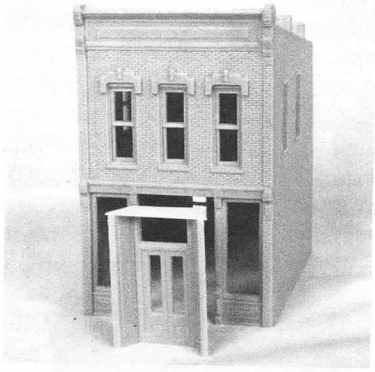


One way to improve the appearance of the structure is to add holes to the chimney tops. Three ways include drilling a round hole (which is the hardest method), slicing a section of Plastruct square rod (which has a built-in round hole in the middle) and gluing it on top of the chimney, or attaching a small slice of brass tubing. You'll need to sand the top of the chimney level before using any of these methods.



When the glue sets, rub the base of the entire assembled structure on the sandpaper atop a flat surface to assure that the bottoms of all walls are even. This provides a solid bond with the ground when the building is installed on your layout.

If the kit has recessed doors or windows, trim the casting tabs or excess material and assemble the bay as a unit, carefully checking the fit into the structure before the glue totally sets.



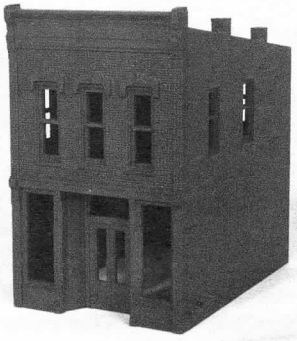
On this structure, the recessed door has been improved by adding a ceiling at the top of the door bay from a surplus piece of the roof styrene. The styrene is attached flush with the front of the door unit, so it fits inside the building. After the door assembly dries, glue it into the door opening.

If the doors and windows are separate pieces in your kit, don't glue them in yet. You'll want to paint the building and windows separately and then glue them together. Our example kit has the doors and windows as part of the walls.

Before painting, wash the entire building using dishwashing detergent to remove sanding residue and finger oils. Rinse with plain water and air-dry thoroughly. This ensures that the paint will bond properly, and will prevent paint blemishes caused by finger and casting oils on the plastic.

Plastic structures are painted with a water-based or latex paint such as Badger's Model-Flex. These, as well as craft paints, may be brushed or airbrushed on your model. Craft paints are available in colors other than the standard railroad colors which may be more appropriate for buildings.

Paint the inside of your building a dark color to prevent an unnatural glow in lighted buildings or buildings with large windows. You can go back and paint it a lighter color or "wallpaper" the interior if black or dark brown is too visible through the windows. The example building was painted tuscan oxide red, which is a good brick color. This red is dark enough to use to paint the interior as well.

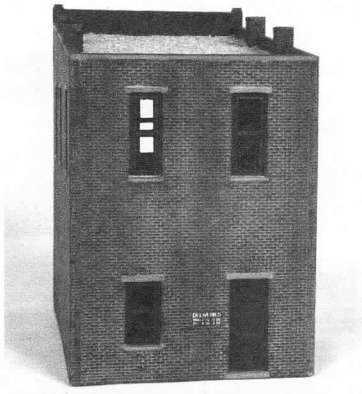


After painting the interior, paint the entire exterior, including the roof, your brick color to ensure the building has an even base color coating. When you look at any structure, you see the paint. The quality and detail of the paint job makes the difference between a toy building and a scale structure.

Brickwork is enhanced by additional attention to detail. Brick masons add texture to brickwork by laying a contrasting or darker color of brick in random or carefully-planned patterns, especially on the front of buildings. This is duplicated by brushing on a contrasting color paint on individual bricks or coloring them with a fine-point art marker, such as a Berol Prismacolor marker. The Berol mahogany red color is a good contrast to the tuscan oxide red base brick color. This "freckle" technique is a good television room project.

Mortar is an essential detail for brick buildings. It makes the brick detail stand out. Two buildings may have the same color of brick but look very different because they have different mortar colors. Commercial products like Robert's brick mortar come in a variety of colors. They are applied and then wiped off so that the color remains only in the joints. Art hobby acrylics, such as Ceramcoat by Delta, are available at craft stores. Off-white, sand, light earth and gray colors are all appropriate for mortar. Coloring the mortar makes a big difference even if you choose to keep the original color of the plastic model and not paint the walls. Q-tips help when wiping the mortar from the small "nooks and crannies".

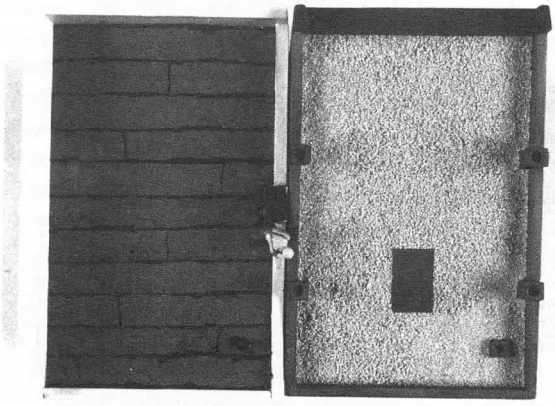
After the mortar dries, mask around the windows and paint the smaller areas like window frames or "stone" window sills in contrasting colors. Scotch tape works very well for most masking tasks. Very small brushes may be used to hand paint these details. More expensive kits have the doors, windows and window sills as separate pieces, making them easier to paint and then attach to the structure after weathering.



Add signs representing those that are painted or papered on the structure. Dry-transfer signs, like those from Woodland Scenics, are usually easier to apply than decals. Purchasing and using the burnishing tool for dry-transfers makes them easier to apply as well. The signs are applied before the weathering, as the signs are weathered too.

Weathering with colored chalk or copier toner is the quickest method. Apply it vertically, as rain pours down. Sticks of colored art chalks are available in boxed sets of "earth" colors, rub some chalk off the stick with a stiff brush and apply to the building. The chalk or toner needs to be fixed in placed with Dullcoat or cheap lacquer hair spray. A final bit of detail painting on the trim, perhaps in gold or brass, will give a hint as to the era or level of maintenance for that corner store.

Since we usually are looking down at model structures, pay careful attention to roof finish and details. Flat roofs may be covered with tar paper composed of tissue paper cut in strips or "rolls" and affixed with grimy black paint. Seams or the splash onto the wall may be done with super glossy black paint. Or a roof might be painted black or brown and dusted with a fine talc powder or very fine ballast or sand to replicate a graveled surface. A fine sandpaper, perhaps the same piece used to sand the walls, can be cut and glued down. Detail chimneys, giving thought to where they would logically be in the roof, and drilling out the flues and painting them black. Add trap doors, sky lights, vents, or puddles.

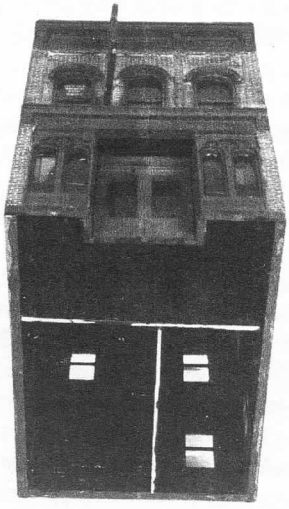


The building on the left has glossy black tar lines hand painted onto a matte gray roof. Fine ballast was bonded to the roof on the structure at right to simulate a gravel surface.

Structures without clear window glazing don't "look right". The glazing reflects the surrounding environment, like real glass, and adds other texture to the structure. Notice the difference glazing makes on the example on the right.

Install the window glazing after the painting and weathering is complete. Make sure the vapors from the glue you use can escape the structure, or it may fog the glazing material. Some modelers attach their glazing with white glue to avoid this problem. Stores with larger windows should have signs or something on the interior so that they do not look vacant. If colored "wallpaper" or small pictures from a magazine or paper curtains or window shades are used, the building will seem to be occupied. Masking tape may be applied to the inside of the second story windows to simulate window shades. The masking tape is self sticking, an appropriate color, and easily applied at various heights. A color or laser printer can print window signs on clear overhead transparency sheets, making custom storefront windows.

Cardstock inserted inside the structure will block light from passing from one side to the other. Use black construction paper, or paint the cardstock black. This prevents the usual unrealistic "see through" effect, as if there were no walls or floors inside the building. The added darkness of the interior will also enhance the reflections in the window glazing, and hide the fact there's no furniture or equipment inside.



The sign sticking out from the front of this building adds more texture and interest. Walther's sells an inexpensive set of these signs, including the signs and matching decal lettering.

Although painting and weathering takes some time, all of the additional detail steps produce a finish drastically improved from an unpainted plastic model or one with just a "one color" paint job. Use your imagination and have fun thinking of ways to set your plastic structure apart from the rest. Signs, people and animals, boxes and barrels, and even more roof detail will further enhance your model. Add furniture and fixtures behind large windows to amaze the viewer. If you have special tricks, please share them with others through the *Caboose Kibitzer*.

Operation Department

by Bob Amsler

Whenever someone considers the operating scheme of a layout, there are a number of considerations which influence the scheme. These vary from layout to layout and are never the same for any two layouts. These factors are the same that influence what is picked to model and help establish the entire theme of the layout. They give it a feel which makes the layout seem more than a model, more realistic. This contributes to the beyond the basement concept which makes the layout seem like the real thing and helps the layout take on a life of its own.

Think about what you want in your railroad. The first consideration is what kind of railroad do you model – is it a model of a prototype or is it a freelanced railroad? If it is the former, I would suggest that you look to what your railroad did during the time period that you model. It is complex enough to do everything that your railroad did if it is a line that has just a few trains a day much less trying to model a portion of one of the high density mainlines owned by the Pennsylvania. The more complex the railroad that you model, the more you may have to cut some trains. No matter what, try to find some employee timetables, public timetables, and guides from your time frame. These documents will give you some guidance regarding what operations you need to consider. An Official Register will also help give you an idea of the car fleet your prototype had for the time period you are modeling. These concerns usually work out fine with your idea of operating as well. For those who model a narrow gauge line which meanders from one town to the next bringing supplies and taking back ore, you probably only need two or three friends to help you operate a schedule. This corresponds to the number of trains which would be run on a little narrow gauge railroad. The narrow gauge railroads did not have the schedule of trains that the ran in the Northeast Corridor. If, on the other hand, you have that busy mainline with numerous freights and a helper district to help those trains over the steep grade, you probably have provided for a number of crews to operate trains over the layout. After all, what kind of challenge is it to build a faithful representation of a four track helper district with a steep grade and only have one or two trains pass through in twelve hours.

If you freelance either an entire railroad (such as the Allegheny Midland or the Virginian & Ohio) or just a district of a real railroad, there are some things you need to consider. First, what type of railroad are you modeling. If it is the narrow gauge example I gave before, then just consider some items: Where does the railroad run? With what railroads does your railroad interchange? What industries do you serve? If you model a larger railroad, then you too can consider some of the very same things. No matter what kind of railroad you are freelancing, you also need to consider what kind of traffic your railroad handles. If it is a coal carrier on the east coast like the Norfolk & Western, you would have numerous trains full of hoppers moving between the coal docks and the coal mines. You would not necessarily see as many passenger trains as you would on the New York Central's famed Water Level Route. By the same token, your railroad may move fast freights full of boxcars from factories located in the big city to other big cities in the industrial north. The trains may move west from Cincinnati to Chicago and east to Pittsburgh. The type of traffic you move will influence many more decisions such as the types of trains and where your railroad is located.

The type of railroad operations you are modeling will dictate the number of trains and their mix with other types of trains such as coal, manifest freight, and passenger just to name a few. Are you running a fast bridge route like the Nickel Plate Road? If so, it is important for you take trains from one end and move them quickly to the next railroad. The layout will emphasize the movement of fast freights. There may not be as many industries on line which generate traffic. On the other hand, your railroad could have a port or number of coal mines which generate traffic which needs to be moved to cities in the heartland (by the way, have you got your "Heartland Express" registration in yet? – '98 is almost here) or to the power plants which power factories which make things to be shipped to other places. Do you model the local railroad that serves an industrial park or perhaps a small railroad barely surviving the depression as it moves its two or so trains each day along the line? No matter, these type of considerations will influence your operating scheme.

Next, you need to get a firm idea of where your modeled portion of the railroad runs. You need to review a map with some geographical information. Maps are available from the geological service of the U. S. Department of the Interior for a nominal fee. State maps may also help. The idea is to figure a way for you railroad to exist. Where did it run from and go? How does the portion you are modeling fit into the big picture of your empire? How did it connect with the outside world? It would also be helpful to know where the real railroads ran because then you can pick logical connections for interchange. Because this is a hobby where the layout owner is king, you can even do away with competing lines or reshape history the way you like it. For instance, the Union Pacific may have been taken over in the late nineteenth century by the competing Missouri, Kansas and Pacific with that wonderful benevolent robber baron at the helm who has the same last name as you.

As you can see, I have enumerated a number of different items to consider. Instead of thinking of them as a sequential process however, I would point out that it all must be worked on at the same time like different pieces of the same puzzle. If any one piece is out of line or missing, the puzzle is incomplete.

Once you have the idea roughed in, it is time to start working on the finer details of the operations scheme. You now know where you run, what you transport, whether you are a bridge route or some other type of railroad, and what you will model. Now you need to consider what kind of traffic the cities which are not modeled would generate over the portion of the

railroad that you model. These unseen areas which generate traffic which comes to your part of the layout to either run across it to the other unseen destination or to find some local delivery point are the staging yards. These represent traffic generation and destinations. Interchange with other railroads is also modeled by such staging yards. Even if you are modeling a small shortline which has a few destinations on it, you have to get your cars from some place.

Think about what kind of businesses you need on your modeled portion of your empire. Some businesses are found only in certain regions of the country. Not too many oil wells in North Dakota when considered in context with Texas or Louisiana. If you are modeling North Dakota, you may not want that well pump. These businesses demand certain types of material and ship certain types of products. These things in turn each have a specific car or cars which can handle the materials or products. For example, large bulky steel parts may be shipped on a flat car or in a gondola, as it may be too large or bulky for a boxcar. Yet the product made from the steel may be shipped in a boxcar.

These businesses will need to be serviced by trains. Depending on union rules and distances, the train will either be a local or way freight. I think there is a very good discussion of these different types of trains last issue by Richard Lake. He explains this all so well as only one who has worked for the railroad can. These trains will need to bob in and out of the through freights to go from one industry to the next to pick up loads and drop off empties. The local or way freight will then head to a yard for the classification of these cars into trains.

Now the yards which you model serve as areas to organize trains based on destination and priority. Once the product moves from the factory, it goes to the yard for placement in the next appropriate train. Iced lettuce or fruit would be placed in a train with a high priority or even a unit train of lettuce or fruit. Not too many cars filled with marble from a quarry would be placed in such a train. The trains are made up in the yard. The plan you have and where your modeled portion of the empire fits in the scope of things will now determine how you make up the trains. The loaded cars will need to be placed in the appropriate train for shipment to the destination yard. These trains are made of blocks of cars which are all going to the same destination. Block A may be going to Kansas City from St. Louis. Block B may be going to Northern California. Block C may be going to El Paso. When the train reaches Kansas City, Blocks B and C will be split, combined with other cars headed in their individual directions and placed onto the appropriate train. From this information you can now figure out an operating scheme. It may help to refer to a Railway Guide to figure out what your competition is doing. If you need to get a shipment from St. Louis to Kansas City and then Los Angeles, then look at what the real railroads were doing and when they were doing it. If all the piggy backs are leaving at 7:00 p.m., it probably shows that the railroads are trying to get the trailers to Kansas City by 3:00 a.m. for next day delivery. In addition, there will have to be a connection in Kansas City to get the trailers to Los Angeles.

These things are timed for the customer's convenience. By the same token, the coal train probably does not need to be delivered at a time certain as much as on a certain day. That is why they run as extras. They do not need a schedule and just need to get to the customer.

These kind of considerations will influence when you send out your locals and way freights. You do not need your yard hit with two through freights and three locals in three hours if you want to keep the yardmaster happy. The timing of the trains needs to be thought out so that you do not swamp anyone with too much work. Few yards are what we would really like because of size considerations. Therefore they are usually smaller than we would like. Few home layouts have yards large enough to comfortably handle this many trains. The activity in the yard needs to be carefully considered.

The foregoing is just a general consideration of what will influence an operating scheme. It is a nutshell of what has taken whole books. If you do the necessary research, you can have a very real layout that follows closely the prototypes in the world. In future installments I will discus in more detail different aspects of these various points.

Until the next time, Highball!

N Visible

text and photos by Pat Lana

This is the third installment of N VISIBLE in which I encourage all N scalers and others to participate in the Achievement Program. The category Master Builder- Cars is being used as an example. I discussed my paperwork principles for merit award judging for rolling stock in the first installment. Last time, we covered the building of an N scale Old Time Wreck Crane with wooden materials. This time I'll show you my step up to the modern age – a car built with styrene!

The following description is a synopsis of the Judges Score Sheet description used for a merit award. It reflects the paperwork principles I discussed in the first installment.

This is my first car model built using styrene or plastic. I still prefer wood but to get that sheet metal look, plastic looks the best to me.

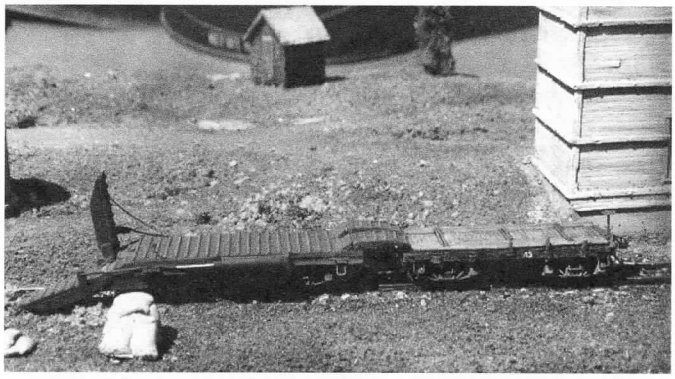
My N scale Ramp Car was constructed from an article entitled "Build a Ramp Car" in the February 1981 *Model Railroader*. The prototype modeled is a Greater Winnipeg Water District Railway car photographed by Jim Kelly. A photo is reproduced in the *MR* article and was included in my merit judging paperwork. The car is coupled to the end of a work train to load and unload heavy equipment such as bulldozers, earthmovers, and cranes.

The car deck, center sill, bolster pads, sides and end sills were cut from plastic using the dimensions in the article. The ramp plans were reduced from HO scale to N scale, placed under clear plastic, and materials were cut to size on top of the plastic. N scale corrugated siding was used for the nonskid areas, sheet styrene for flat pieces and Plastruct I-beams for beams. The corrugated siding was modified by removing every other rib to form the nonskid surface.

All the details are scratchbuilt. They include the nonskid surfaces, four operable bridge and folding ramps, pneumatic gear, lifting rods and air cylinders, chains, eyebolts, grab irons, stirrups, and brake rigging.

All the pneumatic gear to raise and lower the folding ramps is included. This gear uses compressed air from the train line and all piping and levers are included. The operating folding ramps were the most complex portion of the model. All hinges are of styrene and wire, ACC'ed together. The crosshead guides were made from styrene with the crosshead being a Plastruct I-beam drilled and filed to fit. Styrene tubing from Q-Tips was used for the pneumatic cylinders with appropriate size wire cut for the pistons, lift rods and brake rigging. This wire was also flattened, bent and cut to shape to represent grab irons and stirrups. Wire was crocheted to represent the hold down ramp chains. Eyebolts formed from wire attach the chain to the car and ramps. The archbar trucks and couplers are commercially purchased parts.

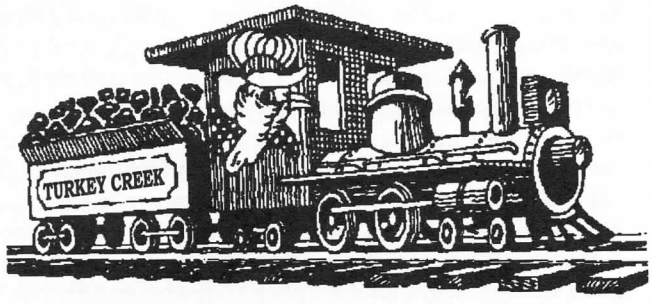
The entire model was sprayed with boxcar red. Rust, dirt and aluminum to simulate bare metal was "dry-brushed" on the floor to represent track and tire paths. Grimy black was drybrushed on to represent oil stains. The trucks were painted weathered black and then highlighted with rust and boxcar red using the dry-brush technique. A light dusting of Floquil Earth was sprayed on the completed model before Dullcote was applied.



As per the prototype, no lettering was applied. You may have noticed by now that I select cars that don't have a lot of lettering. Please don't tell, but I'm not very good at applying press-ons or decals so I always look for a car with a small amount of lettering.

I now had merit awards on the Rotary Snow Plow, Old Time Crane, Rail and Tie Car, Ramp Car, Flat Car from an Ore Car (pictured with the ramp car), and Snow Crab but I couldn't finish the Car Certificate until I had built a (gasp!) ***passenger*** car. Next time I'll show you how I met that requirement.

DON'T MISS THE ANNUAL



TURKEY CREEK DIVISION TRAIN SHOW

SATURDAY SEPT. 20TH, 1997
SHAWNEE CIVIC CENTER
*13817 JOHNSON DRIVE
(Just West of Pflumm on Johnson Drive)
SHAWNEE, KANSAS
9:00 AM TO 3:00 PM

SPECIAL PRE-REGISTRATION DOOR PRIZE

ADMISSION:

$4.00 PRE-REG BY SEPT.1	$5.00 AT THE DOOR

CHILDREN UNDER 12 ARE FREE!

Over $1000.00 in Door Prizes !

SPECIAL DOOR PRIZES FOR YOUTH TOO!
CLINICS BY THE EXPERTS
MODULAR RAILROAD DISPLAYS
MODEL AND PHOTO CONTESTS
HOME LAYOUT TOURS

Lots of Great Clinics!

PLENTY OF VALUABLE "HOW TO" CLINICS
INCLUDING A SPECIAL GUEST PROGRAM
ON DCC TRAIN CONTROL BY:
A. J. AND ZANA FROM DIGITRAX

FOR PRE-REGISTRATION AND/OR SWAP TABLES PLEASE CONTACT:

JACK FERRIS
c/o Turkey Creek
P.O. Box 7362
Overland Park, Ks. 66207

Swap Tables: $10.00 Each, Plus Registration

LUNCH AVAILABLE ON SITE

More Than a Hobby ... A Bridge

by Dennis 0. Smith

Looking back now, I have found a hobby that ties so many of my interests together. I got back into the hobby in 1985 with a Railroad Modular Group. You build a 2'x4' module to the group's standard and decorated it the way you want. The group got together once a month to connect the modules into a large train layout to operate and run trains. At home I set up my module with connecting tracks around it so I could run trains. Then the bug bit me. I needed more room to build *my railroad empire*. The sound of a train running around and watching it from a corner of one's eye, while doing something else, provided relaxing and unwinding time from the stress of the work day. I had 4'x8' layouts twice earlier in life. Many items from those 1970 layout had been packed away for years.

I had plans to build a shop building out back of the house and so I added a tall loft for a train room. The shop was built and just when I was starting finishing work on the train room the company announced the relocation of my work group. This was in early 1990.

I had five major leg stacking events in 1988. By early 1989 the doctor said the problem was in remission and not to be concern about it.

By the fall of 1990 I had bought a lot near my new job location and had started planning the new house. The plans were for three stories with a great view. Then the doctor said I needed to include an elevator! For what? Why! ETC. On, November 20, 1990, I was told that I had MS and that I had it for some time. The view lot was sold.

It took three years to sell the original house and move the 98 miles to the new location. During this time the HO trains, train modules and all that good stuff were packed away for the relocation. I was in a rental house in a new location and MS had some limits on me.

During those times (1990 to 1993) a friend in the office who bought and sold trains introduced me to tin plate again. Finding a train set with two of the cars I had as a kid (around the Christmas tree and when I could get the right-of-way) I started collection trains. The tin plate trains I could afford needed much cleaning and rust removal, but were large enough I could leave out the few I was working on during this time. Besides, he wanted someone to travel with him to the various train shows. So I got to go on some train show trips for a few years.

In June 1994 I found myself on disability and with another major change in life. A year later I started my new life in a new town in a house that allowed me an area for my train collections and layout.

In late October 1996 I finally started the construction of phase one of my HO layout after several years of planning. It had to be useable for me in the future years to come even with the MS. Thus I searched for handicap standards, ideas and help. None was found or suggested. Not even with and through the National Model Railroader Association (NMRA) were handicap standards or suggestions found. So I developed my own handicap standards for the future and the present. Thus my Train Department and Train Layout are handicap accessible. My standard table height is 34 inches with most areas having a 30 inch high clearance underneath. This is a good viewing height for me from a chair and an easy one to work from using a counter bar stool. The standard width is 24 inches deep for an easy reach. The walkways are 36 inches with a minimum 5 foot turn around. The display shelves can be seen clearly when sitting.

This layout will center around 1870's, horses and wagons, sailing ships, and the mighty railroad. There is a transition section to the present to show or run more current items. Phase one has, or will have, the "post 1860's Saltern" module, river cliffs, part of Saltern's rail yard, "the Saltern Transportation Restoration (STR)" module, part of new Saltern with a cable car, and a Circus Museum. Future phases will be rivers, a desert, high mountains and more.

This hobby allows me to combine my interest in antiques, living history, restoration projects, old structures as well as others. So when is too hot or cold outside, no lawn to mow, or no laundry to do, I can create my time in space the way I would like it with my railroad.

Oh, No! Not Another Module Article

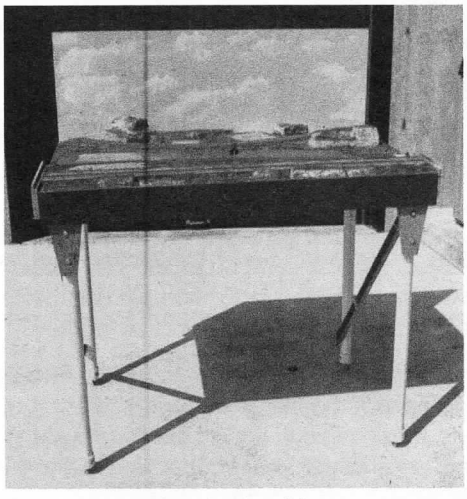
text and photos by Tom Troughton

For me, the hardest part of this article was making an effort to sit in front of the blank computer screen and starting. Venita Lake had been gently nudging me to write it ever since we met during the layout tours associated with the 1995 Gateway Division fall meet. Venita, her husband Richard, Bob Amsler, Steve Rosnick, Richard Schumacher and myself were riding together visiting the St. Louis layouts when I mentioned some of the techniques our club used when it made its new HO modular layout. She suggested I write it up for publication. Two years later, here it is.

I belong to the Capital City Model Railroaders, a group of modelers in Jefferson City that's been in existence for more than twenty years. Prior to our modular efforts, the group was an informal gathering of individuals who met each Monday night at the home of D.L. Eichelberger, a long time NMRA member, MCoR Director and organizer of the group. "Eich" is gone now, but the group remains.

We decided to construct a modular layout in the late '70s when module type layouts were just beginning to hit the scene. Our standards were loosely based on the "N-Track" theme, but enlarged for HO.

We use two by four foot modules with a three track main line with 4½" setbacks from each end. Legs were 2"x2" boards cut from 2"x4"s. Six-pin Jones Cinch connectors joined the under table wiring busses and a section of nine inch snap track was dropped into place between each module.

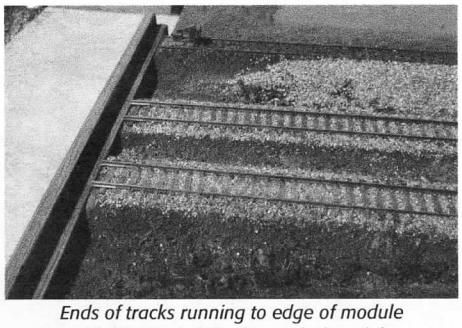


Completed module

It was a pretty common arrangement, and the group displayed the setup at various meets and events around the Mid-Missouri area. We did, however, have a few problems. The 2"x2" legs were never straight and the 9" sections of track never seemed to fit. They were always too long or too short. Each time we set up we were cutting new sections of flextrack.

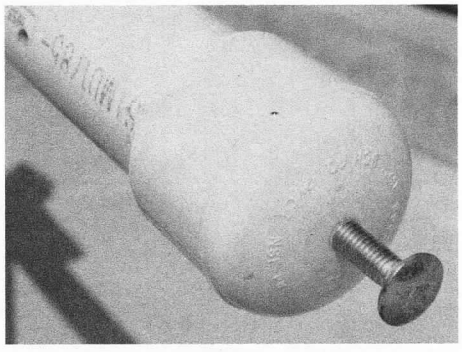
Around the mid to late '80s we retired the modules. The club's railroading efforts didn't stop however. We continued to meet Monday evenings in Round-Robin style in each other's homes and work on the host's layout, talk trains or watch railroad videos.

About three years ago, we decided to once again build a modular layout system. The mistakes of the past were reviewed and a new set of construction standards proposed. The new modules would be 30" deep by four feet long. Rails would run to the end of each module and be protected by end boards.



Ends of tracks running to edge of module with boards fastened to end of module to protect ends of tracks

Our mainline would consist of two tracks, on 2½" centers with a #6 turnout being the minimum allowed from the main line. The legs would be 1½" PVC pipe with 3/8" carriage bolts for height adjustment in their base.

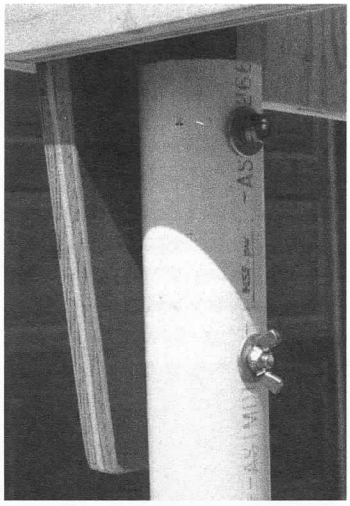


Adjustment carriage bolt in PVC end cap

We ran six #16 multi-colored stranded wires below the tracks and connected them to 6-pin Cinch Jones connectors; male connectors on the right side and female sockets on the left. Four of the wires are used for train control while the other two are for future use, possibly phone communications.

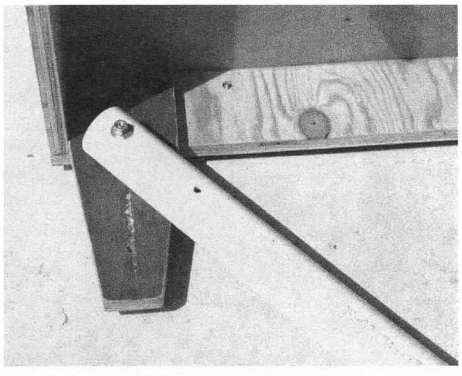
We also included a 110 VAC circuit using #14 gauge flexible wire with a duplex receptacle on the left underside end and a grounded plug at the right. We checked each module with a polarity tester to be sure the wiring was correct.

The basic modules were built from ¾" birch veneer plywood. We could have used a lesser quality wood, but the veneer plywood was straighter and easier to work with. The club met at my workshop for a couple of evenings in a row where we ripped the plywood sheets into properly sized components. The PVC pipe was cut to length, and with the help of drilling jigs, holes were drilled for mounting them to the modules.



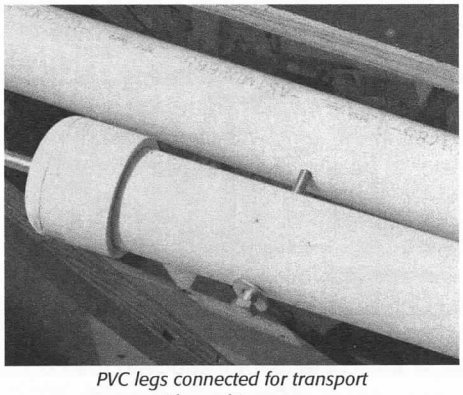
PVC leg attached with mounting hardware

We made 10 inch long leg mounting extensions from the ¾" plywood to serve as swivel points for the PVC legs. These extensions allow us to set the modules on the ground without worrying about snagging the wiring on something. They also make it easier to grab onto the ends when carrying them to and from the display site.



PVC leg in hinged position

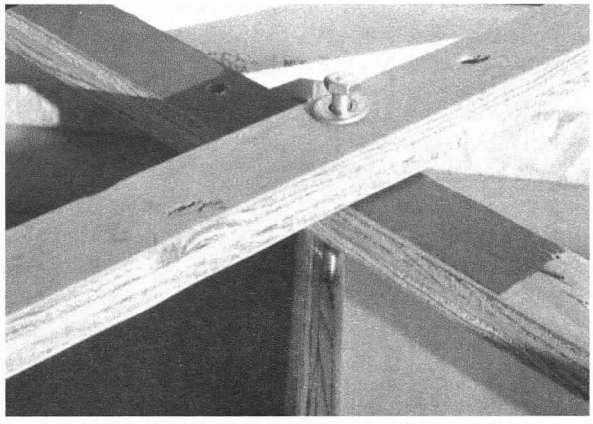
Quarter inch machine screws, washers, lock-nuts and wing-nuts secure the legs to the plywood extensions. Each leg pair is strengthened with a one inch wide piece of ¾" plywood attached diagonally, adding stability to the module. The plywood strips were attached with inch and a half machine screws. The nice thing about working with PVC pipe is it can easily be drilled and tapped to accept the bolts.



PVC legs connected for transport with machine screw

This hinged leg arrangement makes transporting the modules much easier than our previous units. We were always misplacing the legs or wondering how to keep them with their respective units. The legs never come off these new modules. We merely loosen the wing-nuts, remove the bolts and swing the legs into their closed position. Near a spot where the legs touch in this folded position, we drilled clearance holes in one leg and tapped the other to accept one of the machine bolts removed earlier. That way they're secured to one another.

The two diagonal running boards were also drilled with clearance holes, letting us fasten them together with one of the wing-nuts and bolts removed from one of the legs.



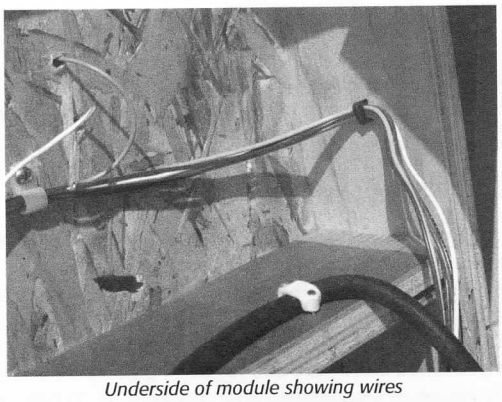
Leg diagonal braces secured for transport

To add strength, yet retain a light-weight module, we ran another piece of plywood lengthwise and attached a piece of ½" thick by 12" wide Blandex as the subroadbed. The front and end boards of the module frame were mitered so the subroadbed could be glued in place. When the roadbed was added, the track would be above the local terrain, creating a raised roadbed effect. In later modules, we replaced the Blandex with ½" thick by 12" wide Celotex house siding.

Homosote, 4' long and only as wide as the two track mainline was glued to this subroadbed. To be sure the Homosote came exactly to the ends of the modules, we made a random crosscut in it on my bandsaw and slid the square ends out towards the edges. The gap made by the bandsaw was filled with Spackle or dry wall compound and was hidden by ballast and scenery. This allowed us to sand the Homosote until it was perfectly even with the ends of each module.

The rear portion of the modules were filled with a variety of materials. Some of the members used 2" expanded polystyrene, also known in the construction trade as "blueboard," available at your lumber yard. Others used ceiling tile, while a few members relied on ½" plywood.

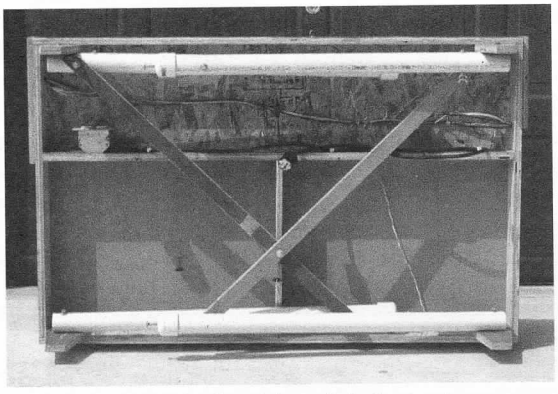
Twenty gage, flexible wire feeders from the mainline wire busses were run to their respective rails, with every section of flex track receiving a set of feeders. The wires were soldered and secured to the underside of the modules with plastic wire holders. The connecting points were staggered to eliminate any possibility of electrical shorts. Insulating staples secured the wires to the module ends for safety.



Underside of module showing wires secured for safety purposes

Several members created sections of track controlled by on/off switches located on the back lower left end side of their module. We recently suggested that every member try to include controlled sections of track with switches located in the same general area on their modules so we could stop trains on either of the main lines on any module. That will give us more control and eliminate any guess work of the location of the on/off switches.

Our four corner units incorporate 27½" and 30" radius curves. They're large enough to operate Northern type brass locomotives without shorting out and long passenger cars look great rounding the outer curve. Also, engines or cars with large overhanging edges do not rub against one another.

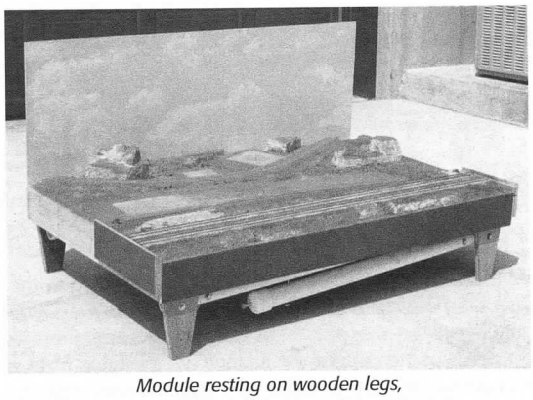


Underside of module ready for transport

Our current setup consists of 12 member-owned straight units and four Club-owned corner pieces. We also built two "bridge" units that are four feet long and only 1 foot deep. They allow us to fill in an odd space when-ever we have an uneven number of normal sized modules. When we have an even number, we merely add the bridges to create a longer mainline.

Each module is equipped with a painted blue sky and cloud covered Masonite backboard. It's attached with screws, "C" clamps or bolts, depending on the owners choice. Even the bridges have their own backdrops.

The group recently completed an inner staging yard system that uses a six foot module with switches and crossings, allowing us to set up and remove new train consists outside of public view. It, of course, is offset by another six foot unit at the other end.



Module resting on wooden legs, ready for transport

The total cost of a basic 30" x 4' module, including track, but not the switches or turnouts was $43. We were able to buy our wire, mounting hardware and electrical connectors from large distributors who gave us quantity discounts.

The group is able to move into a show site and be set up and running in about an hour and a half. Everyone knows what needs to be done and the display just seems to fall together. After everything is running correctly, we hide the clutter that develops under the layout by wrapping the display with a light tan burlap material. We attach it into the edge grain of the plywood with push pins, leaving only the painted front edge of the modules showing.

We've had a lot of fun with the modular display. New members have been recruited from the viewers and the display gives all us a chance to visit with the public and tell them about the hobby. I hope some of the things we have done can be applied to your modular efforts because they sure have made our display efforts less stressful.

Articles Needed!

Please share your interesting project, tip, technique or photo with the other members of the Region. Earn Achievement Program Author points in the process!

Send your submission to:

Caboose Kibitzer
Box 510500
St. Louis, MO 63151-0500

or e-mail to:
rschumacher@msn.com

A Summary of the Achievement Program Regulation Changes

by Bill Porter, South Div Assist AP Chair

There are three changes to the AP regulations identified in the regulations themselves. If your copy is dated January 1996 or earlier, you should check out these changes before proceeding to earn your awards. Copies of the current regulations are available from your local AP Chairman or on the NMRA web page (www.nmra.org).

Civil Engineer - The amount of track work is now based on the scale (N, HO, G, etc.).

Electrical Engineer - Recognition is given for work with Command Control Systems

Author - Credit is given for electronic publishing on the Internet (World Wide Web).

Model Railroad Civil Engineer

In the past, one thing to do was to complete 50 feet of track that satisfied the detailed requirements in the regulations. Since most NMRA members model in HO scale, that came out to 4,355 feet of prototype model. But, if you model in Z, the prototype measure would be over 2 miles or 11,000 feet. In G, the work would cover less than a quarter mile. The new regulations take into account the varying amount of prototype that can be represented in the various scales. The following table provides some insight or confusion, depending on your point of view.

Scale	**New Regulations**		**Old Regulations**	
	Model	Prototype	Model	Prototype
Name	Feet	Feet	Feet	Feet
Z	25	5500	50	11000
N	25	4000	50	8000
TT	25	3000	50	6000
HO	50	4355	50	4355
S	50	3200	50	3200
O	75	3600	50	2400
#1	100	3200	50	1600
G	100	2250	50	1125

The old approach seemed to have the philosophy that the amount of modeling in 50 feet of track would be about the same regardless of scale. The new regulations seem to have the more healthy thought that modelers will make the same things in their model, but, make them to scale. So, a smaller scale model will have more details in the same space or the same amount of details in a smaller space.

If you model in some other scale, the regulations allow you to model "proportionally" to HO scale. I suspect that means you would model about 4,000 feet of prototype in whatever scale you choose.

Model Railroad Electrical Engineer

There are two new items that you can choose to do for your award. These two items offer additional choices. They do not require additional or different work. The new items are 1) the installation of a command control receiver in a locomotive or 2) the installation of a command control throttle buss. The buss must be able to handle at least two throttles at three or more locations. The implication is that at least one throttle must be connected to the buss with a connector. These requirements can be met with equipment provided by the manufacturers who comply with the NMRA DCC standard.

The philosophy of these items seems to be one of acceptance of the new technology offered to model railroaders and endorsed by the NMRA.

Model Railroad Author

The change to the Author award provides for another phase of technological advancement. You can now publish an article with words and pictures on the Internet. A published page is considered to be about 1,200 words (or picture equivalents). The article must be accepted by the NMRA site administrator. It must not be a rehash of an article published elsewhere and formatting does not count for extras. That is, an article published for one loading process or computer and then translated into another process or for another computer is still only one article.

There is a limit of 24 points for electronic credit. That is, you can only get half of your Author Award points for this sort of electronic article.

1997 Kenneth R. Cline Memorial Award

Each year the Mid Continent Region recognizes a member who has exhibited extraordinary and unselfish service to the Mid Continent Region, the NMRA and the hobby of model railroading by presenting to that individual its Kenneth R. Cline memorial award. This year's recipient is a natural. His middle name should be "unselfish". He has a serious vocabulary problem. He has never learned to use the word "no". In addition to an impressive list of services to the Mid Continent Region, the NMRA and his fellow modelers and friends, he is one terrific modeler. His modeling accomplishments have been recognized at the Divisional and Regional Conventions as well as at a recent National Convention. He is within spitting distance of meeting all the requirements for MMR.

For a number of years, he has helped teach a six week model railroading class sponsored by the Johnson County Community College in the spring of the year. He has served as superintendent of the Mo-Kan Railjoiners, Turkey Creek Division Meet Registration Chairman, Co-Chairman of three Turkey Creek Division Meets, Chairman of the Mid Continent Region Convention held in 1993 in Kansas City and Editor of the Turkey Creek Newsletter, *The Lightning Slinger*. He has served the Mid Continent Region on the Regional Convention Study Committee, Area Meet Committee, Budget Committee and Ballot Committee. He held the office of MCoR Secretary for four years, Vice President for two years and is the current President and Mid Continent Region Trustee. He also served four years as the Editor of the MCoR *Caboose Kibitzer*. He is currently acting as the Clinics Chairman for the 1998 NMRA National Convention, "Heartland Express" in Kansas City. It would be easy to go on and on, but he already knows who I am talking about.

Please help me congratulate this year's recipient of the Kenneth R. Cline award, Dean Windsor.

The **Gateway Division-MCoR, NMRA**,
is proud to present:

Gateway Getaway '97

Gateway Division Model Railroad Convention

Saturday, September 6, 1997 - 9am to 5pm

Gateway Convention Center
1 Gateway Drive, Collinsville, Illinois

Admission: $ 5.00
(Preregistration can qualify you for special door prizes that are over $50 in value. Kids 12 and under are free with adult paid admission)

Gateway Getaway '97 Features:

- Educational clinics by nationally and locally known experts with a variety of topics that will help you in your continuing quest of improving your modeling skills
- A popular vote model and photography contest with all the standard categories. In addition, 4 special awards for best modern motive power, best structure, best photograph and for best representation of the spirit of model railroading will be separately judged by the award's sponsors. These awards feature 12 year traveling plaques with the recipients names engraved.
- 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**.

Gateway TrainFest '97

A Model Railroad Exposition for the Entire Family

Saturday, September 6, 1997 - 9am to 5pm
Sunday, September 7, 1997 - 11am to 4pm

Gateway Convention Center
1 Gateway Drive, Collinsville, Illinois

Admission: $ 3.00 per day
(Admission paid at the door only, no preregistration. Kids 12 and under are free with adult paid admission)

Gateway TrainFest '97 Features:

- 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.

Name: _____
Address: _____
City: _____
State: _____
Zip Code: _____
NMRA#: _____

Name(s) as you want to appear on name badge:
1st: _____
2cnd: _____
3rd: _____
4th: _____

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

Convention and/or Swap Table Registration

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

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

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

Minutes of the Winter '97 MCoR Board Of Directors Meeting

by Richard E. Napper, MMR, MCoR Secretary

The meeting was called to order at 10:10 A.M. in the meeting room of the Johnson County Main Resource Library at 87th and Farley in Overland Park, Kansas by President, Dean Windsor. The following board members, department heads, and division directors were in attendance:

Dean Windsor, MCoR President; Richard E. Napper, MMR MCoR Secretary; Vickie Rosann Nelson, Proxy, MCoR Treasurer; Alan Nelson Illowa Rails Division, Director; Richard Schumacher, Gateway Division Director, *CK* Editor; Bob Amlser, MCoR Attorney; James Flynn, Turkey Creek Division Director; Warren K. Weston, MMR, Past MCoR President; Ed Truslow, Des Moines Area Director; David J. Engle, Scouting Merit Badge Coordinator; Dan Osborn, So. Illinois Area Director; Randy Meyer, Advertising Manager; Ron Williams, MMR, Proxy for Louis Griesemer, OMD Dir.; Whit Johnson, Kate Shelley Division Director; Clay Thompson Eastern Okla. Division Director, Webmaster; Charles Marchbanks, Western Kansas Division Dir.; Ted Fuller, Kansas Central Division Director; Charles M. Buswell, MCoR Vice President.

Others present included: Guy P. Combe, Okla. SW Division Superintendent, Pete Ellis, Turkey Creek Paymaster, 1998 Registrar, Gary L. Hemmingway, MCoR Area Meet Chairman, Pat Harriman, MMR, Heartland Express Co-Chairman,1998, Joe B. Robertson, MMR, Heartland Express Inside Activities Chairman, 1998, Larry R. Alfred, Heartland Express General Chairman, 1998,Kent Girouex, Radcliff, IA, and Lester Lorhan, Hasting, NE.

President, Dean Windsor introduced the board and welcomed everyone to the meeting.

A call for proxies was made, Ron Williams, MMR, proxy for Louis Griesemer, OMD Director, Vickie Rosann Nelson, proxy for Carol Vandevoort, MCoR Treasurer, and Alan Nelson, proxy for Ken Vandevoort, Southeast Iowa Fallen Flags Director.

1. A Motion was made by Richard Schumacher, seconded by Charles Marchbanks, to waive the reading of the minutes and accept them as written for the 29 June 1996 BOD Meeting. The motion passed unanimously.

2. A motion was made by Ted Fuller, seconded by Ron Williams, MMR that the petition for a charter for the Illowa Rails Division be granted. The motion passed unanimously.

3. A motion was made by Whit Johnson, seconded by Gene Tacey that the petition for a charter for the Platte Valley Division be granted. The motion passed unanimously.

4. In the absence of Carol Vandevoort, MCoR Treasurer, President Dean Windsor, and Rose Nelson reviewed the Treasurer's report to the board. A motion was made by Ted Fuller, seconded by Dan Osborn that the treasurer's report be accepted. The motion passed unanimously.

5. All Director's reports were distributed to the board.

6. Joe Robertson presented the slate of officers from the nomination committee, and asked that all candidates submit their resume to him as soon as possible. The nominations are:

MCoR President	Charles M. Buswell
MCoR Vice-President	John Hardy
	Larry Alfred
MCoR Secretary	Richard E. Napper, MMR
MCoR Treasurer	Ken Thompson

President, Dean Windsor stated that he would like to see at least two candidates for each office, and asked that interested parties submit their names to Joe Robertson as soon as possible. The ballot will also include the 501(c)3 constitutional wording changes to be voted upon, and the affiliate membership change.

7. All Department reports were distributed to the board.

A. Publications Department

1. Richard Schumacher apologized for the lateness of the *Caboose Kibitzer* which was due to technical problems and problems with finding a new, better printer. Dean Windsor made the decision to forgo the printing of a Fall 1996 issue. The Winter 1997 issue is in the mail to members at this time, and the cost came to $1.11 per issue.

2. Richard Schumacher stated that advertising for the *CK* was needed, but that the *CK* would be back on schedule with the next issue.

3. Dean Windsor stated that we are not using a mailing company at the present time because John Schindler was addressing and mailing the *CK* issues.

4. Randy Meyer stated that the advertising in the *CK* needed to be renewed, and that he was sending out postcards to that effect.

B. Membership Department

1. Robert Lenz's membership report was presented to the board.

2. Dean Windsor stated that the present MCoR membership was about 820 members.

3. Richard Hester and Charles M. Buswell have been sending out letters asking why member do not renew their MCoR memberships. The responses are varied. There has been 14 new members and three rerails reported in Robert Lenz's report.

4. Richard E. Lake reported that there was no request for membership aid but that he continues to write a column for the *Caboose Kibitzer*. However, it was suggested that divisions start local model railroading classes in conjunction with the area junior colleges. Dean Windsor said he would be glad to furnish anyone with the outline for the classes that Turkey Creek has used for years.

C. Achievement Program

1. Brad Joeseph's report was submitted to the board.

2. Dan Osborn stated that Gateway Division has been very successful with AP parties, and that there has been very good response to the AP program in that area.

D. Model Contest/Photo Contest

1. Dean Windsor stated that the convention cost of $597.00 in the Treasurer's report was the cost for contest plaques.

President, Dean Windsor called a break in the BOD Meeting from 11:20 A.M. to 11:38 A.M.

E. Conventions

1996 Convention

1. Richard Schumacher presented the board with the 1996 St. Louis convention final report, and presented the board with a profit check for $648.43.

1997 Convention

1. In Tom Shook's absence, Richard Schumacher stated that everything was moving along for the 1997 Little Rock convention in June. There would be tours of Pine Bluff, and the Jenk's shops. Full registration would be $50.00, and that the latest issue of the *CK* had a registration from included.

1998 National Convention

1. Larry Alfred stated that the committees for the 1998 national are moving form the promotional stage to the operations stage for the convention. Dean Windsor heads the Clinics chair. Many of the MCoR divisions would assist with the final work at the convention.

1999 Convention

1. Dean Windsor stated that Omaha, NE was thinking about presenting a proposal for the 1999 convention in Little Rock in June.

2000 Convention

1. No activity at this time.

2001 National Convention

1. The Eagle Club membership form was presented to the board, and Bob Amsler stated that the Gateway division was starting work on the 2001 National convention in St. Louis. Other division participation is requested.

F. Sales

1. Mike Bush presented his report to the board, and stated that car kit sales were very good, especially when they were sent to the National

convention in Longbeach, CA.

2. It was suggested that the remaining inventory be sent to the National in Madison this year.

3. President, Dean Windsor appointed a committee of three, Mike Bush, Gene Tacey, and Al Nelson to study the idea of a Pre-National Convention car for MCoR, and make its recommendation to the BOD.

G. Internet

1. Webmaster Clay Thompson apologized for not being about to update the Net pages due to a work overload, but promised that he would get it finished directly.

2. Clay Thompson asked that all divisions submit new Internet information to him for updating each page.

8. Old Business

A. 501(c)3 Status Report

1. Bob Amsler reported that no change has been made because the BOD must wait on the constitution changes which are to be voted on by the membership before he can proceed with the matter.

B. No other old business presented to the board.

9. New Business

A. Meet Insurance

1. Dean Windsor reported that the insurance company will not provide coverage to anyone but full NMRA/MCoR/Division members.

2. This brings in to question our affiliate membership status that was passed by the BOD, and will be on the ballot this year.

3. Bob Amsler advised the BOD that we should not have the affiliate membership due to the insurance company policy.

4. A motion was made by Dan Osborn, seconded by Richard Schumacher that the board revoke the affiliate membership status change to the MCoR constitution. The motion passed unanimously.

B. A petition was presented to the board by members of the Mid-West Region that Zip Code members 628xx be allowed to join MCoR.

1. A motion was made by Dan Osborn, seconded by Richard Schumacher that MCoR accept the entire 628xx ZIP code area of Illinois into our region from Mid-West Region. The motion passed unanimously.

C. A Petition was presented to the board for a name change for the Eastern Oklahoma Division to become the Indian Nations Division.

1. A motion was made by Clay Thompson, seconded by Richard Schumacher that the name change be approved. The motion passed unanimously.

D. A petition was presented to the board for changes in the constitution of the Nebraska West Central Division.

1. A motion was made by Gene Tacey, seconded by Charles Marchbanks that the changes by approved. The Motion passed unanimously.

10. Discussion

A. New AP Regulations

1. There was considerable discussion about the AP regulation changes. Most people were generally not in favor of the changes as they have been made, but it was agreed that the changes were needed. The changes effect the judging at contests, but the requirements for MMR have not changed, although the merit judging has been changed by the new rules.

B. Dues/Membership

1. Dean Windsor put forth the idea for discussion that some division could drop all dues and open their division to all MCoR members in their area. Even MCoR could drop its dues if we dropped all of our mailings.

2. The general discussion was presented that the dues should be kept in place because most people felt that you get more out of the divisions if you must pay to be a member.

11. A Motion was made by Ted Fuller, seconded by Dan Osborn that the board adjourn. The Motion passed unanimously. Adjournment was at 2:00P.M.

Two special layout tours by Al Sawyer and Ron Morse was presented to the board by Dean Windsor. The Board was divided in two so each half could visit the layouts at 3:00 and 4:00 P.M.

Have you registered for the "Heartland Express"?

If you haven't, go to page 5 and do it now!

Roscoe L. "Bill" Wisler, Jr.

Having lived as a child in the town of Florence, KS, located on the main line of the Santa Fe, "Bill" always enjoyed anything related to railroading. He was a charter member of the Stillwater Model Railroad Club.

Bill Wisler died Thursday, March 6, 1997 at the age of 75. A memorial service was held and members of the Model Railroad Club served as honorary pallbearers.

Survivors include his wife Nadine, one son, four daughters and their spouses and children.

Member Aid: Build A Railroad

By Richard E. Lake, Member Aid Chairman

As the deadline draws near for each successive issue of the *Kibitzer* I find myself searching for some topic to produce another member aid column. This time the search has been a little easier. I want to tell you about a project that the Gateway Division has undertaken in each of the last four years. We call the project the Gateway Central Project Layout. It is the sort of project that just about any division or group of NMRA members could duplicate.

Gateway Central IV, like its predecessors, is a 4'x8' beginner layout constructed by division members. Each of the layouts has been used to try out a variety of construction techniques for support, track design, scenery and structures. The project involves a large number of members in many different activities and provides a tool which is used for 3 or 4 clinics at the division's monthly meetings to demonstrate the techniques used.

Why Build a Gateway Central?

There are a number of good reasons to take on a project like this one. First, it gives members who don't have a personal layout the opportunity to work on construction of an operating layout. This increases their involvement with the organization and gives them an opportunity to learn techniques which will help when they get around to building their own home layout. The work I have done on these layouts will help me to avoid some potential pitfalls when the *eL & eL* finally starts construction.

Construction of the layout itself is not the only way our members get involved. Many members, who can't arrange to attend a worksession volunteer to assemble structure kits or even scratchbuild a structure which will be used on the layout. These structures may also become the focus of a division clinic on basic assembly, kitbashing or detail finishing.

Another reason for a project like this is the increased contact among members. Monthly meetings are great but they do have a time limit and sometimes there just isn't a chance to socialize and talk railroading. Working for 8 or 10 hours on the project layout lets us get to know one another better and, in the process, encourages a stronger feeling of membership in the division, region, and national organization. We become friends as well as members. These work sessions also let members share their special skills and help the rest to learn those skills in a "hands-on" setting.

The Gateway Central IV is also used to help inform the public about the hobby and to encourage membership in the NMRA at all levels. Each of our project layouts has been displayed in many different settings. The Museum of Transportation has an annual free admission family weekend where we display the layout. It has gone or will go to train shows sponsored by local clubs. One of the layouts spent several weeks on display in an automobile dealership's showroom. Basically, we will take Gateway Central anywhere that there is likely to be a group of people we can talk to about the hobby. Whenever the layout is on display we also do mini-clinics. The topics focus on basics like laying track, doing basic scenery, tuning rolling stock, building trees, etc. The layout itself shows what the finished product looks like using the techniques in the basic clinics. As a result people are more inclined to ask us questions about all aspects of the hobby and that in turn gives us an even better chance to encourage NMRA membership as a real benefit regardless of the level of expertise.

How We Do It

The first step is to find a chairman. The project chairman's responsibilities include scheduling work sessions, obtaining materials, and getting members to contribute materials, equipment, and time to complete the layout. This job might be a great way for somebody to make real progress towards getting the points needed for AP Volunteer. A typical work session will be all day (and often into the evening) and will have 4 to 8 members working on construction.

We fund each layout from the division treasury, coupled with donations from members, local hobby shops, hobby manufacturers, and finally, by raffling the layout. We sell chances to win the layout for $1 per chance. The winner gets a fully finished layout with a locomotive, rolling stock, structures, and a power pack and we deliver the layout to the winners home if he/she lives within 50 miles of St. Louis. I wish everyone who reads this article could have seen how high the winner of Gateway Central III jumped when his name was called last October at the Museum of Transportation. He purchased tickets to win the layout for his son (2 or 3 years old) but I suspect that Dad will run the wheels off that layout before his son ever gets the chance.

Raffle chances have paid the full cost of each Gateway Central and produced some profit to add to the division treasury. Gateway Central IV was on display at the St. Louis GATS show on January 18 and 19 and was always surrounded by a big crowd. We answered thousands of questions, conducted four clinics each day, sold a lot of chances, and on Monday, January 20, 1997, at our regular division meeting we had the largest number of guests that I can remember attending. One of those guests became a member at the meeting and we hope to convert most of the others.

I have worked on some aspect of all four of the layouts and plan to work on the next one as well. Even though Gateway Central IV won't be given away until September 7 at our annual fall meet, we are already discussing ideas for the next one. Right now one proposal for Gateway Central V is to build it as two 4'x6' sections. 4'x8' layouts present some transportation problems. We have only one or two members with vehicles big enough to hold the layout in an enclosed space and moving it in an open pickup truck tends to blow the trees off. Two sections also means a layout with a more operating potential.

If you are looking for a way to involve your members, promote the hobby, and gain new members then build a railroad.

The project chairman's responsibilities include scheduling work sessions, obtaining materials, and getting members to contribute materials, equipment, and time to complete the layout. This job might be a great way for somebody to make real progress towards getting the points needed for the volunteer AP award. A typical work session will be all day (and often into the evening) and will have 4 to 8 members working on construction.

For more information on the Gateway Division Project Layout contact:

Richard Schumacher
314-846-2224
rschumacher@msn.com

Is Your Club 100%?

by Dave Lindquist, 100% NMRA Club Chairman

Many of us belong to a model railroad club of one sort or another, all of us belong to the NMRA, but how many people in your club belong to NMRA as a percentage? Did you know that if the answer to that question is 100%, your club is eligible for recognition from NMRA as a part of the 100% NMRA Club program? Did you know that as a 100% NMRA club you can participate in the NMRA Comprehensive Group Property Insurance Program? Not to forget a nifty, suitable for framing, certificate recognizing your club's participation.

Just think, if only everyone in your club would support our hobby by joining the NMRA your club could be recognized as 100% NMRA. What a great idea for a project to promote the NMRA by encouraging fellow club members to join the organization which is largely responsible for the tremendous growth in our hobby. Imagine the greater voice your club could have in the NMRA if every club member was an NMRA member. Just think of the opportunities your club could have if your 100% NMRA club is chosen by a hobby manufacturer for product evaluations. Two manufacturers are already part of this new program.

Any interested clubs can have their secretaries drop me a line at my address in the Call Board. I will send the simple one page form to start your club on its way.

If there is a disappointment connected to NMRA membership it is that there aren't more people taking advantage of membership. Our organization offers promotion, manufacturing standards, achievement measurement, and camaraderie. It is very easy to help the NMRA - sign up a new member. Our next member may already belong to your club, let's get them into ours and further the NMRA, and also let him or her know that the very best thing about the NMRA is belonging to the Mid-Continent Region.

Timetable of Events

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-LAKEJCT (1-888-525-3528)

Aug 2 &3 *GATS*, Century II, Wichita, KS.

Aug 16 & 17 *Train Rides*, Board at Moravia Wabash Railroad Depot Museum, $10 ride to Moulton Junction and return, ride times are 8:00am, 9:40am, 11:20am, 1:00pm, 2:40pm, 4:20pm, 6:00pm, sold by days and times; Centerville Area Chamber of Commerce, 128 North 12th, Centerville, IA 52544, 515-437-4102; food and beverage available.

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*

Sept 13 &14 *South Central Nebraska MRR Show*, Imperial Mall, 3001 W. 12th St., Sat 10am-5pm, Sun 12-5pm.

Sept 20 *Turkey Creek Division Annual Area Meet*, Shawnee Civic Center, 13817 Johnson Dr., Shawnee, KS, 9am-3pm, Steve Rosnick, 5005 W. 129th St., Leawood, KS 66209-1885, 913-897-4897, dtc1@mindspring.com; $14 first table, $10 each add'nl table, setup 6am (see ad this issue).

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

Nov 1 *Kate Shelly Sixth Annual Division Meet*, United Community Schools, US Hwy 30, Boone, IA, 9am-3pm, tours to follow, $5 adult, children under 12 free, Whit Johnson, 3827 Phoenix St., Ames, IA 50014, 515-292-9498, whitames@juno.com; tables $13, $11 for 5 or more, 10% discount before 9-15-97, Ray Immel, 515-432-8472.

Nov 1 *Springfield Meet*, Brentwood Christian Church, Springfield, MO.

Feb 21 & 22, 98 *LAMRC Spring Show*, Salt Valley Central Div. and Lincoln Area MRR Club, State Fair Grounds, Ag. Hall, Lincoln, NE, Sat 9-5, Sun 10-5, $4 adult, $1 children under 12; Charles Buswell, 2749 California St., Lincoln, NE 68510; tables $15, setup after 6pm 2/20.

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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March 20-21, 1999 and March 11-12, 2000

Region Club Roster

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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, HOn3)
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	Arnold, MO
Wayne Tanaka	Papillion, NE
Jerry Tyson	Wichita, KS
Arthur Villhard, Sr.	O'Fallon, MO

Advertising Rates

Caboose Kibitzer commercial advertising rates are as follows:

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

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

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

Ads need not be identical throughout the year. Prices are for camera ready copy. Design and typesetting services available by request at extra cost. All inquiries and ads should be sent to the Advertising Manager, 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

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