

# CABOOSE KIBITZER

Official Publication of the Mid-Continent Region, NMRA

Volume 47, No. 4 Winter 1997 \$1.50



# Mid-Continent Region Call Board

President	Vice-President	Secretary	Treasurer	NMRA Trustee
Charles Buswell 2749 California Court Lincoln, NE 68510 (402) 475-0600	John W. Hardy 2528 Wild Valley Drive High Ridge, MO 63049 (314) 677-8270	Richard Napper MMR 811 Osage Manhattan, KS 66502 (913) 539-3837 renapper@flinthills.com	Kenneth Thompson 911 Queensridge Road Manchester, MO 63021 (314) 394-2247	Dean Windsor 14395 Four Corners Rd. Gardner, KS 66030 (913) 856-8625 windsor79@aol.com

## Board of Directors

Western Heritage	Turkey Creek	Indian Nations	Gateway Division	Kansas Central
Don Wetmore 614 Osage Drive Papillion, NE 68046	Jim Flynn 8315 Spring Valley Rd. Belton, MO 64012	E. Clay Thompson 3923 East 52 <sup>nd</sup> St. Tulsa, OK 74133	Richard Schumacher 3044 Woodbridge Est. St. Louis, MO 63129	Ted Fuller 1956 Road L-5 Emporia, KS 66801
Salt Valley Central	Des Moines Area	Central Missouri Area	Little Rock Area	Oklahoma Southwest
Joe Mock 1718 Janssen Drive Lincoln, NE 68506	Ed Truslow 109 51 <sup>st</sup> Street Des Moines, IA 50312		Thomas Shook 1716 Alberta Drive Little Rock, AR 72227	Jim Heidorn 10208 Ryecroft Road Okla. City, OK 73162
NE West Central	Chisholm Trail	Northern Arkansas	Southern Illinois	Western Kansas
Gene Tacey Box 485 Sutherland, NE 69165	Fred Dugger 4510 Nickerson Blvd. Hutchinson, KS 67502	Wally Mueeting 805 Fulton Street Mountain Home, AR '53	Daniel Osborn 1822 State Street Granite City, IL 62040	Charles Marchbanks 603 South Smokeyhill Oakley, KS 67748
Northern Oklahoma	Fallen Flags	Ozark Mountain	Kate Shelly Division	CD&M Division
George Maulsby 3049 Clover Creek Dr. Claremore, OK 74017		Ray Wells 218 E. Cherokee Springfield, MO 65807	Whit Johnson 3827 Phoenix Street Ames, IA 50014	Jerome Nathan 4235 Winston Place Bettendorf, IA 52722
Maple Leaf Division	Illowa Rails Division	Great Midwestern		
Steve Marquess 209 Southwest E St. Bentonville, AR 72712	Alan Nelson 1039 Highway 16 Hillsboro, IA 52630	John H. Averwell 2410 37 <sup>th</sup> Street Des Moines, IA 50310		

## Caboose Kibitzer Publication Department

Editor	Associate Editor	Mailing Chairman	Advertising Manager	Special Notes
Robert Guenter 714 South 33 <sup>rd</sup> Street Lincoln, NE 68510 (402) 476-6811	Trevor Morgan 1335 Garfield Lincoln, NE 68502 (402) 435-8329	John Schindler 556 Robin Lane Arnold, MO 63010 (314) 282-7502	Gene Tacey Box 485 Sutherland, NE 69165	e-mail: Fred Schroeder 3808 Randolph Street Lincoln, NE 68510-1653 schroedf@navix.net

## Membership Department

Chairman	Member Aid Chair	Member. Dispatcher	Computer Manager	Rerail Chairman
Richard Napper, MMR 811 Osage Manhattan, KS 66502	Richard Lake 5851 Waterman Blvd. St. Louis, MO 63112	Robert Lenz 907 Parkfield Terrace Ballwin, MO 63021	Robert Lenz 907 Parkfield Terrace Ballwin, MO 63021	Richard Hester 1407 E. Fair Acres Dr. McCook, NE 69001

## Convention Department

Chairman	Model Contest Chair	Area Meet Chairman	Photo Contest Chair	1998 Conv. Chairman
David Halpern, MMR 7420 East 70 <sup>th</sup> Street Tulsa, OK 74133	Stephen Miller West Terra Vista Centerville, IA 52544	Gary Hemmingway 3201 SW Stone Ave. Topeka, KS 66614		

## Other Staff Assignments

Achievem't Program	Region Attorney	Sales Manager	100% NMRA Clubs	Scouting Merit Badge
Brad Joseph 223 West Main Belleville, IL 62220	Robert Amsler 5630 Arendes Drive St. Louis, MO 63116	Mike Bush 1718 East Walnut St. Des Moines, IA 50316	David Lindquist 9113 Farley Lane Overland Pk., KS 66212	David Eagle 11519 N. Wayne Ave. Kansas City, MO 64155
Internet Page Chair	Calligrapher			
John Shaw 7869 W 133 <sup>rd</sup> Terrace Overland Pk., KS 66223	Joe Robertson, MMR 912 Ridge Drive Belton, MO 64012			

**Attention! Please note the area code change of address for Dean Windsor and Richard Napper.  
Also the correction to the e-mail address for the Publication Department.**

## Caboose Kibitzer

Volume 47, No. 4 Winter 1997

Editor **Robert Guenter**

Associate Editor **Trevor Morgan**

Advertising Manager **Randy Meyer**

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

All items for publication must arrive before the dates listed below for inclusion in the relevant issue.

<b>Spring 98</b>	<b>February 1, 1998</b>
<b>Summer 98</b>	<b>May 1, 1998</b>
<b>Fall 98</b>	<b>August 1, 1998</b>
<b>Winter 98</b>	<b>November 1, 1998</b>

Please submit advertising requests to the Advertising Manager at the address listed in the *Call Board*.

Send articles, photos and other materials for publication to the editor, Robert Guenter, 714 South 33<sup>rd</sup> St., Lincoln, Nebraska 68510. It must be clearly understood that no payment can be made for same. Contributions forwarded on a 3.5" disk should be in the unformatted, 'text only' mode, or better still in *MS WORD 95 version 7.0 or earlier*. We will of course accept legible handwritten and typed material. To ensure good reproduction of photo submissions, provide high quality prints, 35mm b&w negatives or color slides.

Correspondence relating to your subscription, extra copy requests or a change of address should be directed to the Secretary as noted above. Unless otherwise credited, the editorial policy and content of this publication reflect the opinion of the editor, and does not necessarily represent the policy of the MCOR/NMRA. Unless specifically restricted, any item in this publication may be reproduced as long as proper credit is assigned.

## Switch List

---

- |  |                             |
|--|-----------------------------|
| <b>5 The Head End</b>                                    | <b>Charles Buswell</b>      |
| <b>6 Editor's Desk</b>                                   | <b>Bob Guenter</b>          |
| <b>8 Crummies in the Capital City</b>                    | <b>Brian Porter</b>         |
| <b>10 Allegheny Traction</b>                             | <b>Charles R. Mischke</b>   |
| <b>13 Motorized Sieve</b>                                | <b>Richard Yungclas MMR</b> |
| <b>14 Bent, Zigzag &amp; Crooked Railroad</b>            | <b>Marty Vaughn MMR</b>     |
| <b>15 Nitpickers and Prototype</b>                       | <b>Marty Vaughn MMR</b>     |
| <b>16 Timetable of Events</b>                            | <b>Gary Hemmingway</b>      |
| <b>17 N-Visible</b>                                      | <b>Patrick Lana MMR</b>     |
| <b>20 Pike Registry</b>                                  |                             |
| <b>22 Dealer Directory</b>                               |                             |
| <b>22 Region Club Roster</b>                             |                             |
| <b>23 Application/Renewal Form and Advertising rates</b> |                             |

## This Issue

---

Two projects that should be given special consideration by every owner of a model railroad layout are (in the most likely order of development):

- 1) the news releases promoted by Patrick Lana (pages 17-18), and
- 2) a comprehensive description of one's pike for the benefit of others as detailed by Professor Charles Mischke (pages 10-11).

Although I pride myself with being creatively motivated, neither idea ever crossed my mind. I assure you however that I shall start to work on both suggestions immediately, even if the ideas are the properties of others. The creative aspect, if any develops, will have to manifest itself in my interpretation of Lana's and Mischke's basic concepts.

## Next Issue

---

We will continue with Professor Mischke's series on the Allegheny Traction, and with more ideas about creative brainstorming. There will also be a short caboose article by Brian Porter and a switching puzzle. The rest is up to you, the readers.

## The Cover

---

The relocated Roca Nebraska station functions as a mini-museum on the Nebraska State Fairgrounds. A nearby caboose is one of several waycars in Lincoln described in this issue by BNSF engineer and raconteur, Brian Porter. Visitors to the Lincoln Area Model Railroad Show and Division Meet on February 21 and 22<sup>nd</sup> should consider visiting the sites described by Porter. Photograph by R. Guenter. □

# *Lincoln Area Model Railroad Club*

## 1998

### **Annual Spring Show**

Co-Sponsored by  
Salt Valley Central Division

Nebraska State Fair Park  
Agricultural Hall Building

SAT. FEB. 21st - 9AM to 5PM  
SUN. FEB. 22nd - 10AM to 4PM



Featuring  
HO, HON3 & N SCALE  
LGB GARDEN LAYOUT

CHIPPEWA & NORTHWESTERN 1" SCALE  
WITH TRAIN RIDES FOR THE KIDS  
--LOTS OF DEALER TABLES--

---

CLINICS ON SCENERY - PAINTING - DECALING  
PHOTOGRAPHY

---

#### ADMISSION

GENERAL ADMISSION - \$4.00  
CHILDREN UNDER 12 - \$1.00  
CHILDREN UNDER 5 - FREE  
N.M.R.A. MEMBERS AND SENIORS - \$3.00



## The Head End

by Charles Buswell

The time of year has come to put away the garden equipment, the jet ski, and all those other items that we use during the good old summer time. Unfortunately it is also the time of year to break out the snow shovel, snow blower, and that bag of de-icer for the sidewalk. In my case (and that of most of my neighbors), the tree saw was immediately pressed into service following Lincoln's twelve inches of snow October 25. It was a heavy, wet snow that brought down trees and branches onto power lines, putting about three-fourths of Lincoln in the dark.

I work for the local utility, and instead of devoting time to model railroading, I worked 16 hour days doing my bit to restore power. Besides, it is exceedingly difficult to put models together in the dark! Now that the worse is over, I can get down to the basement and do some serious modeling. This time of the year is traditionally the time to work on those projects that we could not get to all summer.

I hope that you enjoyed the most recent *Caboose Kibitzer*. I once again remind you that if we want to maintain the excellence of what has been called one of the best regional publications in the N.M.R.A., it is going to take the participation of all divisions in our coverage area. I fully realize that both the editor and I have been beating this theme to a nauseating degree, but it is a message that has to be taken seriously. The best way to shut us up is to overwhelm us with material!

We want to know what is going on in your area; what special projects you are working on; and the best place(s) to watch trains, take photographs etc. This brings to mind the on-going controversy over the publication of division newsletters in the *Kibitzer*. The subject will be given serious consideration at the next Board of Directors meeting, but I have already stated my opinion that publishing everyone's newsletter in this journal would not only be too costly for MCoR, but the cost to the individual divisions would be prohibitive. I would rather see those divisions send in articles (perhaps extracted from their newsletters) about their activities, projects and special interests.

One of the foremost missions of this administration is to improve communication among the divisions, and a way of achieving this goal is for you to let us know what is going on in your area. In this same vein, our editor has been toying with the idea of asking contributors to the magazine to send us a passport type photo plus a brief biographical sketch so we can emulate the big boys, and in the process, find out more about our literary rabble-rousers. If you have an opinion on this not-so-original idea,

let us know. You needn't worry about offending the editor, old age has mellowed Guenter to the point where he hardly ever bites anymore, and the rabies tag that he wears around his neck appears to be up to date!

In closing, I want to remind you that K.C. '98 is coming up fast, and if you have not yet made your reservations, you should probably be doing so. I talked to Dean Windsor recently and he mentioned that the committee could use help in certain areas. If you are available for such duty, Dean said that some form of compensation might be possible. Give him a call (refer to the Call Board for the relevant numbers) if you are willing to help out.



**1998  
NMRA Convention  
July 20 thru 26  
Kansas City's Bartle hall  
Plan to attend KC '98 NOW....!**

**The  
Railroad Video  
every rail fan wants!**

Be ready for '98 NMRA  
Convention rail-fanning.

See eight major roads  
working around K.C. in this  
two-hour, full-color VHS video...

**"Rails in Kansas City"**

FREE location reference sheet.  
See AMTRAK, BN&SF, CP, SP, KCS,  
CWW, and NS as they head in and out  
of their yards and on to their mains.

**TO ORDER - SEND \$32.00**  
Check or M.O., or charge to  
MasterCard or VISA.

**SEND TO: B&P Associates**  
6025 Martway, Mission, KS 66202

Price includes Shipping and Handling  
Please allow 30 days for delivery

## The Editor's Desk

by Bob Guenter

I have been delighted with the quality if not the quantity of articles received to date. With some notable exceptions, there has been a drift away from the fertile literary centers of Kansas and Missouri in favor of a hub of modeling activity in Central Iowa. I do not know whether this will prove to be good or bad in the long run, but having done considerable swimming in the ocean as a youth I soon learned to go with tide. There was a once a popular adage that cautioned us not to fool with Mother Nature, so being of timid disposition I do not take unnecessary chances with either Mother Nature or old adages.

Besides those guys in Ames are repositories of good information and ideas, and I could save a lot of effort by simply dedicating entire issues to their work. Instead I plan to distribute their contributions over the upcoming months, hoping to inspire others in MCoR to become equally productive. Who knows? If I do enough taunting maybe a Nebraskan or two will pull themselves away from their Husker-dominated sports pages and put their railroading ideas down on paper. I know from personal experience that many of them can in fact read and write, while others are accomplished railroad photographers.

Sadly, at this point I have to deviate (at least temporarily) from the editorial that I had originally prepared for this issue, and respond to a problem of my own making. In conversations that I had with some of our current authors, I suggested that the Fall Issue of the *Caboose Kibitzer* would be in their hands by early November. That was based on an estimated three to four week turn-around time from the October 15 mailing of my camera-ready drafts. Well, November came and went, and now on the 3rd of December I have still not received my copy of the magazine. In frustration, I returned to my computer and prepared this public apology, primarily directed toward my new-found friends in Ames, Iowa and Manhattan, Kansas.

Since I obviously underestimated the complexity of the existing printing-distribution network, I developed what I believed to be a workable plan to streamline the operation. That energy efficient scheme is now in the hands of NMRA Trustee Dean Windsor and MCoR President Charles Buswell for their consideration. While I was being consumed by a slow burn of embarrassment and anxiety, the latter gentleman (Buzz) tracked down the once-in-a-lifetime and totally understandable snafu that caused the delay.

There is no reason to believe such a delay will ever occur again, and that I can continue to use my thirty or so day printing-mailing estimate. I still believe that my proposed revisions to the operation would

improve our reliability, but will await the decision from those who "dwell in the clouds" (an ancient Japanese metaphor for those of divine lineage). Assuming that the Fall Issue arrives in the next day or two as promised, I will offer one final *mea culpa*<sup>1</sup> to the now disillusioned contributors, and get back to my chosen theme of **new ideas**.

I hope that the emphasis given to creativity in my initial editorial did not distress readers, because it is an issue that we dare not shy away from. One of the first things that a would-be author has to get over is the fear of being criticized and laughed at. Readers who are truly observant will notice that I do not seem to suffer from that particular defect, since I just dangled prepositions at the end of two consecutive sentences. This, despite my former English teachers' threats of unspeakable retribution if I were to do such a thing in a public place! (When push comes to shove, I find the notion of a dangling preposition not the most grievous of obscenities.)

As for creativity and the search for new ideas, a reasonable place to start is the decision to shove aside our perceptual myopia and our contentment with things as they are. Such attitudes accumulate with age (for very good reasons, I hasten to add), and changing those convictions--by now viewed as unassailable facts--is not an easy task. According to those who know about such things, suspending one's beliefs entails changing one's perceptions; and one of the foremost consultants in this field--Edward de Bono--has struggled with that challenge for many years. I recommend that those interested in this topic pick up a copy of his recently revised book: de Bono's Thinking Course (New York: 1994).

New ideas invariably come to those who are willing and able to consider alternative solutions to a problem, even when the current methods and thinking patterns seem perfectly workable. Our egos lay at the heart of the matter, for some individuals seem driven to step outside the paths carved by others, while others appear content to tromp in the footprints of acknowledged leaders. The latter activity is often an admirable way of getting things done, as long as those appropriations are not passed off as their own inventions!

Full blown plagiarism is so rampant in architectural circles that many academics and practitioners have given it tacit approval by declaring that "nothing new is possible because everything has already been done." I often wonder how many *creative* (in the generic sense of the word as used in this editorial) designers have been sucked into the ersatz world of cribbed architecture as the result of such self-serving nonsense.

<sup>1</sup> I assume that few readers will recognize this Latin phrase accepting full responsibility. I like to think of its scholarly-looking mask as a clever form of face-saving.

More to the point, in the rarefied world of model the railroading there is a giant chasm between a John Allen and those of us who have more or less effectively mimicked his work. It reflects the difference between a genuine artist and an accomplished technician, and one of these days I will install a large sign on my pike acknowledging my debt to Mr. Allen. The name, of course, may not mean much to young modelers, who are indebted to a newer line of imaginative gurus.

Less understood is the fact that we can all rise above our humble status and gain at least a bit of the aura of those giants. At first glance the task seems to get more difficult as our productive contemporaries narrow the field of untried possibilities, but that pessimistic view is largely an illusion. Advances in technology and improved communication give us more grist than ever for our creative mill, but we have to learn how to use them effectively.

My interest in promoting this idea is a selfish one: I want to encourage the submission of a wide range of original articles to the *Caboose Kibitzer*. Most new ideas are extensions or juxtapositions of existing material, so to the extent that each of us is a unique individual (perhaps a more mythic than real assumption), each interpretation of a given subject has a chance of being equally unique. I only ask that authors of articles who lean heavily on the work of others tell us who it was that inspired them. After all, fair is fair.

In my own case, most of my model railroading work is unabashedly derivative, and it appalls me to hear the word "creative" applied to it. There have been occasions, however, when I have explored--with varying degrees of success-- original (as far as I know) ways of executing something. Someday I may tell you about the laminated wood block mountains on my layout which double as an emergency fallout/tornado shelter. My friends laugh and point out how difficult it will be to remove them, but I just smile to myself. The joke you see is on them, because the actuarial odds suggest that I won't be the one who will have to take them out!

Because of its sloppy usage in ordinary conversation, Edward de Bono coined the term *lateral thinking* to replace the notion of 'creativity'. In lateral thinking, a person considers many options rather than focusing all of his or her design energy on the one that seems most promising. The difficulty that arises when one ponders options can be traced to the **grooves** (de Bono uses the more precise but less graphic term '**patterns**') that have been burned into the brain by years of accumulated experience.

An appropriate metaphor for model railroaders would be the **tracks** which our conceptual trains are forced to take on their way to a new idea. Unfortunately the mainline tracks keep taking us to the same old

places, and we are obliged to switch onto a branch line if we wish to enjoy new scenery. Soon we discover that the branch line also imposes severe restrictions, but our engineer is reluctant or unable to take his train cross country. Such is the everyday working of the human mind...and railroad trains.

It will take a powerful jolt to get us to abandon our comfortable seat in the *vista dome* for a trek through the manure-rich pastures where new ideas--like field mushrooms--grow profusely. De Bono provides more than enough ways for would-be conceptualizers to get into more fruitful thinking grooves, but frankly, some of his suggestions leave me cold. This is undoubtedly due to my own inability to fathom their deeper meanings, but I must this time mention two strategies that I know from experience are effective.

When you hit the proverbial mental wall searching for alternative ways of doing something, select a word (preferably a noun) **at random** from the dictionary, and **force** it into your thinking process. Don't whine and tell me that such a move is illogical. Of course it is, but logic is often the worse route to take when embarking on creative journeys. De Bono calls this approach the Random Stimulation Method, and it parallels mind-jarring techniques that have been around for years. It is described in somewhat greater detail in his book, but the best way to learn about it is to give it a try on your own; or better still, in a group. It will take some doing, but in time you should be able to see the benefits.

In his Stepping Stone Method, the author suggests that an intermediate concept should be provided to allow a person to transfer from his or her one-track mind to an alternate thinking mode. In the pre-de Bono days a triggering device that some of us used with design students was to turn their architectural solution(s) upside down or inside out, and insist that they seriously explore the revised arrangement. All Stepping Stone techniques involve provocations like exaggeration or distortion of the standard solutions, including the reversal method just described above.

On rare occasions the suggested change proved to be a better solution as it stood, but more often it propelled the designer in a more exiting direction. On other occasions the renewed study simply confirmed that the initial scheme was perfectly valid. In almost all cases, students were not particularly happy about scrapping their work even on a temporary basis. Then again, how would you feel?

Assuming no new problems, I plan to continue this review of idea generation in the next issue of the *Caboose Kibitzer*. If you have comments to make, either pro or con, or just want to add to our growing catalogue of conceptualizing tips, please drop me a line. In the interim, remember the cardinal rule of MCoR brainstorming: **no sleeping on the tracks!**□

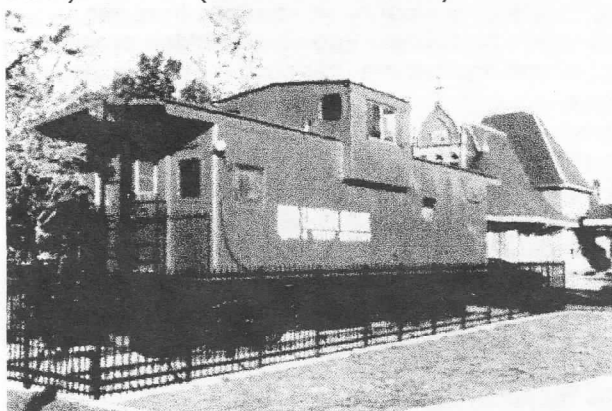


## Crummies in the Capital City

by Brian Porter

When most people think of Lincoln, Nebraska, they think of Nebraska football. A treasure that often goes unnoticed is the number of cabooses on display, some of them quite rare. Because Lincoln is a railroad town, we can understand why they are here. Noted primarily as a terminal for the former Chicago, Burlington and Quincy (now Burlington Northern Santa Fe), the city also hosted the Rock Island, the Chicago and Northwestern, and the Omaha, Lincoln and Beatrice Railroad (which is still in operation).

We begin our tour with BN 10164 (former GN X-104) which stands in front of the old Rock Island depot at 1944 "O" Street. The depot has been beautifully restored and is now in use as a bank. The latter is reflected in the caboose's new number: UB (Union Bank)1944 "O" (the bank's address).

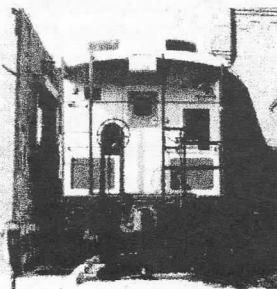


UB 1994 (BN 10164)

Next we drive west to the Haymarket in the heart of the downtown, where we can watch trains roll by the old CB&Q depot. The station is used by the BNSF mainly as an office, and it is still serviced by Amtrak twice daily with the east and westbound Zephyrs. Behind the station sits old 710 (originally the B&MR 31), a cosmetically restored K4 class 4-6-0 steam engine. It is trailed by a string of cars painted in B&N's former road colors, with caboose BN 10200 bringing up the rear. This is truly a unique display.



BN 10200



CB&Q 13447 (BN 10413)

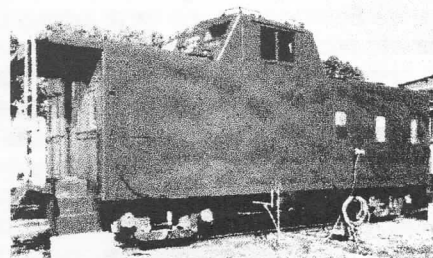
Hungry? This would be a good time to walk around the corner to *La Paloma*, where they serve up very tasty south-of-the-border food. Dining in the CB&Q waycar will make it a memorable occasion. Built in 1954 at the shops in Havelock, the caboose was originally CB&Q 13447. It was numbered BN 10413 after the merger. Following retirement, the waycar was given to the town of Imperial in southwest Nebraska. Years of neglect and fire damage took its toll, but in 1995 the current owner, Art Jimenez, rescued and restored it back to its CB&Q colors.

Moving on, we drive south to the *Germans from Russia* Museum at 631 "D" Street. Located behind the museum is UP 25747. Be aware that this is not a railroad museum. In this instance, the caboose is being used as a display space for material related to German heritage.



UP 25747

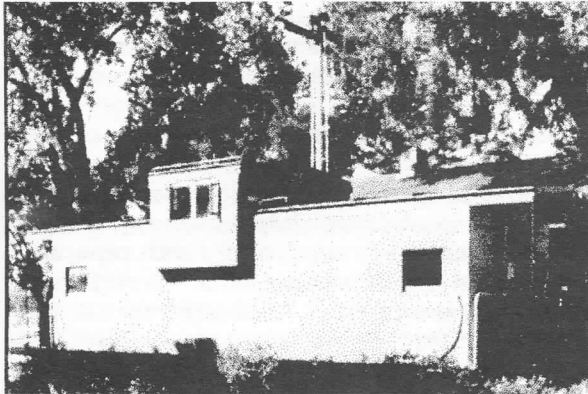
South and west of the museum--at 300 South Street to be exact--are the training grounds of the Lincoln Fire Department. At this site is a derailment scene to teach firefighters how to respond to train wrecks involving hazardous materials. Used as an office at the rear of the train is LFD 1985 (Lincoln Fire Department and the year that the school was started). This is one of only 30 remaining cabooses of this type. It was built at the Great Northern shops in St. Cloud, Minnesota in 1958. Originally identified as X-15, it was later re-numbered BN 10375.



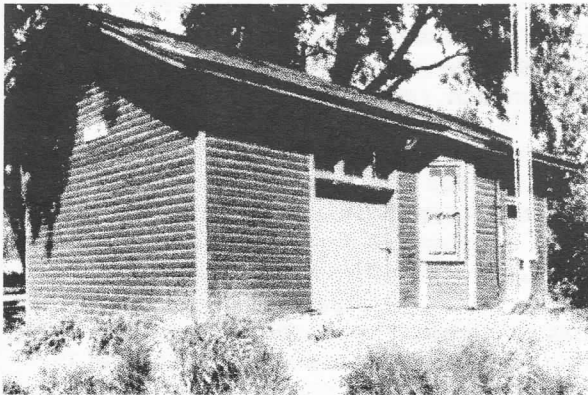
LFD 1985 (BN 10375)



Circling back north to the state fairgrounds, we will find the recently renovated BN 12132. Built in 1977, this is a BN original. The caboose is owned by the State of Nebraska, and stands in front of an old CB&Q depot--the one formerly located in Roca, Nebraska. The station houses a collection of memorabilia from the "good old days" of railroading.



BN 12132



Roca Station

As we bring to a close our tour of crummies in the City of Lincoln, I would like to mention the following two cabooses located outside of the city. Be aware that these cabooses are located on private property, but are visible from roadside when the intervening foliage is not too dense.

The first is BN 11189 (formerly CB&Q 13745). It is a wooden caboose in BN colors, and it is located at 120<sup>th</sup> and Pine Lake Road.

The second is CB&Q 14634 (BN 11086 / St. Louis, Keokuk and Northwestern #157). It can be found at 100<sup>th</sup> and Yankee Hill Road. An excellently preserved wooden caboose from 1890, it sports B&Q colors.

Mr. Porter has drawn his material from diverse sources, including interviews with the present owners. For those who would pursue the topic of cabooses further, he recommends the following series of books written by John Henderson and printed by Grit Printing Services of Williamsport, PA. The books are distinguished by innumerable color photographs of exceptional beauty. The title that all of the books have in common is *CABINS, CRUMMIES & HACKS*.

Volume One: *NORTH & EAST (128 pp).*  
 Volume Two: *THE SOUTH (80 pp).*  
 Volume Three: *NORTH & WEST (80 pp).*  
 Volume Four: *THE SOUTHWEST (80 pp).*

An additional book recommended by Brian Porter is the National Model Railroad Association publication entitled *CABOOSE COUNTRY*. Prepared by the staff of the *Kalmbach Memorial Library*, this 24 page booklet is organized around 43 photographs in color and black & white. The price is listed on the cover as \$9.95.

Note: According to the author, the substance of this article first appeared in the *Caboose News*, PO Box 2772, St. Louis, Missouri. The above photographs, however, were taken by R. Guenter, under the guidance of Mr. Porter. Readers with a special interest in cabooses should write to the above address for information and current subscription rates. □

To the terms **cabin**, **crummy** and **hack**, Brian has added CB&Q's **waycar**, as well as **caboose**, **van**, **cab**, and **crumb-box**. Can the readers provide additional nicknames for this infamous piece of equipment? In the above mentioned *Caboose News* we found reference to the German term for caboose: **Guterzugpackwagen**. Wow!

**DTC** Digital  
Train  
Controls  
The Mid-Continent's Digitrax Dealer

**DTC On-Line:**  
dtt1@mindspring.com



NMRA Compatible



IT'S OK TO  
LIGHT UP!

You've waited a long time to hear this. It's not only OK to light up, it's easy.

Now you can add special lighting effects all over your locomotives, steam and diesel alike, with the new **FX decoders from Digitrax**.

For only \$4 above the standard decoder price, you can add flashers, mars lights, strobes, ditch lights and more. You can place an orange random flicker into your firebox. No additional room is required for that extra lighting either.

You can program up to 4 of the 12 different effects to run at one time. DTC even has 1.3mm 1.5v bulbs to go with your decoder.

Decoders start at \$50. Bulbs with resistors only \$1.52 each.

**InterMountain couplers** are in stock at \$.72/pair.

Don't forget, DTC is a full line dealer. Just ask, if we don't have it we'll get it for you - fast. You don't pay until it ships.

Visit our on-line cybershop where you can see and order many newly announced items from manufacturers:

<http://www.mindspring.com/~dtt1>

To order, or for more information fax, call or send an SASE to:

Digital Train Controls

Fax: 913-897-4797

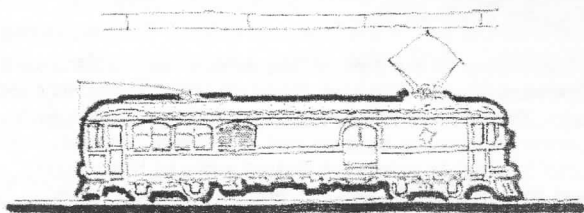
Phone: 913-897-1398

5005 W. 129th Street

Leawood, KS 66209-1885

MasterCard & Visa Accepted

**Editor's Note:** Have you ever considered preparing a description of your pike for the benefit of casual visitors, interested modelers, and potential operators? This first installment in a series about an HO scale interurban electric railroad marks the beginning of an outstanding example for you to ponder. The points that you would cover in the write-up of your pike are likely to be the same as Professor Mischke's; only the details would differ.



## **Allegheny Traction** *Since 1908*

**Through Iroquois Country**

**Fast Electric Trains between Pittsburgh & Youngstown**

***The Route of the Hiawathas***

**Safe, Fast, Clean, and Reliable Transportation**

by Charles R. Mischke

### **PROSPECTUS**

*Allegheny Traction* is a could have been built but wasn't interurban electric railroad in the Greater Iroquois country. It links the population on the Allegheny River and Allegheny County (Pittsburgh) with northeastern Ohio at Youngstown by means of a standard gauge railroad, tying into the Midwest interurban network via the Penn-Ohio System. The builders were encouraged with the success of the new Westinghouse pantograph on the Napa Valley, and the Northern Electric's success with the 100- and 200- series *Niles* cars. Allegheny Traction did not opt for Napa Valley's AC power, but instead adopted their tangent-chord catenary with DC for compatibility with interline movements. In 1908 the line opened its mainline from Pittsburgh to Youngstown. It was routed along the north bank of the Ohio River to Riverside, up the Beaver Valley to New Castle, and from there to Youngstown.

Passengers moved from downtown Pittsburgh to downtown New Castle and central Youngstown, connecting with the Penn-Ohio at the latter city. The initial car order was for two *Niles* combines, and two coaches. As traffic increased, a steel combine and coach from *Jewett* were added, as well as two smaller coaches and a trailer for local service. The chair car *Hiawatha* and the solarium-diner *Niagara* were acquired for name-train service. A smaller parlor-buffet for excursions and off-line service was a later acquisition. The open-ended observation car *Margaret* serves as a business car.

Freight became important as soon as the railroad was completed. Consequently a 34 foot wood box car was equipped as a freight locomotive in the company shops! Traffic consisted of interchange freight cars, baggage, express and LCL. Three 50 ton steel boxcab locomotives were subsequently ordered, followed by two 60 ton boxcabs, and finally a 100 ton four-truck boxcab for coal traffic. Two express motors were added later: one regularly assigned to passenger service, and the other to milk, LCL express, and Piggyback service.

### **The Line**

The railroad is single-tracked, using bracket poles to suspend the tangent-chord simple catenary. The passenger terminals are two-tracked with separate tracks for arrival and departure. A run-through inspection shed is located at Pittsburgh; the car barn is maintained at Middletown, and heavy repairs are performed at the former B&Q roundhouse in Youngstown. A short spur line from West Linncott Junction serves New Castle, and is the outer terminal of commuter service to Pittsburgh. Passing tracks exist at Riverside, Middletown, and West Linncott Junction (New Castle).

### **The Facilities**

**PITTSBURGH:** Freighthouse, container and piggyback terminal, oil depot, grain elevator, team tracks, track scale and W&V interchange. The belt line that connects with steam road interchanges also operates from here. The passenger terminal and the run-through inspection shop abut one another.

**RIVERSIDE:** Freighthouse, *Swift*, *Stover Purina*, *Riverside Lumber*, a cement plant and a coal dumper of the *Ohio Dock* that serves river barges.

**MIDDLETOWN:** Car barn (which does heavy repairs for *Pittsburgh Railways* whose equipment is brought in by flatcar due to a difference in gauge). Shop traffic moves between the three company facilities. At Middletown, cars are dropped from northbound trains and added to southbound trains according to the demands of traffic.

**WEST LINNCOTT:** Freighthouse, container and piggyback terminal, team tracks, oil depot, reefer icing platform facility, and *Purina Feeds* elevator.

**NEW CASTLE:** End of the spur from West Linncott Junction. An in-street terminal serves passenger trains, and an end-of-track terminal serves express and LCL cars.

**YOUNGSTOWN:** Freighthouse, *Purina Feeds*, oil depot, coal yard, coal processing plant (servicing area mines), container and piggyback terminal. A former B&O roundhouse serves as the principal

shops, and an interchange which is maintained with B&O and Penn-Ohio. Track scale.

### Control

The railroad has a two-cab completely independent mainline control system. The normal equipment assignment is A-cab for passenger, and B-cab for freight. A train is controlled on all track of the railroad by its mainline cab. Yards admit trains (and their control) by signal. The track wiring conforms to the conventional two-rail selective turnout system. The power circuit is overhead wire-to-motor-to-wheels on one side of the car. Control is completely separate as long as operators refrain from making a trailing move onto a switch thrown against the car.

A traction car should **never** be laid up on a switch! The basic way to kill a prototype car is to lower the pan; but to reduce the handling of the model equipment, a cardboard paddle is inserted between the pan shoe and the contact wire. This permits any car to be killed anywhere. There are toggle-controlled blocks in yard areas for convenient killing of cars during switching and uncoupling operations.

Hostler cabs standby in the yard limits at Pittsburgh, Middletown and Youngstown for use by yardmasters. The panel has three toggles that operate in a left-right direction. They are displayed as:

Y	O	A
Y	O	B
L	O	R

When the upper toggle is thrown to **A**, A-cab controls its rail in the yard. When the middle toggle is thrown to **B**, B-cab controls its rail in the yard. Any combination, **AB**, **YB**, **YA** and **YY** is possible at the yardmaster's discretion. When either toggle is thrown to **Y**, then the yardmaster's controller commands A-rail, B-rail or both. The lowest toggle is thrown in the direction that corresponds to the end of the car to which the pantograph is mounted; usually passenger cars left, freight equipment right.

Before moving a car of one specie, be certain that that all cars of that specie are electrically dead, either by pantograph tab or yard toggle. The controller direction switch is set in the desired direction of movement. When the upper two toggles are set to mainline control, automatically a call-on signal is displayed at the yard limit. Powered cars and locomotives change specie by end-for-end on a turntable, wye or loop.

**PITTSBURGH YARD:** The run-through inspection shed has five power toggles controlling blocks one passenger car length long. There is another block just north of the double slip-switch for laying up a motor. There is a scale track on the yard lead. The passenger terminal has a two-car block on the near track and a one-car block on the far track. Train

makeup and breakdown occur here, using the first spot or two south of the inspection shed.

**MIDDLETOWN YARD:** Yard limits extend from the center of the passing siding (both tracks) to beyond the street running south of town. This track is broken into two blocks to make 'adds' convenient. The car barn has two inside tracks and one outside track, each one divided into three blocks. Yardmaster hostler control is provided.

**WEST LINNCOTT YARD:** There is no hostler control, so all control is by mainline cabs. The street single track is a block that can be given to A-cab or B-cab, or neither. Express units, if present, occupy the end-of-track and control trailer(s) occupy the end-of-track. The street is thus left free for passenger movements.

**YOUNGSTOWN:** The two station tracks have one-car and two-car blocks. The layup track south of the terminal tracks has three blocks. The express track north of the terminal has two blocks. The engine ready track has four blocks. The turntable is a separate block with a toggle. The 12 radial tracks are dead except for the pointer-indicated track on the rotary switch. In general, the pointer is left on the 12 o'clock position, as stall number 12 stores non-powered equipment such as the snowplow and tool car.

There is a yellow-handled toggle on the panel ladder track which can kill all track except individual blocks. This can be useful in consist building and breakdown. The interchange track is sincere, i.e. there is no wire over its central part. It is imperative that one observes the 'MOTOR STOP' signs. This track is a loop which reverses freight cars.

The scale track is on the approach to the outbound interchange. Almost all outbound cars are loads, so the interchange cut is routed over the scales. The motor pushes with cross-cocked couplers until the last car is on the scale rails, and backs clear of the points, aligns for the by-pass rails and pushes the cut into the interchange track. The scales can take the weight of the locomotive, but not the tractive forces. Each locomotive to be weighed is pushed dead (prototypically) onto the scale rails, and pulled off. The interchange cut is usually about 18 cars, which can be moved by engines #5, #6 or #9, or any two of #1, #2, #3, #4, #8, #31 or #32.

The caboose track is near the ready track. The inboard caboose is used for the next freight train. Incoming cabooses are dropped closest to the switch. It's a first-in-first-out (FIFO) rotation as the cabooses are assigned to conductors. This gives time for provisioning, upkeep and repairs between runs.

In the next issue, Prof. Mischke will describe the passenger and freight train service on his Allegheny Traction. □





## **MEMPHIS DIGITAL SWITCH & SIGNAL**

**305 SCHAEFFER LOOP**

**EADS, TN 38028-3715**

**ORDERS AND INFORMATION 800-688-3909**

**COMMAND CONTROL SPECIALISTS SINCE 1983**

**AUTHORIZED DEALER FOR :**

**DIGITRAX \* SOUNDTRAX \* LENZ \* SYSTEM ONE \* DALLEE**

**\* DEL AIRE \* WINLOK \* MICRO ENGINEERING**

***DISCOUNT PRICES \* LARGE INVENTORY***

***BEST CUSTOMER SUPPORT AVAILABLE***

***ANYWHERE***

**DECODERS FROM \$19.95**

**OVER 300 IN STOCK**

**DIGITRAX DH 120 \* 2 FUNCTION DECODERS**

**\$24.00 EACH**

**BUY 4 OR MORE AND SAVE AN ADDITIONAL 5 %**

### **DIGITRAX SYSTEMS**

**CHALLENGER \$199.00 \* BIGBOY \$289.00 \* CHIEF \$359.00**

**THROTTLE UP's SOUND TRAXX DSD 150**

**DIGITAL SOUND DECODERS**

***ONLY \$139.95***

***DSD SOUND INSTALLATIONS START AT \$69.00***

**NEW !**

**ROCO'S OPERATING DCC EQUIPPED 200 TON CRANE**

***ONLY \$179.99***

**ALL PRODUCTS CARRY OUR MONEY BACK GUARANTY**

**ORDERS \* INFORMATION \* CATALOG**

**1-800-688-3909**



# Motorized Sieve

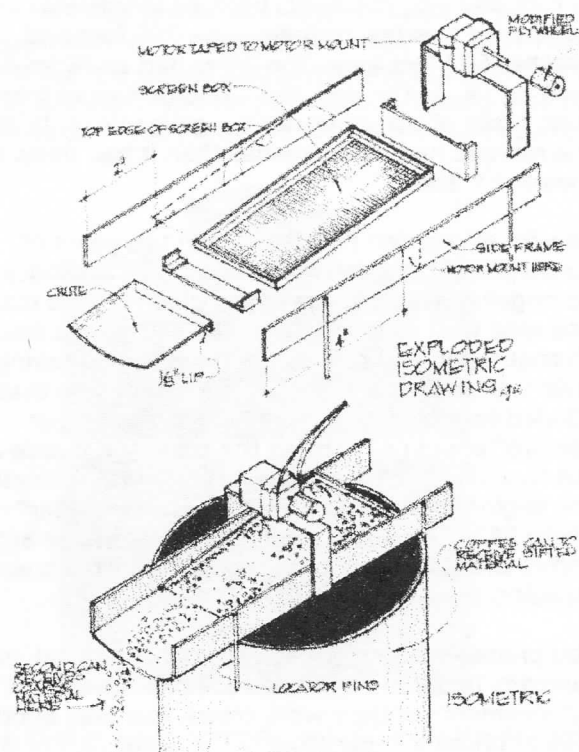
by Richard P. Yungclas

A few years ago during a fit of scenery expansion, I dashed out and collected two five-gallon buckets of dirt, dragged them home, and ran the material through my kitchen sieve. When I went for a tea strainer reality sank in, and I set about making plans for a motorized sieve using parts that I had on hand. The given dimensions are nominal and will fit a three pound coffee can. You can vary them to fit the container of your choice.

- Cut a piece of *Scale Scenics* brass screen to 4 1/2" x 2 1/4", making sure that the sides and ends are square. Then cut four pieces of 1/4" K&S brass angle to fit around the screen (two at 4 1/2" i.d. and two at 2 1/4" i.d.). Following that, cut four pieces of 7/32" brass angle for retainers, allowing you to sandwich the screen between the pre-cut angles. Be sure to overlap the cut ends!
- Clamp the angles to the screen and flow in plenty of solder to hold the screen securely. Plug any holes that you find in your soldered connections. When you have completed the box, gusset the vertical corners with 1/4" angle.
- Cut two pieces of .064 x 3/4" strip 8 or so inches long and mark each of them 2" from one end. Using these marks as a starting point, clamp the .064 stock to the long sides of the screen box, and measure the inside width across the ends of the screen box.
- Cut one piece of .064 x 1/2" to fit horizontally under the screen box at the end with the 2" marks. Then cut one piece of .064 x 3/4" brass strip to fit vertically at the other end. When completed, the screen box will occupy a **canted** position inside the .064 x 3/4"x 8" side frames. Study the accompanying drawings carefully on this crucial point.
- Clamp all of the pieces in place and solder them together. Since this device will be subject to severe vibrations, reinforce the corners with gussets made from 1/4" brass angle. I obviously have no faith in butt joints!
- Make a chute from .016" brass to fit the low end of the sieve. Drop its 1/8" lip over the end of the screen box, and force the other end of the chute to the lower edge of the side frame. Solder it in place. If properly sized, this should create a gently curved bottom in the chute. After it is assembled, you can chop off the excess length.
- Motor Mount: Bend a piece of .064"x 1/2" brass strip into a "U" shape sized to fit outside the frame. Once installed, the top edge of the crosspiece should be about 3/4" above the top edge of the side frames. Solder the motor mount

in place two inches back from the lower end of the screen box.

- Power unit: Pull the flywheel off of an old Athearn motor and remove about 1/8" from one side of the flywheel. Reinstall the cutoff flywheel, and connect long power pack leads to the motor.
- Locator Pins: Solder two 3/32"x 2" vertical rods to the outside of the frame about 1 3/4" from the end with the chute. Drop the frame over the coffee can of your choice<sup>1</sup> and mark where you need the back two verticals to create a reasonably snug fit. Solder a 3/32"x 2" brass rod at each of the two marks.
- Tape the motor to the motor mount (I used Scotch Super 88 tape), set the device on one coffee can and place another can under the chute<sup>2</sup>. Turn on your power pack and adjust the motor speed to get the optimum vibration. To date my motorized sieve has processed at least 25 gallons of dirt and sand!



<sup>1</sup> This can supports the entire mechanism during operation. It also receives the fine material passing through the sieve.

<sup>2</sup> This second coffee can catches the coarse material which does not make it through the sieve.

## The Bent, Zigzag and Crooked Railroad

by Marty Vaughn

Having lived for the last few years in Ohio, I recently decided to purchase a copy of a new book entitled *Hidden Treasures*, by Ed Cass. It is the story of the Bellaire, Zanesville and Cincinnati RR (also known as the Bent, Zigzag and Crooked)--and after later reorganization--as the Ohio River and Western R.R. Eventually this narrow gauge line became the step child of the mighty Pennsylvania. It must have been one of the few narrow gauge lines owned at one point in time by an interurban line, although it never ran trolleys. The book has many excellent photos and plans of equipment used on the line. If you are interested in either narrow gauge or Ohio railroads, this is an excellent book. Two photographs in particular caught my attention.

While southeast Ohio is definitely *not* Colorado, the BZ&C shared some features with the railroads in that state. Like most narrow gauge lines, the BZ&C was built with minimum financing. Rather than investing in cuts and fills, the BZ&C used an inordinate number of trestles, including one 700 feet and another 500 feet long. The latter had an "S" curve built into it. In the end, the BZ&C had more trestles than many of the other narrow gauge lines. In fact, the railroad had more trestles than it had miles of mainline track!

As with all wooden trestles, within ten years of construction they began to deteriorate and became an ongoing maintenance expense. In 1894 a trestle one mile west of Woodsfield, Ohio--that was being strengthened and re-timbered--collapsed, taking a train with it. In the book are the two photos that I alluded to, and are reprinted here. The first or "before" photo (#1) shows the collapsed trestle and the resulting train wreck (which caused the death of the engineer and fireman). The other or "after" photo (#2) was taken exactly one week later and shows the proud bridge gang with the work train standing on the new trestle.

You probably ask, so what? That's no big deal, lots of railroads had accidents and took photographs of the achievements of their work crews. But take another look at photo #2, particularly the lower part of the trestle bents on the left: ***None of them touches the ground!*** The ground slopes in two directions: down towards the creek that the trestle crossed, as well as parallel to that creek. At the bottom of each visible trestle bent, there is at least one, and a maximum of four, large pieces of crisscrossed lumber supporting the down-slope end of the trestle. One end of some of these bents are as many as *four feet* off the ground! If you look closely at photo #1, you can see that the first three trestle bents did not collapse. The right hand timber in the third trestle

bent (the last one still standing) has a warp in it that causes it to arch slightly from right to left. Now look at the third trestle bent from the right in photo #2. The right hand timber in that trestle bent also has a warp that arches from left to right. It appears to be the same timber, which leads me to believe that the repair crew did not bother to rebuild the entire trestle, or even replace its warped timbers. Those bents still standing in photo #1 are probably the same ones that appear in photo #2. The only change is the addition of an anti-sway brace.

The BZ&C Railroad was never known for spending large sums of money on maintenance, because they rarely made enough revenue to cover both the interest due on construction bonds and operating expenses. Even so, as I studied this picture, my first thought was the construction gang still had some work to do at the time the photo was taken. But there is a train in the photo and it is on the trestle! Would they have taken the train out and risked it on the trestle if it wasn't finished?

There may never be a definitive answer, but I was recently given the best one that may be available. Not too long ago, I spent a weekend tracing the western half of the BZ&C with a group of other narrow gauge enthusiasts. We were using a guide prepared by Bill Logan: it is a 20 page milepost and driving guide of what remains of the western end of the railroad. It is a great resource and very accurate (Bill is also working on a guide to the remaining eastern half of the railroad). Not much remains, but there are still a couple of stations, some decrepit pieces of rolling stock and faint traces of the old roadbed (a couple of lucky railfans even found spikes from the line).

Among those in the group tracing the road--in addition to Bill Logan--were Ed Cass, the author of *Hidden Treasures*, and Bob Richardson, one of the co-founders of the Colorado Railroad Museum and a passenger on the last scheduled train that ran on the BZ&C. During the course of the weekend I spoke to all of them about the obvious problem with the trestle bents in the photos. These men are probably as expert as you can find on this railroad. While no one could say for certain, the consensus was (based on common practices of the railroad) that what you see in photo #2 is probably how the trestle looked when it was completed. The trestle bents that didn't touch the ground were probably left that way!

Two thoughts came to mind when I saw photo #2 and they remain after my discussions with Logan, Cass and Richardson. First, I am glad I wasn't riding any BZ&C trains back in the days when they were running if this was typical of construction practices on the railroad. The second thought that came to mind was how would someone explain to an NMRA model contest judge that the reason his or her model trestle didn't touch the ground was because

the prototype trestle didn't touch the ground! The readers might want to save a copy of this photo to show to the judge, just in case.

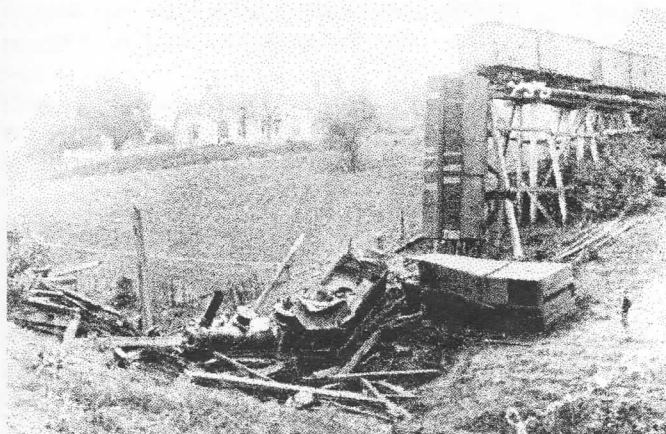


Photo #1. This trestle on the BZ&C was under repair at the time when its collapse resulted in this wreck which killed the engineer and fireman. Pickenpaugh Photo Collection.

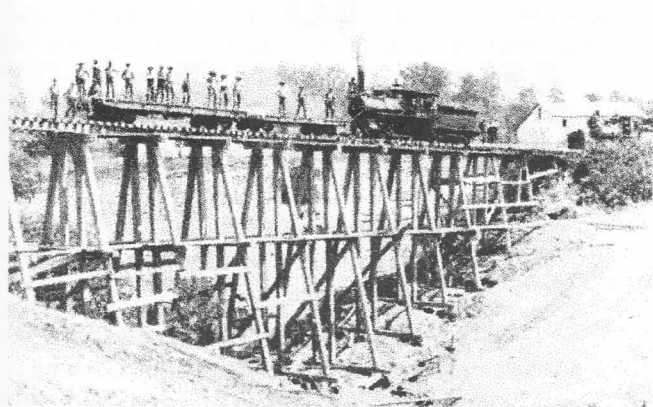


Photo #2. One week after the wreck in photo #1, this photo was taken of the bridge gang and work train on the rebuilt trestle. Note the bottom of the bents on the left side of the trestle. Pickenpaugh Photo Collection.

## Nitpickers and Prototype

Marty Vaughn MMR

For years a number of European prototype engines have been available in the major scales. Perhaps you, like I, did not buy one because you could not justify having a European style engine running on your U.S. model railroad. Well now there is an excuse to succumb to that lingering urge and purchase one.

The locomotive is a small center-cab diesel electric. When I first saw this engine at a distance--parked in the Ohio Central yard at Coshocton, Ohio--I thought that it looked vaguely familiar. I presumed it to be an early Mack gasoline switcher from the 1930's, but as I moved in closer it looked more like an ALCO 424

that had the ends chopped off, with only the center section remaining. When I got close enough to take the photo below, I knew that it was neither of these; but it still seemed familiar. By the time that I was close enough to read and photograph the builder's plate (the lower photo), I realized that it was something that I had never seen before.

Curious to find out what this engine was doing on the Ohio Central Railroad, I spoke to one of the employees who told me that they had been testing this Czech switching engine on a long term trial basis. Unfortunately, he wasn't sure what the final decision would be concerning adoption of the engine. If you are in the area and go looking for the locomotive, it is difficult to miss because it is painted in orange with blue trim (the lighter color in the b&w photos is orange and the darker color is blue). While I don't know if this particular model is available in hobby shops, the fact that this one is currently operating in the U.S. could justify running some other foreign prototype on your layout on a long term trial basis.

If you are a steam era or narrow gauge modeler and think that this justification doesn't apply to you, I suggest that you check out the Sept/Oct 1997 issue of the Narrow Gauge and Short Line Gazette. There really is a prototype for just about anything that you can imagine. You just have to find the right source!



No European engines running on U.S. railroads? Be careful what you nit-pick, there is a prototype for everything if you can just find the right photo! Photos by Marty Vaughn □

**Attention Readers:** If you run foreign equipment on your American pike--and have come up with an excuse for their presence--drop a line to **Marty Vaughn, 557 Brice Road, Reynoldsburg, Ohio 43068-1008**, and tell him about it. He will assemble your ideas into an **Inventory of Rationalizations** (or something similar) for publication in the *Kibitzer*.



## Timetable of Events

### Mid-Continent Region

Gary Hemmingway

Area Meet Chairman

3201 SW Stone Ave., Topeka, KS 66614-2823

Home: (785) 273-3350, Work: (785) 291-4554

e-mail: 103045.2047 @ compuserve.com

### Gary's Switching List

**Jan 17 & 18, 1998: GATS.** Americas Center, St. Louis, MO.

**Jan 31 & Feb 1, 1998: 11<sup>th</sup> Annual Air Capital Train Show & Swap Meet.** Exposition Hall, Century II, 225 West Douglas, Wichita, KS. Tim Duncan, PO Box 3245, Wichita, KS 67201-3245. e-mail: timd@southwind.net

**Feb 15, 1998: Mid-America Train Meet.** Reardon Civic Center, 5<sup>th</sup> & Minnesota, Kansas City, KS.

**Feb 21 & 22, 1998: Lincoln Area Model RR Club Show & Meet.** Charles Buswell, California Court, Lincoln, NE 68510. Ph: (402) 475-0600.

**Mar 7 & 8, 1998: GATS.** Century II, Wichita, KS.

**Mar 14 & 15, 1998: GATS.** Civic Auditorium, Kansas City, MO.

**Mar 28 & 29, 1998: Marj Herington Train Show & Meet.** Herington Community Center, Herington, KS. Sat: 10-5, Sun: 11-5. \$2 Adults, 12 and under free w/ paid adult. Tables \$5. Ralph Finley, 2295 Zane, Chapman, KS 67431. Ph: (785) 257-3501.

**Apr 18 & 19, 1998: Nebraska West Central Div. Fifth Annual Show & Meet.** D&N Center, North Platte, NE. Info: Jack Rickett, Paymaster, Box 7, HCR 72, Sutherland, NE 69165. Ph: (308) 386-4616.

**Apr 25 & 26, 1998: Pottawattomie County Model Railroad Show.** Onaga, Kansas.

**May 2 & 3, 1998: GATS.** Tulsa, Oklahoma.

**May 2 & 3, 1998: Greater KC Area Model RR Council.** Metcalf South Shopping Mall, Overland Park, KS.

**May 2 & 3, 1998: Topeka Model Railroaders Inc. Show and Meet.** AG Hall, Expo Center Complex, Topeka, KS. Info: Terry Posten, Treas., 5025 NW 52<sup>nd</sup> Topeka, KS. 66618. Ph: (785) 246-2055.

**May 17, 1998: Mid-America Train Meet.** Reardon Civic Center, 5<sup>th</sup> and Minnesota, Kansas City, KS. Admission 7am-9am \$5, 9am-2pm, \$3.

**Jun 6 & 7, 1998: Old Settlers Days w/ Train Show.** Fort Scott, KS. Don Banwart.

**Jun 20 & 21, 1998: Kansas Central Model Railroaders Show.** Salina Central Mall, Salina, KS. Info: Javen Schmucker, 528 Meadowbrook Court, Newton, KS. Ph: (316) 283-7736

**Jul 20-26, 1998: NMRA National Convention.**

Bartle Hall, Kansas City, MO. Hosted by Turkey Creek Division of MCor. Information: Heartland Express KC '98, Peter Ellis, Registrar, 14960 W. 87<sup>th</sup> St. Parkway, #154, Lenexa, KS 66219

**Aug 23, 1998: Mid-America Train Meet.** Reardon Civic Center, 5<sup>th</sup> and Minnesota, Kansas City, KS. Adm: 7am-9am \$5, 9am-2pm \$3.

**Sep 12 & 13, 1998: South Central Nebraska RR Show and Meet.** Imperial Mall, Hastings, NE. Sat. 10-5, Sun. 12 - 5. Info: Deb Blunt, 3001 W 12<sup>th</sup> St, Suite 36, Hastings, NE 68901. Ph: (402) 463-3315.

**Dec 13, 1998: Mid-America Train Meet.** Reardon Civic Center, 5<sup>th</sup> & Minnesota, Kansas City, Kansas. Adm: 7am-9am \$5, 9am- 2pm \$3.

**Mar 20 & 21, 1999: 12<sup>th</sup> Annual Air Capital Train Show & Swap Meet.** Wichita, KS.

## Subscribe to Midwest Rail

*Your regional source for Midwest news and information*

Providing the most timely source of news of the class ones and regionals that operate in the Midwest

The best overall source for operations news for the Midwest Region

Quality black and white reproduction on glossy paper

A small price to pay for such a wealth of information

Subscription Price:

12 Issues (One Year) for \$12.

That's only \$1 a copy!

Midwest Rail

P.O. Box 171

Vandalia, MO 63382

Advertiser and Dealer Inquiries Welcome

FAX: 1-314-594-3275

## Heartland Express

**"Second Section" now open!**

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

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



## N-Visible

by Patrick Lana

### Keeping in Touch

Hello from Colorful Colorado! As a few of you may remember, I wrote the "N-Visible" column for the Mid-Continent Region *Caboose Kibitzer* for some time. The reason for the N-Visible column name was not that N scale was invisible, but that it should be more visible.

In past columns, I covered vehicles (kit-bashed and scratch-built) and scratch-building N rolling stock, as well as assorted other articles. I stopped writing the column when I moved to Colorado in April 1996. However, Bob Guenter--the new MCoR editor--asked if I would contribute again. Since I am a Life Member of MCoR and have many friends in the Mid-Continent Region, I figured it would be okay (but only on a periodic basis). After all, I am building a new layout, and that is my number one priority hobbywise.

For those who do not know me, I am an N scale who enjoys all scales. I spent the first 33 years of my life in Iowa, hence the name of my railroad: The Cedar River and Iowa Central Railway Company-- *The CRANDIC route*. From 1980 to 1996 I lived in Kansas City, and because of a great deal of peer pressure, earned MMR #208.

Speaking of Kansas City, please make plans to attend the Heartland Express Convention in 1998. This national convention promises to be one of the best. If you are looking for outstanding layouts and clinics, Kansas City in '98 is the place to be.

After moving to Colorado, a number of friends asked me how the new layout was coming. As a humorous way of keeping them informed about progress on the new CRANDIC Route (see July 1984 *Model Railroader* for a description of the old CRANDIC), I began sending out **news releases**. After all, I know other railroads issue passes, have historical societies and interchange cars (if not whole trains). Why not have a public relations department for my railroad? Attached are some of the news releases the CRANDIC has issued so far.

This is another fun aspect of the hobby: issuing news releases as if your railroad is a real company and seeks good public relations. It doesn't take much effort, and it is a good way of chronicling progress on your layout. I have cut costs by sending them e-mail. **Until next time.** □

Editor's note: Pat Lana's public relations work represents another idea worth trying. The *Caboose Kibitzer* stands ready to publish such releases on a space available basis.

### CEDAR RIVER AND IOWA CENTRAL RAILWAY The Crandic Route

NEWS RELEASE  
For Immediate Release...

## IT HAS BEGUN!

The Crandic Route took a small but significant step on January 25, 1997. The first 4 (count em- four!) legs for the new layout were built. Boxes and other hindrances have been moved from the construction site. Protective sheeting has been laid over the carpet. The tools are in place and materials gathered. The basement is now a CONSTRUCTION ZONE.

Although the architects, engineers and planners are still finalizing the design, management okayed the first phase of construction.

With typical fanfare the construction crew (me) was photographed by the public relations department (Annette) to immortalize the first saw cut in the construction of the fifth Crandic layout. This first saw cut was made intentionally on my 50th birthday.

### CEDAR RIVER AND IOWA CENTRAL RAILWAY The Crandic Route

NEWS RELEASE  
For Immediate Release...

## BASIC BENCHMARK COMPLETED!

The construction of The Crandic Route's North-South mainline benchmark has been completed from Jeda's Junction South to Union Station. The mainline is approximately four smiles (scale miles) or 132 actual feet in length. Construction crews are now planning installation of the lower benchmark trim and elevating the grade to its proper 54" base height.

Hugh M. Woods (no kidding, the local Payless) Lumber Company was disappointed that the benchmark construction was over as they had planned an increase in dividends due to the large amount of Crandic's purchase of construction material.

Although the table level benchmark was completed on May 25, 1997, four months after construction began, the announcement was held until now while management went on an expedition to acquire horsepower to begin the final mainline roadbed grading. They made one acquisition on May 30- St. John, VI.

Now John is not a saint but a donkey. He is not John the Sixth but is from the Virgin Islands. He was purchased to provide horsepower in remote locations (and also as a N scale charm bracelet souvenir from the St. John, Virgin Islands). The President of the Railway was disappointed in the St. Thomas, St. John and the British Virgin Islands did not have any railroads and worse, no HOBBY SHOP! However, management did enjoy the boat tour and snorkeling; quite a feat for non-swimmers!

Stay tuned for further progress.

Happy Rails,

Patrick

KANSAS CITY '98



MCOR NMRA

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

## Registration Form Heartland Express KC'98

The National Model Railroad Association 1998 National Convention will be held in Kansas City from July 20 - 26, 1998. The convention is hosted by the Turkey Creek Division of the NMRA and Topeka N-Trak.

Take advantage of this opportunity to enjoy early registration.

Register now and enjoy the benefit of reduced rates for the 1998 NMRA National Convention

### REGISTRATION PLANS

**Second Section (\$100)** - Join the **Second Section** and receive these added benefits:

- All normal registration costs
- \$25.00 credit to be used in the company store or towards layout tour registration
- Early layout tour registration
- Early registration for all other local non-extra fare events
- A Heartland Express KC'98 convention patch
- **Second Section** registration will close immediately following Madison

**1997 Pre-Registration** (Primary registration \$90; Spouse registration \$75; Youth 12-17 yrs \$35)  
(Children 11 and under are Free - Please indicate Youth date of birth next to name)

- All normal registration costs (a saving of approximately 25% off the full fare)
- Advance notification of layout tour registration

### REGISTRATION & FARE CALCULATION

Primary Registration: NMRA Membership No. \_\_\_\_\_ or N-Trak Membership No. \_\_\_\_\_

Name \_\_\_\_\_

Name \_\_\_\_\_

Name \_\_\_\_\_

Name \_\_\_\_\_

(Family registrations must include one "primary registration" paying full fare)

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone: (\_\_\_\_) \_\_\_\_\_

E-Mail: \_\_\_\_\_

Second Section / Primary \$ \_\_\_\_\_

Second Section / Spouse \$ \_\_\_\_\_

Second Section / Youth \$ \_\_\_\_\_

Second Section / Youth \$ \_\_\_\_\_

Membership Fee\*\* \$ \_\_\_\_\_

Total Payment \$ \_\_\_\_\_

\_\_\_\_\_ Payment in US funds

\_\_\_\_\_ Check or Money Order payable to Heartland Express KC'98

\_\_\_\_\_ Credit Card: Circle Type VISA Mastercard

Card No. \_\_\_\_\_

Exp Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

(\*\*Every Prime Registrant must be a member of the NMRA or N-Trak\*\*)

(\*\*Add \$30 if not a member of the NMRA or N-Trak\*\*)

Mail completed form to:  
**Peter Ellis, Registrar**  
**Heartland Express KC'98**  
**14904 W 87<sup>th</sup> St. Parkway, #154**  
**Lenexa, KS 66215**

**CAN THE CABOOSE KIBITZER BE BETTER THAN IT IS? YOU CAN BET YOUR SOCKS ON IT.** Getting a new editor might be the answer, but there are apparently few people willing to take it on. Until something like that happens, the job falls on your shoulders; so:

1. Let us know what we should be doing to improve things.
2. Overwhelm us with your original articles, construction tips, cartoons, puzzles etc.
3. Convince your friends to join NMRA/MCoR, and share their expertise with us; and
4. **PATRONIZE THE DEALERS AND ORGANIZATIONS WHO ADVERTISE IN OUR MAGAZINE.**

*When in Southeast Iowa, visit ...*

## COUNTRY DEPOT

127 S. Jefferson, Mt. Pleasant, IA 52641  
Downtown on the west side of the square  
**319-385-4269 FAX 319-385-4145**

*We want to be your train store - by walk in,  
mail, phone, or fax!*

VISA - MASTER CARD - DISCOVER

Discounts on most model railroad items  
including parts.

Also save on books and videos.

Z through G

System One DCC - Bowser - InterMountain  
Pentrex - Green Frog - Sunday River  
MicroTrains - Slides - Walthers catalog items

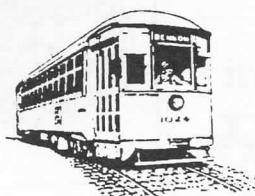
**Jan 31 & Feb 1, 1998**

Readers will note the above correct  
dates for the Air Capital Train Show.  
(Earlier adds showed different dates)  
See page 22 for their complete promo.

### Caboose Buffs:

Ten restored Union Pacific cabooses  
are available for lodging in a State  
Recreation Area near Omaha, NE.  
Heated, air conditioned, and equipped  
with a small kitchenette and modern  
bathroom, each caboose sleeps six  
people. Reservations for two or more  
nights can be made by contacting the  
**Two Rivers State Recreation Area,**  
**Fred Witte, Superintendent,**  
**27702 F Street, Waterloo, NE**  
**68069-7012.**

**Phone: (402) 359-5165.**



# O & CB

Streetcars of Omaha  
and Council Bluffs

- ★ 348 8½ × 11 pages. Hardbound.
- ★ 300,000+ words. 387 photographs.
- ★ 16 full-color photographs.
- ★ Written by Omahan Richard Orr.
- ★ History. Anecdotes. Drawings.
- ★ 17 large and small maps.
- ★ The only book on this subject.
- ★ Reading time: 16 hours.

**\$63.25 POSTPAID IN USA**

*Richard Orr*

6506 WESTERN AVE., OMAHA, NEBR. 68132

# OOOOOOH

## That sounds *GOOD!*

### 25 different sounds ready to go!

Blow the whistle, ring the bell, fire the mine blast, diesel and steam idling, dogs, crows, birds, saw mill, water falls, brooks, station departure messages (custom made for your railroad name) and many others—let me know what you need!

Push button, endless loop, or timer versions available.  
All solid state circuitry, no moving parts! \$38.95 and up.

**Blackhawk Sound Modules** For more information contact Fred Hulen c/o Audio Mart Inc.  
10330 State Line Rd., Leawood, KS 66206 913/341-3500






# PIKE REGISTRY

 <p><b>BIG TIMBER LUMBER COMPANY</b> <i>The Big Sky Route</i></p> <p>DEAN WINDSOR CHIEF EXECUTIVE OFFICER</p> <p>1435 FOUR CORNERS RD. GARDNER, KANSAS 66030</p>	<p><b>MISSOURI VALLEY RAILROAD</b></p>  <p>Larry R. Long, MMR President</p> <p>3507 E. 223rd St. Peculiar, MO 64078</p>	 <p>(417) 883-5350</p> <p>Ron Williams, MMR</p> <p>ST. LOUIS - SAN FRANCISCO RAILWAY CO 3129 S. Chamberly Ave. Springfield, MO 65804</p>
<p>The Final Solution Railroad</p> <p><b>FI-SOL</b></p> <p>Shannon Rumley President</p> <p>Springfield, Missouri 417-881-6477</p>	 <p><b>SHELTER BAY RAILWAY</b> CORPORATE HEADQUARTERS 9331 FARLEY LANE OVERLAND PARK, KANSAS 66212</p> <p>(913) 888-4080</p> <p>G. PATRICK HARRIMAN, MMR PRESIDENT CHIEF OPERATING OFFICER</p>	 <p><b>RAILROAD</b> UPSON DOWNS ROUTE</p> <p>JOE ROBERTSON PRESIDENT</p> <p>BELTON MISSOURI</p>
 <p><b>SYCAMORE VALLEY LINES</b> 544 E. SPRUCE OLATHE, KANSAS 66061-3357</p> <p>(913) 782-8553</p> <p>GEORGE &amp; MARY FILKINS</p>	<p><b>RIO GRANDE SOUTHERN</b></p> <p><b>RIO GRANDE SOUTHERN RAILROAD</b></p> <p>LARRY R. ALFRED GENERAL MANAGER OLATHE, KANSAS (913) 782-6584</p> <p>FIRST DISTRICT</p>	 <p>George F. Maulsby President Claremore &amp; Southern Model Railroad, Inc. 3049 Clover Creek Drive Claremore, OK 74017-4152 Home (918) 341-9446 Office (918) 292-5080</p>
<p>MCOR</p>  <p><b>Clear Creek &amp; Quicksilver</b> "The Mountain Goat"</p> <p>Allen Pollock General Manager</p> <p>P.O. Box 243 Jefferson City, MO 65102</p>	 <p><b>Loon Lake Railway &amp; Navigation Co.</b></p> <p>Peter B. Smith Receiver</p> <p>General Offices 418 Colleen Drive, O'Fallon, Illinois 62269 Tel: 618-624-6909 E-Mail: psmith@ape.net</p>	<p><b>C&amp;RM RR</b></p> <p>Canyon &amp; Rocky Mountain R.R.</p> <p>President Randolph P. Meyer 156 Ladue Oaks Dr. Creve Coeur, MO 63141</p>
 <p><b>FLAT RIVER &amp; NORTHERN RR</b> 3945 N. STEWART SPRINGFIELD, MISSOURI 65803</p> <p>(417) 833-4506</p> <p>WALTER B. STANSBURY, MMR CHIEF EXECUTIVE OFFICER</p>	 <p><b>FRISCO TERMINAL DIVISION</b> <i>Southeast... Southwest Ship it on the Frisco</i></p> <p>Rick McClellan CEO/President 15405 W 144th Terrace Olathe, KS 66062</p>	<p><b>Mississippi River And Western</b></p>  <p>Stephen T. Miller President</p> <p>Rt. 3, Box 34 Centerville, Iowa 52544 (515) 437-4792</p>
<p><b>EAST BROAD TOP RAILROAD</b></p> <p>Ken Vandevoort Coles Station Agent 127 South Jefferson Mt. Pleasant, IA 52641</p>	<p><b>UNION PACIFIC RAILROAD</b></p>  <p><b>CHARLIE STAPLETON</b> General Superintendent Kansas Division</p> <p>1411 N. 79th St. Kansas City, KS 66112 913-298-2923</p>	<p><b>D K TIMBER COMPANY</b> 127 S. Jefferson Mt. Pleasant, Iowa</p> <p>Carol Vandevoort, CTO (Chief Toothpick Officer)</p>
<p>THIS SPACE RESERVED FOR JOE MOCK</p>	<p><b>RIO GRANDE SOUTHERN</b></p> <p>SERVING THE SAN JUANS</p> <p>Pete Bellos General Manager Shawnee, Kansas</p> <p>Sn3, of course</p>	 <p><b>Salt Valley Central Division - Area Director</b> Mid Continent Region N.M.R.A. Charles Buswell (402) 475-0600 2749 California Court Lincoln, NE 68510 Private Road Pine Ridge &amp; Western Route of the Ridge Runners Owner-Wayne Miller C.E.O. Charles M. Buswell</p>

## PIKE REGISTRY

<p><b>Granite City, Glen Carbon &amp; Caseyville</b> "The Bottoms Line"</p> <p><b>Daniel F. Osborn, CEO</b> Headquarters 410 Camelot Dr. Collinsville, IL 62234 618-345-4209</p>	<p><b>CB&amp;Q</b> Illinois/Missouri Division</p>  <p><b>Hank Kraichely, Division President</b> 716 Reinke Road Ballwin, MO 63021 314-394-5151</p>	 <p><b>SIERRA CENTRAL MODEL RAILROAD</b> 115 Elm Street O'Fallon, IL 62269 (618) 824-9027</p> <p><i>Model Railroading at its Very Best</i>      <i>Visitors Welcome Call Ahead</i></p>
<p><b>Missouri &amp; Western Railroad</b></p> <p><i>The Delta Route</i></p> <p>Richard Wm. Schumacher Chief Operating Officer 3044 Woodbridge Estates Drive St. Louis MO 63129-6230</p> <p style="text-align: right;">Telephone <b>314-846-2224</b></p>	<p><b>Missouri Pacific Lines</b></p>  <p><b>Robert Joseph Amsler, JR.</b> 3277 Bayvue Blvd. Arnold, Missouri 63010-4013</p>	<p><b>JDS&amp;E</b></p>  <p><b>John Winter</b> President 987 N. 8th Street Breese, IL 62230 618-526-4482</p>
<p><b>POSSUM RIDGE RAILROAD</b></p> <p><b>DEWEY B. SMITH</b> President &amp; General Manager NMRA HO Scale MCoR</p> <p>2244 S. Pershing • Wichita, Kansas 67218 • 316-686-0461</p>	<p>"G" SCALE MODULAR MUSEUM QUALITY -1940- COLORADO ROCKIES</p>  <p><b>-CONTACT- RON MORSE</b> 8324 HALL LENEXA, KS 66219 (913) 894-6472</p> <p><small>LARRY ALFRED DON BARTLEY PHIL BEHN EER CHICE BILL CLENDENING BRIE CRAIG PETER CLIB JACK FERRE JIM FLYNN PAT HANSMAN FRED HUBER PATRICK LARA STEVE MCKEE RON MORSE DALE PHETTERPLACE BUD PHILPOTT JOE SHREVE CRANE SUMMERS BEN WILLIAMS DEAN WINDSON</small></p>	 <p><b>RON MORSE, MMR</b> -PRESIDENT- 8324 HALL LENEXA, KS 66219 (913) 894-6472</p> <p><i>'ROUTE OF THE COUGARS'</i></p>
 <p><b>OZARK SOUTHERN RAILWAY</b> SOUTHERN PRIDE</p> <p>Serving Arkansas &amp; Missouri with the Best in Rail service</p> <p>Rhoben &amp; Carol Gammel P.O. Box 926 - 507 E. McKissack 501-693-2275 WALDO, AR 71770</p>	 <p><b>El Dorado &amp; El Reno R.R.</b> Venita Lake Inventory Acquisition Agent Richard E. Lake Roadmaster 5851 Waterman Blvd., St. Louis, MO 63112-1515 Telephone 314-727-7378</p>	<p><b>Jackson Newcastle &amp; Afton RR Co.</b> 585 Jefferson Bennet, Nebraska 68317 (402) 782-3360</p> <p>Jarvis N. Arp President/CEO</p> 

## DEALER DIRECTORY

 <p><b>COUNTRY DEPOT</b> TRAINS AND AMERICANA</p> <p>127 South Jefferson Mt. Pleasant, IA 52641</p> <p style="text-align: right;">(319) 385-4269 Fax 319-385-4145</p>	<p><b>St. Louis Union Terminal</b></p> <p><i>"We pick up anything"</i></p>  <p><b>John B. Lee, CEO</b> 4010 Bayless Avenue St. Louis, MO 63125</p>	<p>Trains &amp; Paints N-HO-O-27</p> <p style="text-align: right;">Special Orders Wooden Trains</p> <p><b>J &amp; L Hobby &amp; Trains</b> 1362 J.N.W. Highway 9 Parkville, MO 64152 (816) 748-1282 1/2 mile So. 45 Highway at B &amp; B Rental</p> <p>John (CLUB DISCOUNT) Linda</p>
 <p><b>RON &amp; VICKI MORSE</b></p> <p>SEND \$1.00 AND S.S.A.E. FOR INFORMATION</p>	<p>• DOLL HOUSES • TRAINS • ROCKETS • MODELS •</p> <p><b>HOBBY CHEST</b> A COMPLETE HOBBY STORE</p> <p>208 E. MAIN OTTUMWA, IA 52501 (515) 683-4436</p> <p>BOB &amp; BETTY THOMSON OWNERS</p> <p>• SLOT CARS • ROLE PLAYING GAMES AND MORE •</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">BRIQ TOYS • SCIENCE</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">REMOTE CONTROL</p>	 <p><b>Train Cellar</b> YOUR HOBBY STORE</p> <p>48TH &amp; HUNTINGTON PLAINSMAN CENTER</p> <p style="text-align: right;">(402) 464-4925 4711 HUNTINGTON #5 LINCOLN, NEBRASKA 68504</p>

## Region Club Roster

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

AR Valley MRRC (HO, HO<sub>N3</sub>)  
209 Corkwood Dr.  
Jacksonville, AR 72076

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

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

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

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

Gold Creek RR Co. (1/2")  
8324 Hall  
Lenexa, KS 66219

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

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

Kansas City S 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

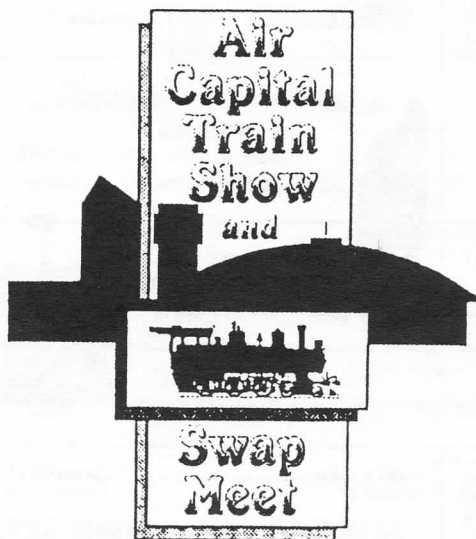
Parsons Mdl RR Engineers (HO)  
Cherryvale Depot  
Cherryvale, KS 67335

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

Southern Illinois Train Club (HO<sub>N3</sub>)  
PO Box 1633  
Marion, IL 62959-7833

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

Wichita MRRC (HO, HO<sub>N3</sub>)  
PO Box 48082  
Wichita, KS 67201



## 11TH ANNUAL AIR CAPITAL TRAIN SHOW & SWAP MEET

SATURDAY AND SUNDAY  
**JAN 31 & FEB 1, 1998**

WICHITA  
CENTURY II EXHIBITION HALL

Be sure to check out our custom decorated "N" and "HO" cars

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

Or call Phil Aylward at 316-835-3498

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



## Advertising Rates

The Mid-Continent Region invites you to consider the *Caboose Kibitzer* for your advertising. This magazine serves over 800 National Model Railroad Association members in our seven state area of Iowa, Nebraska, Kansas, Missouri, Illinois, Arkansas and Oklahoma.

*Caboose Kibitzer* commercial advertising rates are as follows:

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

### Dealer Directory:

1 3/8" x 2 3/8"	Business Card	10.00
-----------------	---------------	-------

### Pike Registry Ads:

1 3/8" x 2 3/8"	Business Card	5.00
-----------------	---------------	------

Single issue commercial add rate is 35% of the 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 or less.

Adds need not be identical throughout the year. Prices listed above 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, Gene Tacey, Box 485, Sutherland, Nebraska 69165. Please make checks payable to **Mid-Continent Region**.

Photographic Credit: Back Cover  
"Cabooses" by Al Sharp

As the sun sets on yet another 1993 summer day at the Burlington Northern yards on West "O" Street in Lincoln, Nebraska, cabooses of a time gone by await orders for their final trip to a new home. Sadly, some were scrapped. (caption also by Mr. Sharp)

## Quite Possibly the World's Most Perfect Roadbed



**AMI  
Instant  
Roadbed**

*The Gandy Dancer's Delight*

See it at leading Hobby Shops

Visit our Home Page:

<http://www.tttrains.com/ami>

AMI ♦ P.O. Box 11861 ♦ Clayton, MO 63105

Most fans of the U.P. know about the railroad's holdings in Cheyenne, Wyoming, but few are aware that there are comparable treasures in the southwest corner of the state at Evanston. There one can find steam locomotive number 4420 permanently at rest in the city's Railroad Park, a restored circa 1900 train depot, plus a roundhouse and operating turntable from 1912. Source: *Wyoming Visitor*.

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

Name \_\_\_\_\_ Phone \_\_\_\_\_

Street Address \_\_\_\_\_

City, State and Zip Code \_\_\_\_\_

NMRA Member Number \_\_\_\_\_ MCoR Member 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 at an actuarial rate based on 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 ☐ Retired Life - \$60.00 ☐ Family Member - \$2.00 ☐

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

Please make out your remittance to: **Mid-Continent Region**.

Send your application or renewal to: **Robert Lenz, 907 Parkfield Terrace, Ballwin, MO 63011.**

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

Non-Profit Org.  
U.S. POSTAGE  
PAID  
St. Louis, MO  
Permit No. 719

**Time Dated Material**  
***Please Do Not Delay***

