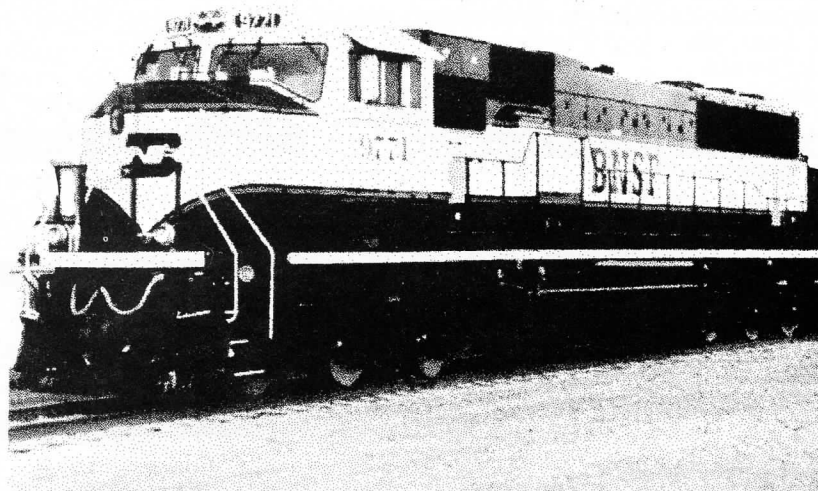
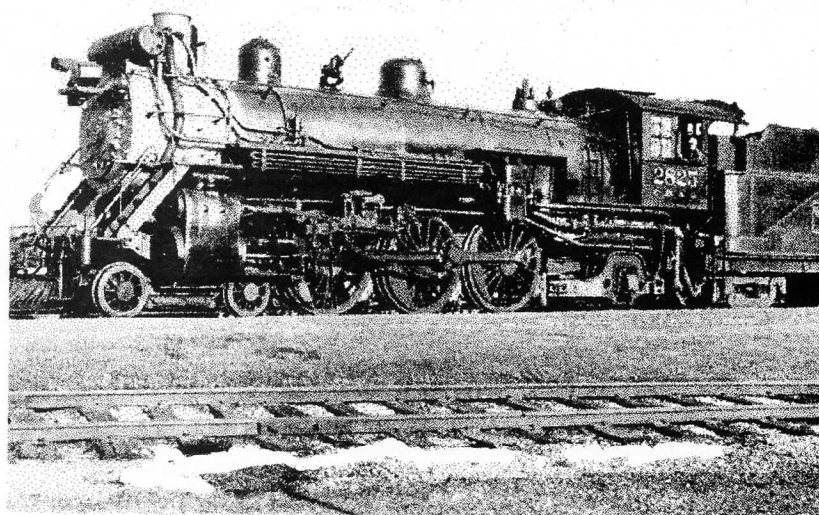


CABOOSE KIBITZER

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Caboose Kibitzer

Volume 48, No. 2 Summer 1998

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All items for publication must arrive before the dates listed below if they are to be included in the corresponding issue.

Fall 98	August 1, 1998
Winter 98	November 1, 1998
Spring 99	February 1, 1999
Summer 99	May 1, 1999

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Send articles, photos and other materials for publication to the editor, Robert Guenter, 714 South 33rd St., Lincoln, Nebraska 68510. It is 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 or typed material. To ensure good reproduction of photo submissions, provide high quality prints, 35mm b&w negatives or color slides.

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Next Issue

We will continue with the description of Professor Charles Mischke's traction pike especially directed to the reader who is developing a similar write-up of his or her own pike. You will also find the second installment in the three-part series of throttle articles by Tom Troughton, and another in the series on passenger cars by Mark Malmkar. There will be a *Remembering: What and When* by Prof. Charles Mischke, of course. The rest will be up to the aspiring authors in the audience.

The Cover

On the front cover, two photos from the personal collection of R. "Bat" Masterson: **BNSF 9771** and **CB&Q 2825 4-6-2** (S/4 class). The latter was taken May 14, 1936 at La Crosse, Wisconsin by Kenneth Zum. Together they represent a study of motive power caught in the tidal waves of time. The rear cover features another from the extensive Masterson collection.

The Head End

by Charles Buswell, MMR

Many of you probably know by now that Larry Long passed away on April 20, 1998. Those of us who knew him feel his loss acutely, and extend our sympathy to his wife and family. Larry contributed a lot to MCoR and to the hobby of model railroading. I'm not familiar with all of his achievements, but I do know that he earned MMR #173 was once the president of MCoR, and in 1991 received the K.B. (Kenny) Johns Memorial Award in recognition of his outstanding service to the hobby. If any of you would like to send a memorial to his family contact Dean Windsor for the necessary information.

On a far less disturbing note, the Board of Directors meeting was held in Kansas City on February 28, 1998. We talked about several different items, one of which was the issue of insurance. I think that most of the directors have a clear understanding of what is and is not covered by our policy. There are apparently still a few directors who did not get the information. Those of you who did not should contact me and I will see that you get the facts immediately. All of topics that were discussed are covered in the minutes of the meeting which appear in this issue of the *Caboose Kibitzer*.

I want to remind you once again of the upcoming National Convention, and I look forward to seeing many of you at the next Board of Directors meeting. □

My Job was my Hobby

by Earl E. Ford

It started back in the early 1960's. I was collecting junkie, and it continued for the next 35 years (at least). So much stuff was saved from the scrap pile that I ran out of room to keep it all by 1982. I was hoping to find a railroad museum in Lincoln where I could place my items for people to enjoy now and in the future. In 1984 I sold off a few of my larger items, much to my sadness. Since I had never collected for the purpose of making money, I gave away \$200 items for \$50!

In 1988, more things were sent to California to help stock my brother's antique store. I kept a lot of small items to show my kids and grandchildren, but also continued to collect. A job change on the railroad where I was employed caused me to go back to outside work. As a signal maintainer at Hall Tower, I now had a place to exhibit my collection.

One day in 1994, a car from a city utility was parked in Hall tower parking lot and the driver was out looking around and watching trains. We visited for

awhile and determined that: 1) I didn't have a utility problem and 2) he just liked watching trains. When I mentioned my small display upstairs, I couldn't keep him out, and he kept coming back to see more.

That person was Charles Buswell, the president of the Lincoln Area Model Railroad Club. Over the course of the next few years, "Buzz" borrowed items for the club shows that were held during Nebraska State Fair Week. He then asked me if I would like to display all of my things for several shows, to which I calmly shouted "yes, I would!" So at the 1997 Nebraska State Fair, about 95% of my collected objects were on display, and was I ever so proud!

I hope that it also pleases my grandfather (CB&Q from 1895 to 1945) and my dad (CB&Q 1917 to 1965) because some of their personal things were in that display. Since then I have been made museum curator for our club, and subsequently several nice things have been added. I can truthfully say that I am proud to be a member of the LAMRC, and am especially grateful that it is located here in Lincoln. That way I can exhibit my railroad memorabilia for everyone to see and enjoy. □

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RETIRED

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LINCOLN, NE 68521

LINCOLN AREA MODEL RAILROAD CLUB
EARL E. FORD
MUSEUM CURATOR

(402) 474-5663

WILL PICK UP



A portion of the Earl Ford collection (Spring 1998 photo)

This is the first in what will be a regular feature in the Caboose Kibitzer. These articles by Professor Mischke will deal with matters of historical interest, and are based on monthly mini-programs which he presents to a railroad interest group in Ames, Iowa. Mischke is a retired professor of Mechanical Engineering, as well as a qualified Motorman, Brakeman, Fireman and Diesel Engineer on the Boone and Scenic Valley Railroad. Who was it that said that those who can't do it, teach?

Remembering: What and Why

by Charles Mischke

Silent Sentinels

Elevated railways were usually double-tracked, and the flow of traffic was unidirectional on any specific main track. Junctions were signaled in the usual railroad fashion, complete with interlocking towers and towermen. In between, other kinds of signals were tried. One method mimicked the way that streetcars operated: "follow at a safe distance and don't close up too tightly."

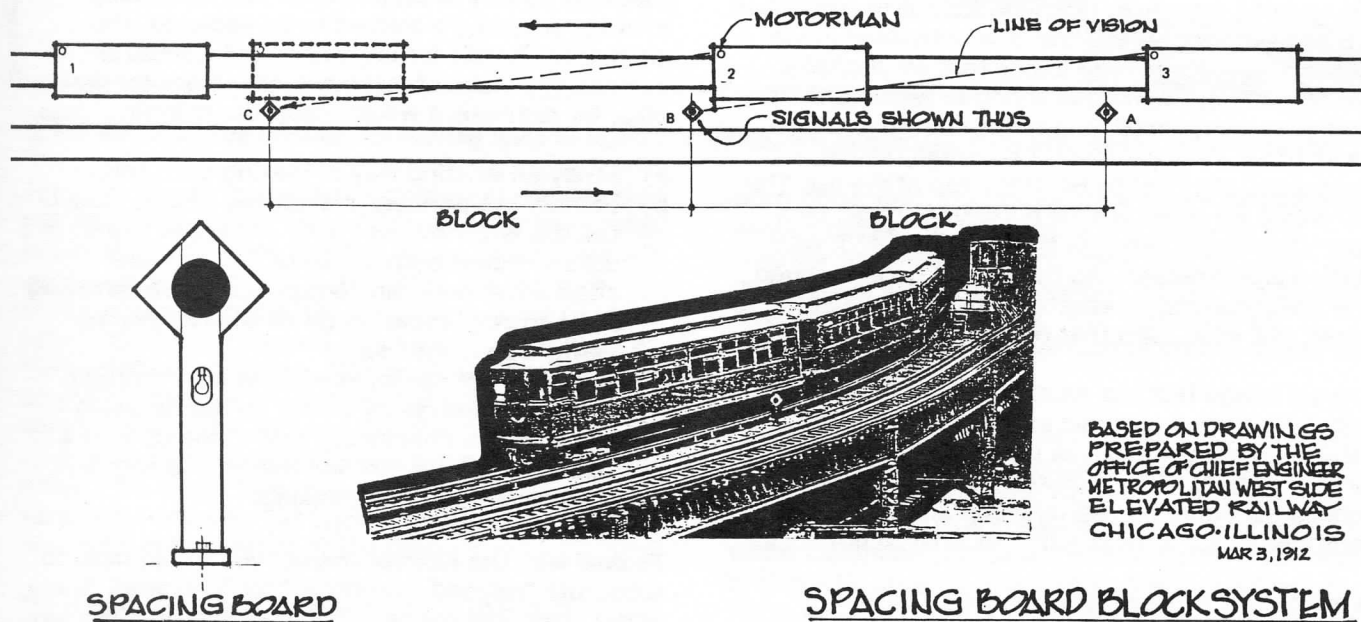
In 1908, the Metropolitan of Chicago announced to the public that it had "devised a system of spacing

signals which adds a measure of safety to the operation of trains". These signals consisted of *spacing boards* four feet high, topped by a white diamond target with a centered black meatball.

A single bare incandescent bulb mounted below the target was illuminated for night operation. The signals were placed at intervals of 200 to 1000 feet to the left of the track, and thus on a diagonal from the motorman's cab (refer to the drawings below).

The operating rule stated that if the motorman approaching a signal could see the distant target to the left of the train ahead, permission existed to pass the immediate signal and approach the distant signal prepared to stop. Sighting the distant signal indicated a clear sub-block.

Spacing boards were quickly adopted by the other Chicago elevateds, and were not phased out until the installation of an electronic cab-signaling system in the 1970s. An edited version of the engineering drawing from 1912 is shown below. Note that the incandescent lamp is in a hole, making it possible for the other track to use the board if it had a meatball on the other side.



Reference: Bruce G. Moffat, *The "L": The Development of Chicago's Rapid Transit System, 1888-1932*, Central Electric Railfans' Association Bulletin 131, 1995. Engineering drawings: Kendrick D.G. Bissett Collection p. 138. Photo: Chicago Transit Authority Collection, p. 143. (retouched) □

The Editor's Desk

by Bob Guenter

This publication of the Summer Issue of the *Caboose Kibitzer* marks the end of the first year (counted in issues) of my appointment as the editor of this magazine, and I find myself still in a quandary about the course that should be set for its future. Up to now it has been a matter of: 1) resolving, or at least identifying, some internal organizational problems, 2) rebuilding an inventory of publishable material by soliciting articles from you the readers (and: providing far too much of my own writing and photography), and 3) getting the production of the magazine on schedule. It has been the proverbial story of fighting off the snarling alligators rather than taking time to drain the swamp!

I do believe that #3--the scheduling aspect (barring catastrophic interference from *el nino* or a revolt of the palace guard stationed in Ames)--is now well in hand. For the remainder of my tenure in this job, the reader can expect to find the *Caboose Kibitzer* in his or her mailbox on or near the solar quarter-points of the calendar i.e.: the 21st (plus or minus) of March, June, September and December. What better way to celebrate the Winter Solstice than to have a hot copy of this magazine in one's hand, and a refreshing egg nog in the other!

None of which speaks to the challenge alluded to in the opening sentence: the need for a firm conceptual basis to serve down the line as a publishing guide. Mulling over some of the things that we *probably* should **not** do, I think that trying to emulate the big boys (the commercial magazines like *Model Railroad*, *Railroad Model Craftsman*, *Model Railroader*, etc.) has to be at the top of the list. The niche that we carve out for ourselves should be a spot somewhere between the above-named, well-staffed organizations and the typical undermanned and under-funded newsletter. Most will probably agree, but what does that really tell us?

The old adage that the *Kibitzer* is the place where neophyte writers can gain experience and earn achievement points moves us a little closer, but it lacks the sharp focus required for a bona fide concept. It offers no real direction and sounds too contrived to my ancient ears. So what to do?

If every club in the region decided to form a brainstorming team or two dedicated to coming up with ideas about the format and content of this magazine—and then mailed their results to me—we would soon be overflowing with good ideas (well two or three at least)! Before you start, be sure to digest the protocol that was outlined in the Spring editorial. Like warm sand spewed on slick rails, it will save a lot of unnecessary wheel spinning.

Just thinking about the brainstorming process suggests that one of the things that we could be doing is publishing far-out ideas that the commercial organs usually shy away from. And I know from personal experience that MCor has its fair share of daydreamers! The psychological notion of **chaining** implies that **ideas lead to other ideas**, and the one that I just mentioned inspires me to do a cartoon about brainstorming sessions. I can see it now: a half dozen old men in railroad attire sitting around a conference table sound asleep while one of the younger club members suggests ideas in rapid succession! Most brainstorming groups could come up with a humorous observation about the process itself, draw it up (or have me do it for you), and we are on the way to a regular feature in the *Kibitzer*.

If you tend to be a loner (I certainly am), you may want to explore new ideas in private before talking them over with friends. In this case, brainstorming sessions or conceptualizing techniques geared toward the individual are the answer! A little trick for doing this is embodied in a technique known as "Morphological Forced Connections". I first ran across the developed form of the idea in Koberg and Bagnall's interesting book: *The Universal Traveler*, but you will also find it illustrated in the reference that I mentioned in the Fall Issue of this column: James L. Adams, *Conceptual Blockbusting*.

The best way to explain MFS (my abbreviation, not theirs) is by way of an example. The initial step involves selecting a subject to be explored, the simpler the better for beginners. If I wanted to explore new ways of making conifer trees for my pike, for example, I would follow the following steps:

- a) Study an existing way of making such trees.
- b) Identify the principal **attributes** of that model.
- c) List the latter across top of a sheet of paper. In a column below each attribute, list as many alternatives as I can conjure up, **not hesitating if, at first glance, some of those options seem downright silly!**
- d) Finally, make randomly-chosen runs through those alternatives as shown on the following page. With a little luck, I may come up with a winner, or better still find myself in a new and unexpected mode of thinking!

To deal with the *Kibitzer* theme, you would have to substitute "railroad magazines" for "conifers". Some of the attributes might be illustrations (number, size, content, type, etc.); editorials (topic matter, length, font size, how often?); prototype coverage (type of traffic, roads, gauges, timeframe, etc.). Because the subject matter is complex, this part will take some doing, and a bit of trial and error testing may be needed. But once established, the rest is a piece of cake. Now look over the much easier example on the following page.

An example of Koberg and Bagnall's Morphological Forced Connections

Sample Tree: Commercial plastic trunks and limbs, vertical, brown, 5" tall, 2.0" wide, oval shaped, foam foliage, green.

<u>Trunk Material</u>	<u>Limb Material</u>	<u>Configuration</u>	<u>Color</u>	<u>H'ght</u>	<u>Width</u>	<u>Shape</u>	<u>Foliage</u>	<u>Color</u>
plastic	plastic	vertical	brown	5"	2"	ovoid	ground foam	green
lead	cast iron	askew	gray	6"	1"	spherical	spider web	orange
wood	lead	distorted	black	8"	3"	cubical	sawdust	blue
clay	toothpicks	broken	orange	9"	4"	helical	beer foam	brown
chopsticks	twigs	tilted	olive	10"	5"	pom-pom	sphagnum	gray
aluminum	root material	bent	green	12"	6"	fractured	cereal	natural
twigs	aluminum	split	mixed	7"	4.5"	uneven	angel hair	purple
playdough	hemp	horizontal	silver	2"	varies	inverted cone	bubble gum	silver
stranded wire	nails	symmetrical	tan	3"	none?	conical	human hair	black
root material	stranded wire	none?	natural	varies			lint	red
hemp	none		none	none?		triangular	cobwebs	tan
none						none	none	none

(I did not cross the implied connecting lines to avoid confusion, but in practice such restraint is not necessary)

There surely are better ways to analyze the selected subject matter (conifers or "pine trees" if you prefer) in terms of attributes, but the above breakdown will serve our purpose. Once the initial row (**source, trunk material etc.**) has been established to your satisfaction, each vertical column of options can be developed in any order. A little research in a book on plant materials will demonstrate that such trees come in many shapes, and that the so-called Christmas tree (conical) form is but one among many. The colors that one experiences, of course, vary with the particular type of tree and the quality of natural light present at the time.

The three more or less random runs that zigzag across the page provide rather novel combinations. Make your own randomly-selected choice from each column and then follow the (implied in my computer generated example) connecting lines from left to right, and see what you have created. The mathematically inclined may choose to calculate the number of unique permutations possible in the above construct, but I—in my old age—am content to simply declare that there are a lot of them! A

word of caution: **Do not be in a hurry to evaluate any of these combinations**, because—in the Guenter modification of the basic concept—the unexpected arrangements often trigger new thinking directions that, in the long run, may be more important than the original goal of finding a new way of making trees!

In my own case, the last of the above combinations (white letters on black background) reminded me that the only module that I had ever considered making was one that consisted of a base of pure white melamine (Formica), with a double track main of perfectly straight nickel silver track mounted on white ties with pure white ballast; and no scenery. It would, of course, be reserved for use by unpainted brass engines and unpainted brass rolling stock! But after looking over the morphological manipulation depicted above, I now realize that I could add a grove of those punched-out aluminum tree shapes that I discovered in the local junkyard, without undermining the original design concept. I better get to work on that minimalist beauty before some sneaky low-life in my audience steals my idea! □

Allegheny Traction

by Charles R. Mischke

PASSENGER TRAIN SERVICE

Passenger equipment on *Allegheny Traction* is double-ended and not normally turned. Express and combination baggage-coach cars are placed at the north end of trains. Train equipment makeup is controlled by the Passenger Traffic Department's daily *Passenger Train Consists* sheet issued to each Yardmaster. Consists are called out by car type, and Yardmasters may exercise judgment in choosing particular car numbers. Equipment called for inspection by number must be sent to the Middletown car barn before midnight.

Scheduled passenger trains departing terminals will load on the track adjacent to the terminal depot. Cars are dropped from or added to passenger train consists according to the demands of traffic. Conductors will load cars at Pittsburgh so that dropped car(s) will be empty after departing the Middletown depot. Drops from northbound trains are normally made on the siding opposite the car barn. The hostler will uncouple and switch the drop.

An add is made at the Middletown street depot. The hostler will position the add for loading. The southbound train will make a safety stop at the signal Y502 (regardless of aspect), and proceed to the city street, making another safety stop ten feet short of the add cut. He will then be directed by hand signal by the hostler. The motorman will test the coupling by trying to draw back, then change his operating position to the head end of the additional cars. The hostler will connect all m-u jumpers and air hoses. After making a running brake test, the train is free to depart southbound.

The RPO-baggage trailer will operate on the rear end of passenger train consists, as will other trailers not designed for passenger service. All in-service passenger compartments must be in communication through train doors so that the conductor can communicate with any passenger or the motorman while the train is in motion. Observation cars will be placed at the end of trains for passenger comfort and convenience.

FREIGHT TRAIN SERVICE

Routine freight trains consist of six cars pulled from interchange. Southbound local trains drop and pick up two cars at West Linncott, Riverside, and Pittsburgh; the remaining cars to the interchange. Cars ready to be picked up are those with the brakewheel in the direction of train movement. It is prudent to pick up cars before spotting deliveries, as this gives more working room. Each principal station has six cars continuously spotted. This makes traffic

movement easy: no paperwork and any display operation for casual visitors does not confuse the system. The turning at the Youngstown interchange track changes the brakewheel end. When a three-car consist is drawn from interchange and runs on the main with a light locomotive, the adds and drops consist of one car at each location.

Through freights run an interchange cut from Youngstown to Pittsburgh, exchange interchange cuts at Pittsburgh and return to Youngstown, passing cars directly to the interchange without weighing. Refrigerator cars from interchange are usually ordered empties that are to be changed out for freshly-iced reefers at West Linncott. Again this is done on a FIFO basis, separate from the two-drop, two-pick up routine. Express motors 31 and 32, as well as engine 1, move three-car freights with a 'drop- one, add-one' pattern.

Coal traffic that is processing plant-to-dumper traffic is moved in coal drags of four loads. Eight loads require two power units in m.u. Extremely heavy loads in excess of 200000 pounds (principally Westinghouse and GE equipment which moves west over Allegheny Traction) are made in a special move, with idler cars between the engine and the load to protect bridges. Speeds must not exceed 10 mph on main track, 5 mph on secondary track or street track, and 'dead slow' on bridges.

The LCL train moves from Pittsburgh to Youngstown via New Castle, with cars dropped at freighouses or on terminal tracks as needed. The return trip gathers the cars enroute to Pittsburgh. Express car power is normally used, being LCL-loaded for towns not having an assigned car. These cars are not counted in the six-car station census.

Piggyback turns run from Pittsburgh north, serving ramps at West Linncott (New Castle) and Youngstown; returning later in the same day. Piggyback flats are not counted in the six-car station census. Milk trains usually use express motors calling on special milk platforms and freighouses as appropriate. Newspaper traffic is carried on regular passenger trains in baggage compartments or express cars.

Freight crews operate as turns from Youngstown. Crews pick up their engine from spot 1 on the ready service track, and their caboose from the caboose track. Local freight crews pull three or six cars from interchange, and operate to Pittsburgh and return. Coal turns will pull four (or eight) hopper loads, and operate to Riverside and return with empties which are delivered to the coal processing plant. Coal turns will use a passenger-carrying caboose to transport dumper shift workers.

The crew in Pittsburgh operates from the beltline

interchange to Pittsburgh interchange and back. The LCL crew operates a turn from Pittsburgh.

OPERATING RULES

Safety is of first importance in the discharge of duty.

Obedience to the rules is essential to safety.

To enter into or remain in service is an assurance of willingness to obey the rules.

The main track consists of blocks:

- 100 Youngstown yard (ladder track to passenger station).
- 200 Single track between Youngstown and West Linncott.
- 300 Eastmost track in West Linncott.
- 400 Single track between West Linncott and Middletown.
- 500 Eastmost track at shops past the end of street running.
- 600 Single track between Riverside and Riverside.
- 700 Eastmost track at Riverside.
- 800 Single track between Riverside and Pittsburgh.
- 900 Pittsburgh yard (ladder track to passenger station).

The main track is ballasted gray and protected by dispatcher-controlled block signals, the timetable schedule, train orders and obedience to the rules. The mainline exists (and can be used to earn money) only when all switches are aligned for the main and locked. A single misaligned switch destroys the main, and invites a wreck that will tie up the main and destroy equipment. The vitality of the main is entrusted to train conductors, under whose authority (while on duty) are the maintenance of the timetable schedule or train orders, and—when necessary to carry out their duties—a main line switch may have to be thrown. It is the conductor's responsibility to restore said switch as soon as practicable, and to protect as necessary other nearby trains. The conductor may delegate throwing and restoring of a switch to another crewman, but the responsibility remains the conductor's alone. All track switches on the Allegheny Traction are hand thrown. Make no equipment moves until switches are seen to be aligned by the employee directing the move.

Freight trains working a station from the passing siding, backing onto the main and proceeding can be sure that the two mainline switches are aligned and locked. At meets, the train taking the siding, by backing onto the main and proceeding, can likewise be sure of switch alignment. Other procedures

adopted in the interests of time are less sure, and must be closely supervised by the conductor.

SIGNALS

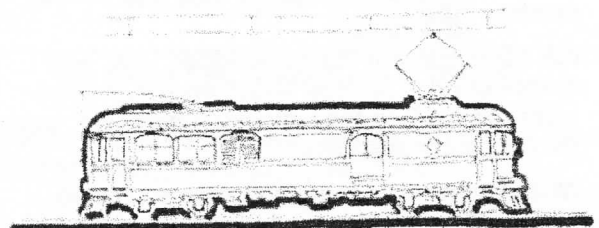
Signals at the entrance to a single track are block occupancy signals indicating train presence. They are dispatcher-controlled block signals indicating as follows:

Aspect	Indication
Dark	Stop. Call dispatcher. Train orders.
Red	Stop. Call dispatcher. Occupied block.
Green	Proceed. Clear block.
At yard limits, call-on signals protect the yard from mainline traffic.	

Aspect	Indication
Dark	Stop. Call yardmaster.
Red/red	Stop. Call yardmaster.
White/red	A-cab call-on. Proceed under control, alert for hand signals.
Red/white	B-cab call-on. Proceed under control, alert for hand signals.
White/white	Call-on. Proceed under control, alert for hand signals.

Northbound is the superior direction, and signals controlling train movements exhibit the block number ending in 1 northbound, and 2 southbound. Yard limit access signal numbers contain the prefix Y before the block number. There are telephone call boxes at every signal and every station. These place the conductor in communication with the dispatcher. Reporting location and blocks that have been cleared expedites traffic, and enables the dispatcher to modify train orders, issue new ones, and generally advise the crews on conditions of importance to them for the safe conduct of transportation.

Trains switching at any passing siding are authorized to enter single track to complete switching moves, or back out of a siding to complete a meet. Trains can penetrate single track one train length, protecting. For this reason all trains running on single track are to approach block end under control, expecting to find a train occupying the last 500 feet. When track is seen to be clear, trains may resume authorized speed. □

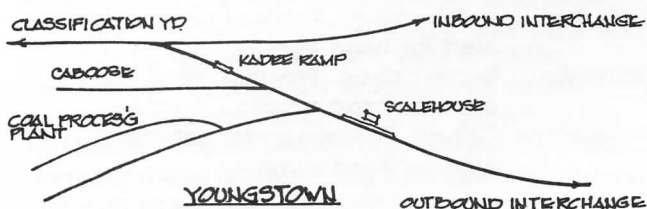


Installing and Using Your Scale Track

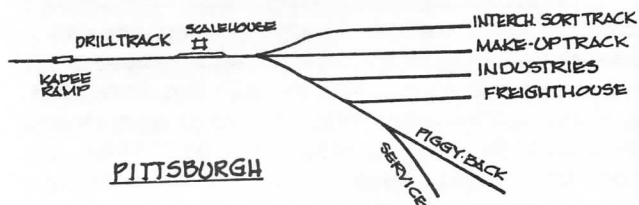
by Charles Mischke

If you were inclined to build the scale track rail-and-point assembly as suggested in the Spring 1998 Issue of the *Caboose Kibitzer* (page 10), you are probably ready to locate it on your railroad. As you plan this installation, it helps to envision its usage.

Track scales are located where convenient. Loaded out-bound cars originating on your railroad need to be weighed so the proper billing can be prepared. The cars can be weighed at the nearest yard. My scale tracks are at both ends of the railroad where the interchanges are located. At Youngstown, the scale track is on the lead to the outbound interchange, just outside the coal-processing plant which originates many loads.



At the Pittsburgh end, the scale track is located on the classification lead serving the interchange sorting track.



The interchange cut is blocked into two blocks: one cut needing weighing and another not needing weighing. They are arranged so the block needing weighing will be against the switch engine during weighing. The cars to be weighed require careful spotting and are placed close to the engineman. A Kadee uncoupling magnet is placed at a straight section of track leading to the feeding side of the scale installation. The drill is as follows:

1. Approach the scale with the full cut, pausing at the ramp to cross-cock the couplers between two blocks. Push the "not-to-be-weighed" cars across the *through* rails, clearing the trailing points.
2. Pull back with the "to-be-weighed" cut, and cross-cock the Kadees at the engine. As you push the cut into the weighing (live) rails, pause for car by car weighing.
3. When the last car to be weighed is spotted reverse the switcher, and the cross-cocked couplers will release without the need for an uncoupler.

4. Throw the points near the engine for the through rails. As the switcher approaches the last car, you will discover that the engine and last car couplers cross-cock without any intervention. As you push the cut clear, it will couple to the unweighed cut.

Now you can appreciate why the switch crew spotted the unweighed cut adjacent to the engine. Cars to be weighed must have no operative brakes, because the balance-beam scale knife edges cannot take the thrust of the braking. The engine brakes are the only ones used. The shorter the cut during the routine, the greater the engineman's precision in handling.

As the engine moves the weighed cars away from the scale, the locomotive throws the trailing points, aligning them for the light engine move on return from the interchange. My points have an over-center toggle spring. The facing points are moved with an index finger, and they stay thrown either way. The trailing points can be unsprung, but I like the sureness of the over-center spring throw. Points are always against a rail and there is no picking of points on a facing point move. Dummy switch stands can be added for effect.

An efficient—yet simple—over-center toggle spring can be made by bending a piece of 0.020" phosphor bronze wire as follows

- Bend a piece of wire so it looks like a staple.



Side View



Bottom View

- Bend the horizontal part as shown.



Side View



Bottom View

- Trim the vertical parts. One side is cut short enough to fit the hole of the tie bar without bottoming on the cork below. The other is cut long enough to go into a centerline hole in or between a tie, all the way through the cork.
- Place points at mid-throw, and insert the legs of the toggle spring to their position on the track centerline. Throwing the points places the horizontal part of the spring in compression, with the most compression at mid-throw and the least compression when a point is against a rail. Play with the length of the horizontal part of the spring—and the angle—to get a sweet, authoritative hold: but not so stiff that a freight car can't spring through, throwing the point.

All of this helps with the illusion of conducting transportation. Enjoy!

Caboose: A Serious Question

by Roger H. Ferris, EdD

It was a very serious question! A father and his son were touring the Pacific Science Center Show when the latter queried his dad about where the caboose came from. Now for a kid to ask where anything "came from" can set a parent's heart pounding. The father asked others at the show, who referred them to the PNR President (the font of all wisdom).

I did not have an answer! I had never been asked that question before! I commented that the Brotherhood of Railway Trainmen was organized in a caboose now on display in a park in Oneonta, NY (how's that for trivia?) but the lad came right back, "...But where did the caboose come from?" I bought time by taking their phone number and suggesting that they join the NMRA for a copy of the glossary that comes with the data sheet pack, and promising to call with what I found out.

I checked Webster's Dictionary but it did not answer the question. Off to the library to find the 49 volume set called the *Oxford English Dictionary*, which traces the history of words. Here is what I found:

Caboose: introduced as a nautical term in mid-eighteenth century with probable roots in low German. 1. a) The cook room or kitchen on the deck of a merchant ship, later called the galley, and usually equipped with cast iron cookware. Box shaped, it was sometimes enclosed by what might look like a sentry box to shield the cooking fire from wind. b) A cooking fireplace or oven erected on land, usually in the open air. 2. (US) A van or car on a train used by workmen or crew. 3. a) A hut or poor dwelling (1839). b) a mobile hut or bunk house mounted on a sled or wheels used by Canadian prospectors. When arrived at a claim, the caboose was dismantled and placed stationary for a house. c) A jail, sometimes called a calaboose.

Now, talk to any trainman and he will agree that the caboose on his train carries him to or from his job, is a house, a kitchen, an oven in summer, equipped with a cast iron stove, and confines him as if in jail in order to get a regular paycheck. And all along I thought that a caboose came from the International Car Company or Thrall Car Company! Mother, why were you afraid to tell me the real facts of life?

Editor's note: This 'tidbit' (to use the author's own words) came all the way from Seattle, Washington, where Roger H. Ferris has a way of turning a chance encounter into an enlightening event for the rest of us. A couple of weeks later, I received yet another response to our call for alternate names for the caboose; this time from my friend in Ames, Iowa—Dr. Charles Mischke. To avoid the appearance of a foot race between scholars, I decided to save his micro-thesis for the Fall Issue of the Caboose Kibitzer. Please rest assured that—despite outward appearances—you do not need a doctorate to enter our ongoing caboose marathon!

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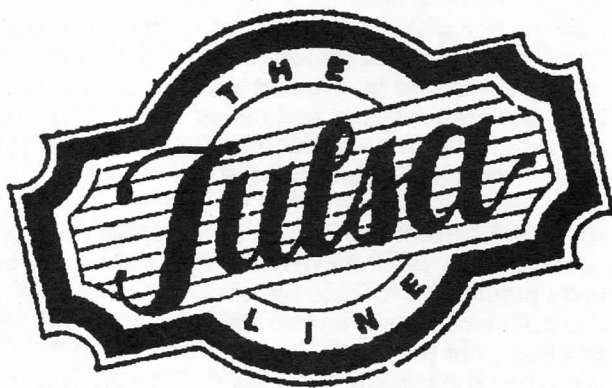
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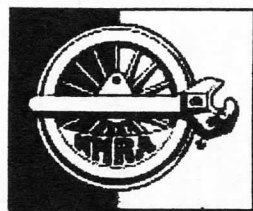
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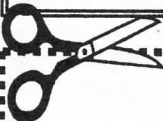
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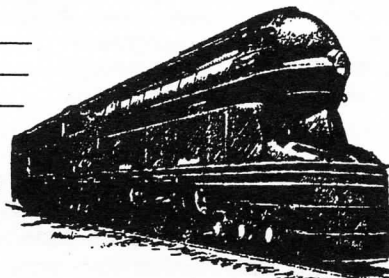
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The "KISS" (Keep It Simple Stupid) Throttle

by Tom Troughton

Note: If you have had little experience working with 115/120 VAC household wiring, you should seek the help of a qualified electrician to assist in the construction of these throttles. After all, we work with enough hazards in our daily lives, so we do not need to get injured while exploring our favorite hobby!

Several build-it-yourself articles in model railroading magazines and electronic project publications have featured transistorized throttles. The throttles described here have been in use on my layouts for the past twenty-two years, and I am still surprised at how simple they are to build, and how smoothly they control my can-motored locomotives.

I originally learned of the throttle from a Peter Thorne article in the August 1976 *Model Railroader* magazine entitled "The Simplest Transistor Throttle?". Thorne's circuit was designed around a PNP Darlington transistor. I have built such a throttle and it worked great! Not having the exact parts specified in the article, I experimented with several TO-3 style Darlington transistors that I found in my spare-parts drawer. I currently use either the GE SK3183A Darlington or the Texas Instrument GP 1269 power transistor. The SK3183A is a Darlington type, and I believe that it produces smoother results in these circuits.

The basic circuit is shown in Diagram 1-1, along with the addition of a second toggle to control trains in a reversing loop which I will describe later. The components shown here have been working for me for many years. I tested several values for the resistors and arrived at those shown in the drawings. If you deviate from the circuit illustrated below you may have to refer back to the Thorne article, or do some experimenting on your own. I have shown a 2-amp fuse in the schematic, but a comparably rated circuit breaker can be substituted.

My first throttle was built on a 6"x 6" x 1/8" thick piece of aluminum. The circuit breaker, transformer, potentiometer, rectifier, power transistor, DPDT Center Off (DPDTC/O) FWD/REV toggle and terminal soldering posts were mounted directly to the plate,

insulated where necessary. I housed them safely in a wooden box which was attached to the framework of my layout. The heat generated by the transistor was readily dissipated by the metal plate. Operation of both older open-frame and newer can motors—to the extent that the models were in good working order—was smooth and precise,

My recent throttles are more versatile because I have added a second FWD/REV C/O switch. These units provide a separate set of terminals to control the train direction in a reversing section. I ran a pair of wires from the center posts of the FWD/REV switch on the throttle to a new pair of terminals marked "to reversing section" on the throttle enclosure. Only speed commands are routed to the reversing section, not mainline FWD/REV direction commands. My layout has two reversing sections, each controlled by a FWD/REV C/O toggle connected to the reversing terminals on the throttle.

The toggles for the reversing section are located on a control panel. I orient them to indicate the direction of train travel from one end of the section. For example, I have designated the right entrance (as I face the track) of one of my reversing loops to determine the orientation of the toggle. To enter the loop from the right, the toggle must be thrown to the left: the direction of travel of the engine. If the engine entered the loop from the left, the reversing section toggle would be thrown to the right, since it would exit the loop at the right end. While the engines are in the reversing section, the mainline FWD/REV toggle is thrown in the direction the engine will be traveling when it exits the loop. Units enter and exit smoothly, and it's all quite simple once the principle is understood.

I have applied this feature to commercial power packs that I own. I have installed reversing section terminals to my *Catnip* infrared throttle and to a *Magoffin* Steam Sound Throttle. Each case was opened and the FWD/REV DPDT switch located. Two new wires were run from the non-direction controlled terminals. On my *Catnip*, I simply added a length of 2-conductor wire to my reversing section FWD/REV C/O toggles.

(More "KISS" throttles in the next issue of the C.K.) □

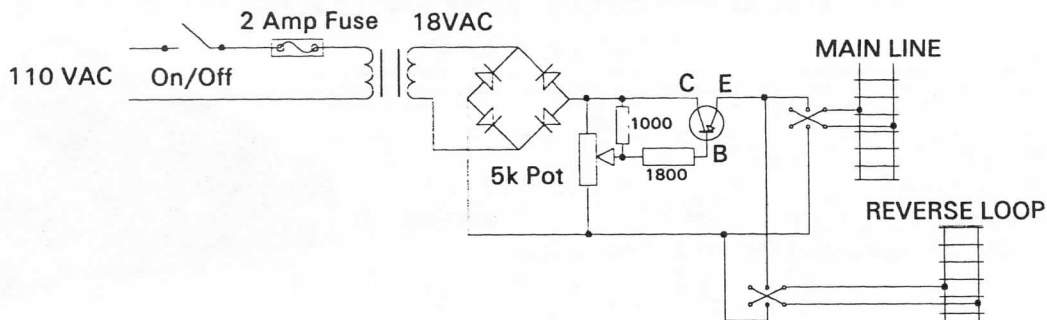


Figure 1-1: Panel-mounted Throttle with Reversing Switch Drawn by Tom Troughton (March 1998)

1997

Achievement Program Review

by Brad Joseph

1997 will go down as yet another in a string of banner years for the Mid-Continent Region AP Program. Depending on whether counting total certificates awarded, total number of members receiving a certificate or any one of a number of methods, the MCoR was again among the top performing regions. Over the years since I have been the MCoR AP Chairperson, I have often expressed concern that "the well may be drying up", and that most of our qualifying members will have received their certificates at some point in the future. The "future" seems to be forever escaping the MCoR program!

For the calendar year 1997, there were nineteen Certificates of Achievement presented to twelve different members. We had 17 different members earn a total of 22 Merit Awards, and doubled our Golden Spike presentations from 7 in 1996 to 14 in 1997. The dramatic increase in Golden Spike Awards is gratifying since that was one of my goals for the year. However the number of Merit Awards and Certificates of Achievement were both down from 26 and 67 respectively. While I am proud to announce that Charles Buswell and Stephen Titus have both earned their Master Model Railroader, I must point that we have at least ten members who are stuck on six certificates, and only need to add their names to those of Charles and Stephen. The 1998 goal should be clear: Get moving, guys and gals, there may still be time to wrap up your work and get your MMR presented in Kansas City.

The year was not without controversy in the AP Program, however. I spent an inordinate amount of time explaining/defending/discussing the new scoring system. Close to one-half of my correspondence in 1997 was related to this issue; some of it (I may add) from members who neither enter contests nor participate in the AP Program. This issue is now behind us. In 1998 the new system is the only scoring table that will be used for the AP Program, Merit Award judging, and Contest Scoring; so let's move on. Remember: Construction **40**, Detail **20**, Conformity **25**, Finish **25** and Scratchbuilding **15**.

I must confess some concern over a few areas that need attention. First: the ongoing complaints that members have been waiting for "weeks, months or years" to get the award(s) that they won. There were many score sheets that reached me some **six months** after being earned. The pressure I get from members is of little concern to me—I am in the car business, remember? But I hate to hear criticism of the NMRA and /or MCoR and the AP Program. The latter is a complex program involving a tremendous

amount of work on the part of the members to earn their awards. Everyone involved in the program needs to take the submissions very seriously, and handle them in a timely manner. If any member has an outstanding certificate application, Golden Spike or Merit Award, please notify me at once and directly. You can be assured that the award will be issued promptly.

Second: The smaller number of certificates doesn't reflect the breakdown of categories. There was a much larger percentage of service certificates. That in and of itself is not a problem, but does it reflect an increase in "armchair" modeling?

Third: I have personally fielded several calls regarding the "easiest/quickest" way to earn a certain certificate. While time is a premium for us all, I strongly feel that the AP Program should be viewed as a way to expand our skills, not to merely fulfill the requirements. I ask that all members who partake in the AP Program keep the spirit of the endeavor in mind, and fulfill all requirements before they submit their work for consideration. With today's "Waltherfication" of the hobby, doing things in a new and different way can do nothing but enhance our layouts! This is not intended as a criticism of Walthers: they have done the hobby untold service over the years and should be commended and supported commercially for doing so!

Leading the way in 1997 were:

Charles Buswell	MMR
Stephen Titus	MMR
Richard Lake	Volunteer
Lloyd Larson	Scenery, Prototype
Stephen Titus	Civil
Charles Marchbanks	Official
John Lee	Civil
Gene Tacey	Official
Gene Tacey	Author
Venita Lake	Volunteer
Kevin Hampton	Author
Kevin Hampton	Volunteer
Ken Vandevoort	Official
Blaine Imel	Rolling Stock
Charles Buswell	Scenery, Civil, Structures
Gene Tacey	Volunteer
Kurt Mirisch	Author

Golden Spikes were earned by:

Kay Hemmingway	Gary Hemmingway	Mark Malmkar
Daryl Brown	Peter Ellis	Jack Rickert
Gene Tacey	Thomas Kues	Frank Brutto
Alan Meyer	Charles Stapleton	Scott Fotinos
Trevor Morgan	Al Lyman	

I want to personally thank all of the MCoR AP staff for their assistance, as well as the members whose participation makes the program such a success, and a great hobby even better. Don't forget to include a copy of your membership card with all applications; and keep them coming! □

The Golden Spike Story

by Brad Joseph

Many model railroaders have more than a passing interest in history, and I am no different. One day a friend of mine noticed that I was reading a book by Stephen E. Ambrose—one of America's great historians. The friend sent a note to Dr. Ambrose requesting an autographed photo to give me as a gift. After receiving said photo, I sent a note of "thanks" and mentioned my interest in model railroading, railroad history and the west. I was in for a surprise letter! Several months passed when I received a letter from Dr. Ambrose asking me if I would be interested in building a diorama depicting the "Driving of the Golden Spike"! He was beginning to work on a book on the subject, and wanted some "dimensional inspiration". After I put together a few proposals, he chose a 24 x 60 inch diorama mounted in a coffee table.

We have all read many stories about the golden spike: required reading if you are interested in trains! Well I read and read and read, until I was so tired of Promontory Summit and related stories that I couldn't stand anymore. I was ready to begin!

The perfect starting point was a set of United Centennial 4-4-0's, which I was fortunate to find custom painted. I don't think that my nerves could handle doing those paint jobs even if I was capable. Then I purchased what must have amounted to several years production of Jordan buckboards, along with some of their other wagons which I modified. The rolling stock was by MDC, Bachman, Mantua and Ye Olde Huff and Puff: all with modifications and details to match the famous photos by A.J. Russell, which served as the model for my diorama.

The tents began life as blocks of wood, with aluminum foil glued over them. Tichy's fine handcar kit fit in especially well. The only real obstacle were the human figures, and what an obstacle they were! Most of Preiser's "Old West" figures were discontinued, but after an exhaustive search I found a set in Madison at the national convention. Without a great deal of help from my wife Lynn, and daughters Whitney and Carolyn, I would have lost my mind painting them. Carolyn—the four year old—did a great job undercoating them, while the rest of the family each handled several different colors. We painted about 250 HO scale people plus 35 animals, which were added to pre-painted figures from Preiser and Allen Pollock. We had antelope (genetically engineered from deer), dogs, cats, horses, deer, prairie dogs—looking a lot like chickens before they were painted (I wonder why?).

Our first face to face visit with Dr. Ambrose came during an invitation from KMOX radio in St. Louis. The author was in town promoting his newly released book *Citizen Soldiers*, about the war in

Europe from June 7, 1944 to April 1945. It is a sequel to his previous best seller, *D-Day*. My oldest daughter, Whitney, was able to ask a question on the show, and we showed photos of the diorama to Dr. Ambrose. He was very excited, and we arranged delivery for the weekend after Thanksgiving, at which time we loaded the hand-crafted coffee table (built by a neighbor who does woodworking as a hobby) into our van and headed for Bay St. Louis, Mississippi. The scenery in the diorama was basic, with a plywood base and topographic shapes cut from masonite for relief. Over this I had added fake fur "grass", lots of dirt, and ground foam and weeds. The diorama is not physically attached to the coffee table, so for 50 miles in southern Mississippi the diorama would bounce three inches every time we hit an expansion joint in the rough highway. Geez, that was the longest 50 miles that I ever drove!

Dr. Ambrose was very excited with the diorama, which was most gratifying. We set it up in his office, and filled him in with the related trivia. Being unfamiliar with model railroading, he looked at the diorama with very different eyes than those of my usual circle of friends, which was very refreshing. The 225+ hours involved in its construction were quite an investment for my family and me, but being able to spend the weekend with this gentleman and his wife Moira was well worth the effort.¹

The construction of this diorama was one of the most interesting chapters of my model railroading, since it enabled me to include my family more so than my layout usually does and it strengthened Whitney's interest in history. □



¹Those of you who have heard him speak know what I fine storyteller he is. His writing reflects his personality and his passion for the subject matter. I highly recommend *Crazy Horse and Custer (Parallel Lives of Two American Warriors)* for those of you interested in western history, along with the aforementioned books on World War II. It goes without saying that his book on the First Transcontinental Railroad will be well received since *Undaunted Courage (Meriwether Lewis, Thomas Jefferson, and the Opening of the American West)* remains on the New York Times bestseller list one and a half years after its introduction.

Passenger Car Types

by Mark Malmkar

The main purpose of a passenger car is to carry people. A railroad official once said, "Passengers are simply freight that loads itself." Cars built to carry baggage, express and dining tables are secondary to those that haul people.

Baggage and mail can be hauled just as easy in freight trains without all that fancy paint and special equipment. Millions of packages move via UPS on piggyback trains today, so you won't see an RPO car on Amtrak. Can you imagine a train of nothing but dining cars? Not likely. If you don't have cars to haul people, there is no need to feed and water them. And if you are riding to work in the 7:00 AM commuter train, you won't find any sleepers attached.

What makes a passenger car?

"A passenger car is defined as a car suitably built to operate in passenger trains, its characteristics being: (high speed passenger type tucks, passenger rakes, air signal, steam train line . . ."

1943 Official Registry of Passenger Train Equipment

So basically you have cars to haul human freight (coaches). Those walking bundles of freight want to eat at least a couple of times a day (dining cars). They like to sit around and smoke (lounge cars), and they carry a lot of worldly possessions with them (baggage cars). Since many of their customers were in a hurry, the railroad gave passenger trains the priority schedules. People wanted their love letter, paychecks and Sears orders to arrive on time, so the railroad executives made a deal with the Post Office (mail cars). The same people then wanted their Sears order for underwear to arrive before Saturday night bath time, so the need for paying extra for next day delivery mushroomed (express cars).

In routine freight trains it often took up to three weeks for a freight car to reach a terminal. Since the railroad executives hated to pay damages on overly ripe milk and meat, they started putting refrigerated express cars in passenger trains. The result: milk cars and express reefers!

Car Types

There are three major groupings of car types. 1) Passenger cars actually earn revenue from ticket sales and include coaches, parlor cars and sleepers. 2) Head-end cars carry no paying passengers but earn revenue from mail and express freight. These include baggage, mail and express cars. 3) Dining and Lounge cars are generally non-revenue cars even though passengers are charged for the specific service. Included in this group are dining, kitchen, cafe, lounge, club and tavern cars. Dormitory cars for crews are classed in this group although you may think of them as sleeping cars. Dormitory space was

often included as part of kitchen, lounge and baggage cars.

Many cars were built in combinations of types to accommodate varying passenger loads. For example, a Baggage-Coach combine was used where very little baggage was checked or where few passengers rode the train. Another example would be a Diner-Lounge for short trains of small capacity.

Number of Cars by Type

The maximum number of railroad-owned passenger cars was 70,020 in February 1925. Since then there has been a steady decline. Below are the latest figures that I could find.¹ Which car do you think is the most common?

Coaches	15270
Baggage and Express	13247
Sleeping Cars	6716
Combination Coaches	2696
Postal Cars	1797
Dining Cars	1539
Parlor Cars	1030
Club/Lounge/Observation	382
Other	77

Total (includes 7587 Pullman-owned cars) 42754

Era

Era relates to the time and level of technical development of the railroads. It directly affects the looks and type of passenger car in use, and therefore is a major factor determining which type of passenger cars a modeler would choose. The Pioneer Era was the time from the 1830's to the 1870's when many railroads were just getting started and the industry was in its infancy. There were many small railroads and many coach-building companies, so there was a variety of short, wooden equipment. There were no standards and the railroads did as they pleased. Wooden Era was the period of years from 1880 to 1910 during which time wooden cars dominated the passenger fleets. This also coincided with the so-called Victorian Era. It was the age of lavish car decoration, with three or more coats of varnish on the wood siding, hence the term "varnish" referring to passenger trains. Practices were dominated by the Pullman Company and large railroads. Wooden cars continued in use into the 1930's. Heavyweight Era could also be called the Steel or Standard Era. In the time between 1910 and 1950, steel replaced wood as the car standard. (Did you know that steel car floors were made of a concrete-like material?)

The change to steel was mainly due to a 1910 ruling by the city of New York prohibiting wooden cars into the terminals because of fire hazards in under-street tunnels. It was intended that the period from 1910

¹ 1941 ICC Report, *Train Shed Cyclopedia* #16.

to 1930 be a time of standardization of car practices across the country. As the largest single owner of passenger cars Pullman led this standardization, but it became apparent after a few years that there were many variations even in Pullman's equipment. The greatest standardization in locomotives and cars came at the end of World War I (1918-1920) because the government took over control and ran the railroads. Did you know that?

Cars of the heavyweight type were common into the 1960's, and some remain operational today on business trains, MOW equipment and tourist railroads. They were built strong and lasted long.

Lightweight Era or Streamline Era began during the Depression of the 1930's and lasted into Amtrak (1971). Typically we think of the streamliner era as the 50's and 60's, when brightly painted and stainless steel cars attracted our attention. The tonnage savings over heavyweight cars caught the eye of the bean counters at corporate headquarters. Most of these lightweight cars were initially absorbed by Amtrak, and the rest were for the most part scrapped. Today (in the late 1990's) their numbers are declining.

Amtrak Era officially began in 1971, but Amtrak's own style of cars did not begin to be delivered until the late 70's. Passenger car enthusiasts have begun to classify Amtrak paint schemes into phases, a sure sign that in the past 27 years Amtrak has given birth to a bona fide culture of its own.

Concluding Observation

This article serves as the introduction to a series of passenger car articles which will be showing up in future issues. Since some of our younger members were not around prior to Amtrak, I hope to interest them in the passenger trains from the "Golden Age" of railroading.

References and Resources for the entire series:

AAR Classification of Passenger Cars: ***The Official Registry of Passenger Train Equipment***, March 1943 (The Railway Equipment and Publication Co. of New York).

Arthur Dubin. ***Some Classic Trains***. (Kalmbach Books).

_____. ***More Classic Trains***. (Kalmbach Books).

Train Shed Cyclopedia #8 #16 #21. (Newton & Gregg).

Complete Roster of Pullman Heavyweight Cars. (Wayner).

W. David Randall. ***Streamliner Cars*** Vol. #1 #2 #3. (RPC).

Descriptive List of Cars March 1961 & Sept 1942. (Pullman).

Robert J. Wayner. ***Car Names, Numbers and Consists***. (Wayner).

James W. Kerr. ***Illustrated History of Budd Railway Passenger Cars***. (Delta Publications).

William Kratville. ***Steam, Steel and Limiteds***. (Kratville Pub).

Ralph L. Barger. ***A Century of Pullman Cars*** Vol. #2. (Greenburg Publishing).

DEERBROOK & SALTEN RAILWAY COMPANY

THE IRON ROAD

NEWS RELEASE

For immediate release :: 25 January 1998

Phase One is now Operational!

The basic construction work of the Deerbrook and Saltern Railroad Company's phase one construction plan is completed. Enclosed was a power circuit for the whole railroad layout and overhead lighting (both day and night lighting). Reference Caboose Kibitzer, Volume 47, No. 1, Spring/Summer 1997, p. 18.

The construction crew (me, myself and I) have completed benchwork, trackwork, basic scenery and operational wiring of Phase One from Circus Hill westward to Owen Mill. Included are the Circus Hill Museum and light industry area, a transfer table, New Saltern, the reworked Saltern Transportation Restoration module (STR): the operation point for post 1860 to begin. Old Saltern and East Saltern rail yard with operational turntable, the repaired Saltern module, West Saltern industrial area, cliffs along the river, and the Owen Mill roundhouse site (area has a four foot temporary track section to allow for the addition of Phase Two and Phase One operation return).

The mainline has about 60 feet of run. The Saltern yard loop has over 14 feet of run. The turntable has 24 stalls, with 21 of them operational. The transfer table hold seven tracks, with two tracks utilized as mainline and return trackage.

Basic ground cover has been completed in all areas. There are many structures. Six structures have not been started yet, and a few are not finished (need window glass etc.). Street and structure lighting have yet to be completed.

The cable car is operational for about 20+ feet of run from the west side of the STR, through the New Saltern business district, up to Circus Hill Museum and cable powerhouse. The old STR module was given a new backdrop, and some modifications made for the cable car trackage addition. Additional modifications are continuing on the STR module.

Saltern module requires some repair work due to the repackaging and moving damage incurred by the moving company during the 1993 job relocation. The old steam ship mast suffered greatly.

The Saltern module has been to the Mid-Continent meet in Little Rock, AR in 1986 (refer to the Caboose Kibitzer, Sept. 1985, p. 11) and the National in Houston, TX in 1989 (to undergo merit judging). It has also appeared in SWIMR Mail & Shows (1985-92), and several SWIMR 'Fordyce on the Cotton Belt Shows' in Fordyce, AR.

Construction of Phase Two has started with the cutting and assembly of framing!

Happy R.R.
Dennis O. Smith
PR Officer for the day

An Easy Way To Make A Control Panel

by Dennis O. Smith

When there is a need for something, a solution can usually be found. In my case, I needed a way to make control panels which were both readable and easy to change. I am physically challenged with Multiple Sclerosis, and that makes lettering hard to do in a consistent size and style time after time. My solution was to use a computer to draw, lay out and letter.

If you have a computer--or can gain access to one that has the capacity to draw lines--why not use it! Design the control panel that coincides with your track plan, making sure that you allow room for switches and lettering. If your first attempt could stand improvement, then make the necessary changes since they can be done so easily. Above all, make sure that the panel is useable!

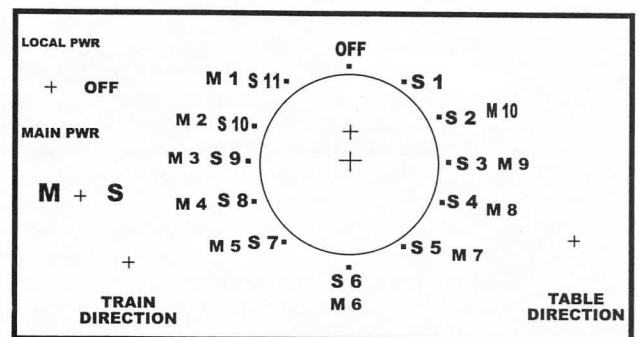
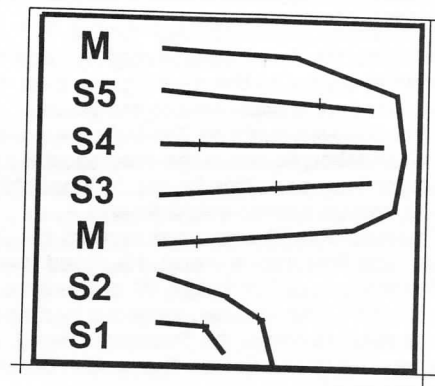
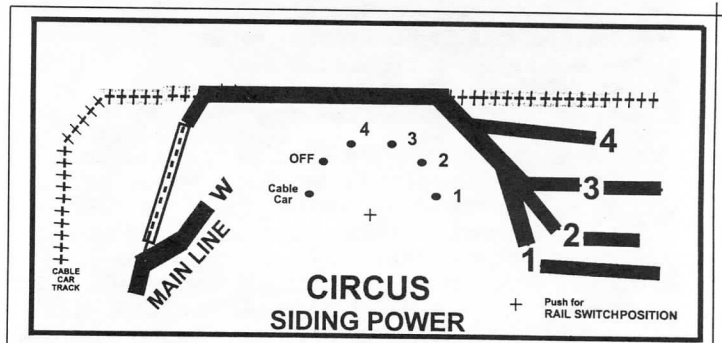
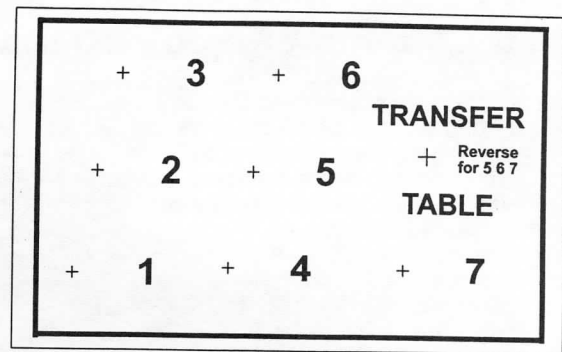
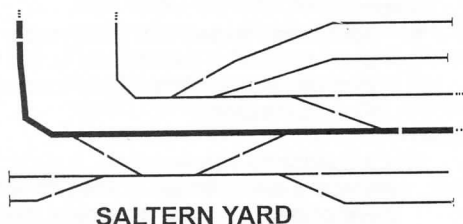
The next step is the expensive part. Cut the finished print to size and have it laminated. This will protect it and make it easy to clean, remove fingerprints, etc. Heat lamination stiffens the paper and seals the edges. I found that smaller panels are easiest to drill for switches.

Glue the laminated panel to a hard surface. Rubber or contact cement works well here, but make sure that you let the glue dry completely before you attempt to drill the holes. The larger the control panel print, the more care must be taken when drilling the holes, because drilled material can get under the lamination!

Mount the switches, lights or whatever is called for on the panel. Then wire it up and use it. If changes are needed later, you can make a new print, laminate it and move the switches. On the other hand, you may be able to simply add a new laminated area for the needed item(s).

The end product looks sharp and is easily updated. □

What follows is a small sampling of the computer-generated drawings executed by Mr. Smith. They were significantly reduced in size to accommodate the limited space available.



Minutes of the BOD Meeting Mid-Continent Region, NMRA

(Editorially condensed)

On 28 February 1998, President Charles Buswell MMR called the meeting to order at 10:19 AM in the conference room of the Johnson County Main Library at 87th and Farley, Overland Park, KS. The following board members, department heads and division directors were in attendance:

Dean Windsor, MCoR Trustee
Richard E. Napper MMR, MCoR Secretary
Steve Marquess, Maple Leaf Division Director
Don Wetmore, Western Heritage Division Director
Lester Lorhan, Platte Valley Division Director
Richard Schumacher, Gateway Division Director
Ted Fuller, Kansas City Central Division Director
Charles M. Buswell MMR, MCoR President
Ken Thompson, MCoR Treasurer
Jim Flynn, Turkey Creek Division Director
Whit Johnson, Kate Shelley Division Director
Daniel Osborn, Southern Illinois Director
Robert J. Amsler Jr., MCoR Attorney
Charles Marchbanks, Western Kansas Division Director

Others in attendance: Stan Elliot, Kate Shelley Superintendent; Ray Immel, Kate Shelley Division Member; Larry Alfred, Chairman NMRA 1998 National Convention; Pat Harriman MMR, Co-Chairman NMRA 1998 National Convention; Bob Jefferis, Turkey Creek Superintendent; Joe Robertson MMR, Inside Activities NMRA 1998 National Convention; John Shaw, Internet Webmaster, MCoR; Gene R. Tacey, MCoR Advertisement Manager; Richard Hester, MCoR Rerail Chairman & Nebraska West Central Superintendent; Gary Hemmingway, MCoR Area Meet Chairman; Randolph P. Meger, NMRA 2001 National Convention Co-Chairman; Gary Gross, Gateway Division Member; Ron Gavedzinski, Gateway Division Member; and John Schindler, MCoR Mailing Chairman and Treasurer Gateway Division.

President Charles Buswell introduced the Board and welcomed everyone to the meeting. He then made a call for Proxies. None were presented to the Board.

1. A motion was made by Ted Fuller, seconded by Richard Schumacher, to waive the reading of the minutes and accept them as written for the 21 June 1997 BOD meeting. The motion passed unanimously.
2. Treasurer Ken Thompson presented the Board with the Treasurer's report. He noted that the Region is in deficit \$1128.00 at this time. A motion by Whit Johnson, seconded by Stan Elliot, was made to accept the Treasurer's report as presented to the Board. The motion passed unanimously.
3. Director & Dept. reports were distributed to the Board.
 - A. Publications Department
 1. Mailing Chairman, John Schindler, informed the Board that he needed to verify the MCoR mailing list with the Post Office for our use of the mailing permit. In order to do this, he needs a mailing list from the Computer Manager, and a \$50.00 program.
 2. A motion by Richard Schumacher, seconded by Whit Johnson, that the Board approve the purchase of the \$50.00 program. Passed.
 3. Richard E. Napper, said that he would see to it that Schindler received the mailing list.
 - B. Advertisement

Gene Tacey said that advertisements for inclusion in the Caboose Kibitzer were starting to come in to him, and that he was making progress updating ad notices.
 - C. Membership
 1. Secretary Richard E. Napper presented the

membership report to the Board.

2. Rerail: Richard Hester requested an updated membership list.
3. Membership Aid: Richard Lake's report was presented to the Board.
- D. Achievement Program
 1. Brad Joseph presented his report and his letter of resignation to the Board.
 2. Dan Osborn was appointed new MCoR Chairman.
- E. Model Contest/Photo Contest
 1. No report was available to the Board.
- F. Conventions
 1. Little Rock 1997 Convention made \$600.00 which was presented to MCoR by Tom Shook in his report to the Board.
 2. NMRA National 1998
 - a. Larry Alfred stated that over 1000 people had already registered for the convention before the ads went out in the NMRA Bulletin.
 - b. The transportation contract—the single largest expense for the convention—was signed.
 - c. The clinics and tours are going well, but the convention needs volunteers. Contact Roger Quinlin, Manpower Chairman, at (913) 808-9034.
 - d. All 200,000 sq.ft. of the trade show is sold at this time. NMRA may purchase additional floor space.
 - e. For module setup, contact Charles Stapleton (913) 299-2923.
 - f. One prototype tour has canceled (Griffin Wheel). Dean Windsor is working on a replacement with Harman Industries, manufacturers of RR signal equipment.
 3. Omaha 1999
 - a. Convention will be June 17-19, 1999 at the Omaha Holiday Inn.
 - b. A number of tours are scheduled, e.g.: Harriman Dispatch Center, UP Council Bluffs yard tour & Mid America Rail Car.
 4. Year 2000: No report or bid at this time.
 5. St. Louis 2001 National
 - a. St. Louis Convention Committee will meet with the Kansas City committee after the BOD meeting.
 - b. St. Louis is in the planning stage at the present time.
- G. Sales
 1. Sales Manager Mike Bush presented his resignation to the Board.
 2. A new manager, Gary Gross, was appointed by the president.
 3. The present stock of patches and car kits will be inventoried and sold at the Convention.
- H. Internet
 1. John Shaw stated that many order forms and registration forms were in the Web, but that he needed better input from the various divisions.

Old Business

- A. 501C3 update by Bob Amsler:
 1. All legal work is finished. The forms have been presented to the President to be filled out for submission to the government.
 2. The President needs to highlight the Region's educational activities on the forms.

- B. Car kit Committee John Lee and Whit Johnson:
1. The committee recommended that we have two cars made to honor Larry Long's Missouri Valley RR.
 2. One car will be a 40 ft. boxcar in blue with Larry's MMR date as the number.
 3. The second car will be a three-bay black hopper car with Larry's MMR Number as the car number.
 4. Third Rail Graphics will produce a minimum of 200 cars each type for \$3400.00.
 5. Cars will sell for about \$12.00 to \$14.00 each.
 6. Need input from divisions re: interest in purchasing these cars by end of March.
 7. Cars will be sold at the National Convention.
 8. Motion by Jim Flynn, seconded by Ted Fuller, to purchase the cars. Amendment made by Steve Marquess, seconded by Ken Thompson, that the quantity of cars purchased should be increased based on the interest shown by the divisions. Amendment passed. Motion Passed.

- C. Division Newsletter Committee (Richard Napper, John Winter and Steve Marquess):
1. Committee recommended to the Board that those divisions wishing to publish in the Caboose Kibitzer be allowed to do so with the understanding that they pay for the page(s) used. All other divisions should continue to publish their own newsletter.
 2. Motion by Dean Windsor, seconded by Jim Flynn, that they accept the committee recommendation. Motion passed.

D. BOD and Annual Business Meeting

1. Dean Windsor suggested that the BOD meeting at the National Convention be held at 9:30 AM, Sunday July 19, 1998. The annual business meeting would follow at 12:00 Noon of the same day.
2. The Board agreed to the suggestion by Windsor.

6. New Business

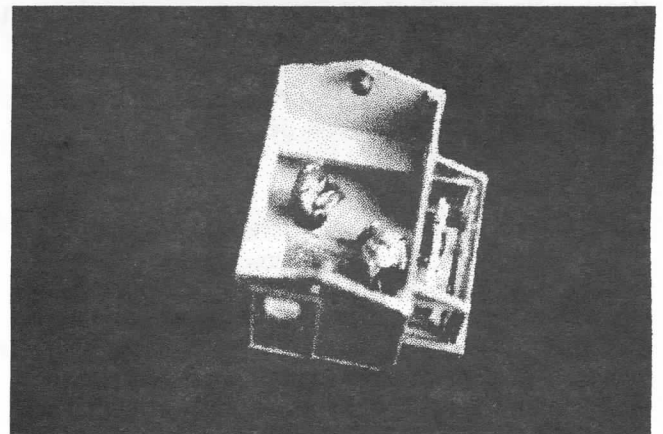
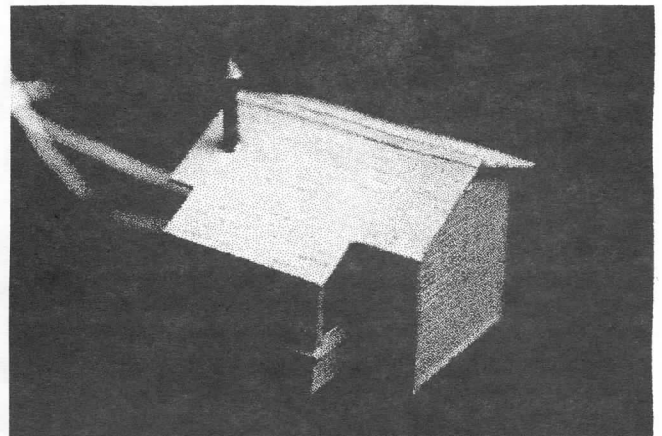
- A. Insurance (Charles Buswell):
1. Charles indicated that he had sent letters to all division directors with the clarification of the national insurance.
 2. Dean Windsor addressed questions by the Board re: the additional \$25.00 needed to add coverage for more named defendants in the policy.
- B. Special Meeting (Dean Windsor):
1. Dean addressed the idea that the two national conventions by MCoR would make a lot of money for the Region, and we should be thinking about ways for the Region to assist the Divisions, as well as keep the Region dues at the present level for many years to come.
 2. Ted Fuller suggested that some of the money be used to make membership kits for divisions.
 3. It was noted that all divisions could have one advertisement in the Caboose Kibitzer per year free (as space was available) to advertise their swap meets and other division events.
 4. A committee of three—Bob Amsler, Ken Thompson and Charles Buswell—was formed to make suggestions to the region re: what to do with the additional income from the National Conventions.

7. Discussion: There was no discussion.

A motion by Gene Tacey, seconded by Bob Amsler, that the Board adjourn. Motion passed unanimously.

Adjournment at 12:36 PM.

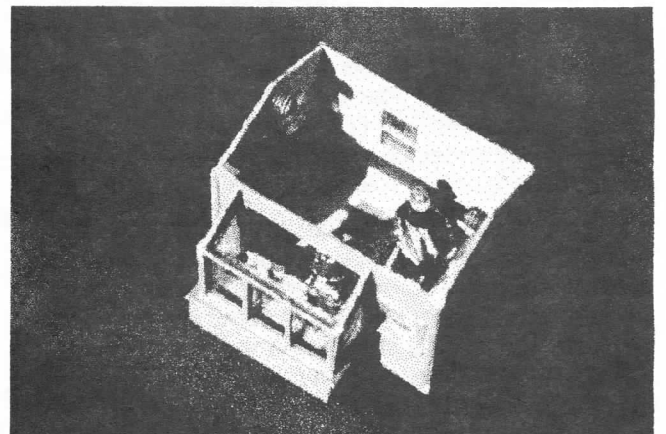
Respectfully submitted,
Richard E. Napper MMR



Photos of the GB&S Scalehouse

by Bob Guenter

As mentioned in the Spring Issue of the *Caboose Kibitzer*, an H.O. study model of the **Gu's Box and Satori** scalehouse was being constructed utilizing the original drawings which accompanied the text. The photographs shown above and below provide irrefutable proof that the Guenters (and their ancestral Günters)—although given to occasional episodes of foaming at the mouth and rampant myth-making—never tell a lie. It should be parenthetically added that the author of the article had to contend with the waning sun of an especially cold Nebraska afternoon to obtain the evidence which his readers were anxiously awaiting.



Photographs by R. Guenter

So a *Quod Erat Demonstrandum* to all of you who are both railroad buffs and devotees of classical Latin. □

Honor Our Heroes

by Gary Hemmingway

Sometimes it seems that when we put on a show we are just getting together to run trains or to shop. Now that is not all bad; I enjoy a well-planned train show or swap meet as much as the next modeler. But I got to wondering what we could do to make a show or meet something special.

The division to which I formerly belonged—the Nebraska West Central—considered this problem a few years ago. I think it was their second or third annual show and meet, and they decided to honor one of the pioneers of the National Model Railroad Association. Living in their midst was NMRA Life Member Number Ten! Art Stensvad—a retired Union Pacific fireman, semi-retired modeler, and one of the founding members of the Nebraska West Central Division of the Mid-Continent region—was that man. The members of the division decided to dedicate the show to Art as a way of saying “Thank You” to an NMRA trailblazer.

The word went out to the National Headquarters, NMRA President Charles and Executive Vice-President Pollock about plans to honor Art at the show. Interest was shown at all levels, including our own Mid-Continent Region and then president Windsor. Rocky Mountain Region president Coleman was also on hand since the show was in North Platte, Nebraska, only five hours from her home in Denver. Events prevented Messrs. Charles and Pollock from attending, but Presidents Windsor and Coleman stood in for them in fine fashion and presented Art his NMRA Service Award.

The local news and television took interest in such an NMRA celebrity, with articles and a fine television interview being high points of the weekend. Saturday, the first day of the show, was “**Art Stensvad Day**” and a special table was set up so Art could meet friends and fellow modelers. Having written **High Iron to North Platte**, Art was already famous in the area as an author. If you want to know what it was like to fire Union Pacific steam, and to get an eyeful of big UP power, check out his book.

Saturday evening we had a supper—complete with a cake bearing the UP shield—honoring Art. All exhibitors and vendors (as well as many fellow modelers) attended to express their appreciation to Art for his important role in the NMRA.

Why do I tell you this? Because I hope that you will look within you own ranks for your own pioneers and heroes. Are there some old-time NMRA members who are founders of our region, your division or club? Do you think a show honoring them would make your next event something special? I am sure that the pioneer heroes of model railroading in your area would be thrilled having their contribution to our hobby recognized? Don't you? □

Gary's Switching List

by Gary Hemmingway
MCoR Area Meet Chair

A big part of this job is to help you avoid conflicts when you plan your show or meet. So write to me or send your flyer or newsletter to 3201 SW Stone Ave., Topeka, KS 66614 or email me at 103045.2047@compuserve.com.

June 20-21, 1998: Kansas Central Model Railroaders Show. Salina Central Mall, Salina, KS. Info: Javen Schumacher, 528 Meadowbrook Ct., Newton, KS. Phone: (316) 283-7736.

July 20-26, 1998: NMRA National Convention. Bartle Hall, Kansas City, MO. Hosted by Turkey Creek Division, MCoR. Info: Heartland Express-KC 98, Peter Ellis, Registrar. 14960 W. 87th St. Parkway #154, Lenexa, KS 66219. Or email: elliscon@pimenet.com.

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

Sept 12-13: South Central Nebraska Model RR Show & Meet. Imperial Mall, 3001 W 12th St., Hastings, NE. Saturday: 10 am-5pm; Sunday: 12noon-5pm. Info: Deb Blunt, 3001 W. 12th St., Suite 36, Hastings, NE 68901. Ph: (402) 463-6671.

Oct 10, 1998: Boeing Employees' Railroad Club Swap Meet. (formerly McDonnell-Douglas), Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Rd, Manchester, MO 63011. Adm: \$2, under 12 free with paid adult. Info: Wayne Schimmell at (314) 668-6313.

Oct 10, 1998: 2nd Annual Cherry Valley Model RR Show & Meet. Independence Civic Center, Independence, KS. 8am- 4pm, Adm: adults \$3, children 7 - 12 \$2, 6 and under free w/paid adult. Tables: \$10 each for first two, 3 or more \$8 each. Info: John Dhooche, 25057 Queens Rd, Parsons, KS 67357. Ph: (316) 421- 31178. email: JRDHOOGHE@AOL.COM.

Oct 17-18, 1998: Gateway Train Expo '98 by Gateway Division, MCoR, NMRA. Gateway Convention Center, 1 Gateway Drive, Collinsville IL. Saturday: 9am-5pm; Sunday: 11am-4pm. Adm: \$4/day, 12 and under free w/paid adult. Tables \$25 (NMRA members \$21); elect \$15 /150W; \$25 /500W. Info: Jim Anderson, 329 Hill Trail, Ballwin, MO 63011. Ph: (314) 394-1305. Dealers contact Dan Osborn, 410 Camelot Dr., Collinsville, IL 62234.

Nov 14-15, 1998: Boot Hill Model RR Club Show & Meet. 4H Building, Ford County Fairgrounds, Dodge City, KS. Info: Dale Sutton, 8004 13th Ave., Dodge City, KS. 67801; (316) 225-43348.

Dec 6, 1998: Southern Illinois Train Club Model RR Show & Swap Meet. Reno Lake College Gym, Ina, IL; 11am- 5pm. Adm: adults \$2, 12 and under free with paid adult; family \$5. Info: Randy Dominick, 814 Chamness Rd., Royalton, IL 62983. Phone: (618) 984-4474.

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

Mar 20-21, 1999: 12th Annual Air Capital Train Show & Swap Meet. Info: PO Box 3245, Wichita, KS 67201-4245. See ad on page 26 of this magazine.

Jun 17-19, 1999: MCoR Regional Convention by Western Heritage Division. Omaha Holiday Inn Convention Center. Advance Registration at NMRA National Convention in Kansas City. Info: Don Wetmore, 614 Osage Drive, Papillion, NE. 68046-2433. Ph: (402) 339-1938.

Jul 17-24, 1999: Northstar '99 NMRA National Convention. Minneapolis/St. Paul, MN. Info: Pat Walker, 1116 Randolph Ave. #16, St. Paul MN. Phone: (612) 699-5245. □



Come and Join the Model Railroading Fun!

Gateway TrainExpo '98

A Model Railroad Exposition for the Entire Family

Saturday, October 17, 1998 9:00am to 5:00pm

Sunday, October 18, 1998 11:00am to 4:00pm

Gateway Convention Center

1 Gateway Drive, Collinsville, Illinois

(Just 8 minutes from the Gateway Arch on I-70/55 & Ill. 157)

Admission: \$4.00 per day

Kids 12 and under are free with paid adult

- Clinics by Nationally and Locally known modelers on Saturday
- Home Layout Tours in Missouri on Sat. and Illinois on Sun.
- Large Vendor Area with 200 Tables Available
- The Gateway Central V Project Layout will be raffled on Sunday
- Popular Vote Model & Photo Contest on Saturday
- Door Prizes, Door Prizes and more Door Prizes
- Operating Layouts of Various Scales and Sizes
- Great Chance to see Old Friends and Make New Friends

If you want to start your model railroading fun early, attend the **Gateway Model Railroad Club Layout Tour**. This is a free self-guided tour of some of the best model railroad club layouts that the Saint Louis Metropolitan Area has to offer. This tour is on Friday evening, October 16, 1998. For a flier containing descriptions of and directions to these clubs, please check your local Saint Louis Area hobby shop. Contact Ken Thompson at (314) 394-2247 for a copy of this event's flier if you do not live in the Saint Louis Area.



Gateway TrainExpo '98 is sponsored by the
Gateway Division of the **Mid-Continent Region** of the **National Model Railroad Association**
"Your Gateway to Model Railroading Fun"

Pike Registry

<p>ELWR EBURY LANGDALE & WESTERN RAILWAY COMPANY 8410 Hall ♦ Lenexa ♦ Kansas 66219 913/541 9267 Fax: 913/894-6411 E-mail: elliscon@primenet.com</p> <p>General Manager Peter Ellis</p> <p>Director of Land Rights Betty K. Ellis</p> <p>THE HERITAGE LINE</p>	<p>Midwest and West Model Railroad</p> <p>Headquarters: 9508 Buena Vista Overland Park Ks 66207 913-341-9699</p> <p>President - Al Gaddini</p>	<p> Canadian Pacific MODEL RAILWAY Hastings Subdivision</p> <p>J. D. Hofmockel Superintendent</p> <p>NMRA - MCoR - WHD, 140 Glenbrook Drive, Glenwood, IA 51534 (712) 527-5152 jdavids@juno.com</p>
<p> FLAT RIVER & NORTHERN RR 3945 N. STEWART SPRINGFIELD, MISSOURI 65803</p> <p>(417) 833-4506</p> <p>WALTER B. STANSBURY, MMR CHIEF EXECUTIVE OFFICER</p>	<p>The Final Solution Railroad</p> <p>FI-SOL</p> <p>Shannon Rumley President</p> <p>Springfield, Missouri 417-881-6477</p>	<p>UNION PACIFIC RAILROAD</p> <p> CHARLIE STAPLETON General Superintendent Kansas Division</p> <p>1411 N. 79th St. Kansas City, KS 66112</p> <p>HO Scale 913-299-2923</p>
<p>RIO GOLARE SOUTHERN STANDARD RAILROAD OF THE SAN JUAN</p> <p>Peter T. Bellos President and General Manager</p> <p>General Offices: #225 Blue Jacket, Shawnee, KS #9203-4119 Telephone and Voice Mail: 913 206-6542</p> <p>Sn3. of course</p> <p>MEMBER: NMRA, MCoR, TCD, CRAL Friends of the GATNER, GGNS of D</p>	<p>RIO GOLARE SOUTHERN STANDARD RAILROAD OF THE SAN JUAN</p> <p>Gn3 Naturally</p> <p>Tedy Bellos, Vice President EASTERN DIVISION Shawnee, Kansas</p>	<p> SHELTER BAY RAILWAY 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>MCoR</p> <p> Clear Creek & Quicksilver "The Mountain Goat"</p> <p>Allen Pollock General Manager</p> <p>P.O. Box 243 Jefferson City, MO 65102</p> <p>NMRA</p>	<p> BIG TIMBER LUMBER COMPANY The Big Sky Route</p> <p>DEAN WINDSOR CHIEF EXECUTIVE OFFICER</p> <p>14395 FOUR CORNERS RD. GARDNER, KANSAS 66030</p>	<p> SYCAMORE VALLEY LINES 544 E. SPRUCE OLATHE, KANSAS 66061-3357</p> <p>(913) 782-8553</p> <p>GEORGE & MARY FILKINS</p>
<p> SILVER CREEK RAILROAD COMPANY</p> <p>RALPH W. ADAMSON General Manager</p> <p>#7 Curved Creek Road Quincy, IL 62301-6577 217/222-8921</p>	<p>PIPER VALLEY RAILROAD</p> <p>PIPER VALLEY CO-OP HEADQUARTERS 912 RIDGE DRIVE BELTON, MO 64012</p> <p>(816) 331-2773</p> <p>JOE B. ROBERTSON, MMR PRESIDENT & CEO</p>	<p>RIO GRANDE SOUTHERN RAILROAD</p> <p>LARRY R. ALFRED GENERAL MANAGER OLATHE KANSAS (913) 782-6584</p>
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<p> FORKS CREEK AND CENTRAL RAILROAD</p> <p>BON MORSE, MMR -PRESIDENT- 8324 HALL LENEXA, KS 66219</p> <p>"ROUTE OF THE COUGARS"</p> <p>(913) 894-6472</p>	<p> "Route of The Hoifers"</p> <p>NEBRASKA & SOUTHERN RAILROAD</p> <p>GENE R. TACEY SUPERINTENDENT</p> <p>PHONE 308-386-2489 E-Mail gtacey@nppd.com SUTHERLAND, NE 69168</p>	<p>Gü's Box & Satori Railroad "The Road to Enlightenment"</p> <p>Rudolph Günter, founder</p> <p>Robert F. Guenter Maintenance Foreman 714 So. 33rd Street Lincoln, NE 68510</p> <p>Gü's Box satori</p> <p>Phone: (402) 476-6811</p>

Pike Registry

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<p>Missouri Pacific Lines</p>  <p>Robert Joseph Amsler, JR. 3277 Bayvue Blvd. Arnold, Missouri 63010-4013</p>	<p>C&RM RR Canyon & Rocky Mountain R.R.</p> <p>President Randolph P. Meyer 156 Ladue Oaks Dr. Creve Coeur, MO 63141</p>	<p>Granite City, Glen Carbon & Caseyville "The Bottoms Line"</p> <p>Daniel F. Osborn, CEO Headquarters 410 Camelot Dr. Collinsville, IL 62234 618-345-4209</p>
<p>St. Louis Union Terminal</p>  <p>"We pick up anything"</p> <p>John B. Lee, CEO 4010 Bayless Avenue St. Louis, MO 63125</p>	 <p>FRISCO TERMINAL DIVISION Southeast...Southwest Ship it on the Frisco</p> <p>Rick McClellan 15405 W 144th Terrace Olathe, KS 66062</p> <p>CEO/President</p>	<p>St. Louis, New Orleans & Southern</p> <p><i>The Delta Route</i></p> <p>Richard Wm. Schumacher</p> <p>Chief Operating Officer 3044 Woodbridge Estates Drive St. Louis MO 63129-6230</p> <p>Telephone 316-846-2224</p>
<p>St. Jacques Northern Division of Great Northern Pacific Railway</p> <p>John Hardy Division CEO <i>The Big River Line</i> 2528 Wild Valley Drive High Ridge, MO 63049</p> <p>Telephone 314-677-8270</p>	<p>Reserved for Al Bailey</p>	<p>Reserved for Jim Flynn</p>
<p>EAST BROAD TOP RAILROAD</p> <p>Ken Vandervoort Coles Station Agent 127 South Jefferson Mt. Pleasant, IA 52641</p>	<p>SPACE AVAILABLE</p>	<p>SPACE AVAILABLE</p>

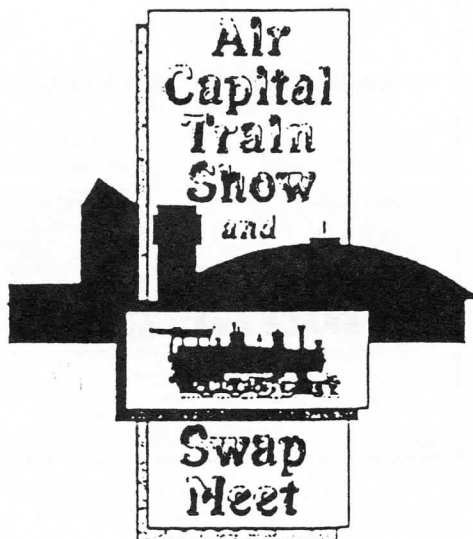
Dealer Directory

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Region Club Roster

This roster was created for the benefit of members of the MCoR Region. It identifies those clubs that are presently active in MCoR. Any group that wishes to be included in this listing should send the editor the club's name, contact address and scale interest.

AR Valley MMRC (HO,HOn3) 209 Corkwood Drive Jacksonville, AR 72976	Kansas Area N-Trak (N) 2046 S. Elizabeth #1306, Wichita, KS 67213	Mo-Kan Railjoiners Inc (all) 14906 W 150 th Street Olathe, KS 66062	Quincy Society of Model Engineers (HO, HOn3) Rt.7, #9 Shady Acres Quincy, IL 62301
Big Bend Railroad Club (O) 8833 Big Bend Boulevard Webster Groves, MO 63119	Kansas Central MRRC (HO), 530 E. 3 rd Street Hutchinson, KS 67501	Nishna Valley MR Society (HO) 1303 8 th Street Harlan, IA 51537Northeast	Society of Model Engineers (HO), 5715 W. 81 st Street Prairie Village, KS 66208
Capital City Model RR's (HO) PO Box 243 Jefferson City, MO 65102	KC O-Scale Modulars (O), 10334 Ash Overland Park, KS 66207	Northeast Kansas Garden Railway Society (NEKAN-GRS) 1308 SW Caledon Topeka, KS 66611-2412	Southern Illinois Train Club (HO,N,G), P.O. Box 1633 Marion, IL 62959-7833
Claremore & Southern (HO) 3049 Clover Creek Drive Claremore, OK 74017	Kansas City S Scalpers (S, Sn3) 512 SE Douglas Lee's Summit, MO 64063	Northland MRRC (HO) 1525 N. Emery Independence, MO 64050	SW Indiana Modular RR's (HO), 3107 W. Capitol Little Rock, AR 72209
Columbia Model RR's (HO) 410 Camelot Drive Collinsville, IL 62234	Manhattan Area Rail Joiners (HO), 811 Osage Manhattan, KS 66502	Ozark Model RR Assoc. (all), 4224 W. Commercial, Springfield, MO 65802	Tri-City Model R.R. Assoc. (HO, N) 607 South Shore Dr. Hastings, NE 68901
E. Jackson City Mainliners(HO) 807A Main Street Blue Springs, MO 64015	Missouri Northern RR Society (HO) c/o Terry Gutsch 1312 N. E. 84 th Place Kansas City, MO 64155	Ozark N-Trak (N) 3711 S. Franklin Springfield, MO 65807	Wichita MRRC (HO, HOn3) PO Box 48082 Wichita, KS 67201
Gold Creek RR Co. (1/2") 8324 Hall Lenexa, KS 66219	Modular HO Narrow Gauge Soc. 1120 Hawken Place Webster Groves, MO 63119	Parsons Model RR Engineers (HO), Cherryvale Depot Cherryvale, KS 67335	



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Advertising Rates

MCoR 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.

Our 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
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Pike Registry Ads:

1 3/8" x 2 3/8"	Business Card	5.00
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Single issue commercial ad 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.

Ads 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 payments should be sent to the Advertising Manager: Gene Tacey, Box 485, Sutherland, Nebraska 69165. Make checks payable to the Mid-Continent Region.**

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The editorial staff fervently hopes that our readers will patronize the establishments that advertise in the Caboose Kibitzer. At this time, it also wants to draw the attention of MCoR members living in or near the Kansas City Metro Area to a special meeting of its Operations Special Interest Group:

The Operations Special Interest Group (OpSIG) invites MCoR members and friends interested in model railroad operations to participate in KC OpSat'98 on August 15, 1998. Sic layouts in the Greater Kansas City Metropolitan Area will host organized operating sessions.

Reservations must be received by August 1st, 1998. For more information contact Bret Overholtzer, 15710 West 84th Terrace, Lenexa, KS 66219. Phone: (913) 541-8323, or by email: bret1@ibm.net

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 - \$32.00 ☐

Youth (under 20) - \$21.00 ☐ Family Member - \$6.00 ☐ Affiliate (no Bulletin) - \$16.00 Sustaining - \$64.00 ☐

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
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Photograph of **CB&Q 2939** taken Feb 28, 1947 in Hinsdale, Illinois.
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