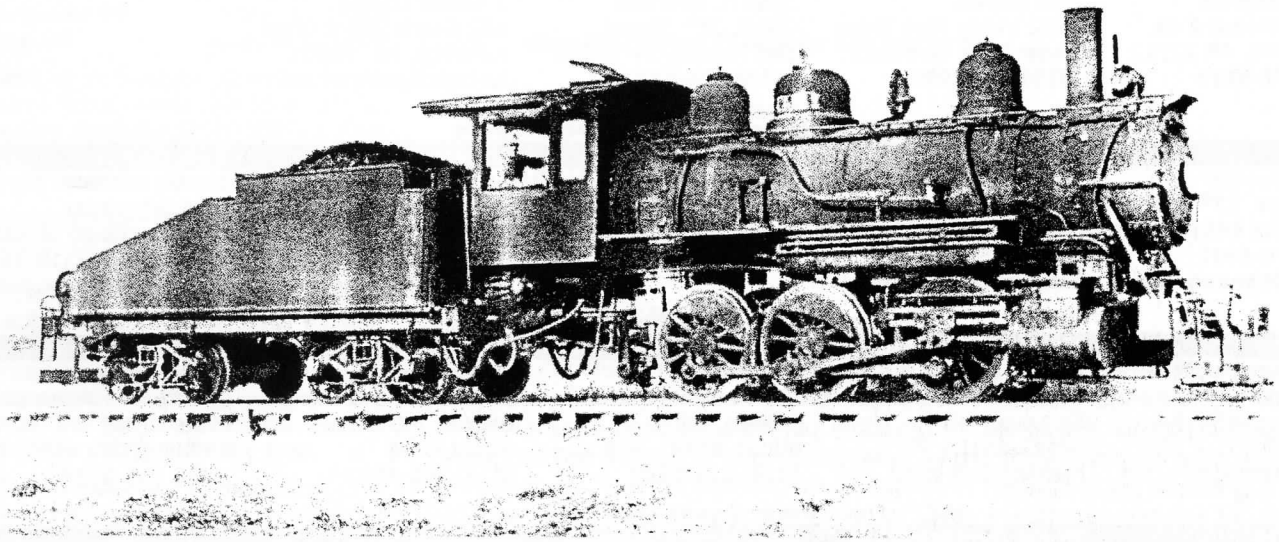
CABOOSE KIBITZER

Official Publication of the Mid-Continent Region, NMRA Volume 48, No. 3 Fall 1998 $1.50



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Caboose Kibitzer
Volume 48, No. 3 Fall 1998

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The *Caboose Kibitzer* is the official publication of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA) Inc. It is distributed to MCoR members on a quarterly basis. Membership in MCoR is open to all members of the NMRA for six dollars ($6.00) annually. As a convenience, application for membership in the NMRA and/or the Mid-Continent Region (or their renewal), may be made by using the form provided on the inside back cover of this issue. Send your application to the Membership Chairman at the address shown therein.

Items for publication must arrive before the dates listed below to be considered for inclusion in the corresponding issue.

ISSUE	DUE DATE
Winter 98	**November 1, 1998**
Spring 99	**February 1, 1999**
Summer 99	**May 1, 1999**
Fall 99	**August 1, 1999**

Send all material for publication to the editor, Robert Guenter, 714 South 33rd St., Lincoln, Nebraska 68510-3307. It must be 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.* Legible handwritten or typed material will of course be accepted. To ensure acceptable reproduction of photographic submissions, provide high quality prints no larger than 5" x 7", 35 mm b&w negatives or (better still) 2" x 2" color slides.

Correspondence relating to your subscription, extra copy requests or a change of address should be directed to the MCoR Secretary. Unless noted to the contrary, the editorial policy and content of this publication reflect the opinion of the editor and contributors, and do not necessarily represent the policy of the MCoR/NMRA. Unless specifically restricted, any item in this publication may be reproduced as long as proper attribution is made.

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Switch List

Next Issue

We will conclude with the final episode of Professor Charles Mischke's *Allegheny Traction:* a series that has been especially aimed at the reader who wants to develop a similar write-up for his or her own pike. You will also find the third and final installment in the three-part series on KISS throttles by Tom Troughton, and another in the series on passenger cars by Mark Malmkar. There will be the usual *Remembering: What and When* by Charles Mischke, of course. Of special interest will be an article by Dennis Smith dealing with the history— real or imagined—of your railroad.

The Covers

The photograph of the 0-6-0 switching engine on the front cover was provided by Rick C. Schoup, MMR, who now resides in sunny Florida. The railroad to which this loco *sans headlight* belonged is a mystery, but a note on the back of the original print suggests that the photo was taken in Plainfield, Illinois. Can anyone help us identify this neat little baby?

The back cover features another from the Bat Masterson collection. If some of you have photos that we could use to adorn future covers, send them along with a bit of identification. Once we have them copied into our computerized file, we can mail them back to you if you so desire.

Editor's Note: Charles Buswell notified the *Kibitzer* that his column "The Head End" would not be available for inclusion in this issue due to technical difficulties. Some of said article was devoted to the recent awards ceremony in Kansas City which is covered in the minutes of the Annual MCoR Business Meeting appearing later in this issue. The following article was provided by a member of the Lincoln Area Model Railroad Club.

Getting Involved With the Young Crowd

by Lynn Schoening

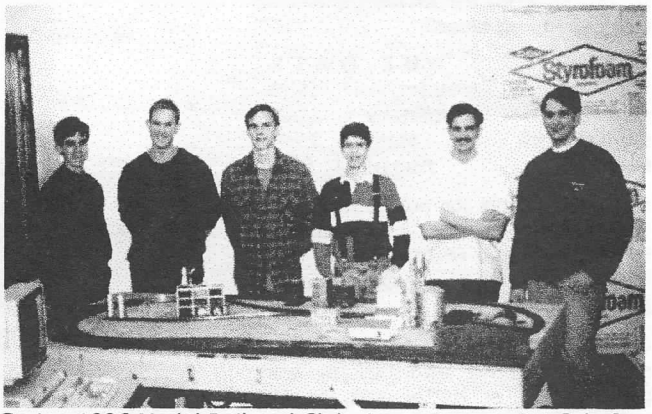
It seems that whenever we pick up a newspaper or watch the news on television we hear about how bad things are, and how the future doesn't look very bright. And somewhere in the news we probably hear how today's young people are finding themselves in trouble. As a high school teacher and coach, I see this firsthand almost daily. However I also see a **lot** of good kids, and some who are "sitting on the fence." The latter—if they had a positive influence sometime in their lives—would have a good chance of staying out of trouble.

A few years ago at Northeast High School in Lincoln, Nebraska, we put in place the concept of a "Club Day". One day a month students may be excused from up to three classes in order to attend one of thirty different hobby clubs. The faculty felt that this would be a good way to get students involved in a positive activity at school other than athletics or music. It would allow teachers and the student body to get to know more people in our large school (enrollment of 2100 students grades 9-12), and allow the students to learn a new hobby. Teachers sponsor the clubs, and students are encouraged to be **active** participants by helping with the planning, and organization of the club activities. As a member of the Lincoln Area Model Railroad Club, I thought that this would be a good way to recruit younger members into our organization, and encourage some veteran members to be a positive influence in younger people's lives by handing down some of the accumulated wisdom and tricks of the trade.

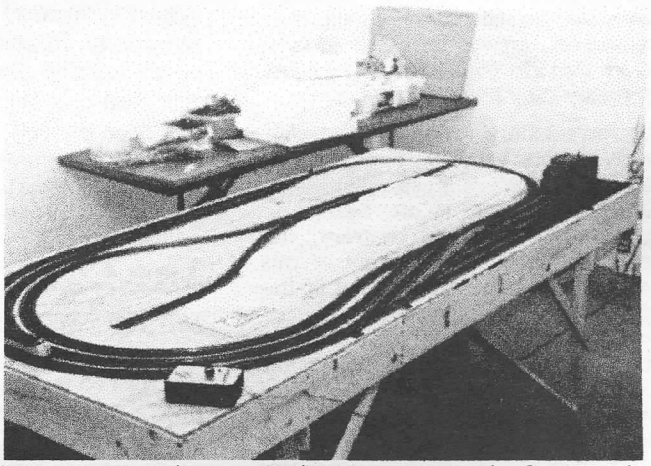
Our Lincoln railroad club (LAMRC) had a superb nucleus of individuals who were willing to help me get things started: Charles "Buzz" Buswell, Paul and Tim Watson, Steve and Claire Titus, and Scott Fotinos. LAMRC agreed to provide the building materials and guidance for the construction of a layout chosen from the November 1995 issue of ***Model Railroader*** magazine. The students learned how to build the framework and lay roadbed and track (with the help of Buzz, the Watsons and myself), basic wiring (the Watsons and Scott Fotinos), and they helped put on a scenery clinic (with the Titus' and myself) using the layout at our annual spring meet. Later the students helped construct and paint the buildings for the layout, which is displayed at local elementary schools, the Nebraska State Fair, and at local train meets to promote model railroading. It is also displayed in conjunction with Operation Lifesaver exhibits. The latter promotes and teaches safety relative to railroads.

With the model about 90% complete, I have found the Northeast High School club most rewarding! We are fortunate to be in a city which hosts some of BNSF's diesel, wheel and car shops, providing opportunities for great tours (and railfanning). Now that we have a layout on which to work, the students have become very excited about the monthly scheduled meetings and other after-school work and operating sessions. Club membership has increased from five to twenty members in the past year.

Those of us who have been in model railroading for a number of years have a lot to offer, and it is in more than the technical end of modeling and railroading. As a model railroader, we know about history, geography, electronics, model building, art, kitbashing, procrastination (we can talk about that later), and many other skills that can and *should* be shared with others. We may even discover that we don't have all of the answers, and just might learn a thing or two from some of these youngsters.



Spring 1996 Model Railroad Club: Larry Barnes, Pat Schafer, Mark Boldt, Eric Bigham, Josh Donner, and Phil Albers



Layout at an early stage in the construction. The framework has been completed, the track laid, and the foamboard base for a future hill installed. An important consideration at the design stage was the portability of the finished product, since it was club members' intention to show the model in a variety of venues (see the text).

About Our Contributors

From the Editor's Desk

The man featured in this issue has not only provided material for every issue since I took over this post, but— as I have already mentioned— has provided enough engrossing articles to carry my successors into the 21st century!

Dr. Charles Mischke is professor emeritus of the Mechanical Engineering Department at Iowa State University. In the ISU newsletter from which I culled much of the following information, he was quoted as making a tongue-in-cheek correlation between being tired and retired. Judging from the output which I have personally witnessed, he fits neither description. Professor Mischke's perceptive suggestion that "retirement should be based on the tread not the mileage" seems to be particularly appropriate in his own case.

In an addendum to one of his earlier articles I alluded to his "hands on" participation in the activities of the Boone and Scenic Valley Railroad, and I now know how that came about. It seems that the need for operating personnel versed in both railroad history and operations led to the recruitment of Professor Mischke into a training program for motormen and diesel engineers. As a result, on weekends one can often find him guiding trolley No. 50 of the Charles City Western (see the back cover of the Spring 1998 Issue) into downtown Boone and back. At other times he mans the diesel locomotive which heads up B&SV Railroad, and was twice the engineer on National Railroad Museum's Thomas the Tank Engine during its guest appearance in Iowa!

Charles is one of those persons who has made a habit of being successful at whatever he did. Under his leadership the Mechanical Engineering program at ISU took giant steps forward, and at the same time earned for him prestigious awards both as an outstanding teacher and as a writer in the field of technology and engineering. And his interest in railroading was not only maintained, but— according to some of his students and fellow faculty members—was skillfully woven into the courses which he taught.

Professor Mischke's keen involvement with both real and model railroading can be garnered from the diversity of the articles which he has contributed to this magazine. In the opinion of the editor and his associates, he is clearly a gentleman worth knowing and richly deserves to be the first writer so honored in the Caboose Kibitzer. □

Remembering: What and Why

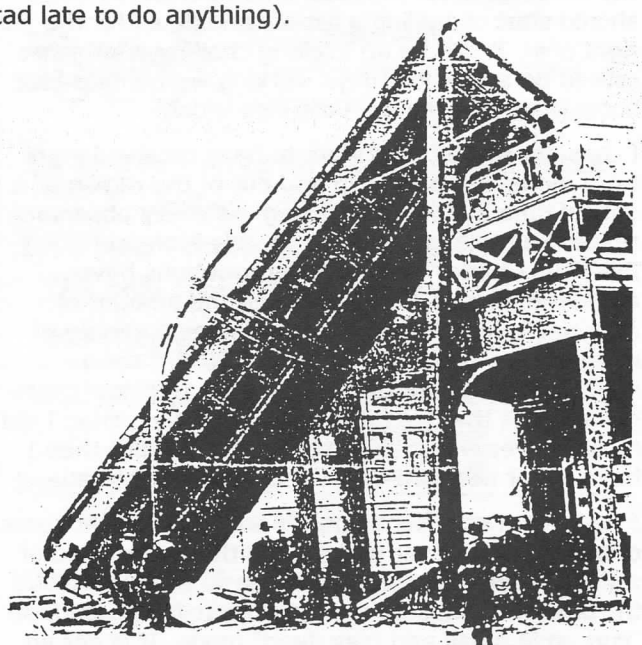
by Charles Mischke

A Deadman Can Be Born Late in Life

The date was 23 December 1895 at the 48th Avenue terminal of the Chicago elevated's Garfield Park branch. It was a few hours to sunrise, and the motorman of a single-car train was coasting along the station platform. He had been on duty for less than four hours, and had been off duty for 24 of the last 42 hours; but in that time he had slept but four hours. Somewhere along the platform he fell asleep. Things might have turned out better had the track and elevated structure continued beyond the bumping post. As it was, he tested the post and it failed. The car came to rest as shown in the photograph. Every pane of glass was broken. The trucks were left behind and the motorman, conductor and lone passenger were wide awake with only cuts and bruises. The picture shows part of the progress of the two-day process of returning the car body to the elevated structure.

Elevated trains at that time were pulled by a powered car in locomotive fashion with one, two or three trailer coaches behind. At the end of a run, the powered car was run around its trailers to assume a position at the new head-end. It was apparent that the absence of a fireman (as in steam locomotive predecessors) increased the risk of this kind of mishap. The cloistering of the motorman in a cab, unable to move much, increased the risk even further. Rather than straight-air applied by the lead car, trailers should have had automatic air brakes and a brake cord throughout the train. Having this accessible to the conductor and passengers could have prevented this mishap. The installation of a 'deadman' on the controller, and more, followed.

Interurban lines with a no-accident record had a rule that when approaching an absolute stop signal, a meeting or passing point, the motorman was to whistle the one-mile warning. This summoned the conductor to the motorman's position. If the whistle was not sounded, the conductor was to stop the train immediately. This rule would also have prevented the incident. (For the record, the conductor and the motorman were together when the car came to rest, but the conductor had been a tad late to do anything).



Reference: Bruce G. Moffat, *The "L": The Development of Chicago's Rapid Transit System, 1888-1932,* Central Electric Railfans' Association Bulletin 131. Photo by Bruce Moffat Collection p137 (Retouched for this presentation).

The Editor's Desk

by Bob Guenter

This issue marks the beginning of my second (and by agreement) final year as editor of the ***Caboose Kibitzer***. I have struggled to put this magazine on schedule, and that now seems to be accomplished fact. Never fully satisfied, I continue to bemoan the lengthy turn-around time between my mailing of the camera-ready masters to the arrival of the finished product in my mailbox. My records show that the first four issues recorded the following printing-distribution times as defined above:

Fall '97:	**53 days**;	Winter '97:	**37 days**;
Spring '98:	**56 days**; and	Summer '98:	**37 days**.

I provide this information 1) to encourage all of those members in the production chain to search out ways to simplify and speed-up our publishing operation, and 2) to help advertisers and others with time-sensitive material to plan accordingly. I have had to advise more than one organization to place their ads earlier than intended because of the erratic nature of this schedule. The underlying reasons for what I believe to be excessive printing-distribution times are varied, but some (if not all) of them relate to the essentially volunteer nature of our organization.

When I step down from this job, I expect to pass on a reserve of publishable material to my successor, but even so the next editor must be prepared to devote considerable time to the magazine. With this in mind, **I suggest that it is not too early to be thinking about who that person will be.** Since the center of operations will more than likely shift to the St. Louis area, the local MCoR personnel there should start compiling a list of candidates for the job right now. It can be an exciting challenge for some retired person who enjoys working with enthusiastic hobbyists whose literary skills vary widely.

I consider myself fortunate to have received input from model railroaders in and out of the region at a critical time in this undertaking. As every observant reader knows by now, Iowa State's Professor Emeritus Charles Mischke's contributions have appeared on a regular basis, and the amount of material in his *Kibitzer* file guarantees a variety of interesting articles well into the future. I have learned more about railroading from this man in the few months that we have been in contact, than I did in all the years leading up to that point. But then I have never been the most dedicated of railroaders!

I receive an occasional inquiry suggesting that some of our readers never understood the bottom line of my editorials on creativity, or are so frightened of the unknown that their brain shifts into the possumlike "curl up in a ball and play dead" mode. It is not an unknown reaction in academia when students are asked to write a paper about a topic with which they are allegedly familiar. Many times the end product is a less than ideal example of selective plagiarism. Picking a sentence here and there from a couple of sources—and using them with nothing but minor changes—is definitely **not** the way to go! Sooner rather than later you must decide what your basic theme (some prefer the term "concept" or "directional device") is going to be. In other words, exactly what is it that you are going to talk about?

When assembling notes for your proposed article, summarize the source material in your own words. It is all too easy to become captivated by a talented writer's winsome way with language, and try to pass it off as your own. There was a recent case of plagiarism in our fair city of Lincoln that proved acutely embarrassing to the professional person involved. As a former teacher, I would much rather be bitten by a bit of primitive creativity than have to wade through a slick swamp of derived nonsense, no matter how smoothly executed. You don't have to be a rocket scientist to lift and modestly rearrange someone else's work. Unless I'm mistaken, there is already a trained chimpanzee who signs that sort of thing quite convincingly! And he works for bananas.

If there arises an *occasional* need to quote an author's exact words, do so precisely and place those words within quotes. In every case, make sure that you document your sources carefully. There are of course ethical reasons for doing this, but the one which has frustrated me on more than one occasion has been a purely practical one: my inability to adequately follow up on contradictory information in articles on a specific topic.

Let's face it: model railroad magazines have had a long history of not requiring authors to identify the sources of their information in situations where it was clearly appropriate to do so. This explains at least partially why early in my term as editor I embarked on a crusade to require some form of attribution—no matter how elementary or unorthodox—in the ***Caboose Kibitzer***.

Years ago while contemplating the construction of a timber trestle in HO scale, I ran across three articles in competing magazines that had serious differences not readily explained by contrary prototype practices or by unique structural requirements. I finally had to revert to our Engineering School Library to resolve those anomalies. My subsequent letters of concern to the editors of said periodicals hit an unresponsive blank wall, which I found especially disconcerting.

I have often heard what a fine hobby this is, and about how model railroaders are fountainheads of integrity (I agree with the former but have found the latter to be somewhat exaggerated). By the way, I should now reveal that my observations about writing and plagiarism were handsomely assisted by reference to Diana Hacker's 3rd edition of ***The Bedford Handbook for Writers*** (Boston: St. Martin). See especially pp. 495-508. Serious writers may want to pick up a copy.

Old Cabooses Never Die They Just Fade Away

by Charles Mischke

Additional R.R. Slang for "Caboose"

ANCHOR	**CRUMMY**	**MONKEY HUT**
BAZOOWAGON	**CRIPPLE HOUSE**	**PALACE**
BOBBER	**DEN**	**PARLOR**
BRAINBOX	**DINER**	**PARLOR SHACK**
BRAKE VAN	**GLORY WAGON**	**PERAMBULATOR**
BUGGY	**GO-CART**	**REST ROOM**
CAB	**HACK**	**TREASURECHEST**
CABIN	**KITCHEN**	**VAN**
CHARIOT	MADHOUSE	WAY CAR
CONDUCTOR'S CAR	MONKEY HOUSE	ZOO

The word "caboose" was derived from:

Dutch:	*Kabuis, Kambuis*	
Swedish:	*Kabys*	meaning "little
Low German:	*Kabuis*	room" or "hut"
High German:	*Kabuse*	

The English word "caboose" means: *kitchen on the deck of a ship, a galley, a (train) crew car.*

Purpose of the caboose:

- Home and office for train crews.
- Haven from sun, rain, wind, snow, cold.
- Hot food, restroom, sleeping quarters, lockers.
- Tools and supplies: chain, rope, jacks, re-railing frogs, air hoses, coupler knuckles, pins, fusees, torpedoes, flags, markers, radios, batteries.
- Protection of the rear of train by its mere presence, manpower and marker display.
- Enginemen depended on conductor to act as a lookout, signal when air supply was full, give backing whistle signals at crossings, execute braking in an emergency.

Modeling tips:

- Prototype cabooses were usually numbered as they were acquired. The larger the number, the later the acquisition.
- Later cabooses grow more modern as they are built, incorporating technical innovations (and removing them).
- The first caboose on a short line was often built by a car builder as part of an initial freight car order. Later cabooses tended to be modifications of box cars or second-hand cabooses.
- Each master mechanic did things in a consistent manner (*his* way), so a recognizable style can be observed on a given road.

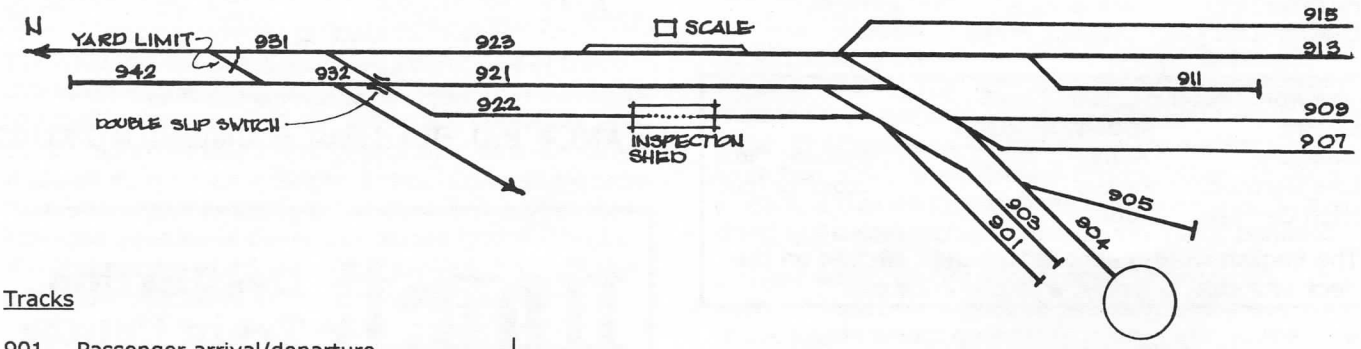
ref: Smithsonian, ***The Development of the Caboose.*** T.B. Watson, ***Cupola***. (C&NW, Clinton, Iowa: 1863).

Allegheny Traction

by Charles R. Mischke

ROSTER OF EQUIPMENT

No.	Builder	Date	Trucks	Weight	Length	Width	Height	WB		Remarks
1	Shops	08	Baldwin	60 000	35′ - 0″	9′ - 4″	12′ - 11″	6′ - 6″	W.	boxcab loco
2	Alco	15	Baldwin	99 000	30′ - 2″	9′ - 6′	12′ - 11″	6′ - 6″	S.	boxcab loco
3	Alco	15	Baldwin	99 000	30′ - 2″	9′ - 6″	12′ - 11″	6′ - 6″	S.	boxcab loco
4	Alco	15	Baldwin	99 000	30′ - 2″	9′ - 6″	12′ - 11″	6′ - 6″	S.	boxcab loco
5	Alco	20	Alco	120 000	40′ - 3″	10′ - 0′	12′ - 0″	8′ - 0″	S.	boxcab loco
6	Alco	24	Alco	120 000	40′ - 3″	10′ - 0″	12′ - 0″	8′ - 0″	S.	steeplecab loco
etc.					**PITTSBURGH YARD**					



Tracks

901 Passenger arrival/departure
903 Passenger, express platform
904 Covered turntable
905 Container-Piggyback
907 Freighthouse platform track
909 Freighthouse auxiliary, industry
911 Utility, LCL car storage
913 Makeup track
915 Interchange for belt line transfer
921 Thoroughfare
922 Run-through inspection shed track
923 Freight arrival/departure/makeup, scale
931 Thoroughfare
932 Switcher spot
942 Belt line

Routine Freight Arrival / Departure

- Road consist arrives on track 921.
- Locomotive runs around using 923, spots caboose in 913.
- Locomotive pulls consist onto 931.
- Pulls inbound interchange from 915, places against caboose on 913.
- Switches industry tracks, places outbound string on 915 for belt crew, after weighing.
- Couples onto outbound consist, brake test, gives to road crew.

Belt Line

- Incoming transfer cut moves from 942, through 932, onto 921.
- Moves to 931, 923, interchanges with cut on 915 using 913. Returns to 942.

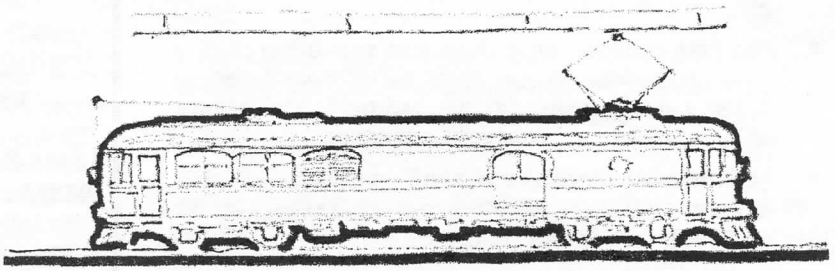
Routine passenger Arrival / Departure

- Next combine or express car out is loading at express dock 903.
- Arrival track is usually track 901.
- Move loaded combine to 922. Move arriving combine to 903 dock.
- Move outbound combine from 922 onto consist of next train out.
- Brake tests, turn over to road crew.

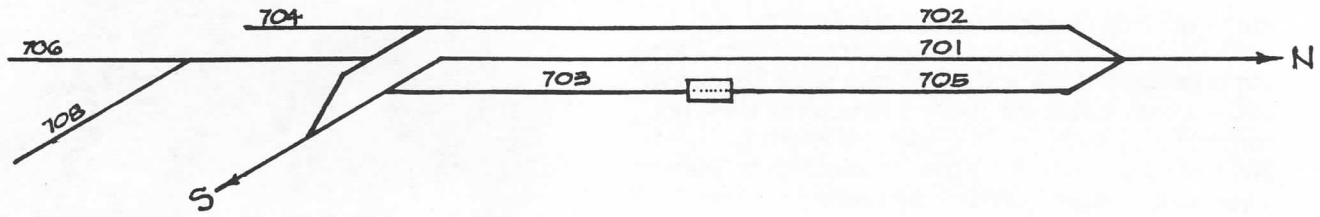
Be guided by Traffic Department's Passenger Train Consist Sheet daily.

Passenger Equipment Daily Inspection

Coaches are inspected daily at Middletown Barn during a layover. Combines and express cars are inspected when empty, moving from the north end of track 922 into Run-through Inspection Shed, onto ready track south of the shed. Passenger equipment due 30-day or 2000-mile inspection are moved to Middletown Barn. They are returned to service, if possible, before midnight of date due. Barn foreman will have change-up equipment ready.



RIVERSIDE

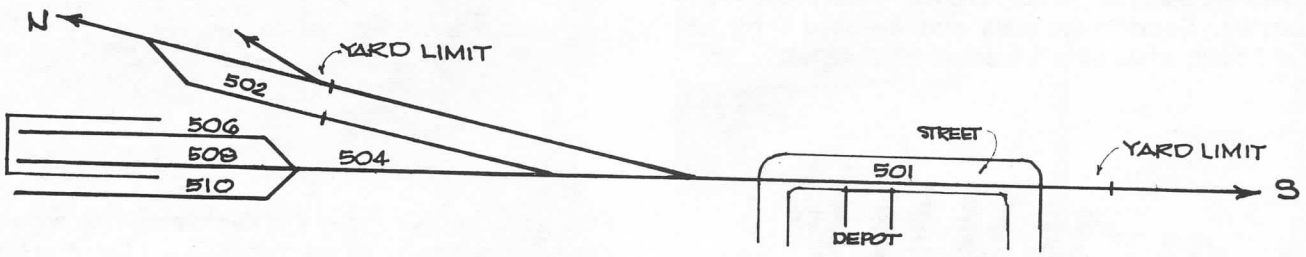


Tracks
701 Main track
702 Siding
703 Loaded hopper approach
704 Industry
705 Empty hopper
706 Industry
708 Freighthouse, industry

Coal Unloading Routine

Arriving coal turn from Youngstown on track 702. Locomotive uncouples.
Locomotive pulls empties from 705, places on north end of 702.
Locomotive returns to 703 and picks up two idler flats.
Locomotive pulls four loads from 702.
Locomotive feeds one load to rotary, backs clear, rotary dumps.
Locomotive pushes empty through to 705, backs leaving next load, rotary dumps.
At last of four, locomotive and flats push empty onto 705.
If there are more loads to dump, pull empties from 705 to 702, and process next four loads.
If not, return consist of empties onto 702 with caboose at south end.
Locomotive replaces idler flats on 703.
Locomotive couples at north end of return consist, tests brakes and calls dispatcher for orders. Shift-change dumper employees ride caboose to Youngstown.

MIDDLETOWN



Track
501 Main
502 Siding, drop
504 Carbarn lead
506 Carbarn Track 1
508 Carbarn Track 2
510 Outside storage

General
Middletown yard has no runaround since there is an abundance of powered cars available for switching cores.

Adds and drops are usually made at the south end of the trains.

Northbound Powered Drops
- Passenger trains stop at street depot.
- Train pulls to 502, cut is made at Yard Limit sign.
- Hostler will break coupling and move cut to yard.

Northbound Unpowered Drops
- Cut is made at Yard Limit sign on 502.
- Hostler will use a switch motor to remove unpowered drop.

Southbound Unpowered Adds
- Add is made at street depot at head end if a control trailer, or at the rear if noncontrol trailer. A control trailer can also be added on 502 at the Barn.

Southbound Powered Add
- Add is made at street depot.

Middletown Yardmaster control has two yellow toggles which can be used to kill the north half or south half of the yard track not controlled by barn stall toggles. This is useful in train makeup and breakdown. Tracks 506 and 508 each have three black-handled power block toggles to kill individual cars, as does outside storage track 510. □

Door and Window Construction

by Richard E. Napper MMR

When working on scratch-built buildings for my model railroad, I ran into a recurrent problem. Often the type of windows and doors that were needed to authentically detail the desired structures were not commercially available. I model the Frisco Railroad, and the openings in their towers and depots were stylistically unique. Besides, by making my own windows and doors I earned extra scratchbuilding points toward my Certificate of Achievement in Structures.

The final results have many advantages, one of them being a cost per unit of approximately ten cents. Also, the modeler can make any needed window or door without having to wait for a shipment of commercial units. Once one has gained experience constructing a few typical components, they can be mass produced at the rate of five minutes or so per window or door while watching TV, if that is the preferred way of working. The technique works in HO and larger scales, and might be equally useful in N scale, although I have not tried it.

Figure 1 illustrates the various types of units that I have built using the procedure that I will presently describe. Some of the units were installed in towers that I built, while others were used in depots.

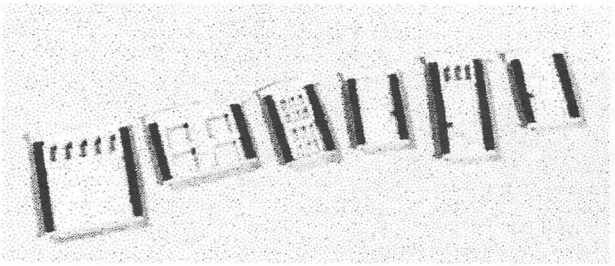


Figure 1

You will first have to construct a jig to facilitate the assembly of your doors and windows. To do this, purchase the following 12" strips of K&S brass:

Quantity	*Catalog Number*	*Size*
Several pcs.	#246	.064" x ½"
2	#247	.064" x ¾"
2	#248	.064" x 1"
1	#249	.064" x 2"

Note: the .064" thickness is critical ! (see text)

You will also need a supply of #2-56 brass screws and a piece of scrap metal. The latter can be steel, brass or aluminum (whatever you have handy). If you do not already have them in your tool chest, pick up some small C-clamps as well.

Figure 2 shows two of the jigs that I have made. They are for ¾" and 1" size units. Fig. 3 shows the jig designed for the ½" units described in this article.

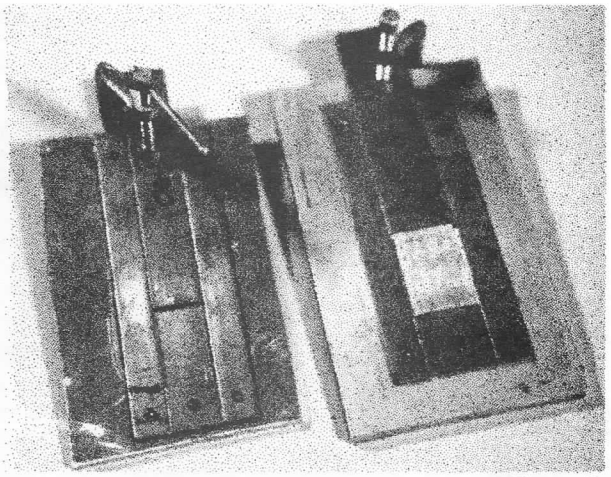


Figure 2

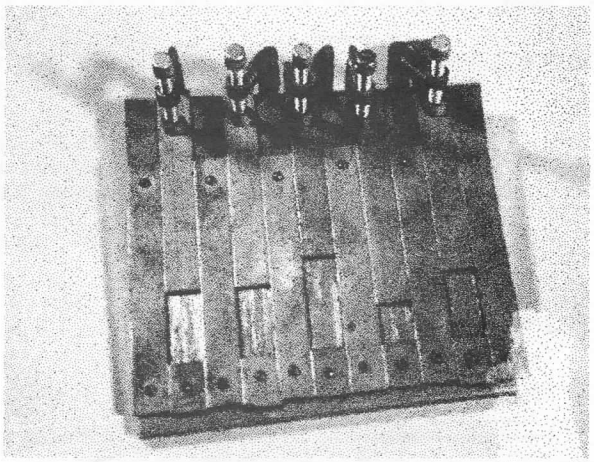


Figure 3

Figures 4 (below) shows the completed widows and doors still in the jig in which they were constructed.

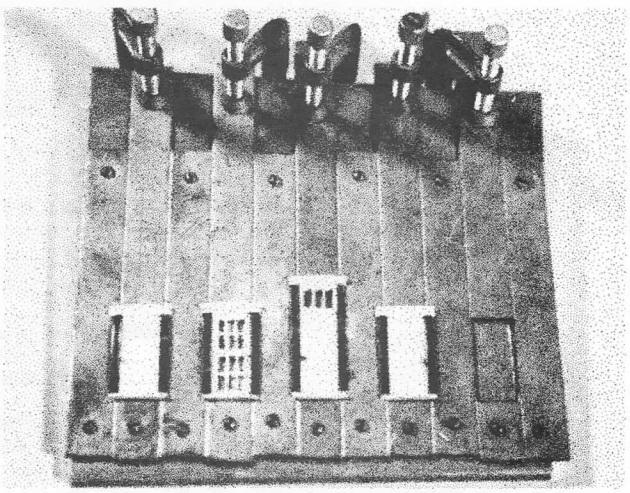


Figure 4

If you study Figures 3 and 4, you will see that the jig was very simple to manufacture. All I did was cut ½" strips into 4 inch lengths, spaced them as shown, and screwed them to a scrap metal base. To assure square corners, I used the manufactured cut ends for the two pieces which make up each adjustable slide in the jig.

The very short pieces being held by one screw at the bottom of the jig have the factory-cut edge facing up, while the sliding pieces held by the small C-clamps have the factory edge facing down. In addition to the jig for ½" units, construct at least one jig with ¾", 1" and 2" adjustable pieces. They were needed to make larger components such as the freight doors for my depot.

You probably already own the second item that is needed: *The Chopper* by Northwest Short Line. As can be seen in Fig. 5, I have modified my *Chopper* to improve its usefulness. I first placed an HO scale ruler at the top to facilitate measuring, and then cut an opening in the table where the blade makes contact during the cutting operation. I purchased two pieces of tool steel which I glued together after spacing them with .010" styrene. The latter provided a slot for the blade. The tool steel was epoxied into the base, providing a cutting edge in the table that should never wear out. It has been my experience that the original base is good for about one project before becoming seriously shopworn.

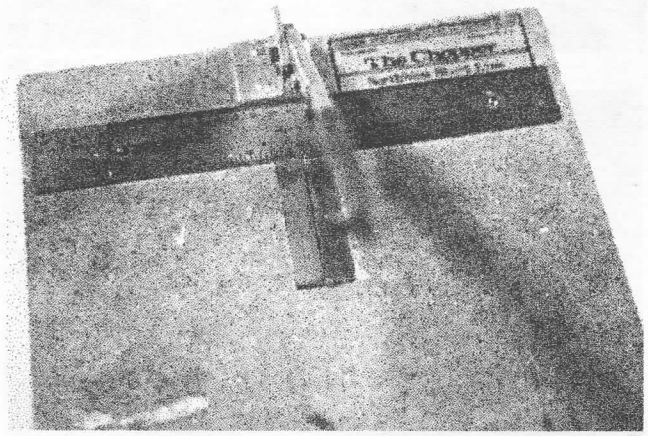


Figure 5

My construction technique makes use of the styrene cement called *Tenax-7R.* This quick-acting solvent allows you to work about as rapidly as you can cut the styrene pieces. It sets in ten seconds, and is dry in about two minutes. And if cement gets where it is not wanted, **just leave it alone.** It will dry without leaving you with a major problem, and it will even glue styrene that has been painted!

I doubt that you will ever use another styrene cement after using *Tenax-7R.* For proper utilization, you will need an applicator bottle with a #16 tip, which can be purchased from Mr. Terry L. Westbrook of *A West Specialists,* Box 1144, Woodstock, GA. 30188-1144. Although you can order directly from this fine gentleman, Mr. Westbrook asks that you check with your local hobby shop first of all to see if it carries his line of products.

The last item that you will need is construction material in the form of scale styrene strip from *Plastruct* and *Evergreen Scale Models*. I formerly used ABS plastic angle #A-3—which shows up in the photos as the dark-colored pieces in the windows and doors—but I now use the new styrene angle, #AFS-3. To duplicate my construction techniques you will need numbers 8202, 8204, 8206 8208 and 82110. Using the ½" jig, the windows will be about three feet wide in HO scale which is just about right for older structures. Of course, these same jigs can be used for other scales to produce window and door units of correspondingly different sizes.

I find it difficult to explain this technique using words alone, so I ask that the reader refer to the photos which accompany this article. First establish the height of the window or door unit by setting the slicing brass gates with the aid of an appropriate model railroad scale (HO in this case). Secure the brass slider with a C-clamp. Now cut two ½" long pieces of scale 2x6 styrene with the "2-inch" dimension facing up, and place them in the jig at the top and bottom of the opening as shown in Fig. 6. You will notice that the "6-inch" dimension comes to the top of the brass strips, which explains my insistence on the use of .064 brass at the beginning of this presentation. The *x-acto* blade points to the styrene pieces to which I am referring in each figure.

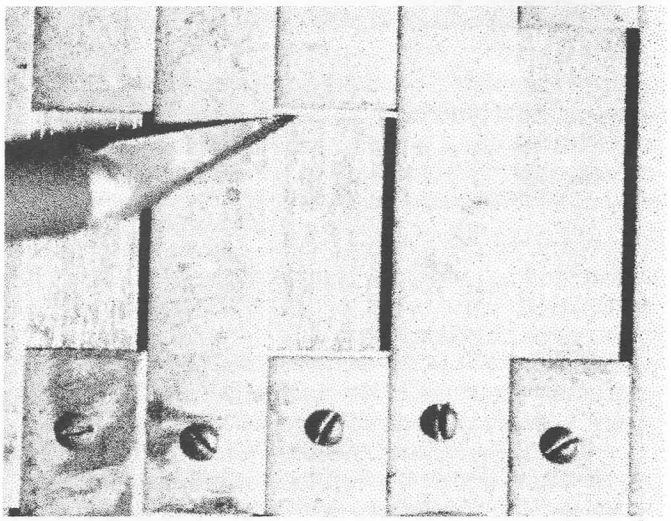


Figure 6

Using the new AFS-3 styrene angle, cut two pieces to become the sides of the window frame and place them in the jig in the appropriate locations. These need to be a good fit, but not a tight one. Secure the four corners with a drop of *Tenax-7R.* (See Fig.7)

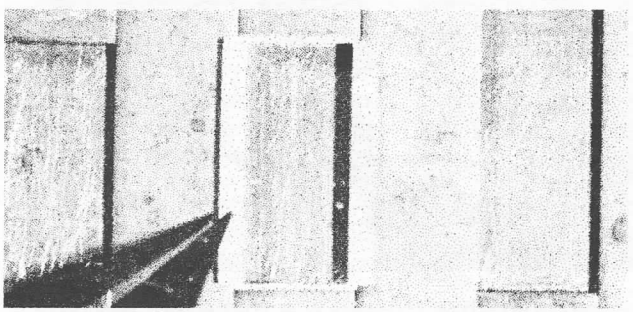


Figure 7

Make the head of the window frame from pieces of 2x6 and 2x8 styrene. Cut the pieces a little long, cement the 2x8 down flat at the top of the window, and then cement the 2x6 on edge above the first piece to simulate the window drip strip. By reversing the order, you can make the sill of the window. Glue the 2x6 on edge, and then glue a flat 2x8 below it. Fig. 8 shows both the head and sill, with the knife blade pointing to the latter.

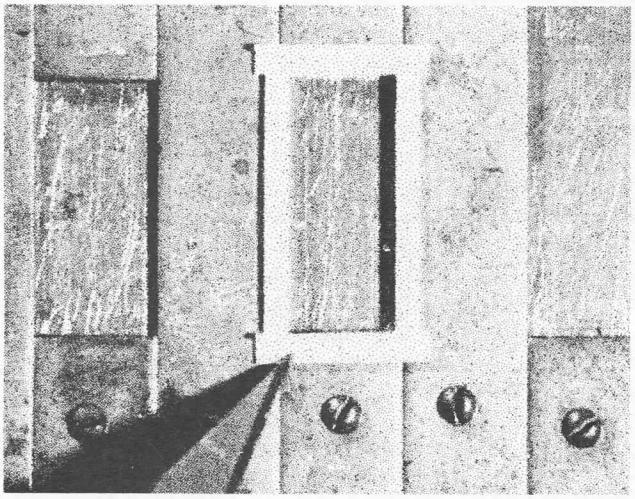


Figure 8

Having completed the frame, you must now decide what specific type of window you want or need to construct. I often make a double hung sash, but there are other options. (The window shown in the photos is the double hung variety).

I constructed the example using 2x4 styrene stock, although you may want to experiment with 2x6 material. In either case, cut to fit two pieces and lay them flat inside the frame at the top and bottom. Cement them in place. Now cut to fit two vertical pieces for the sides of the sash and cement these in place. Finally, cement a horizontal member at the midpoint of the window dividing it into two equal parts. Fig. 9 shows the top, bottom and side pieces in place, with the *exacto* knife blade pointing out the horizontal divider strip just mentioned.

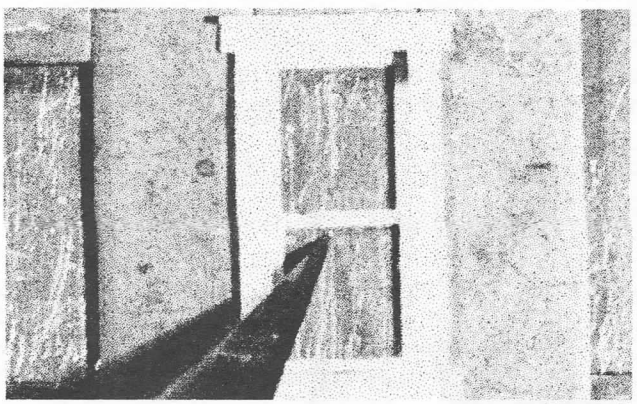


Figure 9

The beauty of this technique is that—with the next step—we actually end up with a double hung window with the top sash outside the lower sash like in the prototype. To get this effect, cut to fit two pieces of 2x4 stock to define the upper and lower members of the upper sash. Cement them in place **on top** of the original window. In like manner, cement the two side pieces on top of their corresponding parts on the original window. If you do not want to subdivide the window into smaller panes, your window is now finished. Refer to Fig. 10. To divide the upper sash into two vertical panes as shown in Fig. 11, cut in a 2x4 piece and cement it on edge. To do the same thing in the lower sash, you will have to use a 2x2.

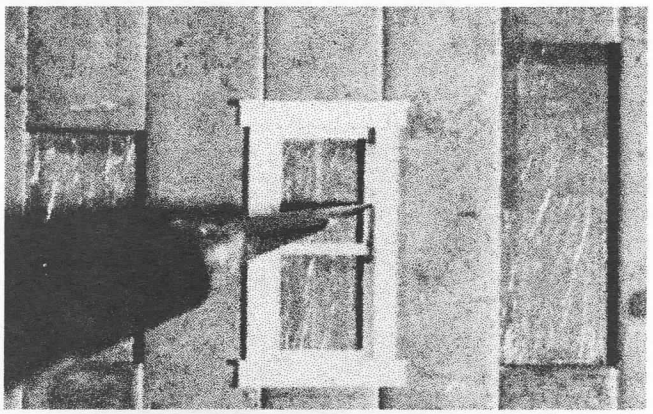


Figure 10

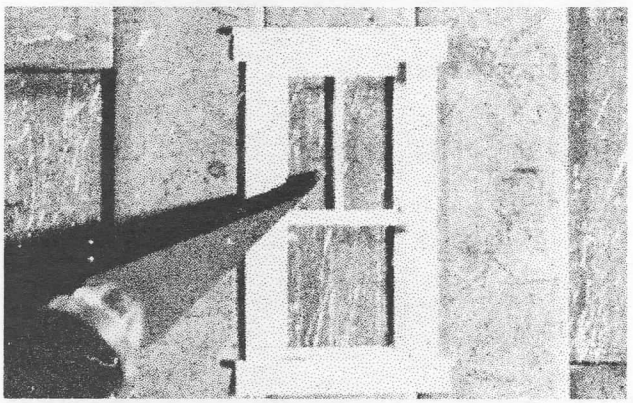


Figure 11

Now I will briefly describe the construction of a door. To construct the frame, cut and fit four pieces as you did with the window, but remember that an exterior door will usually be seven feet of so tall. The head of the door gets a two-piece treatment like the window, but the bottom has a threshold made from a single piece installed on edge. Fig.12 on the following page shows this arrangement.

In a piece of plain .020 styrene sized to fit the door opening, cut a window if you desire such a feature. In the example shown in Fig. 13, I used various styrene pieces to make the three-pane window in the upper portion of the door. 2x4, 2x6 and 2x8 stock was then cemented on top of the basic unit to create the illusion of a multi-paneled door, although this detail is not immediately apparent in the photograph shown as Fig. 14. The doorknob is represented by a straight pin cemented in place.

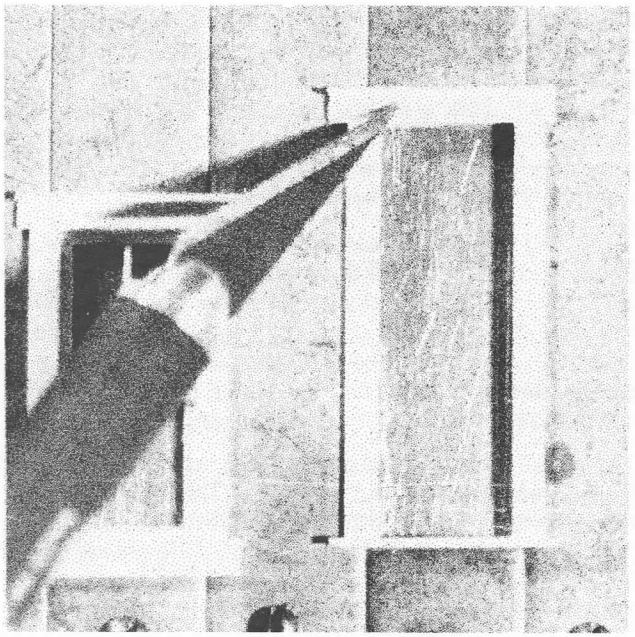


Figure 12

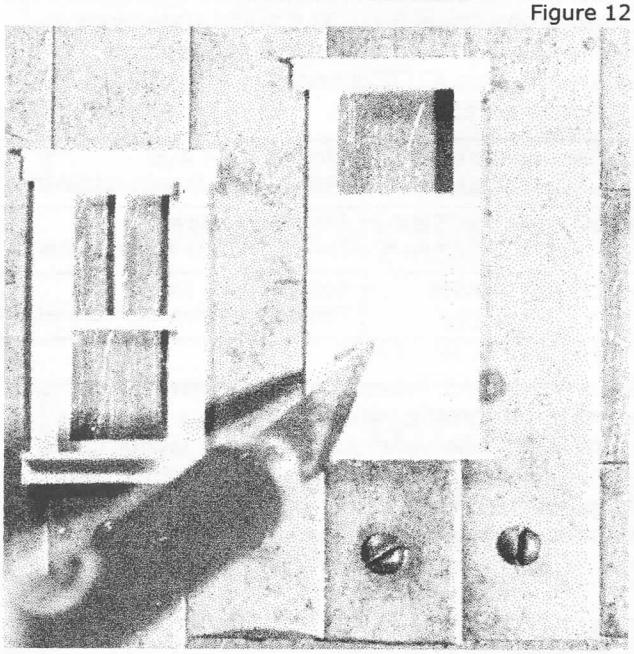


Figure 13

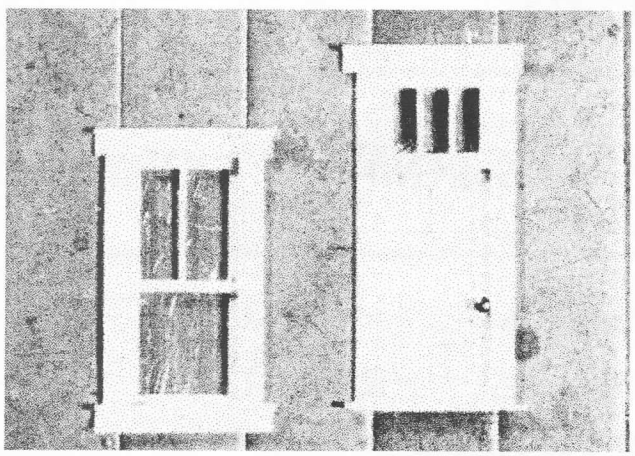


Figure 14

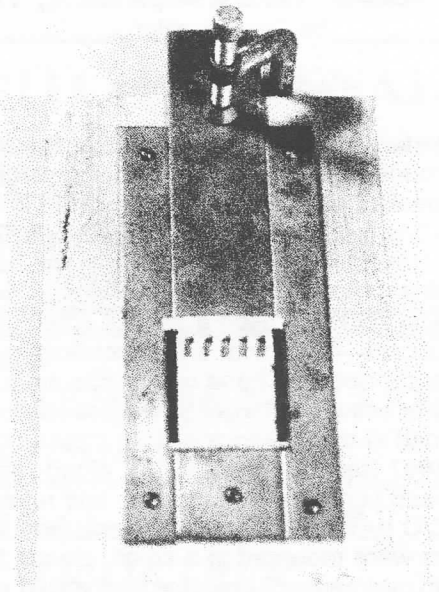


Figure 15

Concluding Remarks:

- Although only very basic units have been illustrated on these pages, the construction technique allows for many variations. An extra wide door built in a 1" jig is shown above as Fig. 15. Just use your imagination and do some experimenting. For example, for starters you could build some of your windows with either the top or bottom sash (or both for that matter) part way open. Better still, study the windows of existing buildings in your home town for alternate design ideas.
- Since the windows and doors are built in a jig, you can be assured that they are uniform in size. As a precautionary step, I leave all of the units in place until I have finished building five of them. I then remove them carefully in the order in which they were built to avoid putting unnecessary stress on the glue joints.
- As a bonus, you can use a strip of brass from the sliding section as a guide for cutting out door and window openings in the walls of your structure. In the examples that I have shown, that brass strip would be ½" wide.
- I usually glue some 1/8" square tubing on the inside walls around each door and window opening for added strength. For glazing, I like to use *Microscale Micro Kristal Clear* because it can be placed <u>in</u> the opening, not <u>behind</u> it.
- Because the windows and doors are built separately from the walls of the structure, they are easy to paint a different color than the walls.
- Finally, have fun; and **remember the Frisco!** □

The "KISS" (Keep It Simple Stupid) Throttle

by Tom Troughton

Part Two of Three

For an earlier HO/HOn3 layout, I built a throttle with a walk-around hand-held control. The transformer, circuit beaker and rectifier were located in a metal chassis box mounted under the layout. A short jumper wire carried DC current from the box to a terminal strip that originally connected to a four-wire audio socket. I used a 25 foot coiled telephone handset cord—fitted with a four conductor audio jack—to connect the hand unit to the main chassis. Instead of using the larger power transistor mentioned in the previous article, I opted to use a GE SK3897 Darlington transistor, along with a 5K ohm speed control potentiometer and miniature DPDT C/O switch. These components and the resistors were mounted in a small, plastic Radio Shack experimenter's box that had a thin metal backing plate.

While running trains with this assembly, the thin metal plate became as hot as an iron frying skillet. It also became clear that the small diameter wire in the phone cord was not able to carry the full current passing between the chassis and the hand control. It worked fine for engines with can motors, but did not have enough power to operate an open frame motor. And more importantly, I could not control the reversing sections as easily as I could with a panel-mounted throttle.

Being frugal and wanting to make use of some five-conductor cable that I had on hand, I created a circuit in which the train speed—**without** FWD/REV elements—could be routed separately back to the layout as shown in Figure 2-1. As with the panel-mounted throttle, the train enters the reversing section smoothly. Once it is fully in the section, the fifth wire permits me to change the direction of the FWD/REV toggle on my walk-around hand control. This does not affect the train in the reversing section, allowing it to exit smoothly. If I want to stop the train or change its direction while it is in the reversing section, I use the FWD/REV C/O switch which controls the reversing section.

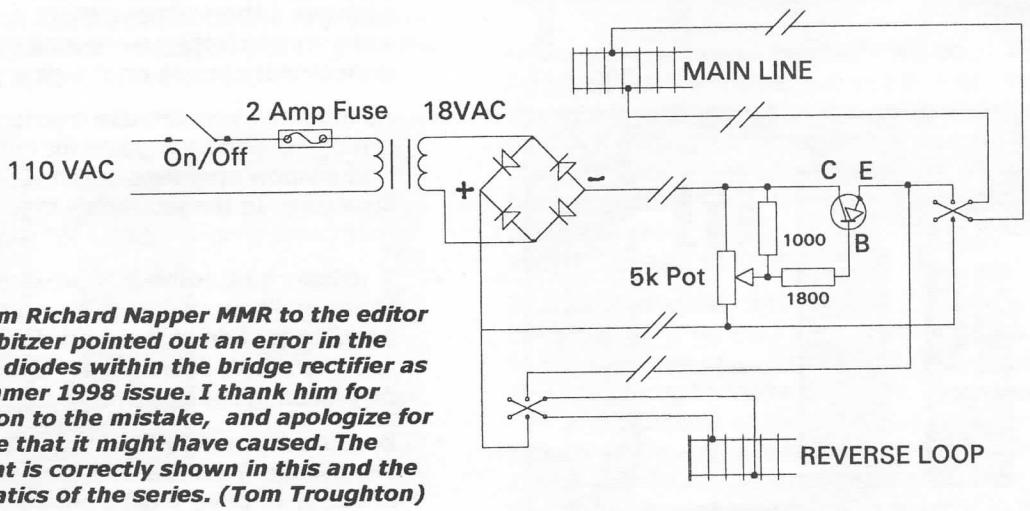
I replaced the coiled telephone cord with about 20 feet of flexible cable to the hand-held unit. The same components were used with this new setup, but the heat problem was still present. I used this throttle for years until I dropped it a short time back. The plastic case shattered and the cable hung loose. The event prompted me to build a better hand-held unit!

This time I constructed a small box of thin wood and used a heavier 5-conductor cable. The SK43897 transistor and other components were mounted on a 2 ¼"x 4 ½"x 1/8" thick aluminum plate. The overall size of the hand-held unit is 2 1/2"x 4 ½"x 1 ½", and best of all it doesn't reach melt-down temperatures anymore.

I used professional 5-pin XLR audio style plugs and receptacles, such as those made by Neutrik, Switchcraft, and ATT/Cannon. Their identification numbers are shown below.

ITT/Cannon	XLR-5 XLR-5	Straight male plug Panel-mount female receptacle
Neutrik	NC5MX NC5FP-1	Straight male plug Panel-mount female receptacle
Switchcraft	A5M D5F	Straight male plug Panel-mount female receptacle

I have a 5-pin A5M microphone plug on one end of the tethered throttle, while its mate—a D5F panel mount receptacle—is mounted on my layout fascia. The cord is secured to the handpiece with a strain clamp, while a snap locking device in the receptacle holds the 5-pin plug firmly in place. □



Note: A letter from Richard Napper MMR to the editor of the Caboose Kibitzer pointed out an error in the orientation of the diodes within the bridge rectifier as shown in the Summer 1998 issue. I thank him for calling my attention to the mistake, and apologize for any inconvenience that it might have caused. The diode arrangement is correctly shown in this and the remaining schematics of the series. (Tom Troughton)

Figure 2-1. Walk-Around Throttle with Panel-Mounted Reverse Loop Switch
Drawn by Tom Troughton (June 1998)

Passenger Car Spotters' Guide

by Mark Malmkar

Do all passenger cars look alike to you? Sure, you know that the ones with big doors belong in front, and the ones with the pointy tails belong in the rear. But in the middle, you probably just line them up as they came out of the boxes! Well put on your glasses, Roberto, because I'm going to help you out.

To simplify things we will ignore the wooden cars of the pioneer and wooden eras. Basically those cars were based on simple criteria, and were often difficult to tell apart from the outside. It was not until the *late* wooden and early steel eras that car designers began changing the exteriors of various car types. What we now know as observation cars (Fig.9) did not exist until about 1890. Prior to that time, the basic four types of cars were: baggage, coach, sleeping and dining, with the last three having the same general window arrangement.

Before 1912, mail cars were built the way a railroad wanted them. In fact that was pretty much the rule: railroads built cars to suit their own tastes. They liked to do things their way. In spite of their independence—and the existence of a dozen or more car builders—most passenger cars looked very much alike. By 1900, the Pullman Car Company was virtually the only builder left in the country. Ten years later the era of standardization began with the advent of steel cars, and one could spot external features that clearly identified certain types of cars.

Coaches

This most common of cars differed from railroad to railroad, and many railroads had various classes of coaches. The basics however stayed the same: a large number of seats with many windows along the side. A lightweight version of the coach plan can be seen in Figure 1. A similar seating arrangement was used in heavyweight cars which externally looked like the car shown in Figure 2. Heavyweight cars often had a single window for each pair of seats, with the windows spaced close together.

The steel heavyweight usually had a vestibule at each end, while its lightweight counterpart had a single vestibule. I say "usually" because exceptions did occur, since each railroad had its own standards and needs. Another spotting feature differentiating the two car types were the wheels: heavyweights customarily had six-wheel / three-axle trucks, while lightweight cars had four-wheel / two-axle trucks.

Sleeping Cars

The car shown in Figure 2 is the standard "12-1" Pullman sleeper. Thousands of them were built. The key is the number of sections: twelve-section cars would have six pairs of windows on each side. A ten-section car would have five pairs of windows. etc. This was also true of wooden cars built after 1870. Drawing rooms always had a pair of windows, while various kinds of usually smaller windows identified toilets and hallways.

Lightweight sleepers also had distinct window patterns for certain room arrangements. Specific types can be identified by learning the relevant window patterns. These will be discussed more thoroughly in a future article devoted solely to sleeping cars.

Baggage Cars

I have shown a generic baggage car in Figure 3. It sports a lightweight style roof but has six-wheel trucks. This is one type of car that has not changed its basic features since 1860 or so. Contrary to the drawing, many wooden baggage cars had windows.

Combination Cars

The good old combine has been around for a long time (see Fig.4). The Pullman Co. built hundreds in the buffet-club-smoking scheme shown. Another common configuration consisted of half baggage and half coach. I think that most modelers can figure out what that looks like. Hint: pretty much the same! Baggage-coaches were very common up until the lightweight era, when less than a half dozen railroads ordered any.

Mail Cars

In 1912 the U.S. Post Office issued standards for mail car construction which were to become effective by 1915. From then on, virtually all mail cars looked alike. The car illustrated in Figure 5 was the most popular style sold, with hundreds of them built. A variation *not* shown was the 60 foot full APO, which had four small doors and as many as six windows on a side. During the lightweight era, some mail cars were built which reached lengths of 85 feet.

Dining Cars

This car is easily spotted because of the need for a kitchen and a dining area. A full dining car seated 48 passengers, resulting in six windows on a side. Kitchen and aisle windows varied, but were generally smaller in size. Another feature of heavyweight and lightweight cars was the absence of vestibules. Passengers always entered the dining car from inside the train, thus there was no need for steps and doors. Since wooden diners were sometimes built from former coaches, the vestibules under these conditions were present but often blocked off. This was true until the late 1890's when new wooden diners were built without vestibules.

Cooks and waiters however were required to get on and off the car at various points. They needed to load food and replace broken dishes, hence the other spotting feature of diners: the small kitchen door in one side. This feature carried into the lightweight era in which the location of the door varied with the railroad who ordered the car. Hint: Any car with a side door in an unconventional location likely had a food preparation room (or a bar)

at that point. Traditional vestibule sites were often replaced with refrigerators or food lockers.

Lounge Cars

Dedicated lounge cars are a lightweight era phenomenon. In the heavyweight era, the only 100% lounge cars were observation cars, and they were not overly common. Even in the lightweight era, many lounge cars were round-ended observations. Figure 7 is a typical car with many of the attributes of a lounge car. Each railroad—and even each train—may have had specific features in their lounge cars not found elsewhere.

Lounges were often combined with other services (usually first class) such as sleeping and parlor. Diner-lounges were also popular. Coach-lounges could be found in limited numbers in the lightweight era. Dormitory-lounges became common with the advent of the transcontinental streamliners of the 1940's. As a rule, lounges were exclusively assigned to first class passengers until the Amtrak era.

Parlor Cars

Identifying parlor cars is easier if you are modeling heavyweight trains. That is because parlors were rare in wooden cars, although East Coast railroads like the NYC, PRR, and New Haven had them. In the lightweight era, hardly any were built. The significant period for parlor cars was marked by the Pullman-owned and operated fleet of the teen's and twenties. They looked a lot like the sleepers of the day (see Fig. 8). The spotting difference was the parlor car window arrangement, which was similar to that of sleepers but clearly not coordinated with sleeping sections. If a section pattern is readily seen, it is probably a sleeper. If not, it could be a parlor car.

Observation Cars

A popular car with modelers, but in real life few of these were actually built. They were virtually non-existent as a specialized car prior to 1888, because most wooden cars had open platforms with railings. After vestibules were invented in the 1880's, a brass railing was put on the end or "tail" car of special trains, and the observation car was born. Remember however that not all trains had them.

In the heavyweight era, the vast majority of observation cars were Pullman owned sleeping-lounge cars. Many railroads had private cars with an observation platform, so be careful of what you call an observation car. Among the lightweights, the rounded, pointy ends enclosed the observation room. Between eras, there was a car type called a solarium car. It was identified by the extra large windows at one end; but that is another story.

In conclusion, the above spotting features account for approximately 90% of the cars built. There were exceptions, because, as we have already seen, **railroads liked to do things their own way!**

Passenger car Illustrations
(based on drawings by the author)

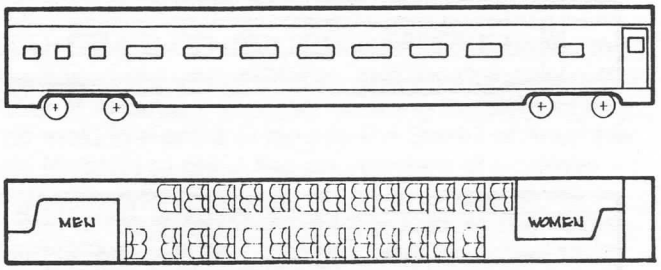


Figure 1: **85' Lightweight Coach**

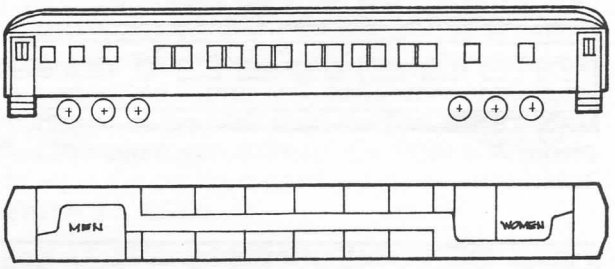


Figure 2: **80' Heavyweight Sleeping Car**

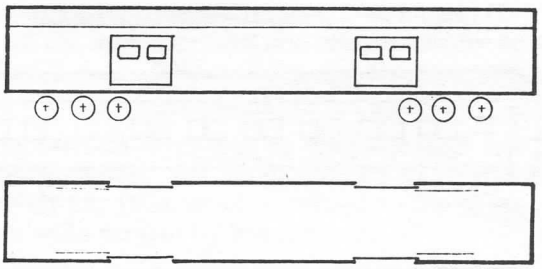


Figure 3: **70' Generic Baggage Car**

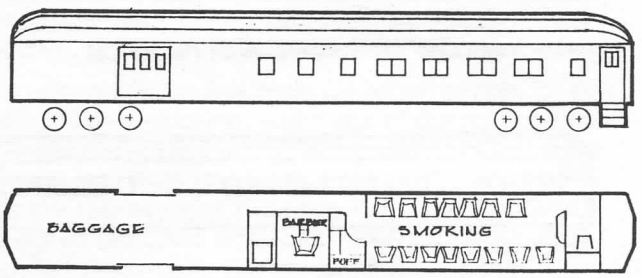


Figure 4: **88' Combination Car** (Buffet-Club)

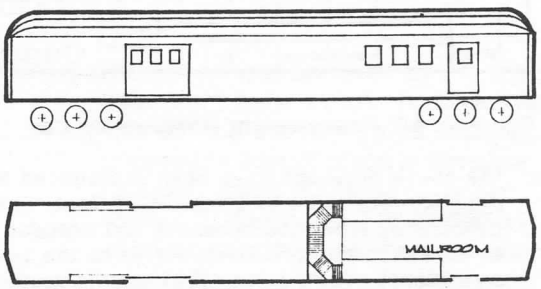


Figure 5: **70' Mail Car** (length varied greatly)

Passenger Car Illustrations
(Continued from previous page)

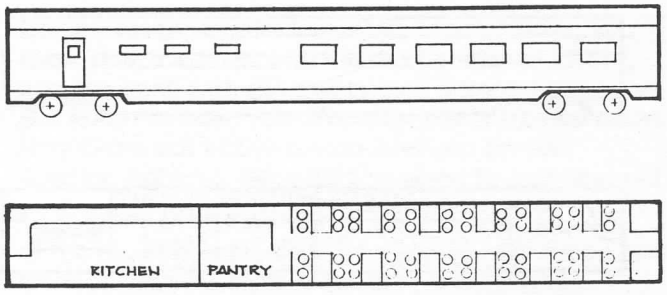


Figure 6: **85' Lightweight Dining Car**

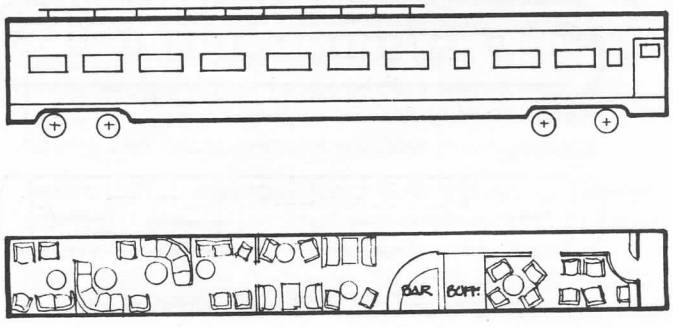


Figure 7: **85' Lightweight Lounge Car**

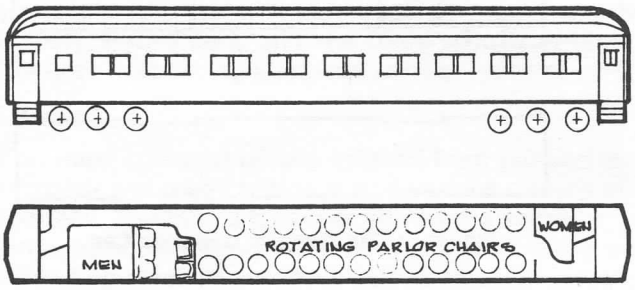


Figure 8: **80' Heavyweight Parlor Car**

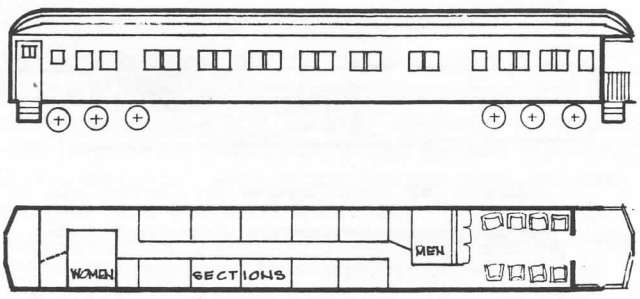


Figure 9: **80' Heavyweight Observation Car**

Note: The above drawings have been reproduced at an approximate scale of 1 inch = 25 feet. They are deliberately schematic in nature, and intended solely as an aid to identification. Refer to the text for an explanation of the features being illustrated.

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.

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 McDonnel-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 Dhooghe, 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., Colllinsville, 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 Box3245, 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. □

Words to Think With and About
From the American College Dictionary by Random House

Create: *v.* 1. to bring into being; cause to exist; produce. 2. to evolve from one's own thought or imagination. 3. to be the first to represent (a part or role).

Creative: *adj.* 1. Having the quality o power of creating. 2. originative.

A Forgotten Railroad Now Inside Little Rock

by Dennis Smith

When I lived in the Little Rock area from mid-1970 to the early 1990's, I had 2½ acres of land with a well preserved cut and fill railroad bed along its southern edge. As far as I could determine, the east end of the railroad bed started in the well-to-do sub-division of Pleasant Valley and paralleled the old Military Road (12th Street) into the west part of Ivesville (south of Taylor Loop Road).

The railroad bed continued to the west, curving northward into Glenn Johnson's ranch (now developed) on the north side of Highway 10. It passed to the east of an old cemetery—with its removed headstones—and stopped on the south side of a little creek on a high fill section. The problem that faced me was that I had no documentation of who constructed it since there was nothing about the existence of a railroad in my abstract.

I began my search by trying to uncover some of the history of the area. I found two lumber mill sites and a shingle mill, two post office locations, several grocery stores and a standing dogtrot structure of cut lumber (now destroyed) which was said to be the railroad section foreman's house. It lay just north of the abandoned roadbed.

The names and locations of the original roads have been altered, but if the developers of the city would have simply studied the old maps they would have discovered that the configuration of the original streets would better serve the area than the current road arrangement does. Ivesville last showed up on the Arkansas Highway Map of 1937.

My search included an oral history of the area from "insiders", whose families had lived there for several generations. But I never found anyone who knew the name of the railroad responsible for the roadbed. Many of the old timers assured me that there were never any ties or rails on the graded earthwork. Two of my informants (both in their 90's at the time) said that the construction took place about 1900 or 1902, during the race for Pinnacle Pass and the West. This unnamed railroad, however, lost out to the Choctaw, Oklahoma and Gulf (the *Choctaw*), which—around 1904—became the Chicago, Rock Island and Pacific Railroad.

On the other hand, newcomers to the area declared that the mystery roadbed had belonged to a logging railroad. But the 14 foot high fill at its west end belies the claim, since it seems to be a lot of effort for that kind of endeavor! I also searched out information from different title companies, the Arkansas History Commission, libraries, aerial photographs and old maps. In my twelfth year of research a distant neighbor said that she thought some such information was in her abstract. She told me that she would have her son copy the relevant part from the original abstract. three months later I received a phone call to come over and pick it up. Yes, it had the sought-after railroad information in it!

Dated February 9, 1853, it started by identifying the Grantor as the United States, and the Grantee as the State of Arkansas. (The act granting the right of way and making a grant of land to the States of Arkansas and Missouri to aid in the construction of a railway road from a point on the Mississippi opposite the mouth of the Ohio River via Little Rock to the Texas boundary near Fulton Arkansas with branched to Fort Smith and the Mississippi River.)

The Acts of 1854-169, the Grantor State of Arkansas and the Grantee Little Rock and Fort Smith R.R. Co. was dated January 19, 1856. This assigns all lands granted by the United States to the State of Arkansas by the act approved February 9, 1853 were granted to the company of the *Little Rock and Fort Smith branch of the Cairo and Fulton Railroad*. The State of Arkansas Act to aid in the construction of this railroad was dated November 17, 1857.

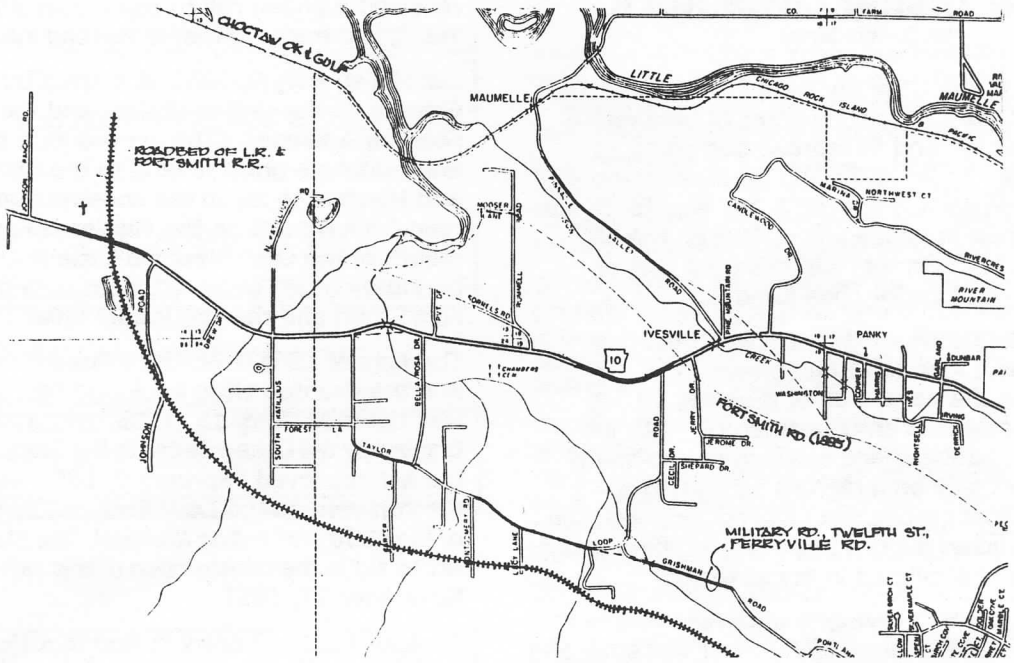
An April 12, 1869 entry stated that the Little Rock and Fort Smith Branch of the Cairo and Fulton Railroad Company was organized under an act if the legislature approved January 8, 1851, and the company then adopted the name of the *Little Rock and Fort Smith RR Co*. was approved and reorganized by an act approved January 22nd, 1856 giving the company the right to continue under either name equally.

The final railroad entry was by the Little Rock and Fort Smith Railway was dated January 4, 1900 and filed March 15, 1928 which reserved a strip of land 100 feet wide for use by the railroad.

Also noted in the abstract were the names of Arkansas' early statesmen as owners of parts of the section that were given to the railroad if they constructed the Little Rock and Fort Smith. R. Beebe, C. Ashley and Wm. E. Woodruff Sr. And wife Jane E. were listed.

The railroad name has been forgotten except for this short legal description, and most of the roadbed has disappeared, owing to the fast growth of Little Rock to the west. Well now we can say with assurance that the railroad was the *Little Rock and Fort Smith branch of the Cairo and Fulton Railroad*, *Little Rock and Fort Smith R.R. Co.* or—according to the December 19, 1874 entry—the ***Little Rock and Fort Smith Railway!***

Póstscript: This parcel was annexed by the city of Little Rock before I left. Ivesville was said to be a 1½ day trip to Little Rock prior to the advent of the automobile (It takes about 20 minutes by car today). To gain a better understanding of these relationships, readers should refer to the map on the following page.



Schematic Map showing important points described by author Dennis O. Smith

MEMBER AID: GETTING STARTED IN THE AP PROGRAM

by Richard Lake

In the last column I discussed the changes in AP scoring, and what we can do to help each other achieve merit award winning models. This time I want to focus on getting more members actively involved earning AP certificates. I don't have the statistics at hand, but I was recently told that the percentage of members who have achieved one or more AP certificates is pitifully low. I think we can do a great deal to help members complete the requirements and thus increase the percentage who are active in the AP program. I am going to use my own experiences to illustrate.

I re-joined the NMRA about five years ago after 20+ years without being a member. When I re-joined I didn't know anything about the AP program, and what little I read convinced me that I probably would never participate and certainly would never become MMR. As I write this column, I have hanging on the wall my Association Volunteer Certificate, and am only a very few points away from completing the requirements for Author. What happened?

The first thing that happened is I joined the local division and started attending meetings on a regular basis. Because of that I became involved in the on-going activities of the division and before I realized it was volunteering (or at first *being volunteered*) to help out at our member promotion table at the local GATS shows. Then I became involved in working the registration table at our annual Fall show, which was followed by becoming a member of the planning committee which put together the 1996 Mid-Continent Region convention in St. Louis. As all of this was occurring, a number of the division members kept reminding me to keep track of the time I was putting in. Their message —repeated over and over— was that all of this adds up and before you know it, you will have the volunteer certificate. I did what they said and the result is there on the wall.

The point of this little story is that each of us needs to help others do the same thing. I think there is an easy way for this to happen in active divisions. Create a simple little 1/4 page volunteer credit form. The form would include blanks for the member name, the activity, and the number of volunteer points that activity is worth. Each time someone completes a volunteer activity have one of the division officers fill in the blanks, sign it and at the next division meeting make a point of distributing the forms. If it is the first time a member has acquired volunteer points, attach the AP requirements and paperwork forms needed to the credit form. This would serve as a form of immediate recognition for those much needed and valuable volunteers and would help them to keep track of the points they are acquiring. I also think this little form and the ceremony in passing them out would encourage others to realize how much they can contribute.

A similar form could be developed for use by those who have regular operating sessions to help members complete the requirements for Dispatcher. I don't yet have an operational layout but have been very fortunate during the last 3 years to get operating time on a number of layouts both local and national. On three of those operating sessions, as the evening was ending the layout owner came up to me and handed me a slip of paper with the layout name, date, the position (or positions) I held during the session and the number of hours I had put in at each position. These slips are now carefully filed along with the requirements and paperwork for the Dispatcher Certificate. I am a long way from fulfilling the requirements, but I have more hours in some categories than I need. I may have to wait until I get my own layout up and running, but the collection of operations record slips will help me to document those hours, and also serves as a reminder of the pleasure I had during the operating sessions. A similar form for record keeping should be fairly easy to produce to document author points for articles and photos, and for members who give local, regional and national clinics.

For the more challenging AP awards that require models which achieve merit awards, it is not a matter of handing out a simple form that documents partial completion of a merit model. The paperwork is part of the process, and the model earns merit points or needs more work. But I think there are ways to encourage participation for these awards as well. Schedule a clinic two or three times a year for members to bring models in and do "informal" judging. Point out those facets of the model that meet or exceed the standards, and point out what would be needed to bring the whole model up to merit level. Use these informal judgings to identify areas where members need help, and then at the next division meeting set up a clinic to focus on techniques to improve the problem areas. Personally my own modeling seems pretty awful to me and I am reluctant to submit something I have built for merit judging, but an informal judging to tell me what I am doing right and what I need to improve would be really helpful and a lot less intimidating.

The ideas here obviously are aimed at those of us who live in areas with active divisions that have regular meetings, and certainly don't work as well for that member whose work prevents attendance or who lives in an area with no division. I am not sure how we go about getting those individual members engaged in the AP program, but I am convinced that there are ways to do it. If every member who is active in the AP program took responsibility to foster one new participant, we could double the percentage in a very short time.

I am still not convinced that I will ever achieve the number of AP awards needed for MMR but I find that

my awareness of the program and my limited participation has increased my enjoyment of the hobby. They have I made me more aware of the limitations of my modeling and led to a real desire to improve. For those of us who are participating in the AP program, get going. Get out there and bring someone new into the AP program. For those of you who have not yet begun, it is time that you got started. And as soon as you do, you too should bring a new member into the program. □

Minutes
Board of Directors Meeting Mid-Continent Region, NMRA

On 19 July 1998, President Charles Buswell MMR called the meeting to order at 9:50AM in the Mary Lou Williams Room of the Kansas City Downtown Marriott Hotel at the 1998 Heartland Express National Convention of the National Model Railroad Association. The following board members, department heads & division directors were in attendance:

Dean Windsor, MMR MCor Trustee
Charles Buswell, MMR MCoR President
John Hardy, MCoR Vice- President
Richard E. Napper, MMR MCoR Secretary
Ken Thompson, MCoR Treasurer
Gary Gross, MCoR Sales Manager
Robert Amsler, MCoR Attorney
Don Wetmore, Western Heritage Division Director
Ted Fuller, Kansas Central Division Director
Jim Flynn, Turkey Creek Division Director
Richard Lake, MCoR Membership Aid
Charles Marchbanks, Kansas Central Division Director
Gary Hemmingway, Area Meet Coordinator
Richard Schumacher, Gateway Division Director

Others in attendance: Larry Alfred, Heartland Express Chairman; Keith Landis, Kansas Central Division Editor; Laurie Landis, Kansas Central Division; Venita Lake, Gateway Division RPO Editor; Marty Vaughn, MMR Kansas Central Division.

President Charles Buswell introduced the Board, and welcomed everyone to the meeting. He then made a call for proxies. A proxy for Carl Chumos (Kate Shelley Division) was presented by e-mail by Stan Elliot (Kate Shelley Division Superintendent) but Stan Elliot did not attend the meeting. President Charles Buswell was proxy for Joe Mock (Salt Valley Central Division Director). No other proxies were presented to the Board of Directors.

Corrections to the 28 February 1998 minutes: Sect. 4-G-2, last name of Gary Gross incorrectly spelled. Sect. 7-A-1, Richard Schumacher seconded the motion to adjourn.

1. A motion was made by Ted Fuller, seconded by Charles Marchbanks, that the minutes of the BOD meeting as corrected be approved. Motion passed unanimously.
2. MCoR Treasurer, Ken Thompson, presented the treasurer's report to the Board. A motion was made by Richard E. Napper, seconded by Richard Schumacher, to accept the treasurer's report as presented to the board. The motion passed unanimously.
3. John Hardy stated that the Bulletin has a new Regional Roundup Editor: Jim Zinser.
4. All director reports were presented to the Board.
5. All department reports were presented to the Board.

A. Publication Department
   1. Editor Bob Guenter's had his written report presented to the Board.

B. Advertisement
   1. Gene Tacey had his written report presented.

C. Membership Department
   1. No membership report.
   2. No rerail report.
   3. Richard Lake presented his Membership Aid report and resigned effective immediately.

D. Achievement Program
   1. Dan Osborn's report was e-mailed too late to be included in the BOD reports.

E. Model Contest/Photo Contest
   1. No report was available to the Board.

F. Conventions
   1. 1998 National NMRA, Kansas City
      a. Pre-registration was 1780 for the convention.
      b. Some hotel reservations had not been confirmed.
   2. 1999 Omaha
      a. Cost would be $30 (with all meals $100).
      b. Dick Orr (if his health holds) would give a clinic on Omaha trolleys.
      c. After 11 May 1999, the cost for the convention will increase.
   3. Year 2000: No report at this time.
   4. Year 2001: National at St. Louis
      a. Will be well advertised at K.C. Convention.
      b. *Eagle Club* is selling well.
      c. Second section will be called the *Rocket.*

d.
e.
f.

G. Sales

1. Gary Gross presented his report to the Board.
2. The Larry R. Long MMR memorial cars were available for $14.00 each.

3. Old Business

A. A motion was made by Richard E. Napper, seconded by John Hardy, to table the report of the National Convention Fund Committee until the next BOD meeting. Motion passed unanimously.

B. Charles Buswell reported that he was still working on the 501c3 educational information *(which must be completed)* before the paperwork could be submitted to the government.

7. New Business

A. A motion was made by John Hardy that a Larry R. Long Memorial Award be created, and that the Kenny John's award be dropped. The motion died for lack of a second.

B. A motion was made by Richard Schumacher, seconded by Jim Flynn, that a Larry Long Memorial Award be created. An amendment was made by Schumacher, seconded by Flynn, that a committee be formed to create the Larry Long Memorial Award. The motion of amendment passed unanimously. The *(original)* motion passed unanimously.

C. John Hardy asked that the membership reports from NMRA be broken down by Divisions before being given to the Region. (The Secretary has since made the request to the office staff at HQ).

8. Discussion: There was no discussion.

A motion was made by Richard E. Napper, seconded by John Hardy, that the BOD adjourn. The motion passed unanimously. Adjournment was at 10:45 AM.

Respectfully submitted,

Richard E. Napper, MMR
MCoR Secretary ☐

Minutes
Annual Business Meeting
Mid-Continent Region, NMRA

The annual business meeting of the MCoR, NMRA was called to order by President Charles Buswell, MMR, at 11:05 AM in the Mary Lou Williams Room of the Downtown Marriott Hotel in Kansas City, Missouri at the National NMRA Convention. A motion was made by Richard Schumacher, seconded by John Hardy, that the reading of the minutes of the 21 June 1997 annual meeting be waived. The motion passed unanimously.

Old Business: None.

New Business

1. Charles Buswell, MMR asked that a new Elections Committee be formed at the next BOD meeting for next year's elections.

President Charles Buswell presented the Kenny John Memorial Award to Richard E. Napper, MMR. Trustee Dean Windsor presented the Ken Cline Memorial Award to John Hardy. The Past President's Award was presented to Dean Windsor by President Charles Buswell. Charles Buswell was presented with MMR#265 by Peter Moffett, MMR, AP National Chairman. Dean Windsor was presented with MMR#273 by Peter Moffett. NMRA President Bob Charles presented Dean Windsor, MMR, with the President's Award.

A motion by John Hardy, seconded by Ted Fuller, that the business meeting adjourn. The motion passed unanimously.

Adjournment was at 11.11 AM.

Please note that the above awards were actually presented at the banquet on Friday evening, 24 July 1998.

Respectfully submitted.

Richard E, Napper, MMR
MCoR Secretary ☐

Words to Think With and About

From the American College Dictionary by Random House

Model: *n.* 1. a standard for imitation or comparison; a pattern.
2. a representation, generally in miniature to show the construction or serve as a copy of something.
v.t. to form or plan according to a model.
v.i. to make models.

Modal: *adj.* 1. of or pertaining to a mode, manner or form.
2. *Music.* a. pertaining to mode as distinguished from key. b. based on a scale other than major or minor.

Module: *n.* 1. a standard or unit for measuring.

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Peter Ellis

Director of [illegible]
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Overland Park Ks 66207
913-341-9699

President - Al Gaddini

Canadian Pacific
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Hastings Subdivision

J. D. Holmockel
Superintendent

NMRA - MCoR - WHD, 140 Glenbrook Drive, Glenwood, IA 51534
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President

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Phone: 314-394-2247
[illegible]@aol.com

El Dorado & El Reno R.R.

Venita Lake
Inventory Acquisition Agent

Richard E. Lake
Roadmaster

5851 Waterman Blvd., St. Louis, MO 63112-1515
Telephone 314-727-7378

Pine Ridge and Western
Route of the Ridge Runners

Charles Boswell, MMR — CEO and Owner
President Mid Continent Region NMRA
2748 California Court, Lincoln, NE 68510
ph: (402)475-[illegible] em: [illegible]@navix.net

Missouri Pacific Lines

Robert Joseph Amsler, JR.
3277 Bayvue Blvd.
Arnold, Missouri 63010-4013

C&RM RR

Canyon & Rocky Mountain RR

President

Randolph P. Meyer
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Creve Coeur, MO 63141

Granite City, Glen Carbon & Caseyville
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St. Louis MO 63129-6230

Telephone
316-846-2224

St. Jacques Northern Division
of
Great Northern Pacific Railway

John Hardy
Division CEO

The Big River Line

2528 Wild Valley Drive
High Ridge, MO 63049

Telephone
314-677-8270

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Mt. Pleasent, IA 52641

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THE IRON ROAD

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Springfield, MO. 65802

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MODEL RAILROAD CASTINGS & DETAIL PARTS
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LENEXA, KS 66219
913-894-6472
rdmorse1@juno.com

ALLEN POLLOCK

Fun & Games

Specializing In HO-1/2" Scale
Figurines & Details

P.O. Box 2[illegible], Jefferson City, MO., [illegible]
[illegible]

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

Big Bend Railroad Club (O)
8833 Big Bend Boulevard
Webster Groves, MO 63119

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

Claremore & Southern (HO)
3049 Clover Creek Drive
Claremore. OK 74017

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

E. Jackson City Mainliners(HO)
807A Main Street
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 Street
Hutchinson, KS 67501

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

Kansas City S Scalers (S, Sn3)
512 SE Douglas
Lee's Summit, MO 64063

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

Missouri Northern RR Soc. Inc.
(HO) PO Box 12591
North Kansas City, MO 64116

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

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

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

Northeast Kansas Garden
Railway Society (NEKAN-GRS)
1308 SW Caledon
Topeka, KS 66611-2412

Ozark Model RR Assoc. (all),
4224 W. Commercial,
Springfield, MO 65802

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

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

Quincy Society of Model
Engineers (HO, HOn3)
Rt.7, #9 Shady Acres
Quincy, IL 62301

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

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

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

Tri-City Model R.R. Assoc.
(HO, N) 607 South Shore Dr.
Hastings, NE 68901

Wichita MRRC (HO, HOn3)
PO Box 48082
Wichita, KS 67201

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**
Pike Registry Ads:		
1 3/8" x 2 3/8"	Business Card	**5.00**

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 are available on 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.**

Advertising Index

The editorial staff suggests that our readers make every effort to patronize the establishments that advertise in the Caboose Kibitzer. It is in the best interest of all parties concerned since the availability and quality of this publication is directly related to: 1) regional interest and participation in NMRA and MCoR, and 2) the level of commercial support which it receives in the form of advertisements.

Words to Think With and About
From the American College Dictionary by Random House

Brainstorm: *n.* 1. sudden, violent attack of mental disturbance. 2. *Colloq.* sudden inspiration, idea etc.

Brainwash: *v.* 1. To cause (a person or persons) to change attitudes or beliefs through the systematic application of torture, drugs or other psychological-stress techniques.

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
3073 Meramar Court
St. Louis, Missouri 63129-5212

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Please Do Not Delay

LMX 8561 from the collection of Bat Masterson, Lincoln, Nebraska