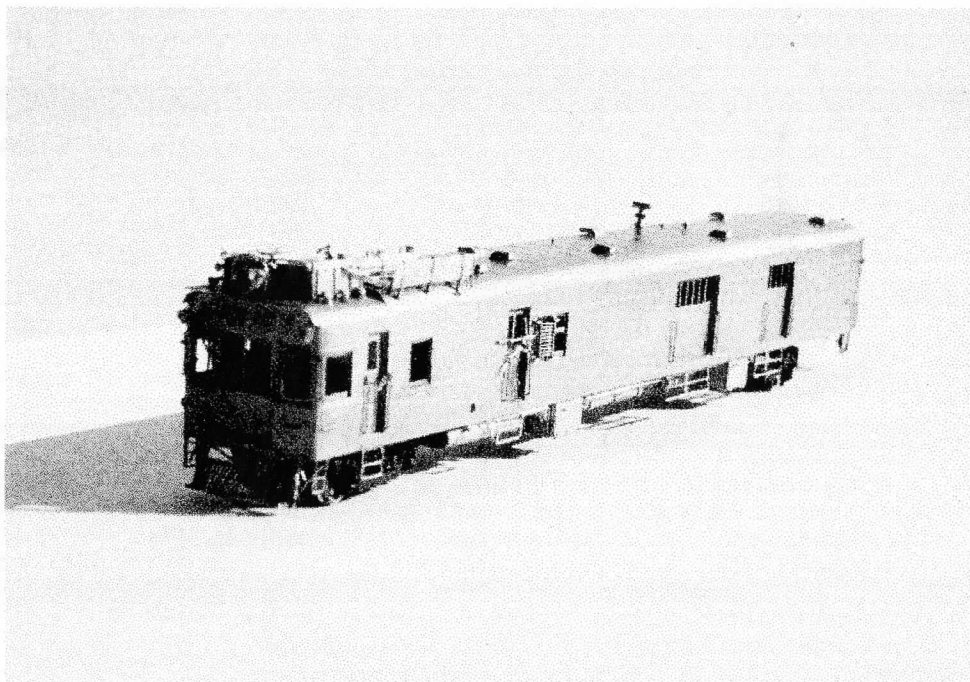
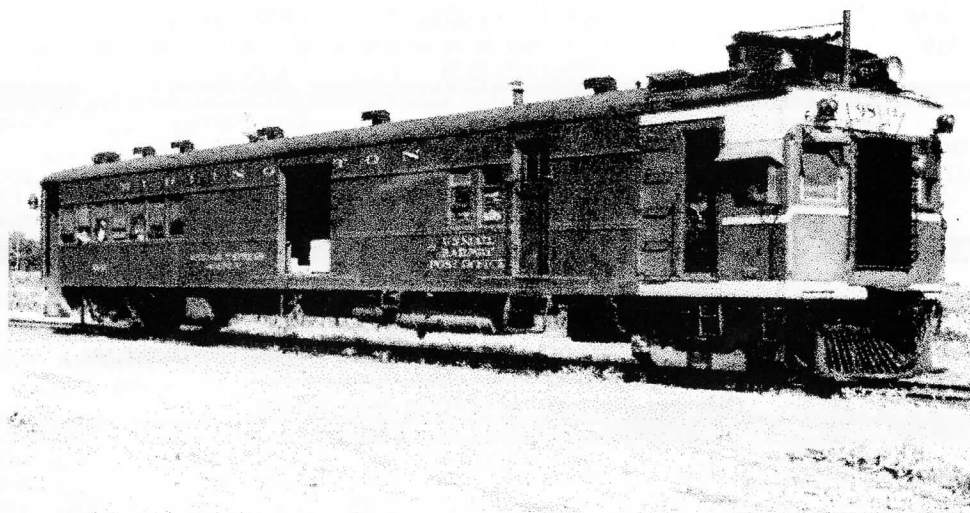


CABOOSE KIBITZER

Official Publication of the Mid-Continent Region, NMRA

Volume 48, No.4 Winter 1998 \$1.50



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Caboose Kibitzer

Volume 48, No. 4 Winter 1998

Editor Robert Guenter

Associate Editor Trevor Morgan

Advertising Manager Gene Tacey

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 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.

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

Please submit all requests for advertising to the Advertising Manager at the address shown on the inside back cover.

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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Next Issue

There will surely be an article by Professor Charles Mischke to take up the slack created by the completion of his Allegheny Traction series, as well as another vignette in the *Remembering: What and When* column by the same author. We also count on Mark Malmkar to provide the fourth installment in his informative series on the passenger car. A Dennis Smith article about ambient lighting for your layout is also in the works. There will be a article about modeling the Horseshoe Curve by Lloyd Larson, as well as a story about the U.P Depot in north Topeka. The latter was penned by Keith R. Landis, and originally published in the *Brass Pounder*. The rest will be up to the aspiring authors in our audience.

The Covers

The upper photograph on the front cover was provided by "Bat" Masterson of Lincoln Nebraska, and comes from the large CB&Q collection which he has accumulated and cataloged. The photo is of 275 hp gas-electric motor car No. 9841, and was taken in Aurora, Illinois on June 16, 1949. The photo below it was taken for purpose of comparison by editor Guenter this autumn. It is an HO brass model of a Santa Fe gas electric sold under the Hallmark label. Doodlebugs live on in photographic collections, scale models and the hearts of a lot of old duffers like the editor.

The back cover features BN(SF) rail grinding and related maintenance of way equipment often found parked on the north side of the Nebraska State Penitentiary in Lincoln. The photograph was taken by Editor Bob Guenter, who is quick to point out that he actually resides elsewhere in the fair city of Lincoln.

The Head End

by Charles Buswell

The national meet of the N.M.R.A. in Kansas City this past July was a tremendous success. I am not sure what the actual attendance for the convention part of the show was, but Larry Alfred stated that over one thousand people had registered for the convention before the ads had even appeared in the Bulletin. I believe that the number of people who attended the train show was over 20,000. The dollar amount that will be allotted to the Mid-Continent Region has yet to be determined, but I am sure that by the time of the Board Meeting in January we should know something.

As reported in the minutes of the July 1998 B.O.D. meeting, there were several awards given at the banquet. Dean Windsor and I received our Master Modeler Awards. There was a gentleman from another region who also received his Master Modeler Award, but I can not remember his name. Dean was presented with the Past President's Plaque. John Hardy was presented with the Kenny Cline Memorial Award, and the K.B. Kenny Johns Memorial Award was presented to Richard Napper. Both of those awards recognize outstanding service to the Mid-Continent Region and the hobby of model railroading. There were photos taken at the show and we will try to get them into the next issue of the *Caboose Kibitzer*.

Please have your nominations for Mid-Continent officers ready for the January B.O.D. Meeting. Hopefully we will have more than one person running for each position. We need to find a replacement for Member Aid Chairman, as Richard Lake has resigned that post because of other obligations. If you know of someone—or would like to take over the position yourself—please let me know. Inform Secretary Richard Napper as well.

I also need to know what every division is doing in the way of educating the public about the hobby, such as conducting a class at the local community college and so forth. This information is needed for gaining a 501C3 tax exempt status. **Please let me know as soon as possible.**

I don't know how many of you receive (or have seen) the RPO newsletter put out by the Gateway Division. They had a very nice write-up about Larry Long MMR. It pointed out that that the National Convention in Kansas City was dedicated to Larry, who was one of the original planning team members for that convention. If you can get a copy from one of the Gateway members, take a look at it.

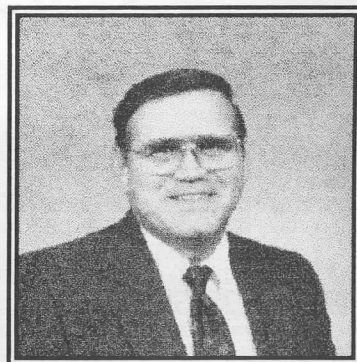
Finally, remember that the 1999 Regional Convention is being held in Omaha, and from what I hear it is going to be a very good show. Looks like there is going to be a lot of work to do! ☐

About Our Contributors

From the desk of the editor

Dennis O. Smith is 55 years old, single and as active as anyone who has contracted multiple sclerosis can be. His life story reads very much like a classic Greek tragedy in which the mythic hero manages to conquer adversities that would devastate mere mortals. The editor—who has always been firmly embedded in the muck of the latter crowd—stands in admiration of the likes of Mr. Smith, even if the man is a member of that despised (by us thumb-sucking architects) fraternity of Mechanical Engineers!

Dennis served for six years in the U. S. Navy as an electronic technician and nuclear power reactor



operator. After being discharged from the service, he completed the requirements for a degree in Mechanical Engineering, and worked for over twenty years with a commercial nuclear power plant where he became a Senior Mechanical Design

Engineer. In 1990 his job was relocated to a rural town near the plant. Then in June of 1994, Dennis found himself on disability because of M.S.

Since then every day has been different. To use his own words "Some are way-out days and some are better days." Visual problems limit close-up detail work, and these are coupled with MS-induced cognitive, verbal, reading and writing impairments. Interestingly, your editor has had fewer problems dealing with Smith's submissions to this magazine than he has with some others who claim to be unimpaired.

Dennis keeps involved in model railroading whenever he can. His illustrated article about developing a history for your pike appears on pages 10 through 13 of this very issue. In the Fall magazine you may recall that we presented his one and a half page article on a "Forgotten Railroad" now hidden away in Little Rock, Arkansas.

For all of those model railroaders who whine about "not being able to write" or "being too busy", I present Dennis O. Smith as an example of someone who is so busy contributing to our hobby that he doesn't have time to make excuses. What worries me is the fact that he is the second mechanical engineer (it all began with Charles Mischke in the Fall Issue) to be honored by this magazine. The editor may have to forfeit his architecture license if his colleagues ever get wind of such unholy fraternization. ☐

Remembering: What and Why

by C. Mischke

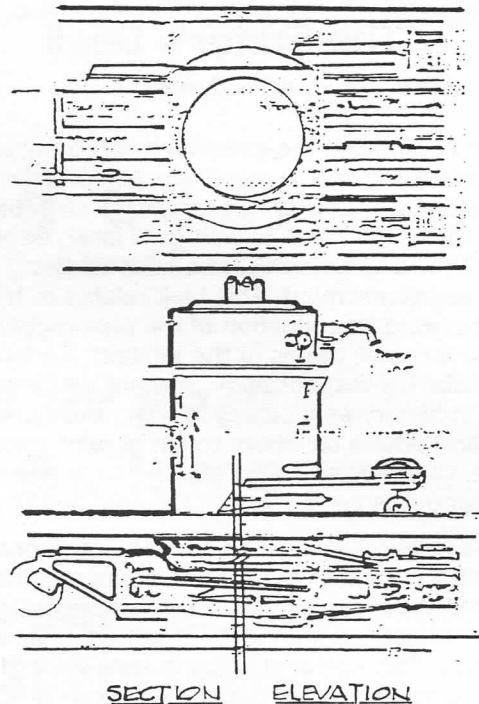
Steam Cars

Electric interurbans could offer frequent, clean and rapid passenger service in contrast to the steam railroads' approach of longer trains running less often. In 1896, when such an electric system siphoned off most of the passenger traffic from a profitable branch, the son of the president of the New England Railroad came up with the idea of competing with the aid of a self-propelled steam-powered passenger car. The boiler was to be mounted on the engine truck in the kitchen section of an old diner.

The power truck swiveled on a circular iron ring frame on 125 bearing balls, and the water tanks were mounted under the car. The Schenectady Locomotive Works built the power truck as shown in the drawings to the right.

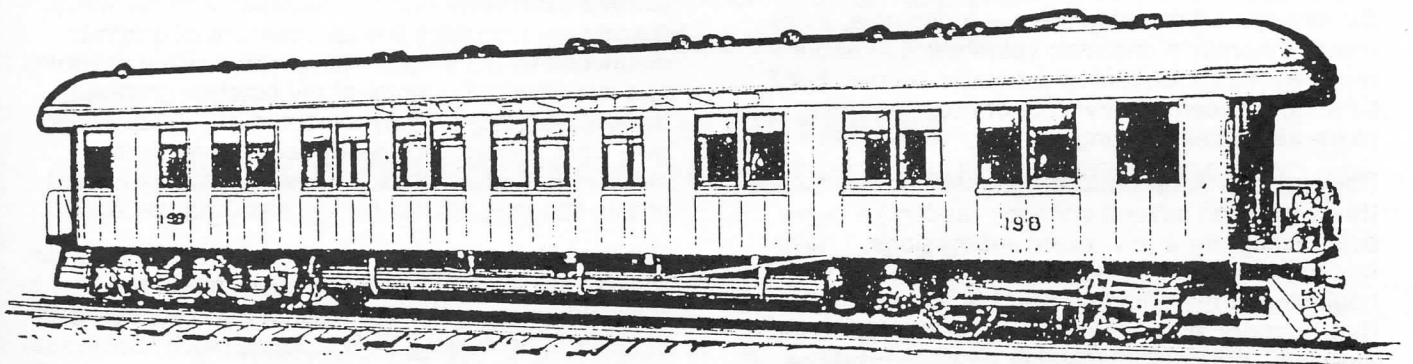
The completed car could haul another coach (or up to a dozen freight cars). Its top speed was 60 mph, but was limited to 45 mph in service. The boiler required attention every 15 miles! The power truck details were published in *RAILWAY AGE*, and a drawing of the steam car--based on an old photograph--was also published. It is shown below.

Such self-propelled steam cars required special fuel and water facilities, because the car could not simply pull up to a water plug or a coaling chute. Since the cars placed smoke, cinders and soot in close proximity to the passenger compartment, cleaning was a special problem. Such equipment tended to be one-of-a-kind, and because of this, there was no replacement during shop time.



In 1904, the New Haven purchased the New England Railroad, and the car was withdrawn from service within a year. Steam locomotives required 16 hours of maintenance for every eight hours of road service; these specialized, individual variations on the steam locomotive took even more care. The future of the self-propelled railroad passenger car was obviously elsewhere.

Reference: Donald Duke and Edmond Keilty, *RDC: The Budd Diesel Rail Car*, Golden West Books, San Marino, CA 1990, p.17. □



The Editor's Desk

by Bob Guenter

Before I relinquish the editorial chair to my as yet unnamed successor, I would like to open the door on several topics of special interest to me. Unfortunately those things will have to wait until later, because today I have to take care of a housekeeping chore of some embarrassment. This task relates to the disappointing reproduction of the pike registry ads in the most recent issues of the *Kibitzer*, for which I must take full responsibility. But not wishing to go down in history as a bloody martyr, I will see if I can't find others on whom to pin at least part of the blame. (A politician friend of mine once told me that weaseling was good for both the soul and the ego.)

For those who keep tab on such things, I personally assemble the Pike Registry and commercial ads in the manner of old fashioned paste ups, using photocopied reductions if correctly sized originals are not available. This ancient tried and true method is used because my computer-generated versions of the same material have consistently resulted in poorer resolution, and at this late stage in my tenure as editor I refuse to invest in yet another scanner.

Once the paste-ups are completed, the photo-ready copy of the entire magazine is sent to Dean Windsor who then delivers them to his printer in the Kansas City Area. Since that printer consistently does good work at a reasonable cost to MCoR, I expect that most—but perhaps not all—of the problem rests at the front end of the operation.

Because the most recent masters are in the hands of the printer, I have had to rely on my xeroxed file copy for analysis. Reviewing the material under a magnifying glass, there is no escaping the fact that some of the master copy was (is) of poor quality, and your groveling editor was the guilty individual who photocopied the material from earlier sources. Parenthetically, a suggestion from one reader that I should get rid of the staff member responsible for the sloppy workmanship creates a dilemma, since this is a literally a one-man volunteer operation. I may be an avid student of Japanese culture, but I have never been an advocate of ritual *seppuku* (*hara-kiri* or belly cutting)!

However the images in the Summer and Fall Issues threw me (and several unhappy readers) a curve ball! Except for a few recent submissions, I have had to work with secondhand copy from the very beginning of my time in office, but it is now clear that I did not at all times select the best material available. The most noticeable slippage occurred when the pike registry was reorganized in the Summer Issue to reflect changes in its paid-up membership.

After digging deeply into my supply of past magazines and re-examining copy that was recently submitted, there still remain inconsistencies which are difficult to explain solely from the standpoint of the master sheets.

Nonetheless I have made new paste-ups of the Pike Registry and Dealer Directory especially for this Winter Issue, using the very best copy that I could find. In a few instances I took the liberty of borrowing what appeared to be recently re-designed and up-dated ads from the Summer 1998 Issue of *RPO*, that nicely-done newsletter put out by the Gateway Division of MCoR. And then to cover all bases, I asked the printer (via Dean Windsor) to take extra care when he made the Pike Registry plates, because in some cases there were signs of bleeding ink not on the originals.

In another case or two, the blame has to revert to the pike owners themselves, since their original cards had inherent problems due to the diminutive font (letter size) and/or background color selected. Contrast, needless to say, plays an important role in readability. One also has to consider the fact that the cards are reproduced in the *Kibitzer* (and in other newsletters that I have reviewed) at a significantly reduced size: about 70% of the area of the usual business card. Difficult for older persons with diminished vision to read in the original card, the print can become a meaningless blur when it undergoes that kind of reduction in offset printing.

I am asking that all parties concerned carefully review the reproduction of the Pike Registry and Dealer Directory in this issue. Most (but definitely not all) of the material should be in pretty good shape. If you find that your ad is still poorly rendered, please send me fresh copy **reduced to fit comfortably inside the Caboose Kibitzer grid**. That way you will be able to check the legibility of your print (and/or logo) before it goes to press. In some case you may want to re-design the card based on the format and quality of competing cards.

Which brings me to Pete Bellos, whose impressive *Rio Golare Southern* Sn3 ad—together with his wife's G scale ad—provides a large measure of graphic distinction to our pages. Along with a richly deserved and documented critique of my botched graphics, he sent some beautifully executed examples of his own work printed with *paper* rather than *metal* plates. None of which caused me to change a word of this editorial, except for the following comment:

The prospectus for the Sn3 pike which Pete sent me reflects the work of a truly creative mind—the kind of “lateral” thinking that Edward de Bono encouraged in his little book *New Think*. I was much impressed! This past year I promised a visitation or two which I unfortunately was not able to fulfill, but going to see the *Rio Golare Southern* is definitely on my newly resuscitated sightseeing list. □

Lincoln Area Model Railroad Club

1999

Annual Spring Show

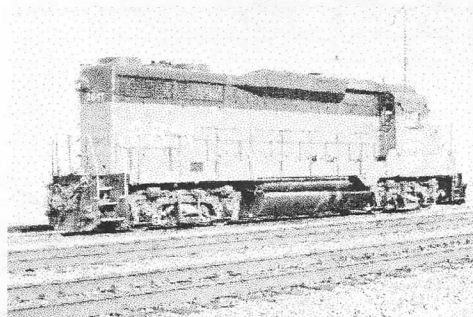
Co-Sponsored by Salt Valley Central Division

at the

Nebraska State Fair Park Agricultural Hall Building

Saturday February 20: 9am to 5pm

Sunday February 21: 10am to 4pm



Featuring

HO, HON3, N & G scale layouts

**Chippewa & Northern 1" scale
with train rides for the kids**

LOTS OF DEALER TABLES

CLINICS ON SCENERY, PAINTING, PHOTOGRAPHY ETC.

General Admission: \$4.00

Children (5 to 12 years): \$ 1.00 (with paid adult)

Children under 5 years old admitted free

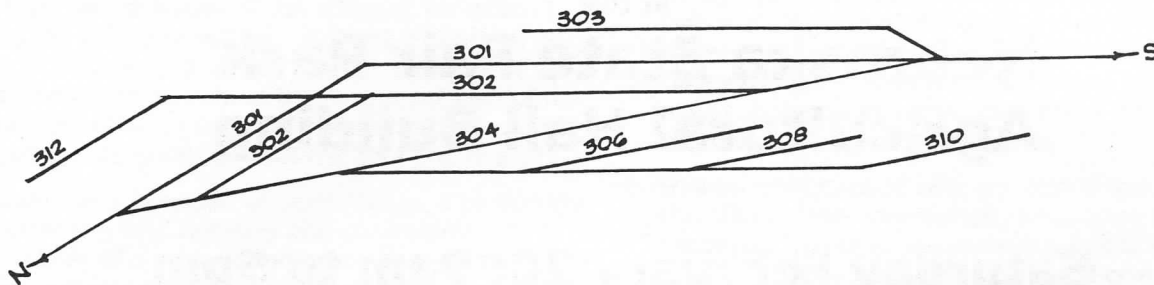
NMRA members and seniors: \$3.00

Editorial Note: This is the final installment in Professor Charles Mischke's *Allegheny Traction* series. For those who missed the introductory remarks in the Winter 1997 Issue, the author created this description of his pike to enlighten casual visitors and to assist would-be operators. We have presented it virtually in its entirety, because of the editor's belief that the articles provide a fine paradigm for others to follow in broad outline. Those who have been caught up in the Mischke mystique can look forward to many more pages of enjoyable reading. His *Remembering What and Why* series now running on Page 5 is a small token of things to come.

Allegheny Traction

by Charles Mischke

WEST LINNCOTT JUNCTION - NEW CASTLE

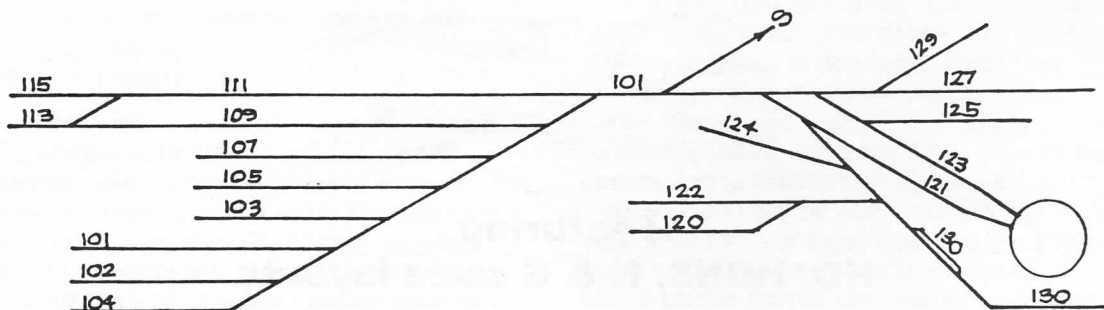


Track	Track	Track
301 Main	304 Industry, team	310 Freighthouse, piggyback
302 Passing	306 Team, container	312 New Castle depot, LCL
303 Icing track	308 LCL	

YOUNGSTOWN YARD

North Yard

South Yard



Passenger

Arrival track 102, departure 101, incoming combines unload head-end one 102, load on 101. Layup is on 104. Track 103 is for LCL motors and trailers, utility.

Track	Track	Stalls
101 Thoroughfare	120 Coal processing loading	1 Outside storage
102 Passenger arrival	121 Engine ready track	2 Outside storage
103 Express	122 Coal processing unloading	3 Outside storage
104 Layover	123 Turntable thoroughfare	4 Roundhouse
105 Yard track	124 Caboose	5 Roundhouse
107 Yard track	125 Container, piggyback	6 Roundhouse
109 Runaround	127 Freighthouse	7 Roundhouse
111 Freight arrival / departure	129 Inbound interchange	8 Line department
113 Runaround stub	130 Scale, outbound interchange	9 Motor shop
115 Industry		10 Motor shop
		11 Tool cars
		12 Powerhouse

Routine Freight Makeup

- Pull road locomotive from ready track 121; switch out interior caboose from 124.
- Spot caboose on 103, 105, 107 or 113 as available.
- Pull three or six cars from 129; place on 111; run around; back onto caboose; brake test. Turn over to road crew.

Routine Freight Arrival

- Receive on 111; run around; place caboose on 124; pick up and deliver to track 115. Coal loads go to 122.
- Run around; pick up and deliver to tracks 125 and 127, accumulating interchange on 130. Weigh outbound loads.

●

Routine Coal Turns

- Make-up: Pull loads in pairs from 120; weigh on scales; place four loads against passenger-carrying caboose on 107.
- Break-up: Receive on 111; caboose to 107 platform; deliver empties in pairs to 120.

Allegheny Traction

Date _____

Traffic Department Passenger Train Consists

Through Service

Southbound (superior Direction)

Northbound (Inferior Direction)

Train No.	Youngstown Departure	Newcastle Departure	Middletown Arrival	Pittsburgh Arrival	Remarks	Train No.	Pittsburgh Departure	Middletown Arrival	Newcastle Arrival	Youngstown Arrival	Remarks
101	B			B	Owl	102	EB			EB	Newspaper
105	B		C (+)	BC	Local	106	BC	C (-)		B	Local
107	B		C (+)	BC	Limited	108	BCR			BCR	No. Mail
109	BC			BC	Local	110	(PC)(PS)			(PC)(PS)	No. Mail
111	(PS)(PC)			(PS)(PC)	So. Mail	112	BC	C (-)		B	Local
113	B		C (+)	BC	Local	114	BC	C (-)		B	Local
115	RB		C (+)	RBC	So. Mail	116	BC	C (-)		B	Limited
117	(PB) C		C (+)	(PB)CC	Theater	118	BC	C (-)		B	Local
119	B		C (+)	BC	Local	120	BC	C (-)		B	Local
121	EB		C (+)	EBC	Local	122	CC(PB)	C (-)		C(PB)	Theater

Commuter Service

Southbound

Train No.	Newcastle Departure	Middletown Arrival	Pittsburgh Arrival	Remarks	Train No.	Pittsburgh Departure	Middletown Arrival	Newcastle Arrival	Remarks
					204		TS	TS	Commuter
205	TS	S (+)	TSS	Commuter	206	TSS	S (-)	TS	Commuter
207	TS	Arrival		Commuter	214		TS	TS	Commuter
215	TS	S (+)	TSS	Commuter	216	TSS	S (-)	TS	Commuter
217	TS	Arrival		Commuter					

Abbreviations

B	Combine Motor	(PS)	Parlor Solarium Motor	Z	Coach Trailer
C	Coach Motor	O	Observation Diner Trailer	(+)	Add
E	Express Motor	R	RPO Trailer	(-)	Drop
(PB)	Parlor Buffet Motor	S	Suburban Motor		
(PC)	Parlor Chair Motor	T	Control Trailer		

Notes:

1. Consists are displayed north end to south end.
2. Combines will be exchanged for those loading since last departure.
3. At 2:00 a.m., the equipment needed at terminals is as follows:
Youngstown: 2B, C, (PB); Middletown: 2C, T, Z, 2S; Pittsburgh: B, E, (PC), (PS), R.

4. Shop cars due before midnight: _____ 2000 mile inspection _____ change up
_____ 30 day inspection _____ change up
_____ Bad order _____ change up
5. Special movements, equipment changes, this date: _____ ☐

A History for Your Railroad

by Dennis O. Smith

Aside from the physical construction of your railroad empire, you need to devote time and resources to collect, copy and recreate its history. Beware that many things change with time, and this is especially true in the realm of company emblems as illustrated by the logos shown below. Notwithstanding this minor complication, you need to be on the lookout for such things as letterheads, stock certificates, *broadsides* (old ads or announcements), time sheets etc. All of these things can do much more than simply add to your railroad history: they can also enhance the decor of your train room.

All empires have a past, so even if yours is a fictitious private railway it also deserves a history. Finding ideas and appropriate memorabilia is only limited by the time and effort given to imaginative research. Presented here are some of the documents which make up the archives of my Deerbrook & Saltern Railway Company.



New Logo

THE IRON ROAD



Old Logo

GREAT AMERICAN AND U.S. EXPRESS AND MAIL ROUTE!

MILES of DISTANCE SAVED

THE IRON ROAD

**Deerbrook & Saltern
Railway Company**

Trains run directly through without CHANGE OF CARS OR BAGGAGE and connect with MAJOR SAIL LINES

SAILING SHIP PROVIDING IMPORT AND EXPORT CONNECTIONS

Running in exclusive connection with Passenger and Freight Sail Shipper Lines from Saltern with connections to New Orleans, Chicago, and New York. This provides great saving in shipping rates with the choice of Sea or Rail service to these major Port Cities. Also, there are London, France and Jamaica connections. Some major Sail Lines provide Steam Sailing Ships also.

**AVOID the DAMP & MUD, SWAMPS and the HOT HEAT of the DELTA
MUD RUTTED and HIGH WATER WASHOUTS Delays - DAYS**

GOLD, SILVER, COPPER, and OTHER MINERS
Now is the time to seek your Fortunes in the new West

*** TRAVEL FOR PLEASURE,
* HEALTH OR BUSINESS ***

LUXURIOUS CARS & EATING HOUSES
on the DEARBROOK & SALTERN RAILWAY

BAGGAGE CHECKED CLEAR THRO'

Trains run directly through (279 Miles.) without CHANGE OF CARS OR BAGGAGE and connect with COMPANY'S SPLENDID

STEAMERS WESTCHESTER and EAGLE

Running in exclusive connection with Passenger Trains from Buckskin Flats to Silver Hill without Landing. These Boats for Speed, Convenience and Elegance are unsurpassed on the Western Waters, being fitted up with BATHS and SPACIOUS WASHROOMS, affording to Passengers the opportunity of removing the dust unavoidable in Summer R.R. traveling, and reaching Silver Hill refreshed from the effects of along ride.

Saltern to Deerbrook in 15 1/4 Hours

THROUGH TICKETS OVER THIS ROUTE can be procured at various R. R. Ticket Offices in New York, Boston, Philadelphia, Baltimore, Albany Buffalo, &c. and at all through Ticket Offices throughout the States, and in Company's Office and at Depots of the Central Western Valley Railroad. Responsible Baggage Men will always be at the Depots of various Roads going into Chicago to Check Baggage through to any desired point on the line.

H. W. LOUDBOROUGH,
GEN'L PASSENGER.

R. A. BROWNLEE,
SUPERINTENDENT.

Saltern, July 8, 1859

Clapp, Mathews & Co's Steam Press, Muzzing Locomotive, Saltern

D & S RY. Co. OPENING TO CALICO.

Special Notice.

All those who have been particularly invited to be present on this occasion by President and Directors of the Deerbrook and Saltern Railway Company, are respectfully requested by the Citizens of Saltern to partake of a Collation provided at the Oyster-House.

Tickets of admission to the Collation will be issued for each guest at the Trust Bank of Saltern and S. L. Wilder's Store.

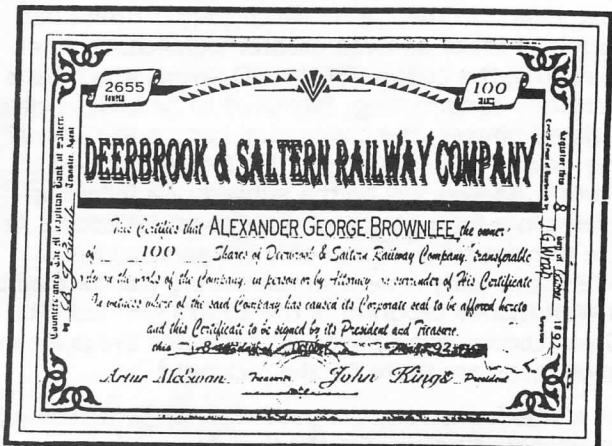
Those citizens who are subscribers will also find a Ticket for each, at the same places.

ALBERT STEVENS,

Jan 4, 1859

Pres. of the day.

A History for your Railroad (continued)



Front

For Value received _____ hereby sell, assign and transfer unto
Heseltine Powell & Co.

Shares

of the Capital Stock represented by the within Certificate, and do hereby irrevocably constitute and appoint

J. H. Thring Attorney
to transfer the said stock on the books of the within named Company
with full power of substitution in the premises.

Dated. September 22 1896

Alexander George Brownlee

In Presence of J. H. Thring

NOTE: THE SRENAME TO THIS ASSIGNMENT MUST CORRESPOND WITH THE NAME AS WRITTEN UPON THE FIRST OF THE CERTIFICATE. IN EVERY PARTICULAR WITHOUT EXCEPTION OR EXAMINEMENT OF ANY CHANGE WHATSOEVER.

Back

DEERBROOK & SALTERN
RAILWAY COMPANY

Notice to Enginemen, Conductor's, Brakemen,
Station Agent's, & c.

On and after this date, the following Rules must be observed in taking Wood for Locomotives running on the Deerbrook & Saltern Railway.

1st. Station Agents, or the man in charge, will see that sufficient wood is prepared and thrown forward at the Shed so as to be taken on the Locomotives with the least possible delay. The men throwing out the wood, will be required to split any chunks of Wood that may be to large to center the Furnace Door of the Engines.

2d. When commencing upon a Shed full of Wood, the man in charge will begin from one end, and not open more than two bents in front, and work upon them from front to rear, until the wood is all taken out, so that there shall not be more than two bents broken at a time.

3d. Engineers will be required to take the wood Large and Small, as thrown out, without selecting.

4th. The man in charge, will see that no Wood, chips, bark, or Rubbish, is left outside the Sheds, or near the track. They will watch the Wood and hed closely after any train or Engine has passed, to prevent fires.

5th. Engineers, or Firemen must not throw from their Engines or Tenders, (except at Wood Sheds,) any Wood that may be large to enter the Furnace door.

All employees in any way connected with the running of trains, must strictly observe the foregoing Rules, and report all violations thereof.

Per order, J. McVICAR, Genl Sup't.
L. G. STANFORD, AGENT.
Saltern, April 25th, 1871.

Deerbrook and Saltern Railway Company

Notice to Station Agents.

In consequence of an increased demand for cars, it is very important that the utmost exertions be made to have them loaded and unloaded with as little as possible.

Do not send off cars party loaded if it can possibly be avoided, but when necessary to forward small lots of freight, load it into some car in the train.

If cars are detained at your Station in consequence of any delay on part of the shippers, or consignees, more than **twenty-four hours**, notify the parties interested that the same will be **unloaded at their expence**, if convenient, if otherwise, a charge of two dollars per day for **each days detention** will be made for each car, and collected with the freight bill. A Report of the same should be made to this office, of all such collections on a common daily report.

Conductors of Freight Trains must keep as well informed as possible, as to where the cars are, and where they are wanted, and do all in their power to supply the Agents with them, and assist them so far as they can, in the forwarding of freight.

Station Agents of connecting Roads, will confer a special favor by returning all cars belonging to this line as early as possible.

J. S. HOLLAND, M. T.

Saltern, Dec 12, 1863

**DEERBROOK &
SALTERN RAILWAY
COMPANY** **TIME SHEET**

EMPLOYEE:

DATE _____ 18__
JOB _____

ACCOUNT No. _____

[illegible]

D & S
Ry. Co.


Signature _____ Date: _____

_____ Date: _____

A History for your Railroad (continued)

Transition from the Editor's Desk

FRESH OYSTERS!



BY WESTOVERS' AMBOY LINE.

Through by Express on the
DEERBROOK & SALTEN RAILWAY.
For Sale Here,
And by the Proprietors, in all Principal
Towns on the Deerbrook & Saltern Railway, and also on the
Central Western Mountain Valley Railroad.

Customers dealing with this Line shall be supplied regularly, according to order, through the season, with the best of AMBOY OYSTERS, at the lowest possible prices.

Sept. 10, 1859 C. & W. WESTOVER.

JULY 4th.

DEERBROOK & SALTEN RY. CO.

In addition to the regular Trains, a Special Train will leave Deerbrook at 6 1/2 o'clock, to accommodate those who wish to witness the

SPLENDID FIRE WORKS AT SALTEN PARK.

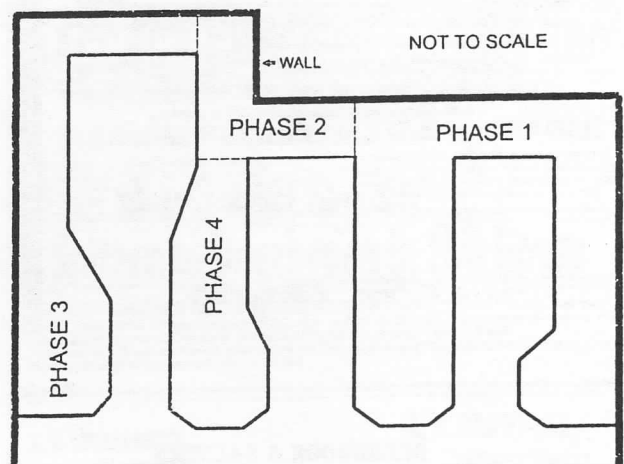
Returning, will leave Saltern at 10 1/4 o'clock, or immediately after the Fire Works are over.
Notice to Buckskin Passengers. - This Train will not stop at Buckskin.
A discount will be made on Excursion Tickets at Calico.

Deerbrook, June 29, 1859.

E. W. McHenry, Sup't.

Although fully capable of standing on its own, the historical documentation which Dennis Smith has provided takes on even greater significance when viewed in the context of the HO layout which he is currently constructing. Designed to be built in clearly defined phases, the conceptual basis and some of the unique requirements of his *Deerbrook and Saltern Railway* will be the subject of a follow-up article in a future issue of the *Caboose Kibitzer*. At the present time we can only tell you that his interest in early American railroading was kindled by a Walt Disney program of the 1950's entitled "The Great Locomotive Chase". It illustrates the point that good ideas are there for the picking! ¹

As a sneak preview, the outline of the proposed pike is presented below. For the time being, the reader interested in more tangible things will have to settle for the photographs of the recently completed Phase One which appears on the following page. All of the photos were taken by Dennis Smith. □



Plan View of Entire Layout



MR. DENNIS O. SMITH

DEERBROOK & SALTEN RAILWAY CO.

THE IRON ROAD

WINTER QUARTER 1998

865 SOUTH YORK COURT
Springfield, MO. 65802

P.T. BARNUM & D. SMITH RAILROAD CIRCUS

¹ Mr. Smith has managed to get video tapes of the show but lacks the introductory program in which the research phase and filming were described. This film describes the operation of the mocked-up engines and the construction of the period structures. If anyone can lay their hands on that video tape, please notify the editor of the *Caboose Kibitzer*.

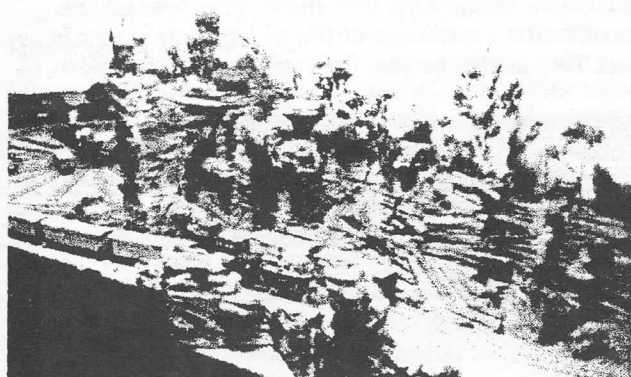
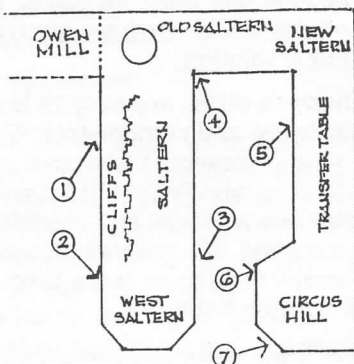
Deerbrook & Saltern Railway

by Dennis O. Smith

Note:
Turntable serves both
Owen Mill and Saltern

LEGEND

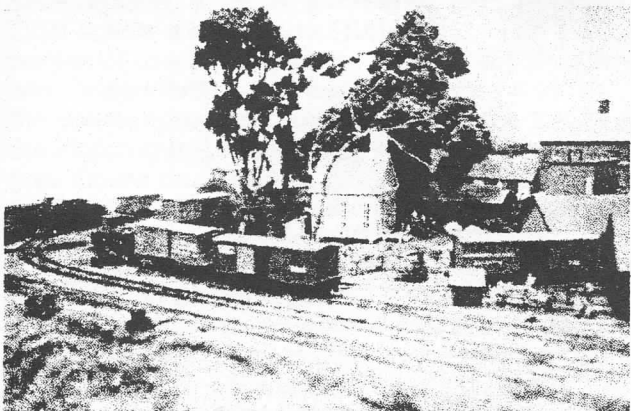
Phase One
NOT TO SCALE



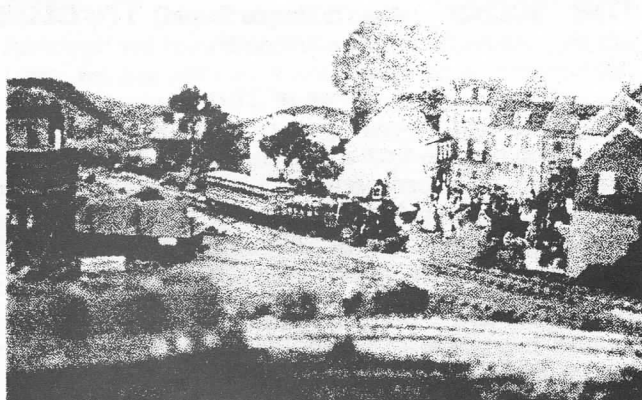
Photograph #1: Cliffs along river plus distant roundhouse



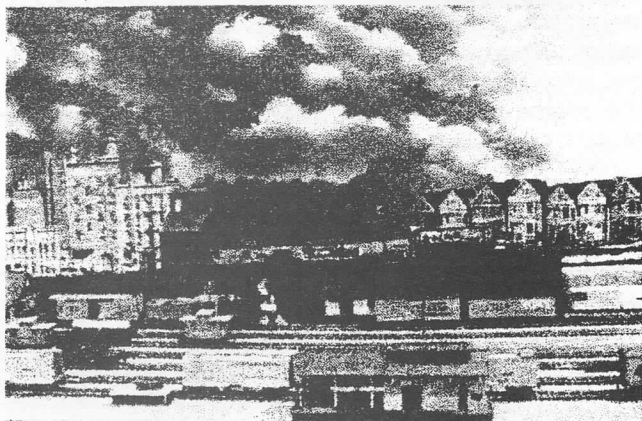
Photograph #2: Rail traffic to and from West Saltern



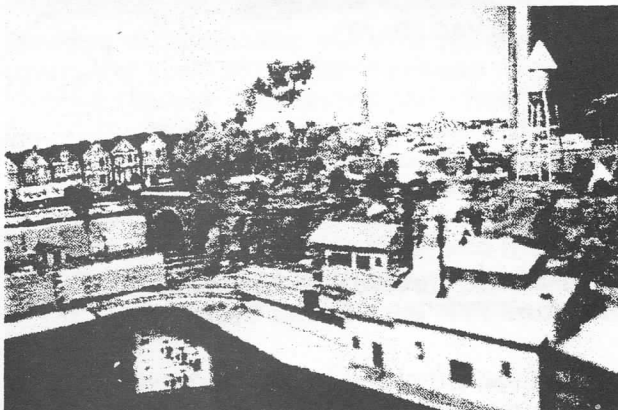
Photograph #3: The outskirts of Saltern



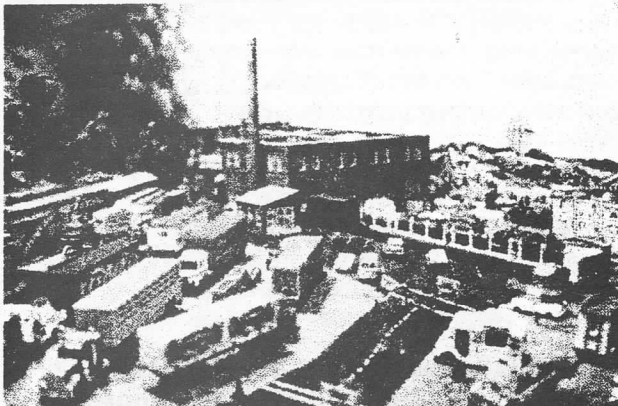
Photograph #4: Rail yard with a view of Old Saltern



Photograph #5: Transfer table next to New Saltern



Photograph #6: Control panel and yards below Circus Hill



Photograph #7: Circus Hill Outdoor Museum (trucks, tents, wagons etc.) with cable car terminal and power plant

The "KISS" (Keep It Simple Stupid) Throttle

by Tom Troughton

Part Three of Three

Since switching to Sn3 a few years ago, I operate sound equipped locomotives with my throttles. When I use the PFM Mini-Sound unit with my panel-mounted throttle, I add it to the circuit immediately in front of both sets of FWD/REV switches as shown in Figure 3-1.

If I want to use it with my walk-around throttle, I have to connect it as shown in Figure 3-2. This works fine for most of the layout, but I am having trouble running the sound signal to the reversing sections where the direction elements are being controlled separately, as described in Parts One and Two of this series. When an engine enters a reversing section, the sound signal stops, only to be heard again when the engine exits the section and returns to the walk-around controlled mainline.

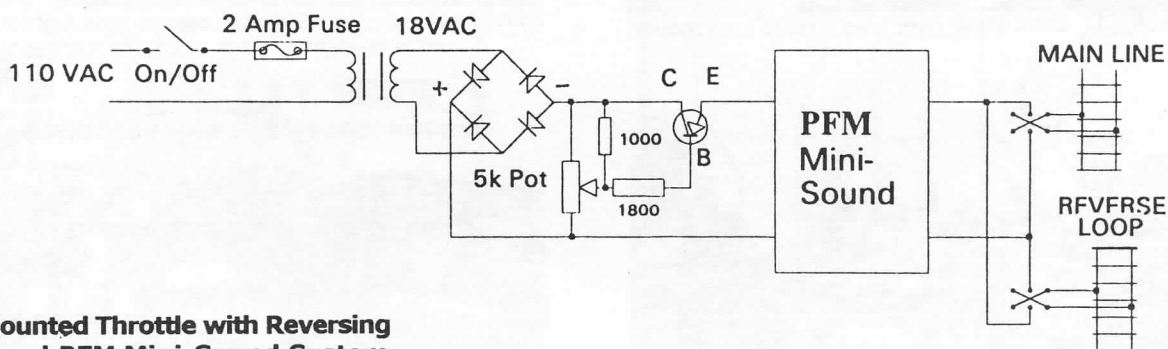
I have tried placing the PFM unit in the path of the DC voltage coming from the power chassis to the hand control. The sound could be heard when it was on the mainline or in the reversing section. However when the engine was stopped, the steam hiss that should have been present disappeared. Since the

PFM unit was connected ahead of the potentiometer, the sound signals were not able to reach the rails. The PFM unit must be placed between the throttle and the track! Perhaps someone reading this can offer a solution.

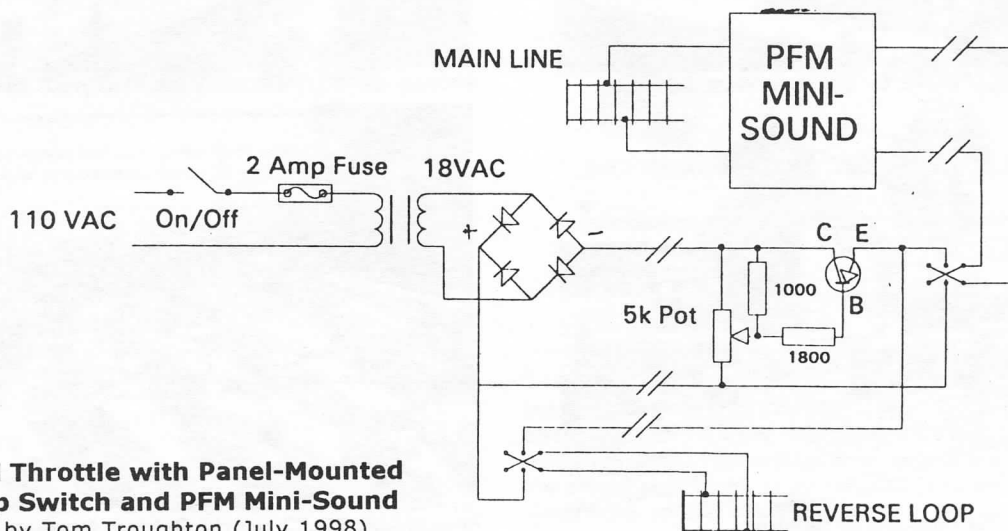
These throttles are easy to build with off-the-shelf hardware and components. Give one a try. By way of added comment, I wish that manufacturers would add separate FWD/REV Reversing Section features to their power packs and throttles. It would simplify controlling the reversing sections on our layouts, thereby leaving us more time to enjoy other aspects of our fine hobby.

The 5-pin male and female audio connectors I used are available from Allied Electronics (1-800-433-5700), Anixter Cable (1-800-392-7248) and other dealers in electronic equipment. For those who missed the identification numbers of the connectors given in Part Two of this series, they are repeated below. □

Manufacturer	Number	Description
IIT/Cannon	XLR-5	Straight Male Plug
	XLR-5	Panel-mount Female Receptacle
Neutrik	NC5MX	Straight Male Plug
	NC5FP-1	Panel-mount Female Receptacle
Switchcraft	A5M	Straight Male Plug
	D5F	Panel-mount Female Receptacle



Panel-Mounted Throttle with Reversing Switch and PFM Mini-Sound System



Walk Around Throttle with Panel-Mounted Reverse Loop Switch and PFM Mini-Sound
Both drawings by Tom Troughton (July 1998)

Not All Coaches Are Created Equal

by Mark Malmkar

It could be said that the coach is the most basic component of passenger trains. It has been around the longest and is still the mainstay for hauling "self-loading" railroad freight. Since the first trains of the 1830's, the coach has become so common that it is often ignored by railfans; yet even in their commonality there are many variations. Some coaches are unique works of technical art, but before we get into details let us review a little bit of the development of the coach.

Once upon a time . . .

When you think of the word "coach", does your mind conjure up an old stagecoach bouncing across the prairie? It should! The first railroad coaches were little more than western type stagecoaches mounted on railroad wheels. Passengers may not have had to worry about indians, but every other discomfort of prairie travel was there: rain, dust, heat cold, rough ride, no dining car, no toilet! Horse exhaust was replaced by smoke and cinders. (Which of the two was worse was debatable.) Advances in technology soon developed to remedy these problems.

By the start of the Civil War, coaches had been lengthened, widened and enclosed to keep out the foul weather and cinders. Heaters were installed to lessen the cold and the car mechanics were improved to the better comfort and safety of the ride. Toilet facilities and comfortable seats were included at no extra charge, but the dining car had to wait until the 1870's. By 1880 some coaches on roads east of the Mississippi had become opulent and plush. The floors were carpeted, seats were like your recliner, and inlaid wood paneling graced the walls. It was almost like the family living room. But remember, these were special; luxury cars. We common folk could not afford that kind of ticket.

Steel replaced wood for framing by 1915, and by 1950 stainless steel and aluminum made up a large portion of coach material. By 1970 most railroaders and car builders had agreed on stainless steel as the optimum construction material. In the 1940's Burlington trumped the other railroads by bolting a greenhouse on the coach roof (the so-called "Dome Car"). About that time the conductor could also crank up an air conditioner in the coach. Such cooling units had been in sleeping cars and diners for ten years. In the 50's, Santa Fe took delivery of dozens of double deck coaches that are still in use on Amtrak today. To paraphrase the commercial: You (the coach) have come a long way, baby!

Seats

Although we may "load" ourselves when we ride the train, we are not cattle and prefer to sit comfortably on something other than the floor. Let us take a little time to discuss coach seats, which--after wheels and suspension--were one of the first amenities to be improved. Early seats were little more than padded benches that had a "walkover" type of backrest that could be flopped from one direction to the other. This allowed all seats to be "walked-over" when the train reversed direction at the end terminal. It saved having to turn the car around.

Early in the 20th century--about 1920--the rotating seat frame replaced the walkovers on new cars. These paired seats rotated by the flick of a latch, a tug on the armrest, and in a few minutes all seats were facing in the opposite direction. It seems that most travelers have an aversion to riding backwards for extended periods of time.

When did reclining seats with leg rests come into being? World War II? Perhaps the Depression? Was it an Amtrak contribution? **No way!** Travelers' demands inspired seat designers to develop the reclining chair with adjustable leg rests by 1880. As time passed, styles varied and upholstery cloth and colors changed, but the basic reclining chair in coaches has not changed for the last 100 years. Introduced in 1945, the *Sleepy Hollow Leg Rest Chair* was a brand that was used for twenty years. Its basic concept still survives in Amtrak cars.

Sure you sit on cushions, but what you see are seat covers. For years the standard material for coach seats was mohair. Its common name was "red plush". It was a red-maroon color, resisted oil and dirt, and seemed to last forever under heavy use. Early in the wooden car era, some First Class cars used velvet, but it was deemed by many as too slick. By the 1920's *Pullman Green* fabric with flower designs became common. Mohair was replaced in the 1940's by a woven cloth of dark colors: greens, blues and grays.

With the advent of streamliners in the late 30's, color became an important element in car design. Famous artists were hired to decorate complete trains. In the Art Deco era of the 40's pastels and pale colors were common, with cream, pink, beige and light gray as standards. These continued in the cars built in the 1950's. No new coaches were built during the next decade, but some older cars were refurbished in turquoise, blues, oranges and browns. In the 1970's Amtrak often went with bold colors: bright reds, blues, oranges and greens in combination with brown. On a 1997 trip, I noticed that some of Amtrak's redecorated *Superliner* cars have returned to beige, mauve and gray colors.

Interior Decor

Wall surfaces in early coaches were executed with natural finished hardwoods, while ceilings were often

painted light green or yellow. Gold and silver trim and exotic carvings decked out both the walls and ceilings. Inlaid wood and painted designs were common in First Class coaches. But the 1920's saw a more Spartan tone in car decoration. Colors were dark and somber: blues, greens and dark grays. The streamliner era was characterized by the decorative use of various metals inside coaches. Brushed aluminum, stainless steel and chrome were common. Streamliner interior walls and ceilings were painted in a variety of coordinated pastel colors. By Amtrak days, walls covered with textured plastic coverings and carpeting were in vogue.

Coach floor coverings can be lumped into two categories: "linoleum" or carpet. All suburban coaches and most coaches built prior to World War II had a rubbery composition floor covering that was durable and easy to clean. Prior to the streamliners, some First Class coaches did have carpeting. Carpet colors of this era were darker greens, grays and blues, often with a bold floral pattern. Nearly all streamlined coaches had carpet of a lighter color and less bold or with no pattern. Often the aisle was a different color than that under the seats. By the 50's and 60's, plain colors were in. Today most Amtrak coaches have a plain dark brown carpet.

Coaches

Which brings us to the question: "What is the difference between a *coach* and a *chair car*?" Common railroad parlance often uses the terms interchangeably. Technically, seat style and capacity are the differentiating factors, but if you use either term with railfans and railroaders they will know what you are talking about.

Coach A passenger-carrying car having seats spaced close together to increase capacity. Seats may or may not recline, and usually do not have leg rests. Often seats are a bench type that cannot be individually adjusted. Typical capacity would be 50 to 80 passengers.

Chair Car A passenger-carrying car having seats farther apart for greater comfort than provided in a coach. They are usually used on long-distance trains for overnight travel. Often seats recline, have leg rests, and are individually adjustable for a comfortable position. Typical capacity ranges from 36 to 60.

Suburban Coach A passenger-carrying car having seats spaced closer together than in a standard coach for even higher capacity. Seats often a bench type without individual adjustment. An arrangement of three passengers on one side and two on the other is common. Extra comforts are seldom included since riders are seldom in the car for more than hour or two. Capacity ranges from 60 to 100.

Coach-Lounge Passenger coaches with a lounge space in the center or at one end of the car. No standard arrangement exists. Many were rebuilt by railroads prior to Amtrak, for service on declining routes where they replaced full lounge cars. Some have moveable chairs, while others have center-facing fixed lounge seats or booths.

Wooden Era (see Figure 1)

Cars were 50 feet long, with a capacity of 40 to 50, at the start of the Civil War. They were lengthened to 80 feet by 1900 as a result of improved construction techniques and the greater use of steel in the underframing. Capacity increased to 80 passengers in these longer cars. Generally every seat had a window next to it as built. Cars often had a separate smoking room, or one end of the car walled off to serve as a smoking compartment. Toilets were small, with one at each end of the car. Open platforms were standard until vestibules were invented around 1888. Coaches of this era did not have brass-railed platforms. Roofs were generally covered with tarpaper and painted black. The siding was grooved vertically and typically painted a reddish-brown color. Although *Pullman Green* became standard sometime after 1901, this "boxcar-red" color could still be found in wooden passenger cars until around 1920.

Modeling Tips:

For tarpaper roofs glue down scale two feet wide strips of tape or tissue. Overlap the seams. Wooden coaches had *Pintch* gas lights. Roof details would feature several small vents apace evenly along the rooftop. Black thread can be glued along the centerline of the roof to represent the gas pipes.

Steel Era (see Figure 2)

Cars were 70 to 80 feet long, and most had a vestibule at each end. Capacity was approximately 80 passengers. Figure 2 shows a chair car version with a 52 passenger revenue capacity. Toilet rooms were often larger with smoking space provided in the men's room (women were not supposed to smoke). Most cars were still built with a single window by each seat. Roofs were usually metal covered but leaked so badly that they were tarpapered over. Thus many steel car roofs also ended up black in color. Most steel cars were painted pullman green, coach green or some other version of dark green.

Many steel cars were air conditioned by the 1950's. Some (but not all) got the telltale "bubble" along the clerestory roof. Some cars had the air ducts placed inside the ceiling which made for another detail—harder to see from a distance—the visible evidence of air conditioning. This detail was the lack of windows and screens in the sides of the clerestory: they were covered over and left smooth and plain. Unneeded appurtenances such as globe and garland vents were removed at this time. Air conditioned (mechanically cooled) cars could also be identified by the extra machinery under the floor.

Modeling tips:

Toilet window glass was etched to assure privacy for the occupants. One method of creating this effect is to lightly sandpaper the model's (plastic) glass. Most coach seats had white linens placed over the headrests to protect the seat fabric from becoming stained. Paint the top portion of your seats white to represent this. Diaphragms at the car ends improve the models greatly. Several types are available at your local hobby shop.

Lightweight Era (see Figure 3)

Cars were 85 feet long and generally had but one vestibule. Common capacity was 48 passengers. Prior to the Great Depression, coaches only traveled a couple of hundred miles before they terminated and passengers had to change cars. The Depression spawned the "Challenger" tourist trains on the Union Pacific, which ushered in the concept of long distance travel. After 1940, coaches (usually chair cars) began replacing sleeping cars on long distance overnight trains. Some railroads had special overnight cars with extra space between reclining, leg rest chairs. This often resulted in seating capacity dropping to 40 or 44 passengers per car.

Streamliners brought on new exterior designs. The cars were either brightly painted flat steel, or shiny fluted stainless steel. On many coaches each seat still had its own window, but the so-called "picture" window was introduced at this time. These windows were five feet long and had two seats to each window. Some cars had altered seating arrangements, so rebuilds did not always follow this rule. (The Rock Island was notorious for this practice).

All cars were air conditioned and had larger toilet rooms, one at each end. The exterior details for the first item were screened vents in the roof over the vestibule doors, and for the second item—on some cars—picture windows in the toilets. The latter were now often called "Men's Smoking Rooms" and/or "Women's Lounges".

The big news for the 1950's were the dome cars, nearly all of which were chair cars. Normally the dome cars were unreserved--available to any passenger.

Modeling Tips:

Don't forget the blinds! Most coaches had some type of blind or curtain. Colored tape can be affixed to the inside of the windows to simulate these. Most were beige in color. Don't place them all at the same height.

Most railroads removed the skirting from the lower portions of streamline equipment to facilitate maintenance. SP and UP even ordered whole fleets of cars without it. If you are prepared to model underframe equipment, cut the skirting off. It changes the appearance of the car considerably.

Conclusion

I estimate that roughly 50,000 coaches were built between 1830 and 1997, so they should be as familiar to us as boxcars. The basic concept was the same for all of them, yet there was quite a variety of subtle and not so subtle variations produced. Many modelers do extensive research to properly detail their boxcars; but do we do the same for our coaches? I personally think that it is well worth the effort. So the next time you settle back in your coach seat, look around. Check out the uniqueness of the car in which you are riding. As you now know, they are not all created equal!

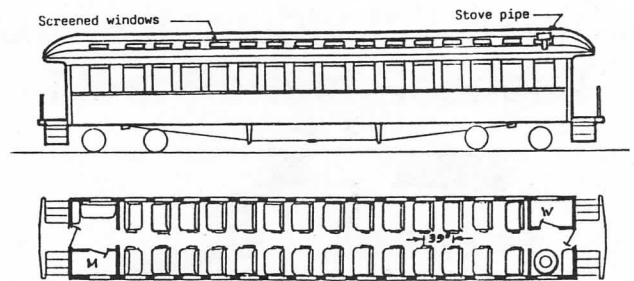


Figure 1. Wooden Era Coach

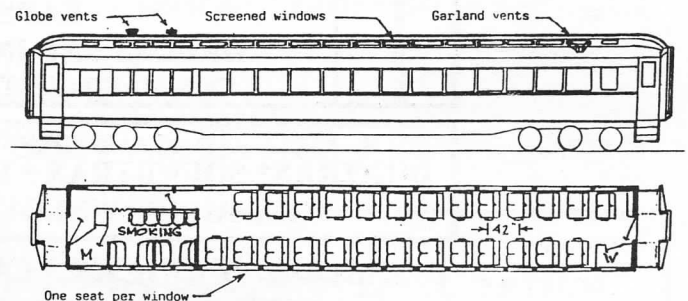


Figure 2. Heavyweight Coach/Chair

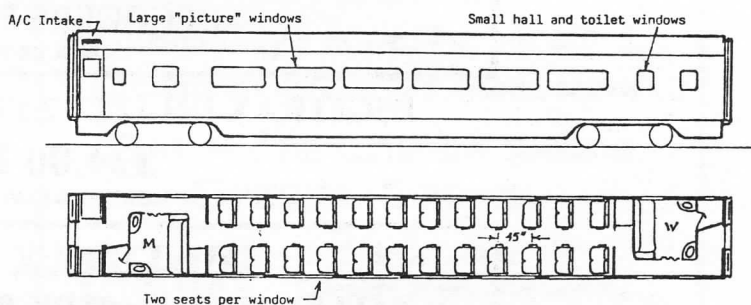


Figure 3. Lightweight Chair Car

The First:

- railroad station with passenger and freight service was the Baltimore & Ohio depot on Poppleton St., Baltimore, MD. The two-story building was erected in 1830.
- double-deck railroad coaches were built by Richard Imlay in August, 1830.
- railroad to carry troops was the Baltimore & Ohio Co., which on June 30, 1831 carried the First Division Guards.
- car with a center aisle was in use July 4, 1831.
- air-conditioned car was tried in 1854 by the New York & Erie Railroad.

*The Whistle Stop, Watauga Chapter, NRHS
(provided by Dennis O. Smith)*



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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.

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. □



Detail of Cylinder Photo taken in May of 1974 at the Cheyenne Roundhouse by Peter Grassl of Shawnee, KS.

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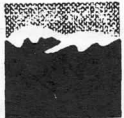





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<p>St. Jacques Northern Division of Great Northern Pacific Railway</p> <p>John Hardy Division CEO <i>The Big River Line</i> 2528 Wild Valley Drive High Ridge, MO 63049 Telephone 314-677-8270</p>	<p>Reserved for Al Bailey</p>	<p>Reserved for Jim Flynn</p>
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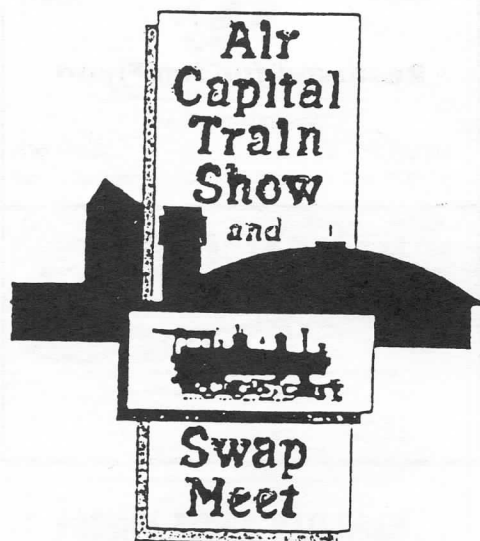
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Region Club Roster

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 Modulares (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 Scalers (S, Sn3) 512 SE Douglas Lee's Summit, MO 64063	Ozark Model RR Assoc. (all), 4224 W. Commercial, Springfield, MO 65802	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 N-Trak (N) 3711 S. Franklin Springfield, MO 65807	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 Soc. Inc. (HO) PO Box 12591 North Kansas City, MO 64116	Parsons Model RR Engineers (HO), Cherryvale Depot Cherryvale, KS 67335	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		



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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 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.**

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The editorial staff hopes that our readers will make every effort to patronize establishments that advertise in the Caboose Kibitzer. It is in the best interest of all parties concerned since the quality and availability 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

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6. a row of strips hung over a track to warn trainmen atop freight trains when they are approaching a low bridge, tunnel, or the like.

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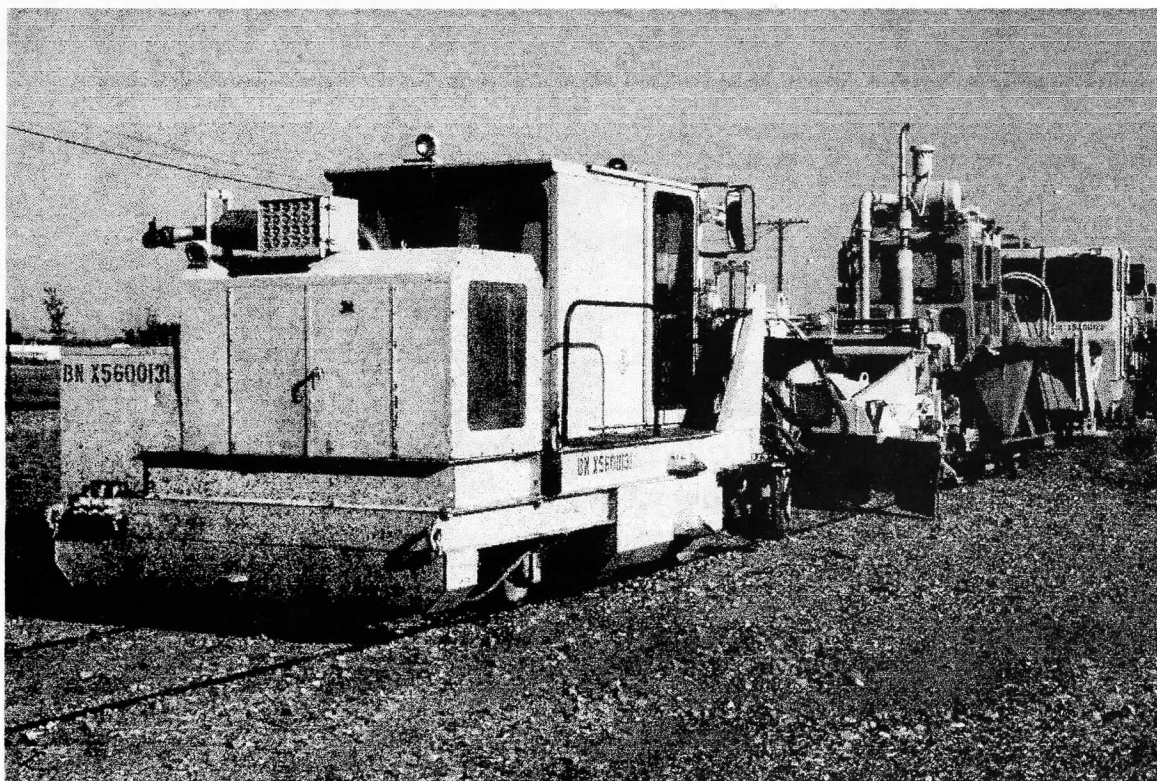
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