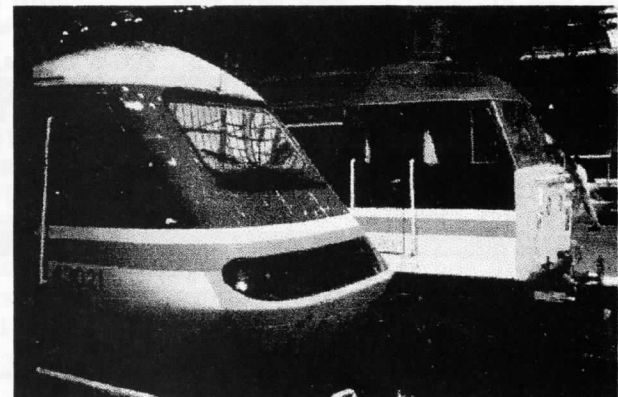
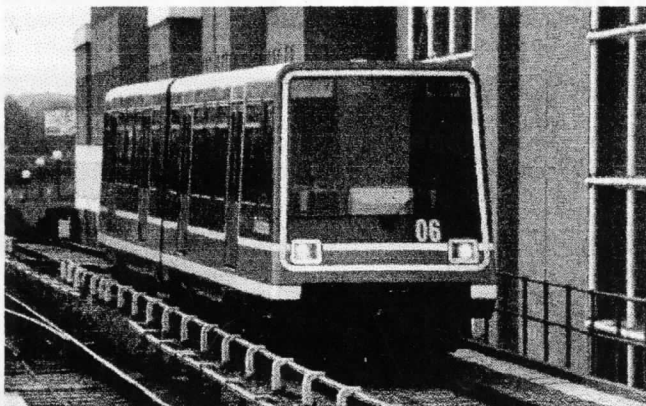
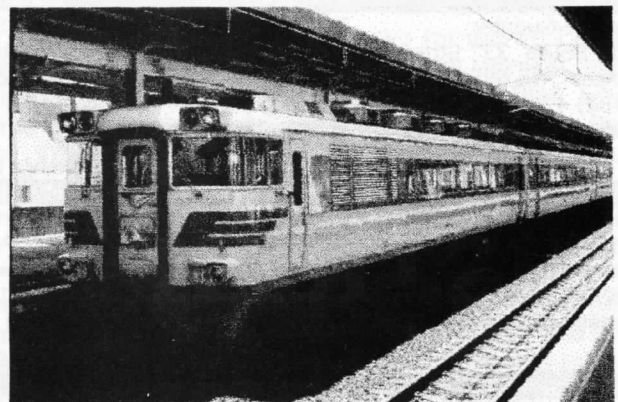
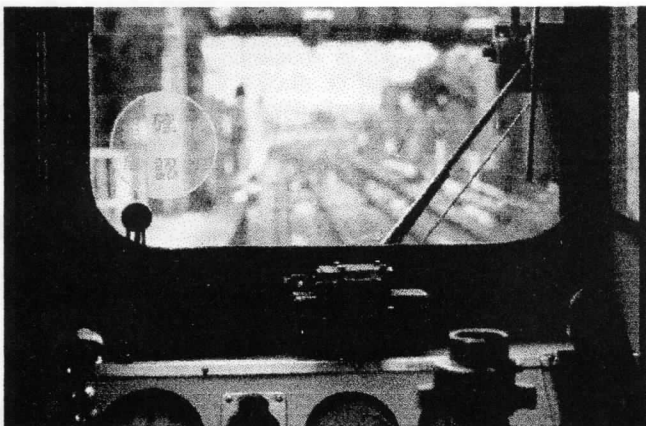
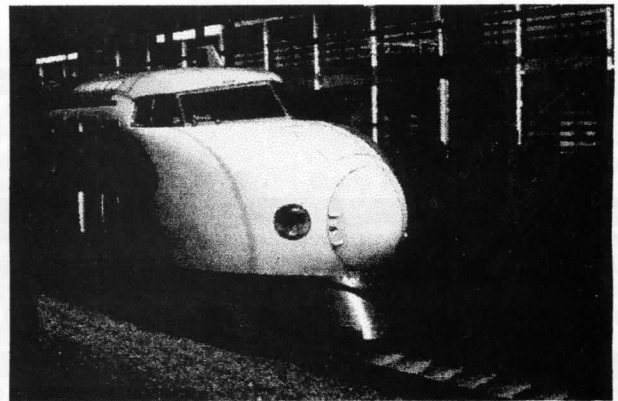


CABOOSE KIBITZER

Official Publication of the Mid-Continent Region, NMRA

Volume 49, No.1 Spring 1999 \$1.50



Mid-Continent Region Call Board

President	Vice-President	Secretary	Treasurer	NMRA Trustee
Charles Buswell MMR 2749 California Court Lincoln, NE 68510-3117 (402) 475-0600 cb04958@navix.net	John W. Hardy 2528 Wild Valley Drive High Ridge, MO 63049-1564 (314) 677-8270 jhardy1011@aol.com	Richard Napper MMR 811 Osage Manhattan, KS 66502-5946 (785) 539-3837 renapper@flinthills.com	Kenneth Thompson 911 Queensridge Road Manchester, MO 63021-6709 (314) 394-2247 rrspken@aol.com	Dean Windsor 14395 Four Corners Rd. Gardner, KS 66030-9645 (785) 856-8625 windsor79@aol.com

Board of Directors

Western Heritage	Turkey Creek	Indian Nations	Gateway Division	Kansas Central
Don Wetmore 614 Osage Drive Papilion, NE 68046 dwetmore@radiks.net	Jim Flynn 8315 Spring Valley Rd. Belton, MO 64012-2283 (816) 331-6539	E. Clay Thompson 3923 East 52 nd St. Tulsa, OK 74135-3954 (918) 745-0949	Richard Schumacher 3044 Woodbridge Est. St. Louis, MO 63129 richard@stlcc.cc.mo.us	Ted Fuller 1956 Road L-5 Emporia, KS 66801 (316) 342-3758
Salt Valley Central	Des Moines Area		Little Rock Area	Oklahoma Southwest
Joe Mock 1718 Janssen Drive Lincoln, NE 68506-1846 (402) 489-6475	Ed Truslow 109 51 st Street Des Moines, IA 50312 (515) 277-1608		Thomas Shook 1716 Alberta Drive Little Rock, AR 72227 (501) 225-8955	Jim Heidorn 10208 Rycroft Road Okla. City, OK 73162 (405) 720-6545
NE West Central		Northern Arkansas	Southern Illinois	Western Kansas
Harvey Hinz Rt.3, Box94 McCook, NE 69001-9519		Wally Muetting 805 Fulton Street Mountain Home, AR 72653 (501) 425-3929	Dan Osborn 1822 State Street Granite City, IL 62040 fax (618) 451-1149	Charles Marchbanks 603 South Smokeyhill Oakley, KS 67748-2321 (913) 672-4097
Northern Oklahoma	Fallen Flags	Ozark Mountain	Kate Shelly Division	CD&M Division
George Maulsby 3049 Clover Creek Dr. Claremore, OK 74017 (918) 341-9446	David Koziol 1412 N Van Buren Ave. Ottumwa, IA 52501 (515) 682-1890 PSQC59A@PRODIGY.COM	Ray Wells 218 East Cherokee Springfield, MO 65807 (417) 889-2950	Carl Chumos 819 Wilson Avenue Ames, IA 50014-6044 (515) 233-8256 carlchumos@juno.com	Jerome Nathan 4235 Winston Place Bettendorf, IA 52722 (319) 332-5033 jcnathan@aol.com
Maple Leaf Division	Illowa Rails Division	Great Midwestern	Platte Valley Division	
Steve Marquess 209 Southwest E St. Bentonville, AR 72712 (501) 273-3175	Alan Nelson 2132 Valley Park Drive Cedar Falls, IA 50613 (319) 277-2999	John H. Averwell 2410 37 th Street Des Moines, IA 50310 (515) 274-5837	J. Lester Lorhan 607 South Shore Drive Hastings, NE 68901 forcade@peaknet.net	

Caboose Kibitzer Publication Department

Editor	Associate Editor	Mailing Chairman	Advertising Manager	Special Note
Robert Guenter 714 South 33 rd Street Lincoln, NE 68510-3307 (402) 476-6811 schroedf@navix.net	Trevor Morgan 1335 Garfield Lincoln, NE 68502-2334 (402) 435-8329 schroedf@navix.net	John Schindler 556 Rubin Drive Arnold, MO 63010-1632 (314) 282-7502	Gene Tacey PO Box 485 Sutherland, NE 69165 (308) 386-2489 grtacey@nprd.com	Lincoln contact: Fred Schroeder 3808 Randolph Street Lincoln, NE 68510-1653 schroedf@navix.net

Membership Department

Chairman	Member Aid Chair	Member. Dispatcher	Computer Manager	Rerail Chairman
Richard Napper, MMR 811 Osage Manhattan, KS 66502-5946 renapper@flinthills.com	Richard Lake 5851 Waterman Blvd. St. Louis, MO 63112-1515 riake@home.stinet.com	Robert Lenz 907 Parkfield Terrace Ballwin, MO 63021-6738 (314) 225-8583	Robert Lenz 907 Parkfield Terrace Ballwin, MO 63021-6738 (314) 225-8583	Richard Hester 1407 E. Fair Acres Dr. McCook, NE 69001-4208 (308) 345-5528

Convention Department

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

Other Staff Assignments

Achievem't Program	Region Attorney	Sales Manager	100% NMRA Clubs	Scouting Merit Badge
Dan Osborn 1822 State Street Granite City, IL 62040 (618) 345- 4209 fax: (618) 451-4209	Robert Amsler 5630 Arendes Drive St. Louis, MO 63116 (314) 353-9131	Gary Giloss 6920 Zaharias Ct. St. Louis, MO 63129 (314) 846-7450 Grosseco@aol.com	David Lindquist 9113 Farley Lane Overland Pk., KS 66212 (913) 888-3034	Dave Engle 11519 N. Wayne Ave. Kansas City, MO 64155 (816) 734-88949 70420.1043@compuserve.com
Internet Webmaster	Calligrapher			
John Shaw 7869 W 153 rd Terrace Overland Park, KS 66208	Joe Roberts, MMR 912 Ridge Drive Belton, MO 64012			

An Up-Front Addendum

by Guenter

When one is putting together any sort of written communiqué, the author (or editor) invariably tries to give the impression that **first things are indeed first**. It is often an illusion, generated by the way that the written word is apprehended (in Western languages from the front of the manuscript to the rear, and from left to right and top to bottom of the individual page). In the case of the spoken word, there can be little question about the direction that the train of thought is going, unless of course the speaker is engaged in gibberish. Sound familiar?

However in literary efforts such as this magazine pretends to be, reality is more often than not a topsy-turvy world in which the sequencing of material is a matter of: 1) first received, first in; 2) how a given article fits the available space with the least disruption; and 3) what the editor ate for breakfast. Sometimes odd and end expanses of empty space are left over which cry to be filled, because (unlike its Asian counterpart) the Western mind abhors a vacuum. And thus this short essay—added at the last moment—to notify the readers of two important things.

1.) **Up-coming Elections.** Sometime this spring, all paid-up members of MCoR will receive in the mail a ballot for selecting the next slate of MCoR officers. We ask that you take this matter seriously and vote. I have been told that a short statement and resumé for each candidate will appear on that ballot.

The candidates (in alphabetical order for each position) are as follows:

MCoR Trustee:	John Hardy
President:	John Hardy
Vice President:	Larry Alfred
	Whit Johnson
	Richard Napper
Secretary:	Ted Fuller
	Randy Meyer
Treasurer:	Ken Thompson

2.) **Publish or Perish Time.** I have very little material on hand for the summer issue of the *Kibitzer*—a plentiful supply of *What and When* articles by my friend in Ames, Iowa, and a page or two by others. I had hoped to pass on a collection of Prof. Mischke's delightful vignettes to my successor, but as I have said before I can assemble them all into one final hurrah and let the next editor fend for him/herself.

Obviously MCoR and the *Caboose Kibitzer* would be best served by an onslaught of articles, photos, puzzles and whatever to permit this régime to wind up with a smidgen of dignity, and to get the next one off to a good start. So sharpen your pencils and let loose of some of your photos. Getting published is good for both the soul and the ego). □

About Our Contributors

From the desk of the editor

If they don't already know him from his participation in model railroading activities in and around Jefferson City, Missouri, readers of this magazine will recognize the name *Tom Troughton* as the author of the recent three part series describing the construction of the *KISS Throttle*. Born and raised in Joliet, Illinois, Tom attended the University of Illinois where he majored



in Communications. This was followed by a stint in the U.S. Army as a photo technician, and then later as a cameraman.

Following his discharge from the service, Tom went to work for McDonnell-Douglas. There he had the opportunity to film

many high profile people including Presidents Nixon and Johnson, as well as the Shah of Iran. He also filmed the USAF *Thunderbirds* and Navy *Blue Angels* in action from the cockpit of a supersonic plane. The latter efforts resulted in award-winning films which were translated in several foreign languages!

In 1972, Tom came to Jefferson City where he met and married Cheryl Horn, all the while working as a cinematographer with MDC. During his 20 year tenure with that firm, he was involved with a wide variety of audio-visual undertakings. His film work included promotional projects with Marlin Perkins (*Wild Kingdom*) and Woody Bledsoe (*Missouri Outdoors*). There was also as an award-winning slide show for MDC's 50th Anniversary. In the process of doing these shows he became well known for his ability to incorporate true-to-life sound effects into his productions.

Tom had to back away from this very active audio-visual career following a heart attack in late 1988, and eight-way bypass surgery in the spring of the following year. He now concentrates on model railroading and other less strenuous pastimes, although he claims that an occasional audio-visual assignment is still in the cards.

His articles in this magazine are but a small sampling of the diversity and productive output of this remarkable man. The reader is referred to the Winter 1998 issue of Gateway Division's *RPO* and a more recent issue of *Sn3 Modeler* for examples of his model-making skills and writing ability. But to get a comprehensive view of Tom's modeling skills close-up and personal, one would have to be invited to view his D&RGW home layout which, as you probably already guessed, is executed in Sn3.

These many accomplishments culminated in Master Model Railroader award Number 277, which he so deservedly received in the fall of 1998. □

Caboose Kibitzer : Spring 1999

Remembering What and Why

by Charles Mischke

In Search of Less Tare Weight in Freight Cars

In the late 1830s, the first eight-wheel boxcars were introduced, and for 30 years they had: eight to ten ton capacities, arch roofs, wood beam trucks (no truss rods), a body length of 24 to 28 feet, and only one truck had hand brakes. The sills existed in one piece between the bolsters, and the sills extending to the end beams were separate entities. This lack of sill continuity led to boxcars literally breaking in two at the bolster whenever large tensile forces occurred in the train!

A B&O boxcar of 1856 weighed six tons and carried nine tons of cargo. It included a continuous iron drawbar which was augmented by continuous wood sills. This came about because of longer trains. A thing especially worth observing is the empty weight of six tons and the loaded weight of 15 tons, indicating a **tare weight fraction** of 6/15 or 40 percent of gross weight.

A way to improve the tare weight problem was to frame the boxcar with a wood truss, thereby increasing strength with only a modest increase in weight. Flat cars in need of strengthening could not do this, and begin to display precursors of truss rods. Often iron straps were used without the benefit of queen posts. They were located between bolsters with no means of adjustment. The germ of an idea was present, since the flat car wood frame could handle the compressive bending stresses and the iron bars—with their greater tensile strength—could carry the tensile stresses caused by bending.

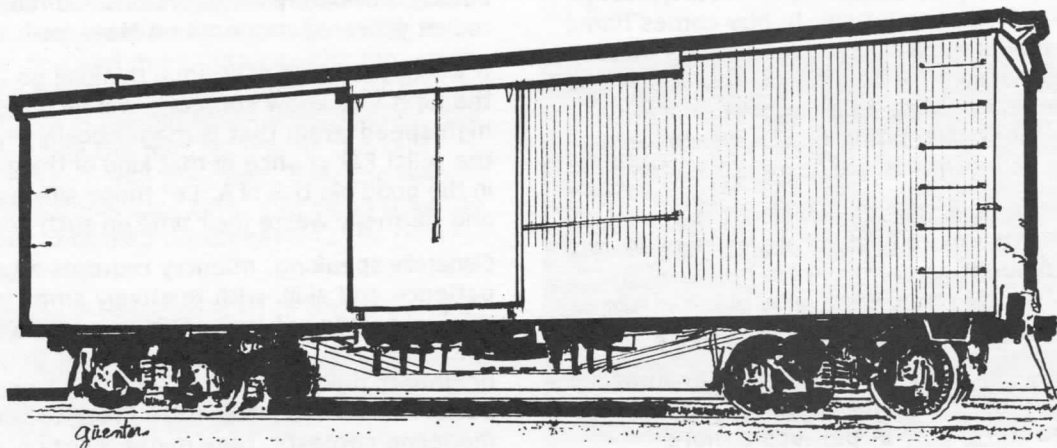
What remained to be developed were:

- ◆ Improvement in the geometry (queenposts to move the iron farther from the wood frame).
- ◆ Round truss rods terminating with nuts and washers on the car end buffer.
- ◆ Turnbuckles in the middle for adjustment (wood cars shrink with age).
- ◆ Multiple rods (from an initial two; to four, six or eight), and from these flatcar improvements, the ideas were adopted by boxcar builders. By 1880, truss rods in sets of four had become standard. Butt-jointed end timbers were the next refinement.

As boxcars adopted the deeper queenposts and lightened their girder sideframes by using steel rod diagonals in tension, the tare weight fraction dropped. Today we would describe this as a composite structure, or as the use of composites. A standard B&O boxcar of 1870 with a light weight of 22,600 lb. had a capacity of 40,000 lb., and the standard boxcar of 1896 weighed 32,350 lb. and had a capacity of 60,000 lb.

A word of caution. The empty weight of a boxcar can be determined by weighing. The capacity of a boxcar is a judgment by the railroad as to what would be allowable in terms of their own grades and curvature, motive power and train-handling, and their estimate of what the cars would endure in interchange. Any calculation of tare fraction divides an objective number (tare weight) by a subjective number (declared capacity) and produces a subjective number (tare fraction). Also, a newer car may have increased capacity due to improved trucks. These things considered, it is still safe to say that the tare fraction decreased because of the introduction of truss rods: a productive innovation.

Reference: John N. White Jr., *The American Railroad Freight Car*, Johns Hopkins University Press, Baltimore 1993.



The Editor's Desk

by Bob Guenter

In the guise of a devil's advocate, I would like to raise a few questions (and perhaps sneak in an opinion or two) about this hobby of ours. If I irritate some of the readership because I thoughtlessly refer to what we do as "playing with toys", so be it. On the other hand if others in the audience find a modicum of humor creeping into my rambling message, so much the better. Certainly we live in a world where humor may be our most valuable survival mechanism, what with impeachment hearings, terrorist attacks and child molestation reports the standard fare of media coverage these days.

I hope that I will be able to highlight some aspects of the hobby that deserve serious thought or at least greater attention. However I feel obliged to preface my first point by confessing that in the twenty months since I took over this job, I have learned more about prototypical railroading practice from our contributors (the multi-talented Professor Charles Mischke comes to mind) than I did in the preceding seventy years of my existence! But rest assured this newly-acquired awareness came with a price! The play value and childlike creativity inspired by my first Lionel set has been sacrificed on the altar of real-world replication by the intrusion of these agents of prototypical truth into my private little dream world.

All Many Some of my fellow model railroaders in the Lincoln area get upset when I refer to our finely-crafted motive power and rolling stock as *toys*. This, despite the fact that *The American College Dictionary* at my computer work station (formerly known as a desk) seems to support my use of the word. The only point of disagreement seems to be that the good book also associates the notion of cheapness with the word "toy", and those of us who have purchased a brass engine or two know that the word "cheap" does not apply in our case.

I wonder what male model railroaders would have to say if their wives started collecting and displaying in realistic contexts highly detailed and prototypically accurate dolls. I can see it now: hubby comes home from a hard day of work to discover that his sweetie-pie has commandeered the basement of their home and is in the process of building an appropriately scaled village where her costly figurines can do whatever-their life-size counterparts are assumed to do.

I can't say for sure, but I suspect that the word "toy" would be one of the more polite descriptives overheard at the local hangout where the guys gathered to discuss such weighty matters over a glass or two of brew. And the same goes for the word "play"!

Parenthetically I wonder whether what the amazing Michael Jordan did so well for so many years should be considered work, play or perhaps a more significant pattern of human behavior as yet unidentified.

As a cover story, much of what I have done on my basement layout was aimed at providing a place for my grandchildren to play, and I firmly believe that my efforts at constructing the pike and modeling the individual parts fell into that *play* category. Heaven knows, time limitations, unfinished sections, and operating malfunctions have seen to it that there has been very little running of trains on my part!

I can, because of my previous career in academia, rationalize that "playing with trains"—and the humor that I see in such an undertaking—moves me ever closer to an understanding of creativity. As those of you who follow this column know, the latter was a major concern of mine both as an educator and as an architect. Those who have studied the creative people in this world, with special emphasis on their thinking processes, tend to concur that humor, playing and 'being different' are interrelated components of the creative process.

So lighten up. Life after all is just the filler which keeps birth and death from being concurrent events, and model railroading is but one of many enjoyable activities that can be used for stuffing. One person I know spends countless hours sitting at home in the lotus position trying to empty his mind, while another lives in the library trying to fill his mind to the brim! Neither as far as I know is a model railroader, which proves absolutely nothing about creativity or railroading, but seems to fit comfortably into this pseudo-philosophical digression.

I mentioned in a previous column that I have heard a lot of modelers talk about creativity, but a reluctance to explain what is meant by the word. In common parlance it often refers to practices of an aesthetic or artistic nature, which may or may not have anything to do with the generic meaning which suggests originality, inventiveness and freshness. For example the standard criteria for judging model railroad contests emphasizes the faithful replication of prototypes, but dances around the issue of genuinely new ideas. So what do we do with that silly old duffer down the block who wants to build a solar powered *Big Boy*? Or his equally daft buddy who envisions a chromium-plated, rocket powered monorail on Mars for his pike?

If we let their kind of strange thinking go unchallenged, the next you know someone will be suggesting a high speed train that is magnetically levitated above the rails! Fat chance of that kind of thing happening in the good old U.S. of A. Let those silly asses in Japan and Germany waste their time on such nonsense.

Generally speaking, mimicry requires a great deal of patience and skill, with relatively small injections of originality. We will leave the latter to the gods who specialize in such things, and to our bright-eyed neighbors down the street who don't know any better. When the latter have failed to win any modeling contests, they might learn on which side their NMRA bread is buttered! After all, isn't that the way we knock that creativity crap out of our kids? □

Modeling Horseshoe Curve

by Lloyd Larson

It may seem strange to some that living next to the Union Pacific and Burlington Northern one would choose to model the Pennsylvania Railroad.

It may have been the variety of equipment that the Pennsy used, or the mountain scenery that it traversed, that lured me into this endeavor; or perhaps it was just to frustrate the nitpickers. Once I had decided to model the area from Altoona to Tunnel Hill, I began collecting all of the material I could find covering that area. Luckily there was a great deal of reference material to work from! Numerous photos and videos cover almost every detail.

As I began to draw up the plans for this area—which covers about 30 miles of track—the hard reality of selective compression hit home. To model this in HO scale would take about 1800 lineal feet of track. I was fortunate to have an area 50 feet by 30 feet to work in, but this still required a massive amount of selective compression.

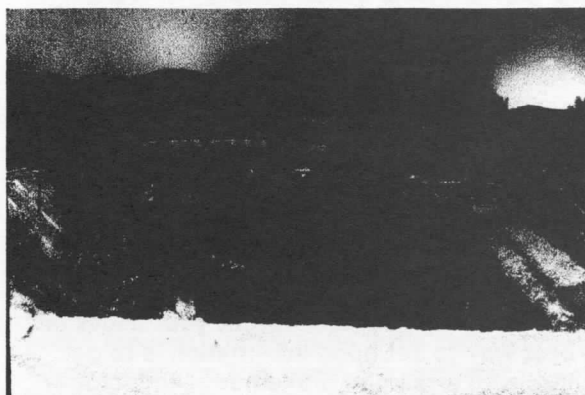
After a track plan was worked out that represented the area I wanted, I began the task of selecting the structures and landmarks that identified this particular area. At one end of the layout the city of Altoona had to be represented. To convey the image of this city, certain specific structures were modeled: structures which were unique to Altoona and gave it its character.

These included a massive concrete coaling tower, the railroad station, and a large church that dominated the center of town. Numerous stores depicted in photos of the period being modeled were also reproduced if they were close to the railroad. Distinctive bridges and control towers were included. The majority of homes and stores in Altoona were of no particular prototype (non-descript) but do represent structures of the area for that time period.

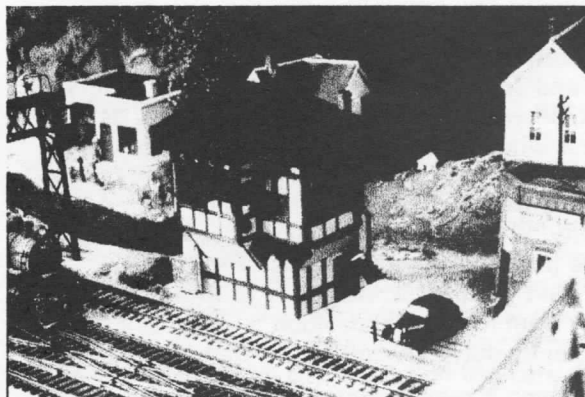
As the rails leave town they pass a brickyard and old water tank that were landmarks for years. With its four track main line and deep cuts into the mountain side, Horseshoe Curve itself is a landmark. At the center of the curve is the old stone storage shed that has been there since the mid 1800's. As the rails continue around the curve they pass over the twin tunnels and the old roadside café, and climb upgrade past "MG" tower until they disappear into the twin tunnels of Tunnel Hill.

What we are doing is reducing a large area by using key features to identify both the area and the time. I have enclosed photos of the finished area and structures. They include Horseshoe Curve, Alto Tower, MG Tower, and the brickyard.

So pick your area and have fun!



Horseshoe Curve

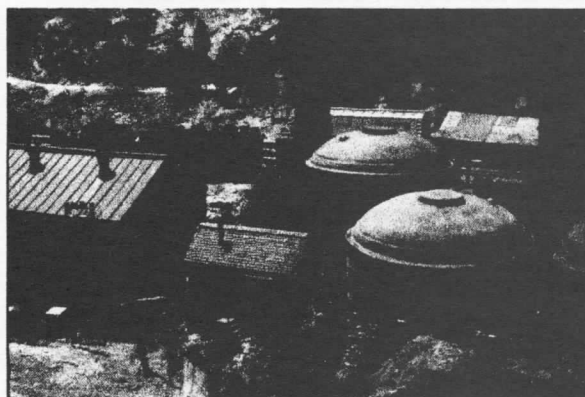


Alto Tower



MG Tower

(Brickyard below)



(ALMOST) ALL THE BEST THINGS IN LIFE ARE (ALMOST) FREE

Realistic Train Movements

by C. Mischke

In operating a model railroad, one of the easiest things to do is to operate trains (and cuts of cars) prototypically. Many people have watched prototype yard switching and—although they can't put their finger on it—they can recognize when a model is operated realistically. Since you as an operator are striving for realism, **you** need to put your finger on it. The best way to get good information is to get acquainted with a railroad brakeman, conductor or engineer, ask questions and listen.

He/she will tell you that safety is the first consideration in the discharge of duties, and that speed and schedule must be sacrificed for safety. A conductor will tell you that a railroad exists as a business when all turnouts on the main track are lined and locked in the normal position. Only then can trains travel on the main and earn money for the company. When a mainline turnout is lined in its reverse position, the mainline is broken and trains can't get past it. Authority to move a mainline turnout from its normal position is given to a conductor on duty in need of using that turnout, but:

- throwing it may be delegated to a brakeman or engine crewman.
- only the train crew using the turnout may throw it and restore it (although there is an exception), and
- responsibility for restoring mainline turnouts to the normal position is the conductor's, and if he/she delegates it, the conductor personally checks to see that it is done.

It is well to remember that a spotted car or cut cannot protect itself, so it is up to the crews to do this by lining the turnout to protect the equipment. The normal position usually does this. A yard ladder usually has the normal switch positions lined for the ladder, routinely protecting equipment in all yard body tracks. The logistics of doing these things require crewman to move from train to ground and vice versa, and these things take time and positioning of the engine or train. To do these things requires hand signals and/or radio contact.

Railroad rule books specify some mandatory signals, then allows the crews to use their own provided everyone in the crew knows and understands them. Remember, the engineman must have the crewman who is directing a move in sight. The moment the engineer loses sight of the directing groundman, he stops. If radios are being used, and the groundman loses sight of the engineer, he speaks encouragement to the engineer. If radios are not in use (due to the period represented) and the geometry of the situation requires, the groundman keeps the fireman in sight. Up in the cab, when the engineer loses sight

of the groundman, he stops and asks the fireman, "Do you have him?" The answer is likely, "Not yet ... brakeman in sight, bending iron." The engineman waits for the relay of the next signal from the brakeman.

The question of which way is forward or back depends on circumstance. A diesel-electric engine is configured with the "**F**" (front) end so marked that the engineman's stand is on the right side when he looks toward the "**F**" end. If there are two control stands—as with some passenger road switchers—the railroad decides which way (short or long side forward) is normal operation, and the engineman operates from the right side.

When engines are connected in multiple to create a locomotive, the front of the locomotive is that end which points in the authorized train direction, regardless of stenciling. In hostling a locomotive from the ready track to the makeup track where the train consist has been assembled, **front** is where the engineman is operating, and **forward** is movement in his direction. This is the basis for three blasts of the whistle when a standing locomotive is preparing to back. When the locomotive is attached to the consist, "forward" is in the authorized direction of train movement. When an NW2 switcher is to be used as a road locomotive, and is moving from the ready track to the train consist, "backing" is in the cab direction. Once attached to the train which it will pull in the cab-forward direction, "forward" is in the cab direction.

Thus the engine, in seesawing from the ready track to the departure track, blows three blasts whenever it prepares to move in the cab direction. Once attached to the train it becomes a locomotive of one unit, and in response to the conductor's highball, replies with two blasts of the whistle. Should the conductor have ordered the engineer to bunch the slack prior to departure, the engineer's response would be either two blasts (acknowledgment), then three blasts (about to back); or—more simply—three blasts (about to back) which implies that the order was understood.

The smallest switch crew is an engineman and a groundman (switchman), with the engineer in charge. If there is a lot of work a switch foreman is added, and he/she is in charge. The foreman is sometimes called the foot board yardmaster. An engineer will tell you that he is responsible for safe movement, but there are times when safety requires that the crewman that can see directs the move. Watch a switch crew sometime and look for signals. The brakeman or switchman, when he/she wants authority to direct the coming move, will stand in sight of the engineer and look at him/her.

Often the signal is given by the engineman when he knows he has the brakeman's eye. The engineer points to himself, then points at the brakeman. The signal means "I'm on you", that is to say the

engineer will respond to any brakeman directive that is safe. When the move is complete the brakeman will return the signal, indicating that the brakeman will now take direction from the engineer.

In yard switching, if cuts are short the only brake used is the engine brake. When brake hoses are connected in the cut, and angle cocks aligned, the engineman has the choice of using the train brake (cars brake, engine does not), the engine brake (cars do not brake but the engine does), or both. In uncoupling from cars with operative brakes, the:

- engine stops using the train brake, directed by the brakeman, the
- brakeman gets the engineer's OK to go between the cars by pointing with one or two hands, gets acknowledgment from the engineer with a finger pointing toward the train (if close), a hand wave, or a toot on the whistle (if further away), or by radio.
- the brakeman closes both angle cocks and tries to lift the pin. If he/she can, the brakeman signals "Move away from me." If the brakeman cannot lift the pin, he signals "Move toward me" to bunch slack so the pin lifts, then "Move away from me."

This takes time. Parenthetically, *Kadees* require bunching slack over a ramp, so a pause on the ramp creates the illusion. In coupling to a cut that is the train consist, the brakeman often stops the engine several feet from the coupling to examine the alignment of the couplers and confirm that one of them is open. Switchers often have a coupler pin that won't drop when the cutting lever is released, and the impact of coupling drops the pin. The brakeman signals "Come toward me" and shows the distance with a hand spread such that one arm is in the "slow" position. As soon as the brakeman wants the engine to stop, his hands come together (no distance to the coupling) and his bottom arm executes a "washout" (stop signal). If the pin fell,, he/she will make a left-hand fist with the right-hand fist inserting its thumb in the left-hand fist.

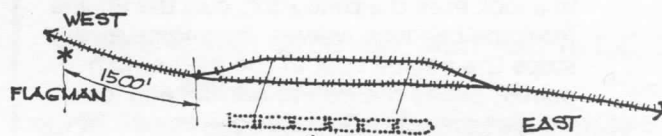
Now the brakeman will test the coupling by signaling with hands mated as couplers, forearms horizontal. There may be very little engine movement. With the agreement of the engineer the brakeman will join the glad hands, reach over to open the engine anglecock, then crack the train anglecock so as to admit air from the engine brake pipe very slowly. The time is taken to pump air. This can be minutes, few or many, depending on the number of cars and the capacity of the engine's air compressors.

If the previous engine-coupling-to-consist is a locomotive joining its train, then a standing brake is executed. This takes time. The brakeman signals for a 20 pound reduction in brakeline pressure, which is effected by the train brake stand. The ground person walks the length of the train to see that all brakes are applied, and that the brake cylinders aren't

thrusting too far. Then a signal for brake release is given (locomotive brake is applied) and inspection is again conducted to see that all brakes are released. The brake pressure is checked in the caboose.

Meantime in the caboose, the conductor has trimmed the wicks in the marker lights, checked for a full reservoir of lamp oil, lighted them and placed them back inside brackets to be checked later. Any time the conductor passes the markers he notes their performance. When the freight has orders and clearance is given, the conductor displays the markers on the rear corner brackets, and gives the highball, either visually, by cupola light (yellow or green forward), or by radio if the railroad permits it. When clearance was given the engineer reported to the "old man" by radio, the signals displayed by the locomotive that the cab is manned and ready to respond to all bells and signals.

Now that a little detail has been presented concerning coupling and uncoupling, let's examine a simple road maneuver in which a freight turn extra with four cars and a caboose has completed its eastbound work and has arrived at a passing siding where it wants to change direction, put the engine and caboose on the appropriate ends and move westbound. The conductor's plan is to keep the consist on the passing siding and use the main only for run-around moves. He plans to cut off the caboose while still on the main, run the cars and the engine into the siding, cut off the engine, run around to fetch the caboose and put it on the east end of the consist, and run the engine around everything and place it on the west end. That would prepare this train for westbound movement.



Remembering the details given on coupling and uncoupling, envision what the crew is doing.

- The conductor reassures himself that there are no mainline trains due by timetable schedule or train order, but has a novice rear-end brakeman, so he decides to flag west.
- The rear-end brakeman is dropped in the west flagging position about 1500 feet to the west of the west switch by the conductor's slow signal. The conductor's "proceed" signal brings the train near the west switch where he stops the train short of the west switch. The head-end brakeman unlocks the west switch stand, and bends the iron.

- The conductor moves the train forward slowly after he sees the brakeman board the engine. He stops the train with the caboose west of the west switch points. He gives the "Move away from me" signal, pulls the pin and points to the engineer.
- The engineer is now in charge of the move to the other end of the passing siding. When the engineer stops in the clear to the west of the east turnout, he gives the "I'm on you" signal to the brakeman.
- The brakeman closes the anglecocks behind the engine, asks for slack, pulls the pin, and directs the engine to move away. He stops the engine just as soon as the glad-hands pop, and walks past the engine to the east turnout switchstand, unlocks it, bends the iron to the reverse position, and waves the engine through. He restores the turnout to the normal position, hooks in the padlock, but does not close it. He mounts the west steps in view of the engineman and moves the engine toward the caboose.
- The conductor will likely control the coupling to the caboose, while the head-end brakeman walks to the east steps of the engine. A crew that works together often won't expect the conductor to give the "You're on me" signal, because conductors tend to have it understood that when they *act* as if they are in tactical charge of a move, they are! The conductor directs the coupling, makes no brake line connections, and releases the handbrake. The conductor motions the engine east and stops the move just east of the east switch points, bends the iron and controls the coupling move, makes up the hoses, admits air from the cars. The head end brakeman in response to a look from the conductor, cuts the engine from the caboose, waves the engine away, stops the engine east of the east switch points, bends the iron to normal and locks the switchstand after checking the lay of the points. He now waves the engine east, boards the rear step, and lets the engine move until it is east of the east switch. He bends the iron in reverse and controls the coupling to the consist. Air hoses are made up and a standing brake test is made.
- Depending on how long the train is, the conductor may choose to participate in the test, walking toward the engine and in the process talk with the engineer about details of the trip back. The brakes are applied, train walked, caboose air pressure checked, brake released, caboose pressure checked again, train walked again to see if everything is loose. When the head end brakeman passes the conductor (who may be on the opposite side) he will say

something about caboose pressure and "East turnout is lined and locked".

- The conductor will sight the east turnout for normal position (read the target), then when he chooses, give the highball by hand from the ground on the engineer's side.
- At the west switch the conductor stops the train at the west switch to line and lock it. He will give a proceed signal and stop the train with the caboose near the flag (rearend brakeman), get him aboard, and give the highball.

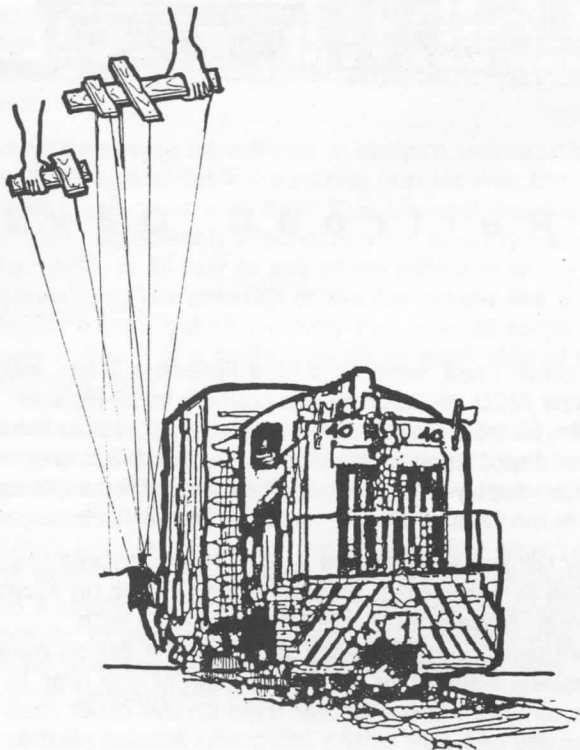
Just a word on what goes on in the cab when a highball is given. The whistle blows twice, the fireman has moved the white flags, and, if it is night, the class lamps are lighted. The engineer makes sure that the headlight is bright in the now forward direction, the console switch changed so field-buildup rate on the generator is not 'switch' but 'road'. The throttle is notched two or three notches, and after a couple of seconds, the brakes are released. In about ten seconds one can see the couplers tighten and strain, and slowly, very slowly, movement commences. You see, the momentum throttles that modelers use have it right. It takes time to start a train. After the train is moving, the engineer applies the train brake, and feeling them apply, releases them without stopping, and sings out to the fireman, "We have brakes." The fireman responds, "Brakes," and the running brake test is complete.

Have we covered it all on this simple run-around move? No, but there is good news for those with sound systems. Some roads require a five second sounding of the bell of a locomotive or powered car before movement. This is a change in status signal, particularly useful in yards and at passenger platforms, and any other place or time when there may be people on the ground in proximity of the train.

All this detail is to show you that much is going on during switching—and this work takes time. The trick for realistic operation is to find out about many routine evolutions by a railroad crew. You don't have to make any changes while you are finding out. When you have all the information you want or need, then all it takes is pauses while the invisible crewmen go about their chores. On my *Allegheny Traction*, all turnouts are hand thrown, at the time needed, with the engine or motor stopped where it should be. When visitors operate way freights (conductor plus motorman) meets are made at passing sidings by heading in and backing out the inferior train. This way there are no unrestored turnouts. If the train gets out of town, all turnouts are in normal position. Some prototype lines did this.

**AMOST) ALL THE BEST THINGS
IN LIFE ARE (ALMOST) FREE**

Realistic Train Movements (continued)
by C. Mischke



You don't have to build HO marionettes and walk the crew on the ground through their routines. The time they take is represented by pauses. In short, for realistic train movements all you have to do is nothing. Of course it is doing nothing at the right time, of plausible duration, with the equipment in the appropriate places. Nevertheless, it is done by waiting.

Waiting is what many people do best. And it costs you(almost) nothing. ☐

Editor's Note:

The preceding article and drawings were based on clinics presented by Professor Charles Mischke at the Kate Shelley Division NMRA Sixth Annual Meet in November 1997 and then again at the 1998 NMRA National Convention in Kansas City.

The significance of the marionette depicted above is obvious from the accompanying text, while the track diagram on page 9 was part of a visual aid used to illustrate the equipment movements described in the article.

Color-coded representations of the rolling stock—made from celluloid--were moved around this base diagram to help the audiences better understand the written and oral presentation.

**Quite Possibly the World's
Most Perfect Roadbed**



**AMI
Instant
Roadbed**

The Gandy Dancer's Delight

See it at leading Hobby Shops

Visit our Home Page:

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

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

**#dtc# Destination
Train Center**
** formerly Digital Train Controls*

**Kansas City's newest train store.
Located in Historic Old Town Lenexa.**

**COMPLETE LINE OF TRAINS.
SPECIAL ORDERS.**



DCC Specialists

Complete inventory of Digitrax
components.

**Be sure to visit us on your next visit to K.C.
and especially during the
1998 Heartland Express Convention in July -
The only train store in town where you
can shop and railfan at the same time!**

Home of "The Tool" -Consignment & Brass too!

We also carry

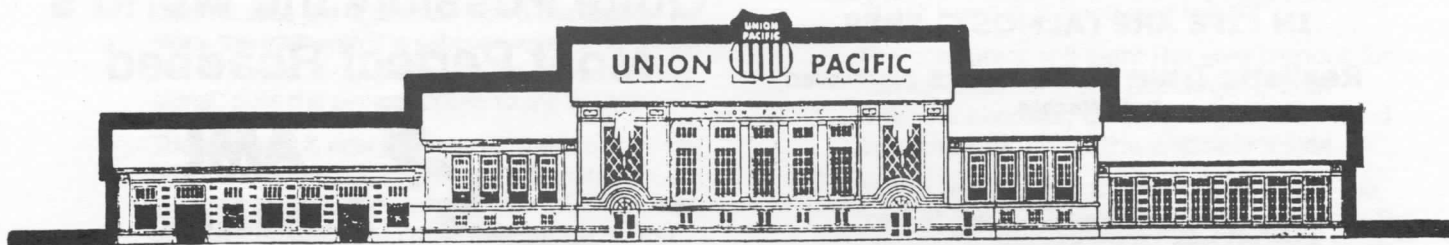
BRIO

We accept Visa, MasterCard & Discover

**13444 Santa Fe Trail Dr., Lenexa, KS 66215-3655
(913) 541-8800, Fax: (913) 541-8860**

Email: dtc1@mindspring.com

Order On-Line at: www.mindspring.com/~dtc1



UP Depot Given to Railroad Days

by Keith R. Landis

Topeka Railroad Days Inc. is on the track now to prepare for the restoration of the Union Pacific depot in North Topeka.

Union Pacific Corp. chairman Richard Davidson, a Kansas native, presented the deed to the station to Topeka Railroad Days Inc. in a ceremony attended by government leaders and Railroad Days supporters at the depot on July 2. He also handed a \$25,000 check to the campaign director of the Union Pacific Station Restoration Project from the Union Pacific Foundation as partial payment of a foundation pledge of \$100,000 over four years.

The opportunity remains to contribute to the project. Railroad Days hopes to raise an additional \$4.8 million from businesses and individuals for the repairs, partially necessitated by a fire in 1992, and renovation needed to turn the depot into a train museum and tourist attraction.

The depot, designed by architect Gilbert Stanley Underwood, one of the country's most famous architects during the first half of this century, is at an Oregon Trail crossing point and served passengers from 1927 until the UP suspended passenger service in 1972. A similarly designed freight station was located nearby, but did not escape demolition.

The station was quite active in the heyday of rail passenger service. My recollections include arrival at the station on several Friday afternoons in 1954-55 when I rode UP's late afternoon #70 from Manhattan to Topeka during my freshman year at K-State.

In 1934, shortly before my recollections began, UP halted their new M-10000 streamliner at the depot for public viewing. (I do remember a few years later, when the train, *The City of Salina*, was in regular service, stopping at the depot.) Photos of that train at the station can be found in *The Union Pacific Streamliners*.

The (first?) red, white and blue Freedom Train, with its new AICO PA, touring the country in 1948, was displayed on freight tracks across the street in front of the depot as were the Jupiter and 119 locomotive replicas, displayed to commemorate the 1869 completion of the UP-Central Pacific transcontinental line.

Many UP and Rock Island freight trains passed that station in years past, often delaying traffic on Kansas Avenue, a major street linking that area with downtown Topeka. I recall sitting in the car on many occasions waiting for a 100 car train of one road to pass, only to have a similar train on the other road enter the crossing as the other was leaving. But it wasn't all bad for one addicted to counting cars and checking their origin. And in those days the trains were pulled by steam — big steam! I don't recall the Rock Island engine numbers, but the UP freights were often headed by one of the 9000 series 4-12-2's, heading to or from what natives called "the Marysville branch".

Today's freight trains usually aren't steam powered, but they are long and frequent. It is reported (I haven't counted them myself) that 70-80 freight trains pass the station daily. The only passenger service is at the Amtrak (formerly AT&SF) station across the river. The once daily each way passenger service seems insignificant to many.

UP's 844 and 3985 pass at infrequent intervals, usually on the way to turning or water, when in town for Railroad Days on Labor Day weekends.

Special Note:

This article was reprinted from the August 1998 issue of *The Brass Pounder* with the permission of Keith R. Landis, editor of that newsletter. The latter is the official quarterly publication of the Kansas Central Division of MCoR.

MCoR members interested in obtaining information about the Kansas Central Division should drop a line to Don Clagett, Paymaster, 1223 Pierre St., Manhattan, KS 66502.

Parlor Cars

by Mark Malmkar

Parlor cars are a special type of coach—FIRST CLASS! A parlor seat is like your favorite *Lazyboy* recliner on a swivel pedestal. It is big, soft and cushy, and costs extra money per mile to sit in it. Railroads charge considerably more for parlor chairs, mainly because the car accommodates fewer people. But oh what a seat!

Parlor cars were introduced in eastern railroads in the 1870's, and their distinctive feature was the large, plush chair on a base that allowed the rider to rotate completely around to view scenery from any angle, or to talk to any of his adjacent fellow passengers. The exterior of the car looked like a regular coach, but the interior had only 20 to 30 seats lined up in a single row along each side of the car. (See Figure 1.)

Parlor car travel was usually limited to 50-100 miles: designed for the businessman who commuted from the office in the city to his home in the county estates. Some parlor trains—made up entirely of parlor cars—ran between major cities like New York and Boston. At one time the new Haven Railroad had a couple of hundred parlor cars, for example. Because of their opulence, first class service and added privacy, parlor cars became popular with women passengers.

The car was a development of the *Wooden Period*, and became a fine symbol of the era we now call *Victorian*. Most were equipped with rotating seats, but some railroads had cars that had "lounge" style seating that were referred to as parlor cars. Those seats were like overstuffed living room chairs—neither reclining nor on a swivel—so one could move them around a little. Using either style seat, many observation cars with brass railings became known as parlor cars. It was typical for such an observation car to be the only parlor car on a train.

From the dawn of the *Steel Era* there were three main types of parlor cars: the 24-1, 26-1 and the 28-1. The first number indicated how many revenue chairs were in the car, and the "dash one" indicated the presence of a drawing room. The drawing room on a sleeping car of the day had an upper and lower berth, a sofa and a toilet room in the compartment. On a parlor car, the drawing room had a sofa seating three, and two large overstuffed chairs, and usually a separate toilet annex in the compartment. This room was used by movie stars, politicians, and rich people who demanded a little privacy (those people who did not want to associate with common bankers, doctors, lawyers and store owners).

The 24-1 car had 24 rotating chairs and a drawing room, with a vestibule and restroom at each end of the car. It also came equipped with a buffet room where the car steward could prepare snacks and refreshments. The 26-1 car had 26 chairs and a

drawing room, but no buffet. This car was built in the largest numbers, and—if Pullman-owned—was named for flowers or women to attract female riders.

The third type—the 28-1—followed the usual nomenclature by having 28 chairs and a drawing room. Visually this car looked very much like the 26-1 but with its chairs spaced closer together. They were built in fewer numbers. By the late 1920's, a few 30-chair cars were on the rails, with or without drawing rooms.

Also in limited numbers were steel parlor-observation cars that accommodated 16 to 20 seats. Most had a drawing room and a buffet, and some had a lounge area with non-rotating chairs. Those chairs were often not sold out but used on a first come- first serve basis for passenger sightseeing. They came equipped with an open platform to properly adorn the tail end of a parlor car train.

Other cars that had parlor chairs were certain combination baggage-parlor, dining-parlor and parlor-lounges. The latter were the more plentiful, having perhaps 10 to 12 rotating chairs in one passenger section; a buffet, and then a lounge section with moveable living room style chairs plus cocktail tables. These cars were used either in the middle of an all-parlor car train, or on coach trains having limited parlor car service. In the latter case, the parlor cars were used as a lounge after most passengers had departed the parlor.

During the *Lightweight Era*, parlor cars were few in number. Many wealthy travelers began riding limousines or flying to work from the suburbs. There was also the negative effect that the depression had on the number of wealthy business men who could afford such amenities. Eastern railroads maintained a fleet of lightweight parlor cars and some were operated out of Chicago, but overall parlor car demand was low. Subsequently parlor car service was combined with lounge space, and sometimes railroads sold space in unoccupied sleeping cars at parlor car rates instead of running a separate parlor car.

An example of this practice was the *Rocky Mountain Rocket* linking Chicago with Colorado. The Rock Island sold parlor car tickets on this train and the passengers were seated in Pullman sections of sleeping cars. This could be done because each section seated four but slept only two. The parlor car passengers usually departed the train long before the sleeping car passengers went to bed (somewhere in the middle of Iowa). The practice was common on other trains and even existed in the prime Pullman era of the 1920's.

Some lightweight round-end observation cars were equipped with parlor seating. The Missouri Pacific ran a lightweight parlor-observation on the end of the *Missouri River Eagle* between Kansas City and Omaha during the 1940's and 50's. Santa Fe ran parlor-observations at the end of some of their trains. CNW's 400 out of Chicago had one, as did the Milwaukee *Hiawatha*.

Parlor Car Operation

As suggested earlier, parlor cars were operated two ways: in complete trains made up of parlor cars, or in combination with coaches. Seldom were they included in trains that had sleepers. Since Pullman ran the first-class show, long haul trains got sleeping cars while short haul trains got parlors. Typically all-parlor trains consisted of six cars or less. In all-parlor trains the consist was baggage (or baggage-parlor) then one or two full parlor cars, a diner, then another parlor car, and finally the observation car. Many observation cars in this kind of consist were really a full lounge with no rotating seats.

When running parlor cars in consists with coaches the trains were operated with parlor cars to the front, or with parlor cars to the rear. They would be placed at the front of the coaches so they would be closest to the depot, meaning that the first class passengers had less distance to walk. Railroads that backed their trains into stub-ended terminals placed the parlor cars on the rear for the same reason.

On long-haul trains, parlor cars were occasionally switched into or out of trains at intermediate points. This was commonly done at dawn and dusk since parlor traffic was largely a daytime affair.

Whatever system was used, the first-class passengers got the best treatment. All parlor car trains would get priority leaving the terminal, so business owners would usually beat their employees home on the 5:15 out of Union Station.

In 1910, hundreds of steel parlor cars started rolling out of the factory to replace the wooden cars already in service, and until the 1940's most parlor car operations were managed by the Pullman Company. The prime years for these steel "queens" were 1910 to 1930, but with the arrival of the Great Depression, many of these cars sat idle in Pullman yards even though they were in good operating condition. Around 1936 some of the parlor cars—along with many older steel sleepers—were converted to tourist sleepers. This was easy to do since the window layout of the parlor car was similar to a sleeper. (See Figure 2). About two-thirds of the parlor fleet was converted by 1940. The remaining third was either scrapped or sold to the railroads, who subsequently converted them to coaches. Following World War II, many former parlor cars were retired to work train service or scrapped.

Modeling Parlor Car Service

If you are modeling the *Wooden Era*, the model of virtually any coach or sleeping car be used as a parlor car, and any observation car can be used a parlor-observation because there were few external differences. For use in the *Steel Era*, a 12-1 heavyweight sleeper could be kit-bashed into a believable 28-1 parlor car. If you are not too picky, you could use it as is after re-doing the interior. The heavyweight observations on the market do not lend

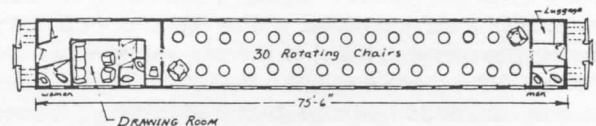
themselves to conversion to parlor-observations without a lot of Dremel-tool "art" (kitbashing).

If you are modeling the *Lightweight Streamliner Era* your choices are greater. Almost any coach can be used to create a parlor car without resorting to the *Exacto knife* or *Dremel tool*. Round-end observations available from prominent manufacturers can all be easily converted to parlor-observations.

The most difficult part about converting parlor cars is finding the seats. Some cast metal ones were available years ago, but I don't know if one can find them at this time. I resorted to building my own mold to get mine.

If you are modeling a specific prototype you will have to do a little research to find out what, if any, parlor car service that railroad provided. I hope that this article will help you decipher your research data. If no such service existed on your favorite road, why not use this article to help you engage in a little creative rewriting of history by adding some realistic service.

Of course if you freelance you have it made! Use your creative "imagineering" to switch those luxurious cars into your favorite limited train, lean back in that rotating *Lazyboy* with your favorite beverage, and enjoy the ride. Go First Class!



Plan View

FIGURE 1: 30-1 PARLOR CAR (CIRCA 1930)



Aisle Side

Drawing Room Side

28-1 Parlor Car (1925)



Aisle Side

Drawing Room Side

12-1 Sleeping Car (1925)

FIGURE 2: PARLOR AND SLEEPING CARS COMPARED

Minutes of the BOD Meeting Mid-Continent Region, NMRA 16 January 1999

Due to the illness of President Charles Buswell, MMR, Vice-President John Hardy presided over the Board of Directors meeting on 16 January 1999. Vice-President John Hardy called the meeting to order at 10:06 AM in the conference room of the Johnson County Main Research Library, 87th and Farley, Overland Park, Kansas. The following board members, department heads, and division directors were in attendance:

Dean Windsor, MMR MCoR Trustee
John Hardy, MCoR Vice-President
Richard E. Napper, MMR MCoR Secretary
Ken Thompson, MCoR Treasurer
Charles Marchbanks, Western Kansas Division Director
Ted Fuller, Kansas Central Division Director
Dan Osborn, Southern Ill. Area Director AP MCoR Chairman
Robert Amsler, MCoR Attorney 2001 Chairman
Robert Hoover Jr., Chisholm Trail Division Director
John Shaw, Turkey Creek Division Director
Warren Weston, MCoR past President
Harvey Hinz, NE West Central Division Director
Don Wetmore, Western Heritage Division Director
Carl Chumes, Kate Shelley Division Director
Jim Anderson, Gateway Division Director

Others in attendance: Larry Alfred, Randy Meyer (2001 Assistant Chair), Joe Robertson, MMR (MCoR Calligrapher), Jim Flynn, Ron Bean (Western Heritage Division Clerk), Ray Immel (Kate Shelley Division Assistant Superintendent) Gary Hemmingway (Area Meet Chairman), and Richard Hester (Rerail Chairman).

Vice-President John Hardy introduced the board and welcomed everyone to the meeting. Vice-President John Hardy made a call for proxies. No proxies were presented to the board.

1. The secretary's report for the 19 July 1998 BOD Meeting was presented to the board. A motion was made by Dean Windsor, MMR, seconded by Ted Fuller, that the reading of the minutes be waived and they be accepted as printed.
2. Ken Thompson, MCoR Treasurer, presented the treasurer's report to the board. Ken made some corrections to his report and then asked for permission to transfer \$5000.00 from the convention fund to the general operating fund. A motion was made by Ken Thompson, seconded by Dean Windsor, MMR that the fund transfer be made as requested. Motion passed without opposition.
3. A motion was made by Richard E. Napper, MMR, seconded by John Shaw, that the treasurer's report as amended be accepted. Motion passed without opposition.
4. The director reports were presented to the board. Dean Windsor, MMR, and Vice-President John Hardy noted that there were very few division reports, and reminded the directors that they have an obligation to make timely reports to the BOD. Windsor and the Vice-President will write to the directors to remind them of this obligation.
5. Dean Windsor, MMR gave the board the list of ZIP codes for the various divisions of MCoR. Dean asked that all divisions make sure they are correct, and let him know if they need correction. All divisions were reminded that the secretary needs all division constitutions and by-laws.
6. A motion was made by Ted Fuller, seconded by Charles Marchbanks, that the board accept the division reports. Motion passed without opposition.
7. Southern Illinois Area Director, Dan Osborn, stated that members in Kentucky and Indiana wanted to petition MCoR to transfer their memberships to MCoR and form a new division.
8. Department reports were presented to the board.

- A. Publication Department had no report for the board.
- B. Advertisment had no report for the board.
- C. Membership Chairman Richard E. Napper, MMR presented a report to the board.
 1. Dean Windsor, MMR asked that a more accurate membership figure be obtained from the dispatcher.
- D. Rerail Chairman had no report for the board.
- E. Member Aid had no report for the board. A Member Aid Chairman needs to be appointed by the President.
- F. Achievement Program
 1. Dan Osborn stated that certificates were taking longer than expected to process. When you send in a certificate, be sure that all things are properly filled out, keep a copy in case the paperwork gets lost in the mail, and e-mail him (Osborn) if things are taking too long.

Vice-President John Hardy called a ten-minute break at 11:01 AM, and called the meeting back to order at 11:12 AM.

G. Conventions

1. 1998 National Convention
 - A. Larry Alfred, 1998 National Convention Chairman, stated that the profits would be about \$80,000. One half of the profit would be given to MCoR. Final registration count was approximately 1950. Due to their participation in the national, Larry presented plaques to Kansas Central Division, Gateway Division, and Bob Amsler, MCoR Attorney.
 - B. Trade Show was also successful, about 20,000 in attendance.
2. 1999 Omaha
 - A. There will be a four page spread in the next issue of the Caboose Kibitzer.
 - B. Ten clinicians are on board with another six being considered.
 - C. Eleven layout tours scheduled at present. Eight more are being considered.
 - D. A motion was made by Don Wetmore, seconded by John Hardy, that \$1000.00 seed fund money be given to the Omaha 1999 Convention. Motion passed without opposition.
3. 2000
 - A. Kate Shelley Division petitioned the board for the year 2000 convention in Ames.
 - B. A motion was made by Richard E. Napper, MMR, seconded by John Shaw, that the board accept the division petition. Motion passed without opposition.
4. 2001 National in St. Louis
 - A. Bob Amsler stated that there were only 13 Eagle Club memberships left.
 - B. There will be at least 80 layout tours for St. Louis.
 - C. The Regal is the convention hotel.
 - D. All convention records will be kept on *Microsoft Office Suite* so the programs can be passed on to other conventions.

H. Sales

1. Ken Thompson presented the sales report to the board.

I. Internet

1. John Shaw stated that he needs reports from the divisions so he could update their web pages.
2. John also wants division logos to post on their web pages.

9. Old Business

- A. National Convention Fund Committee Report was tabled.
- B. 501c3 Status:

1. Progress is being made slowly.
2. A motion was made by John Shaw, seconded by Dan Osborn, that MCoR start negotiations with the A. C. Kalmbach Library at the National Headquarters Building for MCoR to set up a MCoR research library at HQ using an endowment fund and donations from MCoR members. Such an arrangement will allow MCoR to file for 501c3 status. Motion passed without opposition.
3. Larry Long Memorial Award Committee report was tabled because the committee has not been appointed at this time by the President.

10. New Business

A. Dues Collection Dean Windsor, MMR

1. National HQ should be the single collection point for both national and regional dues. Cost (for this service) will still be about \$1.00 per member, just like it is at this time.
2. A motion by Dean Windsor, MMR, seconded by John Shaw, that MCoR have national HQ collect both national and regional dues on the same date. Motion passed without opposition.

B. Reprinting of Executive Handbook

1. Cost would be about \$100.00 plus shipping.
2. A motion was made by Charles Marchbanks, seconded by Dan Osborn, that the reprinting of the Executive Handbook be approved. Motion passed without opposition.

C. Reprinting of Member Handbook

1. Cost would be about \$100.00 plus shipping.
2. A motion was made by Charles Marchbanks, seconded by Dan Osborn, that the reprinting of the Member Handbook be approved. Motion passed without opposition.

D. Florida RR Donations

1. Dean Windsor, MMR asked if anyone in MCoR wanted to build G-Scale structure kit for the NMRA Florida RR. All donations had to be ready by the end of February.

E. MCoR Elections

1. Dean Windsor, MMR reported that there would be no constitution or bylaw issues on the upcoming ballot.
2. Dean Windsor asked the candidates to submit a statement for the ballot.
3. Candidates are:

MCoR Trustee: John Hardy
 President: John Hardy
 Vice-President: Richard E. Napper, MMR
Whit Johnson
Larry Alfred
 Secretary: Ted Fuller
Randy Meyer
 Treasurer: Ken Thompson

11. A motion was made by John Shaw, seconded by Carl Chumes, that the BOD adjourn. The motion passed without opposition. Adjournment was at 12:39 PM.

Respectfully submitted,

Richard E. Napper, MMR

LIGHTING YOUR LAYOUT

as incorporated in the
**DEERBROOK AND SALTEN RAILWAY
 COMPANY**

by Dennis Smith

Total Design

Lighting and layout design are both important, but I think that you should install the lighting first. You need to give special consideration to lighting!

Each layout is one of a kind, having as much of what the builder wants within the allotted right-of-way (space available). In each instance one tries to maximize the square footage. In my case I had to design the layout to facilitate handicap access to and around the pike, as well as to allow viewing of my built-in wall display case.

During the planning stage one must anticipate future lighting requirements for the rail empire. Except for unique circumstances, light needs to come from above the layout in the manner of sunlight striking the earth. The work areas have to be properly illuminated to keep shadows off the backdrops as much as possible on the evolving layout. Invariably this sort of lighting would make most sense if it originated from the ceiling of the room.

Proper lighting is a must for creating a believable scene. Notice I said a scene, since I work on one area at a time. One of the best ways to check an evolving scene, I found, is to take a photograph of it. If you use the normal layout lighting to do this, the photograph will show problems that may escape detection during casual viewing of your creation.

In preparation for doing my pike, I checked several articles on layout lighting. Unfortunately, they were usually limited to special-built layouts. But, like many in the hobby, my right-of-way would be located in an already finished space, not in a custom-built train room.

Specific Light Considerations

Remember that the ultra-violet band of sunlight will make short work of your scene's color scheme. While fluorescent lights are OK to work under, they also produce UV light; but to dim fluorescent lamps one has to you make use of expensive controls especially designed for the purpose. For most of us, that leaves good old standard incandescent lamps as the best choice for lighting. If the ceiling is already finished as mine was, the most practical answer is track-lighting. It is readily available, and sometimes—with a little bit of luck—on sale.

Track-lights allow a measure of *directional* control of the light, and widely available incandescent light dimmers permit control of the *intensity* of that light. But remember that you need to match the light bulb wattage and number of light bulbs to the rated

wattage of the dimmer. In my own case, a 60 watt bulb was the maximum that the track lighting manufacturer recommended for each lamp. I opted for 60 watt incandescent bulbs.

Dimmers are available in 600 and 1000 watt sizes. A bit of arithmetic told me that ten lights x 60 watt/bulb equals 600 watts total for the lower rated dimmer, or 16 lights (16 x 60 = 960 watts) for the 1000 watt dimmer. Be sure to allow for some additional lights when choosing the dimmer size. Plan for them now, and if you eventually need one or two more lights you will have room for them.

The track-lighting circuits were divided as shown in Figure 1 because of several limiting factors: 1.) the total wattage of the incandescent lamp loads, 2.) the physical division of the room caused by an overhead support beam, 3.) some furred down ductwork, and 4.) the service-rating of the cord and plug adapter of the lighting track.

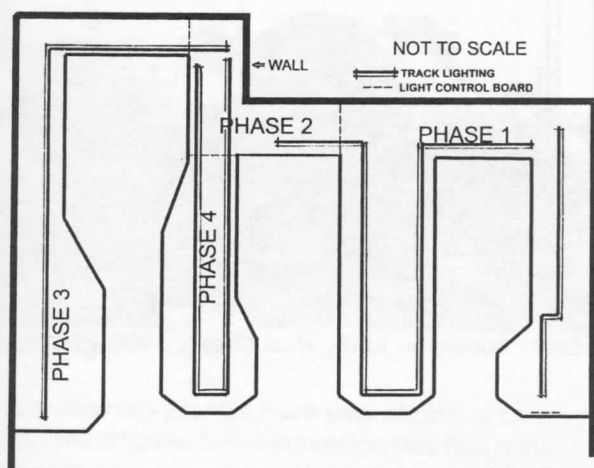


Figure 1. Plan of layout showing track-lighting circuits

Track-lighting comes in two and four-foot lengths. There are several types of corners and other fittings that can be used in planning the lamp locations. For the Deerbrook and Saltern Railway Company, I chose four different subdivisions of track lighting to match the four phases of the layout design. In certain places I had to shorten the track-lighting runs, and this required careful cutting, filing and cleaning of the lighting tracks.

In some cases--while developing an area--I found I only needed 40 watt bulbs as light fillers instead of 60 watt bulbs.

Control Lighting

You may ask, "Why use dimmers for light control?"

1. It allows maximum output of the light bulbs for work or to photograph sections of the layout. For areas not being worked on you can turn down the unneeded light.

2. Dimmers give you controlled lighting for the layout scenes. You can simulate different times of the day: morning, noon, evening, or night.
3. One can reduce electric consumption for many running sessions by dimming the lights below normal. This helps save on the electric bill and reduce heat during the summer cooling period.

Soft Night Light

For night scenes you need a cool, low light over your layout. Some lighting is needed for safety, as well as to show off selected scenes. Fortunately, there is an easy answer to the problem: strings of blue mini bulbs that are sold for exterior Christmas applications. To mount the lights, I used shingle tab holders made for distributing the lamps along the edge of a roof. You will soon learn that it is easier to put the mini bulb on the shingle tab holder before climbing the ladder or scaffolding. The shingle tab mini bulb holders are placed along and between the track lighting strips that you previously installed over the anticipated layout areas. See Figure 2.

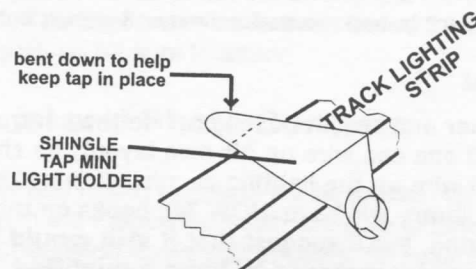


Figure 2. Shingle tab mini light holder installed

Light Control Location

The controls for achieving the desired lighting effects can be placed wherever convenient. My choice was an area under the free standing layout that was easily accessible from a wheel chair. (Refer once again to Figure 1.) I used standard plastic electrical boxes let into a vertical fascia-like board supported below the layout benchwork. Using plastic pipe nibbles, I then fastened a second plastic electrical box to the back of each of the boxes mounted on this "fascia" board. (See Figure 3). In the fascia-mounted box I placed the dimmer control, while the second box on the back was used for standard wall outlets. To these rear-facing duplex outlets I plugged the four track-lighting sections which were to be controlled by the two dimmers. Heavy extension cords were used to connect track lighting adapter plugs to each of the dimmer controlled outlets.

Additional wall switches are used to control outlets for the night lights (the blue mini Christmas lights) and the transformers for lighted structures etc. on the layout. I used standard three prong electric plugs on 12 gauge wire to supply the electrical wall boxes for the layout lighting controls.

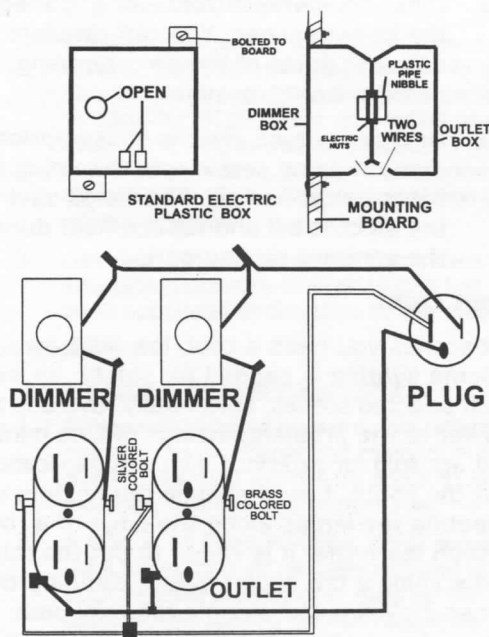


Figure 3. Back to back boxes for dimmer & duplex outlet

It Works!

The dimmer and switch boxes provide the control I needed. If one can wire up his own layout, he should be able to wire up the lighting circuits. It is not hard. The local library will have 'HOW TO' books on this simple wiring, but it suggest that **it still would be wise for rank amateurs to have a qualified electrician check everything over before powering up.**

In conclusion, to simplify the electrical needs of my growing railroad empire I was able to have a special circuit installed specifically for the power needs of my layout. I now have one switch to turn on or off the whole layout, including the special layout lights, drills, solder irons, etc.; as well as the track power supplies. □

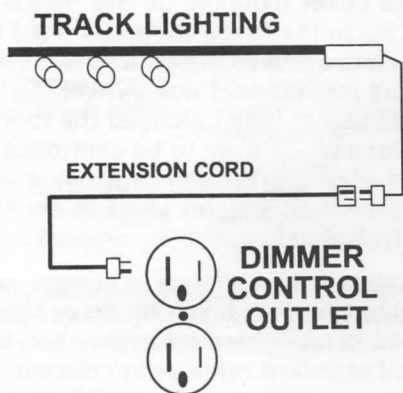


Figure 4. Track lighting connection to a controlled outlet

ARTICLES, PHOTOS AND SUCH ARE DESPERATELY NEEDED!

THE NEXT ISSUE OF THE *CABOOSE KIBITZER* WILL BE MY FAREWELL OFFERING AS THE EDITOR OF THIS MAGAZINE. ALTHOUGH I CAN PUT TOGETHER THE SUMMER 1999 ISSUE BY DEPLETING MY FILE OF *WHAT AND WHEN* ARTICLES BY PROFESSOR MISCHKE, AND ADDING A COUPLE OF BRIEF ESSAYS THAT I HAVE STASHED AWAY, I PREFER TO PASS ON A MODEST AMOUNT OF THIS MATERIAL TO MY SOON-TO-BE-NAMED SUCCESSOR. I KNOW FROM EXPERIENCE THAT HE OR SHE WILL HAVE TO STRUGGLE TO PUT OUT THE FIRST FEW ISSUES, AND A LITTLE LITERARY CONTINUITY WOULD BE A WELCOME BOOST.

I ASSURE YOU THAT EVERY USEABLE CONTRIBUTION TO THESE PAGES WILL BE GREATLY APPRECIATED.



Tank Cars: Burlington Yards, West Lincoln, 1967 (Guenther)



Wrecker: Burlington Yards, West Lincoln, 1967 (Guenther)

The photographic filler shown above is a sure sign that our literary bank, like the Red Cross blood reserve, is running low. Your donation could save a life. Why not contribute today to both causes!



The Mid-Continent Regional Convention comes to the Omaha Holiday Inn Convention Center on June 17-19. This is shaping up to be an exciting time with something for everyone. Here is a preview:

Hospitality Night

The GREAT EVENT: OMAHA '99 kicks off Thursday night at 7:00pm in the Palace Ballroom Foyer with appetizers and a cash bar, followed by a special presentation at 8:00pm by author Dick Orr on Omaha area traction. Come catch up with old friends and meet new ones.

Prototype Tours

Friday morning you will have your choice of bus tours featuring the following prototypes and more. Tour sign-up information will be sent out in May.

Durham Western Heritage Museum: Omaha's history museum, located in the 1930's art deco Omaha Union Station, is home to the Union Pacific Museum collection, including 10-wheeler #1243 and the sleeper National Command.

General Electric Locomotive Shop: GE performs warranty work on high-tech AC locomotives in the former CNW roundhouse in Council Bluffs.

Omaha Zoo Railroad: This special tour will include a shop tour, steam-up, and the first run of the day on this live steam narrow gauge railroad. Limited to the first 100 registrants.

Rails West Museum: Housed in the historic Rock Island depot in Council Bluffs, this museum includes an outdoor rolling stock display and is home to the Greater Omaha Society of Model Engineers HO scale layout which features Omaha area scenes.

UP Harriman Dispatching Center: The nerve center of the Union Pacific Railroad, this high-tech center is located in UP's historic 1890 freight house.

Omaha Area Yards and Shops: There are more yard and shop tours in the works so watch our website for updates.

Train Show

Dealers and layouts will fill the 22,000 square foot Palace Ballroom Friday afternoon and all day Saturday. Convention registrants get exclusive admission to the train show on Friday. It opens to the general public on Saturday.

Door Prizes

Wow, have we got door prizes! There has been an overwhelming response from manufacturers, and door prizes will be given out throughout the train show. The best prizes have been saved for the banquet, so be sure to attend.

Model and Photo Contests

Model and Photo Contests will be located on the stage in the Palace Ballroom. Be sure to bring documentation about your models. All judging will be based on AP merit points except for Best in Show, which will be popular vote.

Craft Contest

Bring along your latest craft projects (both rail and non-rail related) and enter them in the craft contest, located on the stage in the Palace Ballroom. Prizes will be based on popular vote.

Switching Contest

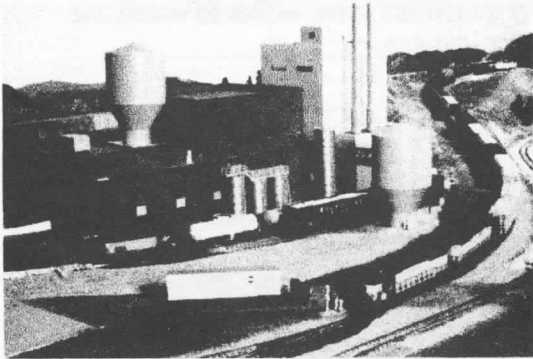
Try your hand at switching the Oak Hill Local! This is the same layout that was featured at the NMRA National Convention in Kansas City, but you will have a new problem to solve.

Silent Auction

Got something to sell? Bring it along and enter it in our traditional silent auction, located near the stage in the Palace Ballroom. Check in time is Friday afternoon, or before 9:00am Saturday. Bidding closes at 2:00pm Saturday. Minimum bid is \$5.00.

Layout Tours

The GREAT EVENT: OMAHA '99 will celebrate model railroading in Omaha. Here's a taste of the mix of new and maturing layouts that will be open for your inspection. We expect additional layouts to be added to the list, so watch our website for updates.



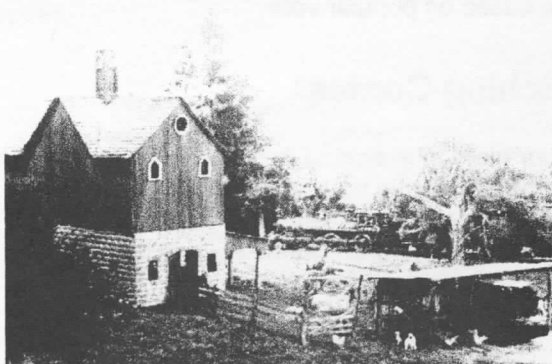
Mark Bristol: This N-scale 15 x 25-foot granger layout includes C&NW, Milwaukee, SOO and UP operations on broad curves. Power ranges from modern Diesels to 1950's steam.

Paul DeLuca: This HO scale NYC layout features double-track mainline operation of freight and passenger trains behind classic NYC power under command control.

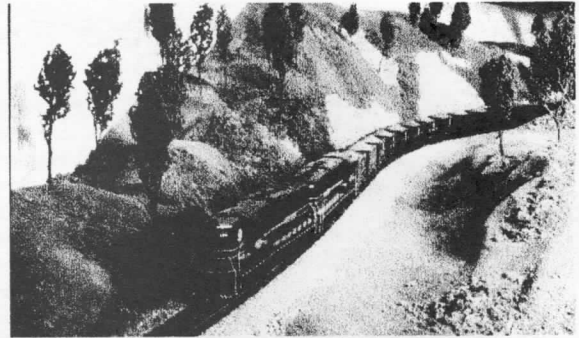
Steve Dolezal: The HO scale ATSF Surf Line circa 1950 is at an early stage in a 35 x 49-foot basement, but you will appreciate the research and vision that are going into this operations-oriented 1-1/2-deck layout.

Don Hofsheier: This G scale garden railway will give you a chance to railfan in the great outdoors.

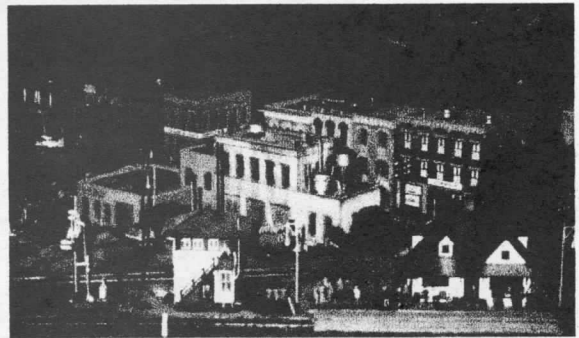
Barry Klinetobe: This HO scale C&NW and DMIR layout features 2 (count 'em, 2!) 8-foot long iron ore docks and a scratch-built ore boat. Barry also has kit-bashed the C&NW business car fleet.



Jerry McGee: The HO Puye & Phui Railroad is a turn-of-the-century masterpiece of scratch-built structures, hand laid track and highly detailed scenes. You may have seen this one in *Model Railroader* magazine a few years back.

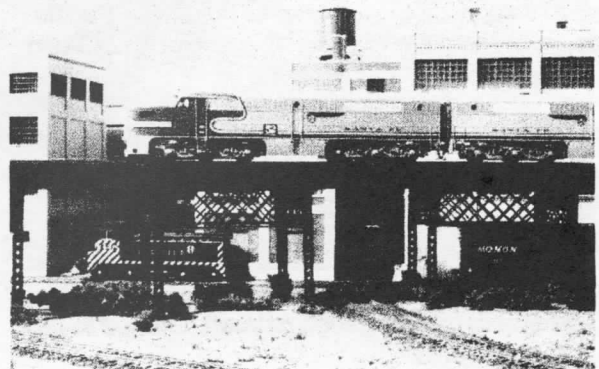


Jeff Otto: The HO Missabe Northern Railway is a 36' x 60' double-deck operation with hand-laid track on Homasote spline roadbed (catch his clinic on roadbed and track!). Flywheel-equipped steam engines and 1st generation Diesels of the GN and DMIR cruise broad, easemented curves under command control.



Perry Rittenbach: This HO scale free-lanced layout features UP and GN equipment. It is richly scenicked and features super detailed scenes, down to the flower beds.

Ralph Schiring: This HO scale NYC 6 x 16-foot sectional layout is being superseded by a new double-deck operations-oriented layout based on the Big 4 in Ohio. Ralph did extensive research on fluorescent lighting for the new layout that may save you from a false start.



Don Wetmore: This HO scale layout featuring ATSF and freelance Chicago & Western of the mid-60's is 1-1/2 decked in a 12 x 30-foot area. It features hand laid track, a large industrial switching district and plenty of staging operated under command control.

Clinics

There are two themes to our clinic lineup for the GREAT EVENT: OMAHA '99: 1) Better modeling through better modeling techniques and 2) Learning from the prototype railroads.

Rick Dickeson has an interesting presentation on tools for modelers. He has found a variety of tools that modelers don't usually seek out. These may help you deal with special situation or fill out the basic modeler's toolbox.

Steve Dolezal plans to talk about how railroads look at their customer's needs and how you can use the marketplace to prototypically tailor your operations.

Steve Gust, a Union Pacific dispatcher trainer, will talk to us about some adaptations to the prototype rulebook that will help increase the realism of our model operations. His insight as a train dispatcher will be an interesting look at this topic.

Jeff Hill plans to show us about how he models British railroads and how some of the ways are different from what we are used to seeing.

Richard Lake will talk about yard operations and how modelers can better represent them. Richard uses his experience on the Rock Island in Kansas City as inspiration.

Randy Meyer will show us how to hand-lay turnouts. His method is not technical and will show those who have considered handlaying turnouts a practical way to proceed.

Ron Morse will show us in steps how to build realistic scenes.

Richard Napper presents information on signals and how to use them on our model railroads.

Dick Orr, a well-known Omaha traction author, modeler and manufacturer, leads off our clinicians Thursday evening with a presentation on the traction history of the Omaha area.

Jeff Otto will talk to us on how to understand prototype trackwork and use that knowledge for more realistic looking model track.

Bob Pierson an accomplished scratchbuilder will demonstrate soldering techniques. This will help all of us with a basic modeling skill.

Don Wetmore will take us on a tour of the earliest American railroad infrastructure, the B&O in Maryland. He will show us the challenges they had to overcome, and what you can still see for yourself.

Jeff Wilson, Associate Editor of Model Railroader Magazine, will show us how to adapt a prototype railroad into a model railroad using his CB&Q home layout as an example. Jeff will also show us some of his weathering techniques in a different clinic.

Rusty Wylie plans to update our knowledge of adhesives. Many new products are out on the market and we will learn how to use these effectively in our model work.

And More... We have several other clinics in the works. Watch our website for the latest updates.

Board of Directors Meeting

The Mid-Continent Region Board of Directors will meet Saturday morning from 8:00-10:00 am, room to be announced. This meeting is open to all attendees.

Banquet, Awards Presentation, and

We will wrap up the GREAT EVENT: OMAHA '99 on Saturday evening with a banquet, awards presentation, and the annual membership meeting of the Mid-Continent Region. We have saved the best door prizes for the banquet, so you don't want to miss it.

Non-rail Activities

We also have a full slate of non-rail activities.

Craft Room We have a clinic room set aside for craft classes and non-rail gatherings throughout the convention.

Omaha Area Points of Interest We will provide you with a guide to the many things to see and do in the area. These include the Henry Doorly Zoo, Boys Town, Durham Western Heritage Museum, Joslyn Art Museum, Strategic Air Command Museum, Omaha Children's Museum, the historic General Crook House, the Mormon Trail Center and Cemetery at Winter Quarters, DeSoto Bend Wildlife Refuge (and Bertrand Steamboat Exhibit), Shopping (including the historic Old Market district), and Casinos.

Convention Hotel

Omaha Holiday Inn Convention Center

3321 South 72nd, Street, Omaha, NE 68124

To get there, take Interstate 80 to the 72nd Street exit in Omaha. Proceed ½ block north to 72nd and Grover. The hotel is on the northeast corner.

Special room rates are available for the convention, good for up to 4 persons per room, with a block of rooms guaranteed through May 15th.

Standard Room	\$78.00
Poolside Room	\$140.00
Suite	\$165.00

Please place your reservations directly with the hotel at (402) 393-3950. Ask for the Mid-Continent Region Convention, NMRA rate.

SCHEDULE OF EVENTS								
	THU	FRIDAY		SATURDAY			SUN	
	EVE	AM	PM	EVE	AM	PM	EVE	AM
HOSPITALITY NIGHT								
CLINICS								
LAYOUT TOURS								
PROTOTYPE TOURS								
NON-RAIL ACTIVITIES								
TRAIN SHOW								
SILENT AUCTION								
CONTESTS								
DIRECTORS MEETING								
MCOR MEETING								
BANQUET								
AWARDS PRESENTATION								

Check our website for the latest convention updates:
<http://www.members.tripod.com/~whdnmra/convention>

Mid-Continent Region Convention, June 17-19, 1999 Omaha Holiday Inn Convention Center

REGISTRATION FORM

Name _____ NMRA Number _____
 Address _____
 City State Zip _____
 Phone _____
 E-mail Address _____

	Number required	Cost	Total Cost
Registrations:	_____	\$30 (before May 1)	_____
		\$35 (after May 1)	_____
<u>Optional Meal Tickets</u>			
Friday Lunch	_____	\$10	_____
Friday Dinner	_____	\$20	_____
Saturday Lunch	_____	\$10	_____
Saturday Banquet	_____	\$35	_____
Complete Package (registration and all meals)	_____	\$100 (before May 1)	_____
Additional Banquet Tickets	_____	\$35	_____
NMRA Membership (if not a member)		\$32	_____

Total Enclosed _____

Make checks payable to: Western Heritage Division, NMRA
 Mail to: Barb Lundquist, 504 Pioneer Rd., Papillion, NE 68046
 Any questions, call: Barb Lundquist (402) 597-3968. Hope to see you there!

Gary's Switching List

by Gary Hemmingway
MCoR Area Meet Chair

Please let me know your show dates as soon as you have them. That way we can get them in the Caboose Kibitzer and on our MCoR Home Page. We have had date conflicts for events in 1998! Help us coordinate the show dates so when there are more than one show on a given date they are not next door to each other. A big part of this job is to help you plan the dates for your show or meet, so write to me or send your flyer, division or club newsletter to 3201 SW Stone Ave., Topeka, KS 66614-2823, or call me at (785) 273-3350. E-mail me at 103045.20047@compuserve.com. The following are the known show dates.

MAR 13-14, 1999: GATS. American Royal Complex, Kansas City, MO. Adm: \$5, 11am-5pm both days.

MAR 20-21, 1999: 12TH ANNUAL AIR CAPITAL TRAIN SHOW & SWAP MEET. Info: PO Box 3245, Wichita, KS 67201-3245. (See ad on page 26).

APR 10, 1999: POTTAWATOMIE RAILROAD SOCIETY ASSOCIATION SWAP MEET AND TRAIN SHOW. Onaga High School, 500 High St., Onaga KS. Adm: \$3.00 (under 10 free with paid adult). Tables: \$6.00 includes 2 adm/set. Info: Dale Renfro, 417 Lucein, Onaga, KS. 66521. Phone: (785) 889-7194.

APR 17-18, 1999: 16TH ANNUAL TOPEKA TRAIN SHOW & SWAP MEET. Whiting Fieldhouse, Washburn Univ., Topeka, KS. Sat: 10am-5pm, Sun: 11am-4pm. Adm: \$3, (under 12 free with paid adult). 6ft tables: \$15. Info: Gary Hemmingway, 3201 SW Stone, Topeka, KS 66614. Ph: (785) 273-3350, e-mail 103045.2047 @compuserve.com

JUN 17-19, 1999: MCoR REGIONAL CONVENTION BY WESTERN HERITAGE DIVISION. Omaha Holiday Inn Convention Center. Information: Don Wetmore, 614 Osage Drive, Papillion, NE, 68046-2433. Phone: (402) 339-1938; e-mail dwetmore@radiks.net

JUL 17-24, 1999: NORTHSTAR '99-NMRA NATIONAL CONVENTION. Minneapolis/St. Paul, MN. Information: Pat Walker, 1116 Randolph Avenue #16, St. Paul, MN 55105; Phone: (612) 6990-5245.

Aug 7-88, 1999: GATS. Tulsa Convention Center, Tulsa, OK, Admission \$5, 11am-5pm both days.

Sep 11-12, 1999: SOUTH Central Model RR Show & Meet. Imperial Mall, 3001 W 12th St., Hastings, NE. Sat: 10am- 5pm, Sun: 12 noon-5pm. Tables \$10. Information: Deb Blunt, 3001 W 12th St. Suite 36, Hastings NE 68901. Phone: (402) 463-3315.

Sep 25-26, 1999: GATS. Nebraska State Fair, Lincoln, NE. Admission \$5, 11am-5pm both days.

Nov 27-28, 1999: GATS. Gateway Center, Collinsville, IL. (St. Louis Area). Admission: \$5, 11am-5pm both days.

Dec 11-12, 1999: GATS. American Royal Complex, Kansas City, MO. Admission: \$5, 11am-5pm both days.

DEC 18-19, 1999: GATS. Century II, Wichita, KS. Admission: \$5, 11am-5 pm both days.

Mar 11-12, 2000: 13th Annual Air Capital Train Show & Swap Meet. Information : PO Box 3245, Wichita, KS 67201-3245.

2000 NMRA NATIONAL CONVENTION. San Jose, CA. Host: Pacific Coast Region, 21st Century Limited. Info: Bob Ferguson, Registrar, 530 Fig Tree Lane, Martinez, CA 95453, e-mail BobPCRCD@aol.com

2001 NMRA NATIONAL CONVENTION. St. Louis, MO. Host: Gateway Division MCoR. □

Note: The following is an excerpt from an editorial in the Fall 1997 issue of the RPO, that fine newsletter put out by the Gateway Division of MCoR.

From the Editor

by Venita Lake

... I know I have an unusual name. In the fifth grade I once had a teacher call me Velveeta. But what if you have your moment of fame and nobody knew it? Well, I guess it's not "nobody"; a few of my friends have started to call me "Uenital Lake". That's how it came out in the September *NMRA Bulletin* listing National Convention awards. Perhaps it's appropriate. This is the second year I have won second place in the Thumbs contest, that commemoration of the modeler who never gets thing quite right. Incidentally, this year's certificate spells my name "Venital Lake" and last year's started as "Venta" with the "i" squeezed in as an afterthought. In case you're wondering, I'm pondering possible entries for next year and may even think up something that I do at home instead of in a hotel room for a change. I want to see how the next one can be Thumbed ... □

Editor Guenter's comment :

I ran across the above while catching up on my MCoR reading, and it struck home in more ways than one. First of all, it is obvious that Ms. Lake possesses a finely honed sense of humor and has an equally keen eye for the absurdities that impact us on a regular basis. Secondly, I take exception to her notion that she has an "unusual name".







Venita, after all, closely resembles an identifiable Latin verb referring to the act of arriving, and is apparently quite easy to pronounce (assuming as I do that it rhymes with "Conchita" of banana fame). But what the heck is a "Günter" or (in English transliteration) "Guenter"? And how does one pronounce it? People keep trying to insert an "h" after the "t", and pronounce the Guen like gun, the weapon.

My family back in New Jersey pronounced the name as if it were spelled GINTER (hard "G" and rhyming with winter), but I always assumed that they were just trying to blend in with the more personable and for the most part better looking Irish immigrants who had taken over our little town. As a matter of fact I sometimes perpetuated the ruse by telling people that my name was really Q'GINTER, and that we came from County Cork (the latter rhyming with rock in conversations at the local watering hole). And consider this: if everyone has so much trouble with my name to my face, imagine what they call me behind my back! □

Pike Registry

<p>ELWR EBURY LANGDALE & WESTERN RAILWAY COMPANY 8410 Hall • Lenexa • Kansas 66219 913/541-9267 Fax 913/894-6411 E-mail: elliscon@primenet.com</p> <p>General Manager Peter Ellis</p> <p>Director of Land Rights Betty K. Ellis</p> <p>THE HERITAGE LINE</p>	<p>Midwest and West Model Railroad</p> <p>Headquarters: 9506 Buena Vista Overland Park, KS 66207 913-341-9899</p> <p>President - Al Gaddini</p>	<p> Canadian Pacific MODEL RAILWAY Meetings Subdivision</p> <p>J. D. Hofmockel Superintendent</p> <p>MMRA - MCoR - WYND, 140 Glenbrook Drive, Glenwood, IA 51534 (712) 527-5152 jdhofm@juno.com</p>
<p> FLAT RIVER & NORTHERN RR 3945 N. STEWART SPRINGFIELD, MISSOURI 65803</p> <p>(417) 833-4506</p> <p>WALTER B. STANSBURY, MMR CHIEF EXECUTIVE OFFICER</p>	<p>The Final Solution Railroad</p> <p>FI-SOL</p> <p>Shannon Rumley President</p> <p>Springfield, Missouri 417-881-6477</p>	<p>UNION PACIFIC RAILROAD</p> <p> CHARLIE STAPLETON General Superintendent Kansas Division</p> <p>1411 N. 79th St. Kansas City, KS 66112</p> <p>HO Scale 913-299-2923</p>
<p>RIO GOLARE SOUTHERN STANDARD RAILROAD OF THE SAN JUANES</p> <p>Sn3, of course</p> <p>Pete Bellos President Shawnee, Kansas</p>	<p>RIO GOLARE SOUTHERN Southeastern Division FEATURING ON-DECK SERVICE</p> <p>G</p> <p>Tedy Bellos Director Shawnee, Kansas</p>	<p> SHELTER BAY RAILWAY CORPORATE HEADQUARTERS 9331 FARLEY LANE OVERLAND PARK, KANSAS 66212</p> <p>(913) 888-4080</p> <p>G. PATRICK HARRIMAN, MMR PRESIDENT CHIEF OPERATING OFFICER</p>
<p>MCoR</p> <p> Clear Creek & Quicksilver "The Mountain Goat"</p> <p>Allen Pollock General Manager</p> <p>P.O. Box 243 Jefferson City, MO 65102</p>	<p> BIG TIMBER LUMBER COMPANY The Big Sky Route</p> <p>DREAM WINTER CHIEF EXECUTIVE OFFICER</p> <p>14395 FOUR CORNERS RD GARDNER, KANSAS 66030</p>	<p> SYCAMORE VALLEY LINES 544 E. SPRUCE OLATHE, KANSAS 66061-3357</p> <p>(913) 782-8553</p> <p>GEORGE & MARY FILKINS</p>
<p> SILVERTON RAILROAD COMPANY</p> <p>RALPH W. ADAMSON General Manager</p> <p>87 Curved Creek Road Quincy, IL 62301-6377 217/222-8921</p>	<p>PIPER VALLEY RAILROAD</p> <p>PIPER VALLEY CO-OP HEADQUARTERS 912 RIDGE DRIVE BELTON, MO 64012</p> <p>(816) 331-2773</p> <p>JOE B. ROBERTSON, MMR PRESIDENT & CEO</p>	<p>RIO GRANDE SOUTHERN RAILROAD</p> <p>RIO GRANDE SOUTHERN</p> <p>LARRY R. ALFRED GENERAL MANAGER OLATHE, KANSAS (913) 782-6584</p>
<p>POSSUM RIDGE RAILROAD</p> <p>DEWEY E. SMITH President & General Manager</p> <p>NMRA HO Scale MCoR</p> <p>2244 S. Pershing • Wichita, Kansas 67218 • 316-686-0481</p>	<p>ICC & N</p> <p>RAYMOND ALLAN IMMEL ROADMASTER AND OWNER</p> <p>INDIANOLA, CHARLES CITY & NORTHERN MODEL R.R. 2129 STORY STREET, #B BOONE, IOWA 50036</p> <p>PHONE: (515) 432-8472 MEMBER NATIONAL MODEL RAILROAD ASSOCIATION</p>	<p> Loon Lake Railway & Navigation Co.</p> <p>Peter B. Smith Owner</p> <p>4317 Klahogany Lane, Belleville, Illinois 62226 Tel: 618 277 3518 E-Mail: psmith@loon.net</p>
<p> FORKS CREEK AND CENTRAL RAILROAD "ROUTE OF THE COUGARS"</p> <p>BON MORSE, MMR -PRESIDENT- 8324 HALL LENEXA, KS 66219</p> <p>(913) 894-6472</p>	<p> Nebraska & Southern Railroad</p> <p>GENE R. TACEY SUPERINTENDENT</p> <p>PHONE: 360-366-3469 E-mail: gntacey@prodnet.com PO BOX 449 BATHURST, NS B9B1G6</p>	<p>Gü's Box & Satori Railroad "The Road to Enlightenment"</p> <p>Rudolph Günter, founder</p> <p>Robert F. Guenter Maintenance Foreman 714 So. 33rd Street Lincoln, NE 68510</p> <p>Phone: (402) 476-6811</p> <p></p>

Pike Registry

<p>Baker Creek & Sun Valley RR</p>  <p>911 Queensbridge Road Manchester Mo 63021</p> <p>Ken Thompson, President</p>	<p> <p>El Dorado & El Reno R.R. <i>Venita Lake</i> Inventory Acquisition Agent <i>Richard E. Lake</i> Roadmaster 3851 Waterman Blvd., St. Louis, MO 63112-1515 Telephone 314-727-7378</p> </p>	<p>Pine Ridge and Western Route of the Ridge Runners</p> <p>Charles Buswell, MMR CEO and Owner President Mid Continent Region NMRA 2748 California Court, Lincoln, NE 68510 ph: (402)475-0000 em: cb04050@navix.net</p>
<p>Missouri Pacific Lines</p>  <p>Robert Joseph Amsler, Jr. 5630 Arenas Drive St. Louis, MO 63116</p>	<p>C&RM RR Canyon & Rocky Mountain RR</p> <p>President Randolph P. Meyer 156 Ladue Oaks Dr. Creve Coeur, MO 63141</p>	<p>Granite City, Glen Carbon & Caseyville "The Bottoms Line"</p> <p>Daniel F. Osborn, CEO Headquarters 410 Camelot Dr. Collinsville, IL 62234 618-345-4209</p>
<p>St. Louis Union Terminal "We pick up anything"</p>  <p>John B. Lee, CEO 5620 Willard Avenue St. Louis, MO 63123</p>	<p> <p>FRISCO TERMINAL DIVISION <i>Southeast...Southwest</i> <i>Ship it on the Frisco</i></p> <p>Rick McClellan CEO/President 15405 W 144th Terrace Olathe, KS 66062</p> </p>	<p>St. Louis, New Orleans, & Southern <i>The Delta Route</i></p> <p>Richard Wm. Schumacher Chief Operating Officer 3044 Woodbridge Estates Drive Telephone St. Louis MO 63129-6230 314-846-2224</p>
<p>St. Jacques Northern Division of Great Northern Pacific Railway</p> <p>John Hardy Division CEO <i>The Big River Line</i> 2528 Wild Valley Drive Telephone High Ridge, MO 63049 314-877-8270</p>	<p>Reserved for Al Bailey</p>	<p>Reserved for Jim Flynn</p>
<p>EAST BROAD TOP RAILROAD</p> <p>Ken Vandervoort Coles Station Agent 127 South Jefferson Mt. Pleasant, IA 52641</p>	<p> <p>MR. DENNIS O. SMITH</p> <p>DEERBROOK & SALTERN RAILWAY CO. THE IRON ROAD</p> <p>665 SOUTH YORK COURT Springfield, MO. 65802</p> <p>WINTER QUARTER of the P.T. BARNUM & D. SMITH RAILROAD CIRCUS</p> </p>	<p>THIS SPACE AVAILABLE FOR YOUR PIKE CARD \$5/YEAR (4 ISSUES) CONTACT GENE TACEY, ADVERTISING MANAGER</p>

Dealer Directory

<p> <p>MORSE PRODUCTIONS MODEL RAILROAD CASTINGS & DETAIL PARTS 8324 HALL DR. LENEXA, KS 66219 913-894-6472 rdmorse1@juno.com</p> </p>	<p> <p>ALLEN POLLOCK</p> <p>Fun & Games Specializing In HO-1/2" Scale Figurines & Details</p> <p>P.O. Box 243, Jefferson City, MO., 65102-0243 (573) 635-6163 • (573) 636-4722 24hrs Ans. • Fax: (573) 635-9680 or pollock@mail.ultraweb.net</p> </p>	
---	--	--

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.

Arkansas Valley Model RR Club (HO, HOn3, O 2rail, ON3, S, SN3, and large scale) 7 Chaparral Lane Little Rock, AR 72212-3619	Gold Creek RR Co. (1/2") 8324 Hall Lenexa, KS 66219	Modular HO Narrow Gauge Soc. 1120 Hawken Place Webster Groves, MO 63119	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 Area N-Trak (N) 2046 S. Elizabeth #1306, Wichita, KS 67213	Mo-Kan Railjoiners Inc (all) 14906 W 150 th Street Olathe, KS 66062	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	Kansas Central MRRC (HO), 530 E. 3 rd Street Hutchinson, KS 67501	Nishna Valley MR Society (HO) 1303 8 th Street Harlan, IA 51537Northeast	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	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	SW Indiana Modular RR's (HO), 3107 W. Capitol Little Rock, AR 72209
Columbia Model RR's (HO) 410 Camelot Drive Collinsville, IL 62234	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	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	Manhattan Area Rail Joiners (HO), 811 Osage Manhattan, KS 66502	Ozark N-Trak (N) 3711 S. Franklin Springfield, MO 65807	Wichita MRRC (HO, HOn3) PO Box 48082 Wichita, KS 67201
	Missouri Northern RR Soc. Inc. (HO) PO Box 12591 North Kansas City, MO 64116	Parsons Model RR Engineers (HO), Cherryvale Depot Cherryvale, KS 67335	



12 TH ANNUAL

AIR CAPITAL TRAIN SHOW & SWAP MEET

SATURDAY AND SUNDAY
MARCH 20 & 21, 1999

WICHITA
CENTURY II EXHIBITION HALL

Mailing Address: PO Box 3245, WICHITA, KS 67201-3245
Phone Phil Aylward at 316-830-3498
or Paul Tucker at 316-942-2448

Mark Your Calendars For Future Scheduled Shows

March 11-12, 2000

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

Air Capital Train Show & Swap Meet	26
AMI Instant Roadbed	11
Destination Train Center	11
Great Event Omaha Convention	19 -22
Dealer Directory.....	25

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.

Things to Mull Over

Sharing your ideas with other railroaders.

Writing a nasty letter to the editor of the Caboose Kibitzer describing in detail what he should do with this magazine.

Drawing up cartoons based on the misfits in your club or embarrassing incidents that have occurred on your pike and at shows.

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
St. Louis, Missouri 63129-5212

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

Time Dated Material
Please Do Not Delay

Photo of EMD NW2 by Charles R. Mischke

