

CABOOSE KIBITZER

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Volume 49, No. 3 Fall 1999 \$1.50



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Caboose Kibitzer

Volume 49, No. 3 Fall 1999

Editor **Charles Marchbanks**

Associate Editor position open

Advertising Manager **Gene Tacey**

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

| | |
|------------------|-------------------------|
| Fall 99 | August 1, 1999 |
| Winter 99 | November 1, 1999 |
| Spring 00 | February 1, 2000 |
| Summer 00 | May 1, 2000 |

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

Send all material for publication to the editor, Charles Marchbanks, 603 South Smokyhill, Oakley, Kansas 67748-2321. It must be understood that no payment can be made for same.

Contributions forwarded on a 3.5" disk should be in the unformatted, 'text only' mode, or better still, in *MS WORD 97* or earlier. Legible handwritten or typed material will of course be accepted. To ensure acceptable reproduction of photographic submissions, provide high quality prints no larger than 5" x 7", 35 mm b&w negatives or (better still) 2" x 2" color slides.

Correspondence relating to your subscription, extra copy requests or a change of address should be directed to the MCoR Secretary, by Charles Mischke, of course. The rest will be up to the

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Next Issue

The next issue will include another article by Richard Napper, MMR on building a Frisco RS-2M. Ron Morse, MMR will have an article called "Building The Scene". The clinic for this article was presented in Omaha in 99 and at Heartland 98. A second article by mister Napper and Morse may also be included as I have these already. The rest of the articles have not been received yet. There will be the usual *Remembering: What and When* aspiring authors in our audience.

The Cover

The photograph of the Beaumont water tank on the front cover was provided by Richard Napper, MMR. The tank was built in 1897 by the Frisco Railroad. An article by Richard on how to model the tank appears in this issue of the Kibitzer.

THE EDITOR'S DESK

INTRODUCTION OF THE NEW EDITOR

By Charles Marchbanks

For those that do not know me, my name is Charles Marchbanks. I was railroaded into this job because of the newsletter that I edit for the Western Kansas Division. With the Small membership the Western Kansas Division has, I was able to produce an all color newsletter. A new computer, color printer, and color scanner were the tool I used to produce that newsletter. I send complementary copies to the Region President, Trustee, and the past editor. Dean Windsor like what I was doing with the newsletter and asked me if I would take the job. I said yes and that is how I became the Kibitzer Editor.

Now a little bit about myself, I have been a model railroader sense I was in the seventh grade about 1978. My interest are mainly HO and Union Pacific Modeling. I have been a member of the NMRA sense 1992 and am now a Life Member. I have been the director of the Western Kansas Division Sense the summer of 1993 when the last Director moved. I am also the Western Kansas Division's Paymaster, AP Chairman, newsletter editor, and what ever else needs to be done. I have also been editing the Western Kansas Division Newsletter sense 1993.

Currently I have AP Certificates for Association Volunteer, and Association Official. Although, I live in Oakley KS (70 miles from Colorado) I am a member of the Emporia Model Railroad Club in Emporia KS. They are a modular club and I have two modules that own and run with them. I also setup with the Manhattan Area Railjoiners. Currently I have a home layout that is 22' x 9' That is in the shape of a J. It currently is not operating from a lack of time to work on it and no scenery, as I have not finished laying track. Well that is enough about me.

I plan to keep the Kibitzer Much as it has been in the past. I may make a little change here and there. But I do not plan any big changes. As with all editor in the past the quality and quantity of articles in the Kibitzer depends on what you the members contribute. Currently there is no big supply of articles waiting to be published.

If you see that I made a mistake or got something completely wrong please let me know. I am open to

all suggestions and complaints about the layout and content of the Kibitzer. If you have ideas to make it better please let me know. I wish that we could do color but it is not in the Regions budget at this time and we would have to raise the dues. Other than that suggestion all will be given serious consideration.

Currently I do not have an assistant editor if someone would be interested please let me know. I will be easier if you are close but with e-mail distance is not a big problem. I have no idea at this time how I would divide the duties but if you are interested send me an e-mail or give me a call. See the callboard for address and phone number.

MINUTES OF THE ANNUAL BUSINESS MEETING OF THE MID-CONTINENT REGION, NMRA

19 June, 1999

The annual business meeting of the Mid-Continent Region, NMRA was called to order by President Charles Buswell, MMR at 9:53 P.M. on 19 June 1999 in the Palace Ballroom Foyer of the Holiday Inn Central Hotel and Suites, 3321 South 72nd Street, Omaha, NE 68124.

A Motion by John Hardy, seconded by Ted Fuller that the 24 July 1998 annual business meeting minutes by waived and accepted as printed. The motion passed without opposition.

President Charles Buswell, MMR announced the MCoR election results:

President- John Hardy
Vice-President- Richard E. Napper, MMR
Secretary- Randy Meyer
Treasurer- Ken Thompson

Old Business-None
New Business-None

President Charles Buswell, MMR presented the Kenny Johns Memorial Award to Whit Johnson.
John Hardy presented the Ken R. Cline Memorial award to Randy Meyer.
Dean Windsor announced that the new Larry R. Long, MMR Memorial Award would be a service award to the region and divisions

A Motion by Charles Marchbanks, seconded by Ted Fuller that the meeting be adjourned. The motion passed unanimously. Adjournment was at 10:22 P.M.

Respectfully submitted:

Richard E. Napper, MMR
MCoR Secretary

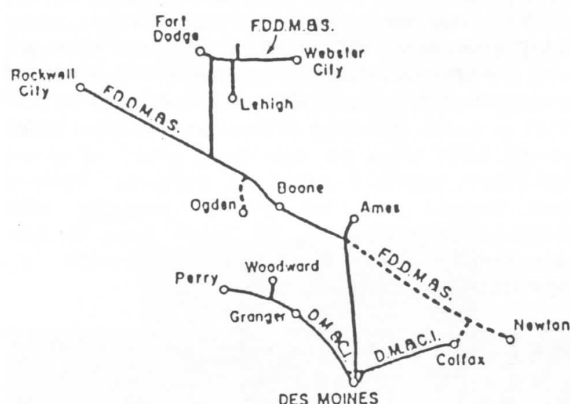
Remembering: What and Why

by Charles Mischke

Why Some Boxcars Were Called Graybacks

The Fort Dodge, Des Moines and Southern Railroad evolved from the Newton and Northwestern, which ran from Rockwell City to Newton (and Colfax). The route crossed the State of Iowa on a diagonal, whereas most principal railroads ran north-south or east-west. This invited bridge interchange traffic to "cut the corner" on interline movements.

When the Fort Dodge Line electrified, it built north from Hope to Fort Dodge, and south from Midvale to Des Moines to form the new main line. It made Hope to Rockwell City a branch, and built another branch from Fort Dodge to Webster City to tap the gypsum traffic. Spurs were laid to Lehigh, another from Niles to Ogden, and still another from Kelley to Ames. When the system was completed, it totaled 147 miles of first track.

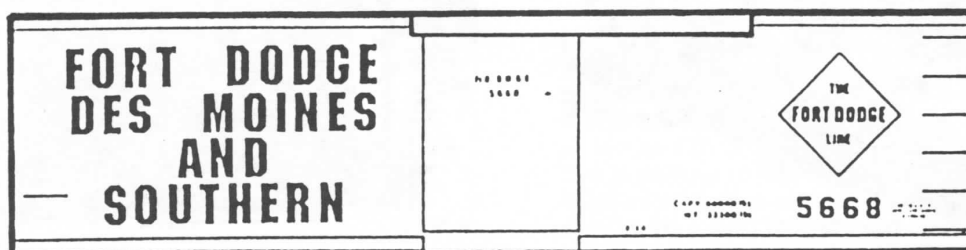


As an integral part of the U.S. railroad network, the FDDM&S operated a fleet of over two thousand 36-foot truss-rod boxcars. The 1914 order for 1500 cars (Nos. 5000-7998, even numbers only) was a tribute to the wood carbuilder's art. They became shippers' cars-of-choice, and spent their time on foreign railroads earning money because they were kept well-maintained and clean. Their predecessor cars were gray with red ends; but these were red sides and ends, with gray roofs and gray visible underbody (truss-rods and queen posts) and sported a white floor stripe. They were good looking cars and were called "graybacks"—a source of company trainmen's pride.

Then steel cars began to appear, displacing wood cars among the big shippers. The graybacks began to return to the home road empty, sometimes at the rate of several a day. Where to put them? They clogged available siding space. The railroad built two yards at Fraser to store them while the Boston-based financial backers decided what to do.

Eventually most were sold, but 81 were kept for company 'on-line' use. Steel cars were bought. In the depression, the 81 cars and the newer cars were painted all red—the cheapest paint pigment being iron oxide. Company pride was still alive and well, and the 81-car fleet continued to be called graybacks. When a career employee who served in the traffic department from 1935-1956 was asked, "What were the colors of the graybacks?", he responded without hesitation, "Completely red. I never saw any other color."

The emperor's new clothes, indeed.



Side View courtesy of **Cloverhouse**, who makes dry transfers for this car in both N and HO scale.

LARGE SCALE MODEL RAILROADING

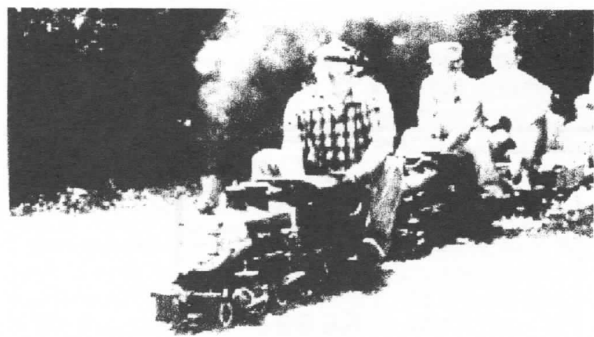
By Bob Jefferis

For purposes of this discussion, we will consider Small Scale Model Railroading to be anything from Z through O scale and Medium Scale Model Railroading to be anything in between "Large" and "Small". This article will not address Small Scale or Medium Scale. We will consider Large Scale Model Railroading to be those scales that operate on track gauges from 4-3/4" to 7-1/2". These scales are the smallest that normally carry people and that operate on track laid directly on the ground.

* 5" and 7-1/4" track gauges are used in northeastern United States, eastern Canada and the rest of the world. 4-3/4" and 7-1/2" track gauges are used in the most of the United States and most of western Canada. The explanation of how and why the various track gauges for different scales came about would provide plenty of material for a long article by itself.

Operations in what some refer to as the "hernia scale" are similar in many respects to those in the smaller scales but are different in other respects. Model railroad barons in the larger scales tend to have a smaller number of pieces of rolling stock than do those in Z through G, although there are exceptions.

One big difference is size and weight. A Z or N scale, standard gauge locomotive will normally fit in a man's topcoat pocket. One person can easily carry almost any locomotive up through a 1-3/4" (G) gauge, 1/2" scale. Locomotives for 4-3/4" gauge are usually *rolled* from the transportation device onto the track and those for 7-1/2" gauge are almost always rolled into place. Remember that "hernia scale" tag? 7-1/2" gauge locomotives weigh from a minimum of 150 pounds to nearly a *ton*.



1 Double header on the KCLS track, engineers are Rich Wilms on the point and H.K. "Kay" Vollrath. All equipment shown is 1-1/2" scale, 7-1/2" gauge and is owned by Kay

Vollrath, a well known provider of locomotive photos. Lead (or point) locomotive is coal fired and the other oil fired. Note the use of the "smoke option" on the lead engine. The prototype of the lead locomotive was the last steam loco to operate on the Wabash RR and is preserved in the Museum of Transport in St. Louis. Kay is a former HO scale modeler with a large collection of HO brass. Photo by Brint Jefferis.

In all sizes you will find many model railroads operating in a "chase-the-tail" mode. That is the case with the Kansas City Live Steamers (KCLS) who run from one to a half dozen trains on the nearly 0.4 mile single track main line at the same time, all in the same direction. KCLS operates in a public park and hauls the general public at no charge any time they are running trains. Most of the modular railroaders operating in gauges from N to G do the same except they have from 2 to 4 parallel tracks and run trains in opposite directions on adjacent tracks. Many of these modules are only put together with others so that trains can be run on special occasions, such as train meets held in malls, etc. KCLS does NOT take up their track between runs, although the question is asked with surprising regularity.

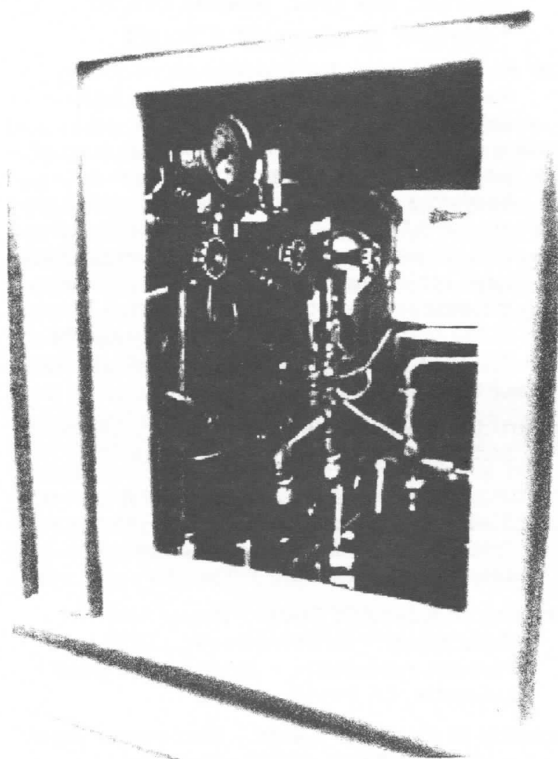
Two other large scale model railroads in the Kansas City area are partly single tracked and partly double tracked. They are arranged so that a train starting from a given point will return to the same point but going the opposite direction and will continue until it is back where it started. Both tracks feature runs of a mile or more. Because of the configuration, trains operate both ways on any given piece of single track. Yes, cornfield meets are possible! Both of these layouts are on private property with admittance by invitation. Of course many smaller scale model railroads have two way operation on single track on parts of their layouts.



Central Pacific 173, built, owned and operated by Edson Chadborn. This locomotive uses many lost wax castings and is an excellent model. Locomotive is 1-1/2" scale, 7-1/2" gauge. Photo by Brint Jefferis

You cannot purchase 4-3/4" or 7-1/2" gauge "snap track" or "flex track". However, much of the new track laid by large-scale model railroaders is pre-assembled and thus resembles snap track. In truth, all of the track – including switches – is "hand laid". Rail, frogs, fishplates and switch stands are available commercially and the rest is fabricated. In the smaller scales, hand laid track is somewhat of a rarity except when the modeler is working on an Achievement Award. One real exception to this is Charley Stapleton's layout in the Kansas City area. He has over 1,000 feet of hand laid HO gauge track. He builds his switches in place to be just what he wants.

Locomotives and other rolling stock can be purchased ready to operate but many modelers purchase plans and some castings to build their own. Some even draw their own plans, make casting patterns, cast things such as cylinders, stacks, etc., machine them and even build their own boilers. That is real scratch building! Warren Weston, MMR, and Gail Gish did this with the Denver & Rio Grande T-12 (4-6-0) narrow gauge locomotives in 1-1/2" scale. I purchased an 0-4-0T that was supposed to be ready to run (but wasn't quite). I have the plans and castings to build the trucks for a riding car and the truck for a 4-wheel caboose. I will be building those bodies plus all of a 4-wheel tender to convert the locomotive to an 0-4-0. By the way, this locomotive, 7-1/2" gauge is 2-1/2" scale, weighs 180 pounds.



A view through the cab window of the CP 173. Everything looks right and everything works. Photo by Brint Jefferis. Command control is now getting a good start in the smaller scales. All large scale model locomotives come with "command control" as standard. Well they do! Isn't "command control" a way of operating locomotives where one engineer controls a specific locomotive, no matter where it is on the layout? Therefore the large scale locomotives come with "command control". The steam type locomotives, and some of the diesel locomotives and electric locomotives, are equipped with "on board sound". The steamers ARE steam locomotives and automatically make the appropriate noises. Some diesel types are actually driven by an internal combustion engine, but their "sound" isn't too realistic. Other diesel types are electrically driven and some of these have high volume electronic sound systems that do an excellent job of imitating the real thing. Most electric type locomotives have the familiar spur gear noises that are associated with 12" to the foot equipment. Oh yes, some of the steam locomotives come equipped with a "smoke" – at least when fresh coal has been added or the oil fire is too rich!



Wabash 657 is a 1" scale, 4-3/4" gauge completely scratch built 4-4-0 American type locomotive built, owned and operated by Ed Spanknoble. Ed is a former O scale modeler who was well-known for his Wabash models. Photo by Brint Jefferies used by permission of Live Steam magazine, Copyright 1975.

One additional thing for live steam operators in the larger scales to consider is that some things do not "scale down" – including steam pressure. The safety valves (2 on all larger locomotives) "pop" or open up at 100 to 125 pounds per square inch gauge (psig). This is nothing to fool around with and clubs such as KCLS require that all boilers undergo a hydrostatic (filled with water) test at least once a year with the boiler tested to 1-1/2 times the anticipated operating pressure.

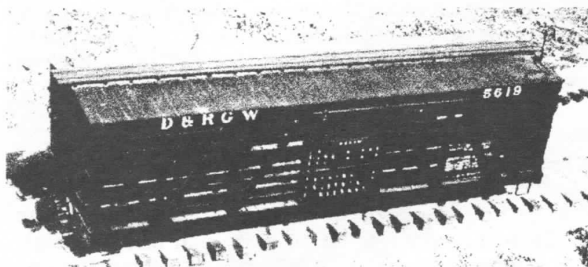
A few of the large scale models have been set up with radio control and these are very impressive in

appearance. Actually, about the only time these models are operated with radio control is when someone is making a videotape. Some G gauge equipment is radio controlled. In fact, this is very common on G gauge live steamers, especially on narrow gauge equipment.



Gold Spike ceremony at the home layout of Warren Weston, MMR. The locomotive is 1-1/2" scale, 4-3/4" gauge models of Denver and Rio Grande T-12 Ten Wheelers or 4-6-0s. These are really scratch built as Warren and Gail Gish went to Colorado to measure existing T-12s, drew the plans, made patterns, had castings made and completed these working steam locomotives. Warren's 169 is to his left and Gail's 167 to his right. Both Warren and Gail are former HO scale modelers. Photo by Robert Jefferis.

Some large scale clubs have two way operation on single track, complete with timetables, dispatchers and train orders. Some have waybill operation with rolling stock picked up and set out by a way freight. Now some of you are wondering where I am getting this kind of stuff - large scale modelers with enough equipment, track and sidings to operate local freights with waybills. Believe me, they do exist and some commercial videotapes are available that show this.



D&RG 5619 stock car built by Warren Weston, MMR. This car is 1-1/2" scale, 4-3/4" gauge and the body is all Plexiglas. It won second place, freight cars at the 19XX NMRA National Convention. Warren "distressed" the plastic to resemble weathered wood and after it had won the award, he had to show one of the judges the piece of distressed plastic in his pocket to convince the judge that it was not actually wood. This car has been given to the

NMRA headquarters museum in Chattanooga. Photo by Warren Weston, MMR.

How much does large scale model railroading cost? That is one of those "how high is up" questions, right? If you purchase everything ready to run, it can get fairly expensive. However, I probably will have less invested - including my lathe, mill-drill, drill press, welding equipment, etc., than some of you reading these words have invested in your layout and equipment. About 30 years ago a man in the Cincinnati area named Bob Maynard decided to see how cheaply he could build a working, 7-1/2" steam locomotive. "Susan" is an 0-4-0 with a vertical boiler and vertical engines and was the result. "Susan" is still running today and his overall cost, including a steam gauge and scrap material he had in his shop, was under \$25.00! Today it would probably be closer to \$75 or \$100, but would still be a bargain.

Two magazines cater to the large scale model railroader. They are:

Live Steam - 6 Issues Annually - \$37.00 - P.O. Box 1810, Traverse City, MI 49685

Modeltec - 12 Issues Annually - \$36.00 - P.O. Box 1226, St. Cloud, MN 56302

There are a couple of excellent general books on Large Scale Model Railroading, which are:

So You Want To Build A Live Steam Locomotive by Joseph Foster Nelson - Live Steam Magazine, Box 1810, Traverse City, MI 49685

Master Railroad Builder by Steve Booth - 1992 - Paragon Productions, 3976 Canyon Road - Lafayette, CA 94549

There are several excellent books available, each of which gives step by step instructions on building a specific locomotive. Most of these are for 3/4" scale, standard gauge locomotives (3-1/2" track gauge) although several people have scaled them up and built 1-1/2" scale locomotives by doubling dimensions. Some of the books even have a chapter near the end telling what changes to make to do this. Check with Live Steam Magazine.

Four particularly well-made videotapes are available and I'll list them for your information.

Railroading In A Land Of Giants - 20th Century Steam - by Steve Booth - 1992 - Paragon Productions - 3976 Canyon Road - Lafayette, CA 94549 - 1 hour

Railroading In A Land Of Giants - Power And Superpower - by Steve Booth - 1994 - Paragon Productions - 3976 Canyon Road - Lafayette, CA 94549 - 1 hour

Railroading In A Land Of Giants - The Longest Train - by Steve Booth - 1997 - Paragon

Productions - - 3976 Canyon Road -
Lafayette, CA 94549 - 1 hour

Train Mountain Museum - Green Frog Productions -
200 N. Cobb Parkway - Bldg 100, Suite 138
- Marietta, GA 30062 - 1-800-227-1336

Bob Jefferis is Clerk of the Turkey Creek Division of MCoR and has been editor of their "Lightning Slinger" newsletter since 1996. He has belonged to NMRA since 1967 and is a life member of both NMRA and MCoR. He also belongs to the National Railway Historical Society (is currently Treasurer of the Kansas City Chapter), the Kansas City Live Steamers (KCLS Boiler Inspector for the last 19 years), Central Electric Railfans Association and the Missouri Pacific Historical Society. He is a Professional Engineer and Certified Energy Manager and is currently working full time as an Energy Engineer with a not-for-profit energy company in Kansas City.

BIOGRAPHY OF AUTHOR

Table of large scale railroading gauges

| Track Gauge | Scale | Scale Ratio | Prototype Gauge | Correct Track Gauge |
|-------------|-------------|-------------|-----------------|---------------------|
| 4-3/4" | 1" = 1' | 1:12 | 4' 8.5" | 4.7083" |
| 5" * | 1" = 1' | 1:12 | 4' 8.5" | 4.7083" |
| 4-3/4" | 1-1/2" = 1' | 1:8 | 3' 0" | 4.5000" |
| 7-1/2" | 1-1/2" = 1' | 1:8 | 4' 8.5" | 7.0625" |
| 7-1/2" | 1.6" = 1' | 1:7.5 | 4' 8.5" | 7.5333" |
| 7-1/4" * | 1-1/2" = 1' | 1:8 | 4' 8.5" | 7.0625" |
| 7-1/2" | 2-1/2" = 1' | 1:4.8 | 3' 0" | 7.5000" |

Don't throw it away

By Al Gaddini

One of the clinics I attended some time ago was on making wooden trestles. It was an excellent clinic and one of the things the clinician said was that he didn't throw anything away. We probably all experience this and would you believe on of the items that you can save is coffee. Instead of dumping the coffee left in the coffee pot, save it in a glass jar or container. You have to add a few drops of detergent otherwise it will get a mold after a few days unless you use it right away. Coffee is a natural stain. It can be used to soak sifted sawdust for ground cover when dry. It can be brushed on ties between the rails of track for a used appearance and it can be used to stain wood or plaster however this depends on how strong the coffee is. It might take several coats to get what you want. Because it acts like dye it soaks in like a wash. So just remember when you are enjoying that cup of coffee, save what's left and don't throw it away.

Minutes of the BOD Meeting Mid-Continent Region, NMRA

On 19 January 1999, President Charles Buswell, MMR, called the meeting to order at 8:07 A.M. in the Palace Ballroom Foyer of the Holiday Inn Central Hotel and Suites, 3321 South 72nd street, Omaha, NE 68124. The following board members, department heads, and division directors were in attendance:

Charles Buswell, MMR MCoR President
John Hardy, MCoR Vice-President
Richard E. Napper, MMR MCoR Secretary
Ken Thompson MCoR Treasurer
Warren K. Weston MCoR Past President
Dean Windsor, MMR MCoR Trustee
Charles Marchbanks Western Kansas Division Director
Ted Fuller Kansas Central Division Director
Jim Anderson Gateway Division Director
Robert J. Amsler, JR. MCoR Attorney/2001 Chair
Carl Chumos Kate Shelley Division Director
John H. Averill Great Midwestern Division Director
John Shaw Turkey Creek Division Director
Don Wetmore Western Heritage Division Director

Others in attendance: Whit Johnson Kate Shelley Division Member, Bob Folkmann Kate Shelley Division Member, Kent Grovex Kate Shelley Division Superintendent, Jim Flynn Turkey Creek Division Member, Larry Alfred Turkey Creek Division Member, John Plott Western Heritage Division Member, Pat Harriman, MMR Turkey Creek Division Member, and Past MCoR AP Chairman, and Harlan Warden Western Heritage Division member.

President Charles Buswell, MMR introduced the board and welcomed everyone to the meeting.

President Charles Buswell, MMR made a call for proxies. No proxies were presented to the board.

1. The secretary's report was presented to the board for the 16 January 1999 BOD Meeting. A motion was made by Ted Fuller, seconded by Charles Marchbanks, that the reading of the minutes be waived and they be accepted as printed. Motion passed without opposition.
2. Ken Thompson, MCoR Treasurer, presented the treasurer's report to the board. A Motion by John Shaw, seconded by John Hardy, that the treasurer's report be accepted as printed. Motion passed without opposition.
3. The director reports were presented to the board. John Shaw asked that the board approve the new constitution and by-laws for Division 29-02 so they could proceed with filing for 501-c-3 with the State.
A motion by Richard E. Napper, MMR, seconded by John Averill that the board approve the new constitution and by-laws for Division 29-02. The motion passed without opposition.
4. John Hardy commented that the division reports were still few and far between, and the directors needed to do a better job of writing reports to the board.
- A. No publication department reports were presented to the board. Charles Marchbanks is the new Caboose Kibitzer Editor. More pike registries are needed.
- B. The membership department presented reports to the board. Membership Chairman, Richard E. Napper, MMR stated that as of 19 May 1999, MCoR had 699 members.
 1. Dean Windsor, MMR stated that he wanted to change the re-rail chairman to the new member chairman so he could write to all new members, welcoming them to the region before they become

past members. He will also write to all none members in the region that have joined the NMRA to invite them to become MCoR members.

2. John Shaw requested that the membership lists from HQ be E-mailed to the divisions wherever possible.
3. New member aid Co-chairman are John Plott and John Averill.
- C. No AP Program report was presented to the board due to health problems in Dan Osborn's family. John Hardy stated that he has heard many horror stories, and that he will work with Dan Osborn to speed up the processing of all AP awards.
- D. Conventions
 1. 1999 Omaha
 - A. Omaha reported 177 registrants for the convention.
 2. 2000 Ames
 - A. Carl Chumos reported that the Kate Shelley Division is starting to work on the convention. They might hold the business meeting and banquet at the camp by the river going down on the steam train at Boone and returning by steam train after the event.
 - B. Convention dates are 15-18 June 2000. The Best Western Hotel is the convention hotel.
 3. 2001 National St. Louis
 - A. Robert Amsler reported that things are going well. They have a new Rocket Club membership at \$100.00.
 - B. Divisions are starting to volunteer to help at the convention.
- E. Sales
 1. Gary Gross presented his last report to the board. He then resigned due to time restraints.
 2. Charles Buswell, MMR is the new sales manager.
- F. Internet
 1. John Shaw needs more division information to post on the web.

President Charles Buswell, MMR called a board-meeting break at 8:53 A.M.

President Charles Buswell, MMR called the meeting back to order at 9:08 A.M.

5. All Divisions should check with Dan Osborn about their AP program awards status each month. Dan Osborn will give a full report to the President each month. The goal is a turn around of no more than 45 days.
6. Old Business
 - A. National Convention Fund Committee Report
 1. Robert Amsler suggested that the \$40,000 fund from the 1998 National Convention be put into a mutual fund and the interest be used to fund the MCoR library at HQ.
 - B. Larry Long Memorial Committee Report
 1. Dean Windsor reported that the award would be a service type award. At the mid-year BOD meeting, all divisions are to submit nominations to the Larry Long Memorial Award Committee.
 2. A motion was made by Dean Windsor, MMR, seconded by John Hardy that an addition to the by-laws be made to Article VII, Section 2, New Paragraph 6 as follows:
A presidential committee shall be appointed to select a recipient of the Larry R. Long, MMR Memorial Award. The Award will honor the recipient's service to the Region and Division as Region Volunteer of the Year. The motion passed without opposition.
 - C. MCoR elections report.
 1. Dean Windsor, MMR reported to the board to results of the election of officers.
President- John Hardy

Vice-President- Richard E. Napper, MMR

Secretary- Randy Meyer
Treasurer- Ken Thompson

2. A motion was made by Dean Windsor, MMR, seconded by Ted Fuller that the board accept the report, and the ballots be destroyed. The motion passed without apposition.

7. New Business There was no new business presented to the board.

President Charles Buswell, MMR asked all guests and non-board members to leave the room. The board went into executive session.

8. 501-c-3 status

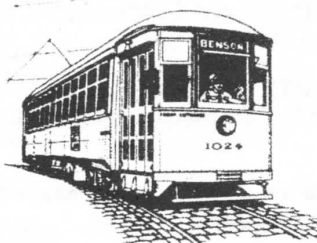
- A. Attorney Robert Amsler stated that the Region should go forth with the 501-c-3 application as soon as possible.
- B. Robert Amsler and Ken Thompson will work together to get the new forms filled out and submitted to the Government.
- C. A motion by Dean Windsor, MMR, seconded by John Hardy that an addition to the by-laws be made to Article X Section 5 that states: The Regional Convention Committee shall request operation lifesaver and/or other railroad safety organizations to make a presentation at the annual convention during the train show. No cost shall be charged to the presenter for space used. The motion passed without opposition.

9. A motion by Richard E. Napper, MMR, seconded by John Hardy, that the board adjourn. The motion passed without opposition. Adjournment was at 10:05 A.M.

Respectfully submitted:

Richard E. Napper, MMR
MCoR Secretary

OMAHA STREETCARS ARE RUNNING AGAIN



As a visual supplement to my 348-page book on streetcars of Omaha and Council Bluffs I now offer a 107-

minute video on the same subject, mostly in color and mostly from the 8mm movies I took in Omaha from 1951 to 1955.

This film story takes you all over the city, in sunshine and snow.

The video . . . \$41.25 postpaid.

The book . . . \$63.25 postpaid.

RICHARD ORR

6506 Western Avenue, Omaha, Nebr. 68132

ROCK FORMATIONS AND ROCK CASTING

By: Ron Morse, MMR

There are many ways to create realistic rock formations. The first obvious consideration is knowing what the prototype would look like for the model railroad you are building. Rock formations in the Midwest are different than those found in the Rocky Mountains.

SHALES AND SANDSTONES - For creating a rock cut in the Midwest the easiest approach is to use ceiling tile and break it into small pieces and use these to build the walls on your cut. Let the ragged broken edge show and stack and glue these to your desired length and height. After the glue has dried you can enhance the look of shale by using a steel wire brush (going with the grain) on the face of the rough edges of the ceiling tile. The gray color of the tile need not be painted if it is gray shale you are modeling. If you are doing sandstone you can paint the rough edges of the tile with a latex house paint or a dilute mixture of plaster and stain with appropriate colored acrylics.

GRANITE ROCK FORMATIONS - There are several ways to create granite rock formations:

1.) Use wads of plaster soaked newspaper.

2.) Make molds of real rocks and then use these molds to cast duplicates, which are usually made from plaster. The key to success in this approach is to have a good collection of real rocks to work from. Coal lumps make great rock masters. There are several different ways of making molds:

A.) Use modeling clay (non-hardening type) to make an impression of the real rock and then fill this impression with plaster to create a duplicate.

B.) Use aluminum foil to make an impression of the real rock and then fill this impression with plaster to create a duplicate.

C.) Use liquid latex rubber to make a mold of the real rock and then fill this impression with plaster to create a duplicate. Liquid Latex Rubber for this use can be purchased at most craft stores. The brand we use is called "Mold Builder" (a 16 ounce jar sells for about \$10.00). Follow the directions supplied with the product.

D.) Purchase a commercial set of rock molds and use accordingly. Woodland Scenics and other brands are available.

E.) Poke, cut and/or tear your Styrofoam or extruded foam base to create strata and then paint with latex or dilute plaster.

GARY'S SWITCHING LIST

By Gary Hemmingway
MCoR Area Meet Chair

Please let us 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. Help us coordinate the show dates so when there are more than one show on a given date they are not necessarily 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 me or send me your flyer or division or club newsletter to 3201 SW Stone Ave., Topeka, KS 66614-2823 or or call me at (785) 273-3350 email 103045.2047 @compuserve.com. Here are the known show dates.

SEP 11 - 12, 1999 - SOUTH CENTRAL NEBRASKA MODEL RR SHOW & MEET, Imperial Mall, 3001 W 12th St., Hastings, NE; Sat: 10 am - 5 pm, Sun: 12 noon - 5 pm. Tables: \$10, Info: Deb Blunt, 3001 W 12th St., Suite 36, Hastings, NE 68901 (402) 463-3315.

SEP 24 - 26, 1999 - BURLINGTON LITTLE LINE OPEN HOUSE 7 1/2 " Gauge, Harvey & Erma Hinz Farm (2 miles S. McCook, NE on US Hwy 83 & 2 1/2 E). Fri: unload & run on own, Sat morn & Sun Morn same as Fri. Train Rides 1 pm - 5 pm Sat & Sun. Rainwater available for boilers. 2000 ft of 7 1/2' gauge track.. Info: Harvey Hinz, RR 3, Box 94, McCook, NE 69001, (308) 345-5469.

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

OCT 2, 1999 - OZARK MOUNTAIN DIV. & OZARK MODEL RAILROADERS 1st ANNUAL MIDWEST RAIL, Model Railroad, Memorabilia and Slide Show event. Info: Ron Williams, 3129 Chambery Ave. Springfield, MO 65804. 417-883-5350 em: rjwilliams@cland.net or Dan Batson, em:

OCT 9, 1999 - BOEING EMPLOYEES' RAILROAD CLUB - ST. LOUIS RAILROAD SWAP MEET, Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Rd., Manchester, MO 63011. Sat: 10 am - 3 pm, Adm \$2, under 12 free w/paid adult, Setup 8 am, Tables \$14, Info: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206, email: whtehrse@concentric.net ph (636) 668-6313 after 6:30 pm CT.

OCT 16 - 17, 1999 - KANSAS CENTRAL MODEL RAILROADERS TRAIN SHOW, Kansas Army National Guard Armory, 400 Grandview, Newton, KS. Sat: 10 am - 6 pm, Sun: 11 am - 5 pm. Info: Ron Ragon, 415 SE 4th, Newton, KS 67114, (316) 283-1729, em:

OCT 16 - 17, 1999 - GATEWAY DIV. TRAIN SHOW & MEET, Gateway Center, Collinsville, IL, Sat: 9 - 4, Sun: 11 - 4, Adm \$4 under 12 free w/paid adult. Layout tours, Clinics. Info: Richard Lake, 5851 Waterman Blvd., St. Louis, MO 63112-1515

OCT 30, 1999 - SOUTHERN ILLINOIS TRAIN CLUB & COLUMBIA MODEL RAILROADERS SHOW & SALE, Centralia Recreation Center Complex Gymnasium, 115 E 2nd, Centralia, IL. 10 am - 4 pm. Adm \$2, children under 11 free w/paid adult. Info: Randy Domineck, 814 Chamness Rd., Royalton, IL 62983, (618) 984-4474.

MEET OCT 31, 1999 - 5th ANNUAL WICHITA TOY TRAIN CLUB SWAP, Sedgwick County Extension Center, 21st & Ridge, Wichita, KS, 9 am - 3 pm, Adm: \$3, under 12 free w/paid adult, Tables \$6, Setup 7 am. Info WTTC, P. O. Box 4420, Wichita, KS 67204 or (316) 744-2527 or (316) 686-2087.

NOV 6, 1999 - KATE SHELLEY DIV. MCoR, NMRA 8th ANNUAL MEET, United Community School, (US Hwy 30, 3 miles W of Ames, IA), 9 am - 3 pm, Adm: \$4 advance, \$5 door, \$4.50 NMRA., under 12 free w/paid adult. Info: Robert Folkmann, 1326 Burnett Ave., Ames, IA 50010-5424 (515) 232-8689 rfolkmann@ames.net or Carl Chumos, 819 Wilson Ave., Ames, IA 50010-6044 (515) 233-8526 carlchumos@juno.com or

NOV 14 - 15, 1999 - BOOT HILL MODEL RR CLUB SHOW & MEET, 4-H Bldg, Ford County Fairgrounds, Dodge City, KS; Info: Dale Sutton, 804 13th Ave., Dodge City, KS 67801; (316) 225-4348.

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

DEC 5, 1999 - SOUTHERN ILLINOIS TRAIN CLUB & COLUMBIA MODEL RAILROADERS SHOW & SALE, Centralia Recreation Center Complex Gymnasium, 115 E 2nd, Centralia, IL. 10 am - 4 pm. Adm \$2, children under 11 free w/paid adult \$5 family. Info: Randy Domineck, 814 Chamness Rd., Royalton, IL 62983, (618) 984-4474.

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

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

MAR 11 - 12, 2000 - 13th ANNUAL AIR CAPITAL TRAIN SHOW & SWAP MEET, Info: P. O. 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:

2001 NMRA NATIONAL CONVENTION, St Louis, MO; Host: Gateway Div., MCoR!

1999 Mid-Continent Region Convention is a Success

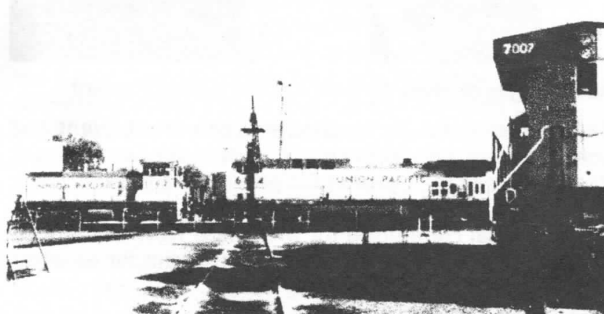
By Charles Marchbanks

The Region Convention held June 17-19 in Omaha was enjoyed by all those who attended the convention. I believe that the number of registrants was about 200. The Convention committee had planned plenty of events and there was always something to do.

Thursday night they had a social hour with a slide presentation. Dick Orr presented the slides. His presentation was on the history of traction railroading in the Omaha area. I was not able to attend all of the talk (slow restaurant) but the part I saw was very informative and interesting.

On Friday morning they had three different prototype tour options to choose from. The first one was a tour of the General Electric Locomotive Shop in Council Bluffs IA, Durham Western Heritage Museum, and Up Harriman Dispatch Center. The second option went to the Omaha Zoo Railroad, Union Pacific Passenger Car Shop, and Illinois Central Yard. Option 3 included Rails West Museum/Greater Omaha Society of Model Engineers, Union Pacific Council Bluffs Yard, and General Electric Shop. These tours were well attended by the Convention goers.

I went on the tour of the General Electric Shop in Council Bluffs IA. This shop is located in the CNW Roundhouse. GE does contract repair and modification to Union Pacific's fleet of high horsepower GE units. The shop is small but the tour was great they had a UP, SP, and CNW unit inside the five stall shop. The UP unit had the motor removed and the CNW unit had an axle that had been removed by use of the drop pit. I do not know if the placement of the units in the shop was by coincidence or plan on GE's part. They also had one unit outside running and an EMD switcher and GE unit on turntable outside shop. The also provided pop and cookies and used the down time during the tours for employee training.



UP1102, and UP 6814 on turntable outside GE shop in Council Bluffs IA. UP 7007 was the unit that was running during the tours.

The second stop on this tour was the Western Heritage Museum located in the old Union Station building. The station has been renovated to appear

like it did when new in the waiting area. The museum has a steam locomotive UP 1243 and several old UP passenger Cars. They also have a caboose and a SP passenger car. Some of the Passenger cars are still used by the UP and can be removed when needed. The museum also has the body of an Omaha traction car on display. They also have several picture and items that were in the UP Museum. They also have a layout that is nice looking but does not work very well. Several none rail exhibits and education areas are also available at the museum.

The third stop on the tour was the Harriman Dispatch center located in the old UP freight house in Omaha. We got to go in to the bunker (secured and Tornado proof) were the dispatchers for the UP and CNW portion of the line are. I enjoyed seeing the big board or all of the CTC track diagrams projected on the wall and seeing where trains are on the system. This was the last chance to see this set up as it will all be on computer screens sometime next year. Upstairs and which is not protected is the dispatchers for the former SP system as they use a different system then the UP side does. They will also be changing next year. Other support personnel are also located up stairs.



These Cubicles are in the upstairs of The Harriman Dispatch Center and contain the SP dispatchers.

I heard from several people that went on the second option that went to the Omaha Zoo. They enjoyed seeing the train steamed up and the ride. This also sparked conversation latter at the convention for those on the meal plan. This tour also went to the UP passenger shops and got to see a train they were getting ready for a trip. They also went to the Illinois Central Yard but I did not hear much about this part of the tour. I also did not hear from the people that went on the third tour option.

In the afternoon the train show opened for the Convention registrants and was also open to the public on Saturday. This was a good train show and had plenty of dealers. I also enjoyed the modular railroads that were present at the show. I was also impressed with the quantity and quality of door prizes that were given away.

I thought the line up of clinics was good and enjoyed the ones that I attended. The clinics I saw included weathering cars, passenger train makeup, handlaying turnouts and modeling Kansas City. While there were other clinics these are the ones I choose to and had time to attend. The presentations were good and diverse and very informative. I compliment all the presenters that choose to give clinics.

The group I went on layout tours with did not have the best of luck as we only made it to one. We did not read the map close enough and then decided not to go to one after we were almost there. We did make it to Gerald McGee's Puye & Phui. I liked this layout.

The annual Board of Directors Meeting was held and the minute appear earlier in this Kibitzer.

On Saturday evening a Banquet was held to end the convention. The meal was very good and the slides show was excellent. While I do not remember the name of the presenter I thought he had great slides and I enjoyed the presentation. He used mostly his own slides but also borrowed some. I also sat at the table with several of the convention staff. They were having a good time at the Banquet sense the work was done. I told them that I would include their picture with this article.



Convention staff unwinding at Banquet.

The local Committee gave several awards at the Banquet to the local committee for their work and effort at the convention. A Platinum Spike Award for outstanding service was given to Barb Lundquist for all the work she did as Convention Registrar along with other things. I was touch by the presentation of this award.



Barb Lundquist receives Platinum Spike Award from Western Heritage Division.

Next was the Annual Business meeting of the Region Membership. The minutes of this meeting were also included earlier in this issue of the Kibitzer. Charles Buswell, MMR presented the Kenny Johns Memorial Award to Whit Johnson. John Hardy presented the Kenneth R. Cline Memorial award to Randy Meyer.



Whit Johnson receives Kenny Johns Memorial Award



Randy Meyer receives Kenneth R. Cline Memorial Award

The theme of this Convention was the Great Event and I think it was a great event. I want to thank the Western Heritage Division for providing a great convention. My thanks to the Western Heritage Division local committee for their hard work and effort to make the 1999 Mid-CoR Convention fun for all who attended.

I did not have time to make it to the contest room. If the contest chairman could send me the list of winners and any photos or an article, I will include this information in the next issue.

Build a Frisco Wooden Water Tank

By
Richard E. Napper, MMR
Photos by author

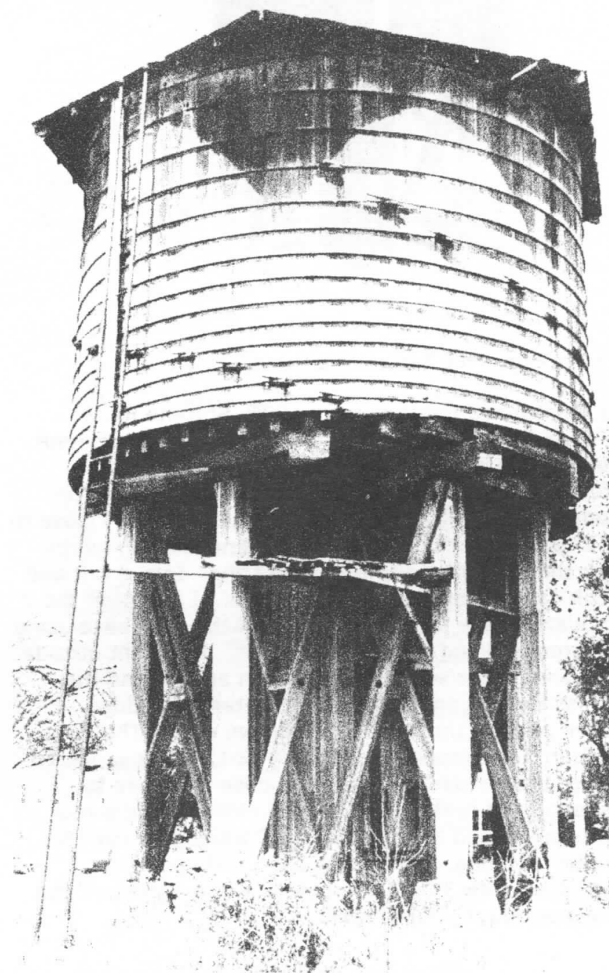
The Frisco wooden water tank at Beaumont, Kansas was built in 1897, making the tank 102 years old. It was built to serve the Steam Locomotives, supply water for feeding stationary boilers, washing cars, and floors, cleaning out boilers, cooling ashes, fire protection, and similar purposes at the round house, shops, and depot.

The water tank is of cypress stave construction and represents one of the few remaining examples of this type in Kansas. The tank is 16 feet high by 24 feet in diameter, holding 50,000 gallons of water. The tank supports are 12" x 12" by 16 feet tall. The roof is six sided, wood shingled. The roof has an access hatch. The tank did not have a waterspout on the tank. The tank is constructed from large, saw-cut and milled cypress staves bound by steel bands with nut and bolt fastenings. Eight wooden pillars support the water tank. The pillars stand on concrete footing and are cross-braced with wooden timbers. A wooden square core supports the center of the tank. The core measures seven feet square, is insulated with sawdust, and has an access door on the East Side. The tank was rebuilt in 1944.

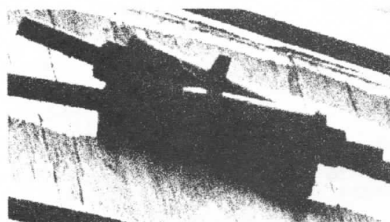
Why has this tank lasted so long? The answer is an interesting story. When the Frisco built through to Wichita in 1880, they decided to make Beaumont, Kansas a division point because it was at the top of the grade, and a line left Beaumont to connect to Enid, OK. Of course a town was platted at Beaumont, but the man that owned the land struck a deal with the railroad. He would not sell the land to the railroad, but would lease it to them forever as long as they built a water tank that would supply the town of Beaumont for as long as the town needed the water. The Railroad thus agreed to maintain the water tank long after the steam locomotive was gone. The tank passed from the Frisco Railroad to the BN, and finally the BNSF, and the water tank is still standing. Sometime in the 1990's the railroad donated the water tank to the town of Beaumont. The Town is trying to restore the tank, which has not had water in it for some time. That's why the tank is still around in 1999.

I visited Beaumont, Kansas in 1996 along with my friend, Ted Fuller, so we could photograph the tank, and take measurements. The tank has 12 concrete bases, which are 2-1/2' square at the base, and taper to 26" square at the top. The supporting post are 12" square with 3" x 10" cross braces. The center freeze box has the footing on 7' square centers with the other footing 6' from the center footings. The freeze door is ringed with 1" x 6" trim, and the door is 5' high

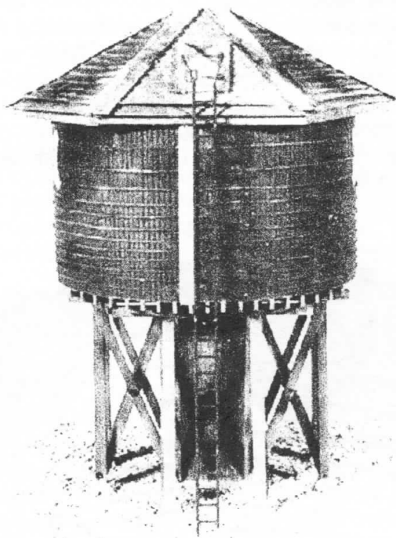
and 3' wide with three hinges on the right side as you face the door. The tank center is 61 feet from the track center. The ladder is 5' from the tank on the south side, at the footing base. The ladder has 2-3/4" side pipes and 1/2" rungs on 12" centers. The tank has 14 bands made up of three-rod sections. The tank staves are 3-1/2" wide, cypress. The tank supports are all 4" x 12" timbers running North and South. All other tank support members are 12" square timbers, which are bolted together.



Beaumont water tank This view shows the freeze door, placement of ladder, timber cross bracing, and the steel bands.



Close up of tank tie rods.

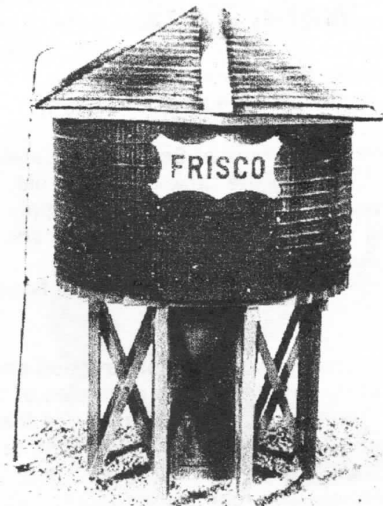


ladder side of the Beaumont tank model

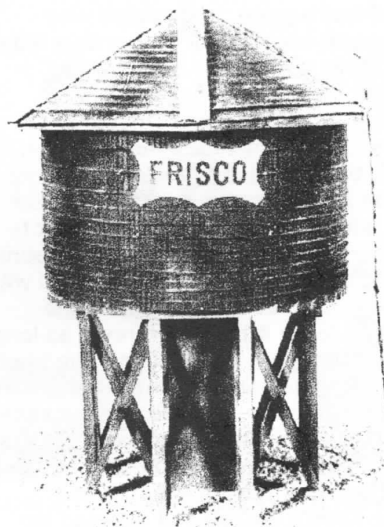
I constructed my tank from 100% Styrene using Tenax-7R cement. I used a 6" square .080" styrene base upon which I built the tank. I used concrete footing, which I purchased from Details West. The timbers are 1/8" square styrene, which is very close to 12" square in HO scale. I used dimensional styrene for the tank base and timber bracing. I used nut and bolt casings on the timber supports. I first built the 7' Square freeze box in the center of the tank base using V-groove siding, and 1" x 6" strips. The eight outside square timber supports were then added, and the cross bracing and nut and bolt detail was added. I then painted the base a roof brown color. The 12" square top timbers and all 20 4" x 12" tank supports were then added on top of the base structure to support the tank. I painted the new members roof brown. I used a piece of 3" PVC white pipe cut 16 scale feet long, as the tank base. The pipe was wrapped with 3-1/2" V-grove siding to represent the cypress staves of the tank.



Freeze door and details.

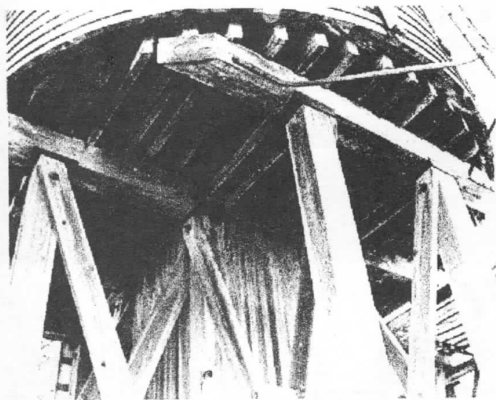


View of model with ladder on the left side.

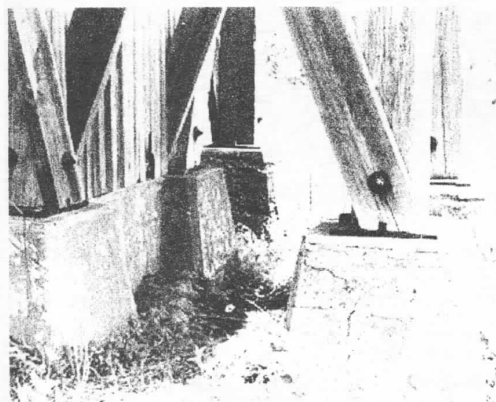


View of model with ladder on the right side.

The tank had two Frisco coonskin logos added on the East and West sides of the tank. The tank was then painted black. The tank pipe stays are made from 10-lb. Fishing nylon line. The line was over lapped three times for each stay to simulate the rod ties. Add the line after the tank is painted, but before you add the roof.



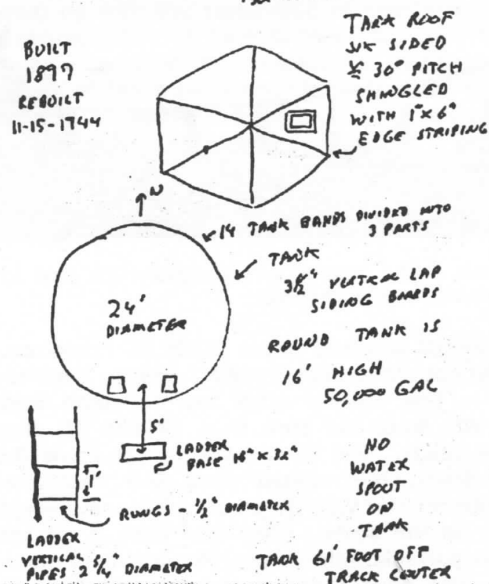
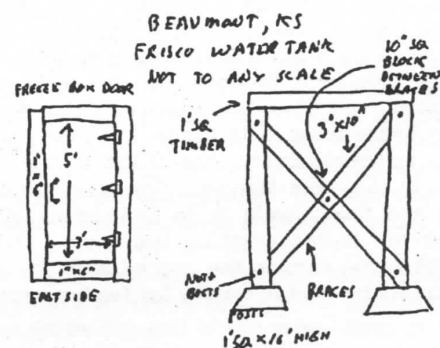
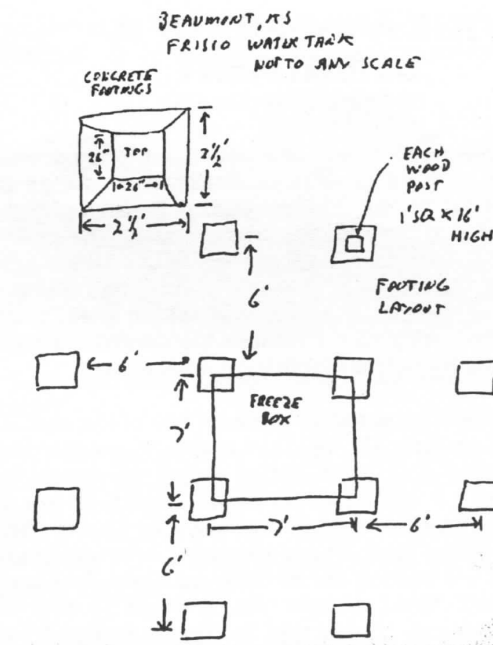
The bottom of the Beaumont tank showing the details of the underside of the tank.



The concrete pads that the tank rest on and the center pads and foundation for freeze box.

The roof is made from six piece of .060" styrene. I then added the roof hatch on the south side of the tank. I then used .020" styrene strips which I cut partway though to simulate singles. These were glued to the roof base. I used thinner styrene to over lay the roof joints, which I painted copper to make them look like roof flashing. The centerpiece of the roof is a ballpoint pen end with a BB on top. The roof ladder is from commercial ladder stock. The roof singles were painted roof brown. The tank is lightly weathered as my tank represents the rebuilt tank of 1944. I used chalk for the weathering effect. The ladder side of the tank faces south toward the railroad track, sitting on a very small hill of about two feet elevation above the tracks.

Have fun, and remember the Frisco!



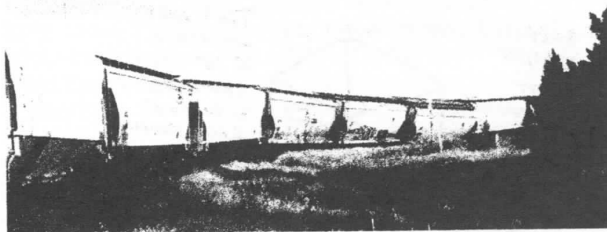
Drawings added to show dimensions given in article Drawings by Author scanned by Editor.

THE ANATOMY OF A DERAILMENT

By Charles Marchbanks

The first version of this article without photos was printed in Railroad Crossings. Railroad Crossings is the newsletter for the Western Kansas Division of Mid-CoR. I live in Oakley Kansas and live along the Union Pacific's line from Topeka KS to Denver CO. There is a wye in town, which is at the West end of the Plainville branch. The derailment involved a loaded grain train coming from Colby KS. I witness the derailment plus the clean up by Hulcher Professional Services.

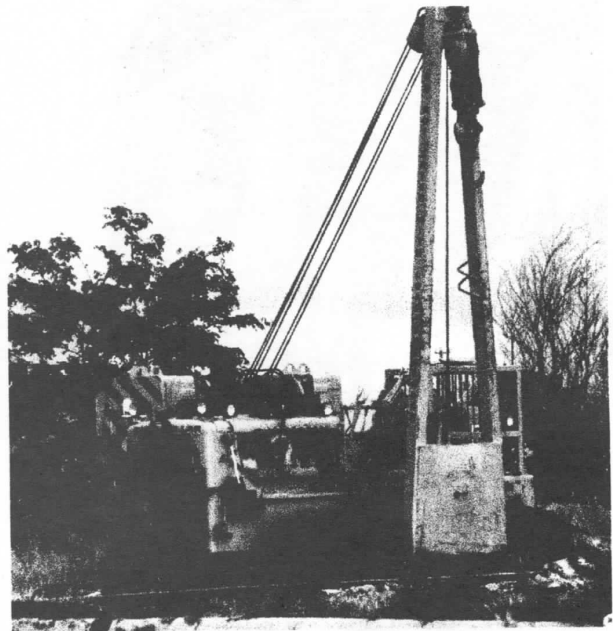
The derailment occurred on the west Leg of the wye at Oakley KS on June 11, 1999. I heard on my scanner that a loaded grain train out of Colby was ready to leave town. I walked down to the tracks (I live 5 blocks from tracks) and got their in time to see that they were going west around the wye. Normally grain trains that are coming out of Colby go east. As I was watching the train I thought Gee, it would be neat to see a derailment. I also was thinking a loaded train on the west leg of the wye it probably will derail. Well, the next thing I knew I thought I saw two cars rise up and come back down like a buckling between the two cars. My next thought was my eyes are playing tricks on me. Then I noticed one car seemed to be leaning to the west quite a bite and then I saw dust coming up from around the truck of the car behind the one that was leaning. The train went a little farther and finally went in to Emergency after losing the air but before anything laid over. They ended up with seven cars on the ground and 2nd, 3rd, 5th and 8th streets blocked in Oakley for Twelve hours.



The west side of the derailed cars in Oakley, KS June 11, 1999. All seven cars that derailed.

This Derailment occurred about 6:30p.m. Friday and Hulcher did not arrive until around 2:45a.m. Saturday morning. The Hulcher crew had to come from Hastings, NE. since the crew from Abilene KS. was working in Texas. For those who do not know the normal Hulcher crew consist of 2 D-8 Caterpillar tractors with counter weights on one side and a winch and boom on the other. They also have a tracked loader and portable light tower for night operations. The D-8's also have acetylene torches mounted on them to cut rail and car parts when in the way. Each crew has five flat bed semis 1 for each tractor and the

tracked loader plus one for the boom and counterweights for the tractor.

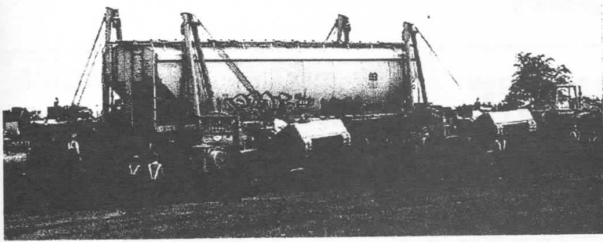


Hulcher Caterpillar tractor fully equipped for a derailment.

They rerailed the farthest north car of the derailed cars and moved it to the east leg of the wye. This car had one truck off the rail. They then moved the car north of it that was not derailed to the east leg of the wye. By putting these two cars on the east leg of the wye the UP was able to move the rest of the train. They pulled the train around the east leg of the wye opening 3rd, 5th, and 8th streets a little after 6:30a.m. Saturday.

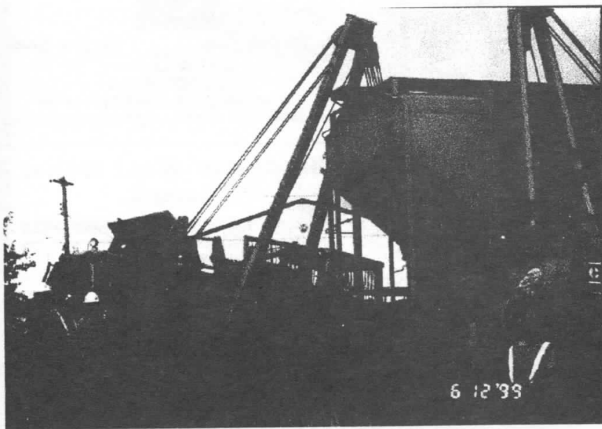
After the train was moved Hulcher then started on the next derailed car and moved it back to where the track was ok. They had to hook on to each end of the car three different times to get to good track and over the bad with out the car tipping over. They started on the next car and were not having good luck and it had been raining since Hulcher had arrived. About 7:30 a.m. the Hulcher crew took a brake and got some sleep they also called the crew out of Cheyenne WY. to come and help.

The second crew arrived at 4:30p.m. Saturday afternoon. The two crews lifted each car and carried them to the good track. They put a tractor on each corner of the cars to carry them to the good track. This time they started on the south end and worked to the north end of the derailment.



Hulcher's Cat tractors carrying one of derailed cars in Oakley KS June, 11 1999.

The last car rerailed was the car that gave the first crew trouble in the morning. In order to rerail this car they had to put the tracks of the tractor on the east side of the car between the rails of the east leg of the wye. Because of the angle the tractor was at they had to use the bucket of the Cheyenne crews tracked loader to hold it up right. Then the tracked loader from Hastings winched the car forward as two tractors lifted the cars.

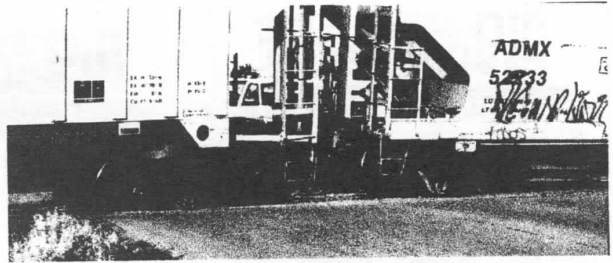


This photo is of Hulcher rerailing the last car. Notice the tracked loader bucket on the counter weight of the tractor behind the three men. It is hard to see in the photo but the tracks of the tractor are between the rails of the east leg of the wye.

They were done about 9:30 p.m. Saturday evening. Hulcher did use their tracked loaders to remove the rails that were tore up before they loaded up and left. The ties, rail, and ballast were removed from the roadbed to prepare for the repair work.

Second street in Oakley was closed until Tuesday as the derailment happened across the street and tore up the concrete crossing pads. The railroad had the track back together by Tuesday afternoon but as of June 30, 1999 it has not been ballasted or aligned. Since this was original written the track has been repaired. The cause of the derailment was a broken

rail just north of the 2nd street crossing and it was the west rail. It gave way as the train was passing over.



This is some of the damage that occurred to second street in Oakley.

I did not get pictures of the actual derailment as it happened because I did not take my camera on the walk. However I did take plenty of the derailment after I went and got my camera. I also took several photos of the rerailing process as can be seen by the photos with this article.

If anything nice can be said about a derailment it was that the derailment did not block the mainline. This derailment was one of five derailments that occurred on the UP between Topeka and Denver in June. The others involved coal trains and two of them put the locomotives on the ground. A train running through a switch caused one derailment. Another was caused by a sun kink in the rail. The next by rain soaked track structure giving way. The last one was caused by poor track conditions at the spot of the derailment.

One more note about Hulcher Professional Services. They have 45 crews through out the country and will have 48 by the end of the year. Each of the crews is setup up with the same kind of equipment. After a derailment they go back to their shop and clean their equipment. It is then reloaded on the trailers. The wheels of the trailers are blocked up off the ground until the next call comes in. Blocking the trailers takes the pressure of the springs, axles, and tires of the trailers. The crews are on call 24-7.

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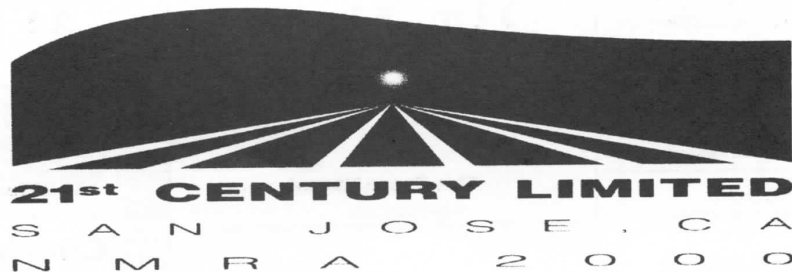
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Region Club Roster

This roster was created for the benefit of members of the MCoR Region. It identifies those clubs that are presently active in MCoR. Any group that wishes to be included in the listing should send the editor the clubs 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, Wichata, 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 Hutchison, KS 67501 | Nishna Valley MR Society (HO) 1303 8 th Street Harlan, IA 51537 Northeast | 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-Scal Modulares (O), 10334 Ash Overland Park, KS 66207 | Northeast Kansas Garden Railway Society (NEKAN-GRS) 1308 SW Caldon 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 Scalpers (S,Sn3) 512 SE Douglas Lee Summit, MO 64063 | Ozark Model RR Assoc. (all) 224 W. Commercial Springfield, MO 65803 | 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 | Parsons Model RR Engineers (HO), Cherryvale Depot Cherryvale, KS 67335 | Wichita MRRC (HO, Hon3) PO Box 48082 Wichita, KS 67201 |
| | Missouri Northern RR Soc. Inc. (HO) PO Box 12591 North Kansas City, MO 64116 | | |



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Another note from the Editor

For those who have pikes in the Pike Registry if your Registry does not look right or has mistakes please let me know. Also if you are not satisfied with the look of your registry please send me an original copy of your Registry. I will then rescan it. The original white business card works best. As for the rest of you I hope that you enjoyed reading my first issue of the Kibitzer. Please send an commits that you have about this issue. I will also make one last request for articles I currently only have enough for a Kibitzer Half the size of this one. Your help with contributions will be greatly appreciated.

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