

CABOOSE KIBITZER

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Caboose Kibitzer

Volume 49, No. 4 Winter 1999

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Associate Editor position open

Advertising Manager **Gene Tacey**

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Next Issue

The next issue will include the usual *Remembering: What and When* by Charles Mischke. An article on building The Roundhouse at Satori by Bob Guenter. Making Bottle Brush Trees by Ron Morse MMR is another article planned for the next issue. It should also have some information on the Mid CoR 2000 convention in Ames IA. The rest will be up to the aspiring authors in our audience.

The Cover

The photo of Union Pacific 844 was taken by Mike Heroy in October 1991 at Cheyenne Wells CO. 844 was making its return trip to Cheyenne WY over the Kansas Pacific after pulling an excursion from Salina to Oakley the day before. The depot and order board in the photo is now History.

The Head End

HELLO! FROM THE NEW MCoR EXECUTIVE BOARD.

By John Hardy

If you were not at OMAHA for the convention and haven't heard the results of the elections, they are as follows: Richard Napper was elected as Vice-President (Formerly our Secretary). Randy Meyer was elected Secretary (HE IS NEW TO MCoR BOARD) and Ken Thompson was re-elected as Treasurer. Finally, I was elected President and Trustee. With this knowledgeable team in place, you have approx. 80 TOTAL YEARS of volunteer work for the NMRA & MCoR.

I know I speak for the new board when I say we all appreciate you placing your confidence in us. We are committed to giving you the best possible service.

COMMUNICATION AND FOLLOW-UP, will be the motto for MCoR

There have been a great many conversations between Richard Napper and myself about what can be done to strengthen MCoR. Also, just what are the problems that exist that we need to pay attention to? Are there problems with membership services? Are there problems with the AP program? Are there problems with the membership being able to contact the board? Email John Hardy (). Email Richard Napper (renapper@flinthills.com). If there are problems, we want to hear from you. A problem can't be fixed if we don't know about it.

All these have been looked at. We do not have all the answers yet but we're working on them. The one thing that has come out of these conversations was a lack of thorough communication on everyone's part. So that will be our first priority. Along with communications, a second item goes hand-in hand with it: follow-up.

COMMUNICATION AND FOLLOW-UP will be the motto for MCoR.

To illustrate what I'm talking about, consider this. The AP chairmen of each division are now required to submit a monthly report, on past and present AP activities. A report is due, even if there is no activity.

The region AP chairman is to notify each individual that submits a report that it has been received. If the division AP chairmen does not get an answer in one week, he is to contact the region AP chair and myself, that the communication was not completed.

The region AP chairman is to consolidate all 23 reports and forward to the national AP chairmen a monthly report. He will request an answer from the national chairmen when he receives the message. If the region AP chairman does not get an answer back in one week he is to try to re-contact the national AP Chairmen to verify that all the paper work got there. We are trying to get the turn around down to 45 days. It's taking entirely too long to get things done.

When I receive notification that any communication has not been completed, I will contact the person responsible for the delay and request him to get it back on track.

COMMUNICATION AND FOLLOW-UP, will be the motto for MCoR.

This procedure has been applied already to the AP program and any communication that I receive. Any communication that I issue will have a copy to Richard Napper. Richard will basically know what I know. He is my right hand man. I have total confidence in him. The Secretary will also receive copies.

Another new procedure will be a requirement for the directors to submit a bimonthly report. These reports need not be lengthy; just a couple of sentences, just to let us know what is going on, rather than waiting six months for a board meeting.

One more thing we've done is to completely updated the call board, adding in all the division AP chairmen. All divisional AP chairmen have been forwarded to the national AP chairmen to be added to the AP mailing list

We've just started and we need your help to support your division activities. Don't just go but volunteer to help for an hour. Get involved. You could meet someone who could become your best friend.

From the left corner of the helix, find the fun in model railroading again.

"the helix"

Remembering: What and Why

by Charles Mischke

Mr. Guinness: A Unique Caboose and its Railroad

The International Railway Company operated a large network (287 miles in length) of street railways in Buffalo and Niagara Falls, NY, and owned two interurbans. One of these extended from Buffalo to Lockport (25 miles), and from there to Olcott (another 16 miles). It was double-tracked, except for the 16 mile single track segment to Olcott. Interchange was with the Erie at North Tonawanda and with the NYC at Lockport. Buffalo, Lockport & Rochester interurban passenger and trolley freight cars had trackage rights from Lockport to Buffalo.

The IRC used two 1899 vintage steeple cab locomotives (Nos. 1 and 2) as well as a Baldwin-Westinghouse 50 ton steeple cab of 1913 vintage (No. 3), hauling railroad interchange. Its roster also included ten box motors and a dozen box trailers, all of which were assigned to their own trolley freight.

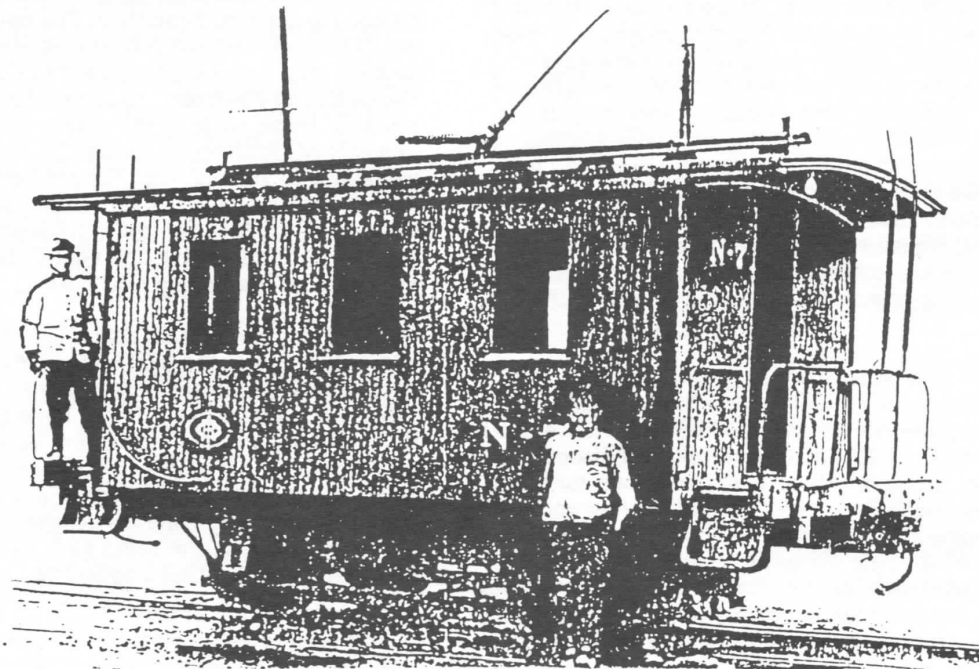
Of interest was the difficulty of the daily interchange wayfreight turn which had to travel about 70 miles and do the switching. Its chores were complicated by the need to get dispatcher's permission for the run-arounds on double track, and for working between passenger trains on single track. Workdays were very long, so the imaginative conductor approached the master mechanic and asked him to put a traction motor in the four-wheel caboose (as

well as two controllers, brake stands, pole and other necessary equipment). With such a self-propelled caboose, he would be able to handle all rear-end setouts and pickups without the usual run-arounds on double track. On single track he could send the engine with its consist to the next meeting point, finish off, and then catch up so that the meet caused no delay to the oncoming passenger train.

The conductor's request was successful, and crew days were shortened to eight to nine hours. His caboose was the only self-propelled one on an electric line of which there is a record. There were other cabooses which had trolley poles or third rail shoes, but their gear was used for lighting, heating or cooking.

Sadly, International Railway is not to be found in the Guinness Book of Records. That book records the longest train, the heaviest train, and the train with the most cars. When the IRC conductor uncoupled his caboose and sent the rest of the equipment on toward a meeting point, his train got longer. Since a train extends from its headlight (and class lights and white flags) to the rear markers on the caboose, his trains were routinely several times longer than Guinness's longest recorded train!

This remarkable caboose was capable of 30 mph when running alone, and experienced no difficulty catching up to its train. Should you chance to meet Mr. Guinness, be sure to let him know that IRC's powered caboose was numbered N-7. And you may want to add the noteworthy fact that locomotive No. One served the railroad for 52 years! □



The Editor's Desk

By Charles Marchbanks

Well, I hope that you enjoyed my first edition of the **Caboose Kibitzer**. I thought that it was a good issue(although there were some errors) and I want to thank those who took the time to call them to my attention. I will try to watch for them in the future and prevent them.

The photos printed darker then I thought they would. After some suggestions from several people, I hope they are better in this issue. I am doing all the layout of the **Caboose Kibitzer** on the computer and I printed the photos too dark on the copy that was sent to the printer. I hope that printing the photos light will help make them still clear when printed, as I learned that the ink will make them darker when printed. This is one area of the **Caboose Kibitzer** I will have to continue to work on.

The Fall **Caboose Kibitzer** contained a plea for an "Assistant Editor", which should have been "Associate Editor", and the job has been filled. Jack D. Hofmockel of Glenwood, IA, has volunteered to take this position. Jack's address and other information can be found in the Call Board. We are working together by e-mail and mail at this point. Jack is helping me by proofreading articles and checking grammar. I hope that we maintain the quality of the Kibitzer that has been set by my predecessors.

Again as a recurring theme in this column, as was published by Mr. Guenter, I must once more ask for articles for the next issue. While I know of at least one or two I hope to have for the Spring issue, more will be needed. I hope that during these winter months some of you will take a chance and write an article. If you look back at the Fall Kibitzer you will see that I wrote two, even though I have found mistakes that I missed. Any model railroading topic or railroad related topic is acceptable. Even articles that are only a paragraph or two long will be accepted. These help fill spots where the longer articles are just a little too short to fill the page. It will also help give new authors confidence in their writing.

For those who write articles using a computer and send them to me on a disk or via e-mail, here is something you can do that will help me: Please use a column width of 3.4" as is used for the **Caboose Kibitzer**. I also am using Verdana 9 point for text and 14 for headings. You may use the font you want when typing the articles and having the column width set at 3.4" will help me when inserting the article in to the **Caboose Kibitzer**. Those who submit articles that are hand written or typed that will need retyping do not need to worry about the above statements.

Since the photos in the Fall **Caboose Kibitzer** did not print as clear as I had hoped, I will make this one time offer: If anyone with e-mail would like a clear copy of the pictures from "The Anatomy of a Derailment" article, I can e-mail them to you. If you e-mail me requesting the photos, please specify "black and white" or "color". I can send either.

I also want to address the change that has occurred in the length of the Call Board. While updating the information in the Call Board to contain both phone numbers and e-mail addresses, I was forced to put the last section on top of page three. This was the easiest solution and I think the Call Board should all be together and not spread throughout the **Caboose Kibitzer**. This shifted the information on page three down five or six lines. The information about the cover will now be found on page four of the **Caboose Kibitzer**. I know it looks funny but until I receive some complaints or I decide to change it this will be the form of these pages.

Cover photos are needed for future issues. Out of 1500 railroad related photos I only had three that I felt were of "Cover" quality and use. While I have lots of photos I can use I would like to offer the opportunity to other members. The cover photo for this issue is not tied to any of the articles in this issue and I will use photos not related to articles, although if the authors have a cover quality photo that goes with the article, please send it. I also encourage those with photos that would like them considered for the "Cover" to send them to me.

A few last housekeeping items if you think that you should have a Pike Registry in this issue and it does not appear contact the Advertising Manager. The same is true if you are supposed to have an Add in the **Caboose Kibitzer**. To the region members that reside in those areas of the region shown as having unassigned Directors or as inactive Division, if you would like to volunteer for the position and get your Area or Division going again contact John Hardy. Only with your help can these Divisions become functioning units of Mid-CoR again. These Divisions are noted on the Region Callboard.

My last comment for this column is that I lack the expressiveness of the past editor. My columns will deal more with the business or bones of the **Caboose Kibitzer**, as I do not have the ideas to think of new concepts, or express how to achieve and look for them. I find this my chance to communicate how I see the **Caboose Kibitzer** put together. I write this after rereading his columns and know I will not be able to take the same path as he did. For those who enjoyed that I apologize.

Charles

Caboose Kibitzer Editorial

By Richard E. Napper, MMR

President, MCoR, John Hardy asked me to introduce myself to everyone. I am Richard E. Napper, MMR #196, and I am your elected MCoR Vice-President. I am an Electrical Engineer, Broadcast Engineer, Master Electrician, and an A+ certified Computer Technician. In other words, I like Electronics, which is my main sub hobby in the great hobby of Model Railroading. I come from a Five-generation family of Railroaders on both sides of my family. They all worked for the Frisco (St. Louis-San Francisco RR) out of Kansas City to Ft. Scott, Kansas, on the Northern Division, Kansas City Sub. My family worked for the RR before it even was called the Frisco. My Grandfather Baker worked for the Kansas City, Ft. Scott, and Missouri River RR before the turn of the century (1900). Most of my family were conductors but my cousin, Joe Napper, is a hog head for the BNSF, having started on the Frisco in the 1970's. I earned my MMR in May, 1993, earning six of the seven certificates in one year. I was able to devote the time because I am not married any more, and have no family, just two fat cats. I model the FRISCO, duh! I love to scratch build in styrene, go railfanning, and have a pretty good collection of photographs of most mid-west railroads. I have had the pleasure of meeting many, many great friends in model railroading, especially in the NMRA, MCoR. I am presently Superintendent, AP Chairman, and Paymaster of the Kansas Central Division.

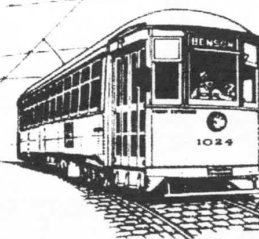
I'm sure John has already hit on this point, but I would like to reiterate, there are two things that make this great hobby worth the effort Communication and Participation. It is my job, as one of your elected officials, to help you any way I can, but I cannot do it if YOU DO NOT COMMUNICATE with John and me. All of your officers and most of your division officers have E-mail addresses. Use them! MCoR has been having a few problems with the National Achievement Program, so John and I have asked your local AP Division Chairman to report to Dan Osborn, MCoR AP Chairman, at least every month on any problems and concerns that YOU have in the AP program. Our goal is to make the turn-around on any certificate, etc. no more than 30 days from your division to National back to you. But it is only going to work if YOU communicate with us. The second thing John and I want to get started is better communications from the divisions to the MCoR BOD. At this time, your Division Director reports to the BOD twice a year with a division report. Communicate with your director! He is your representative to the BOD (board of Directors). John and I think that is just too long between reports, so we are asking each director for six reports a year, one every other month. Directors, do not get bent out of shape: the extra reports can be E-mailed to John and I and need only be one sentence long. If

everything is going OK in your division, just communicate that fact. But if you have a problem or concern, we want to hear about it in your by-monthly report to us. If you have an emergency, contact either of us as soon as possible. We guarantee to get back to you in less than a week. That is our commitment to you. John and I are here to serve YOU! There are a lot of very fine folks working for you in each Division and the Caboose Kibitzer has the Call Board on the inside front cover of every issue. Use it!

The other part of the equation is Participation! If you do not put any effort into participating at the Division, Regional, or National organization levels, you are the one that loses not anyone else. I am not saying you have to become an officer, but show up at as many shows, division meetings, and regional conventions that you can make. Give a clinic, or just attend other clinics given on your behalf. Ask questions. Participate! You will gain a lot of really good friends, and increase your knowledge and abilities in this great hobby. Have fun!

Remember the FRISCO!

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

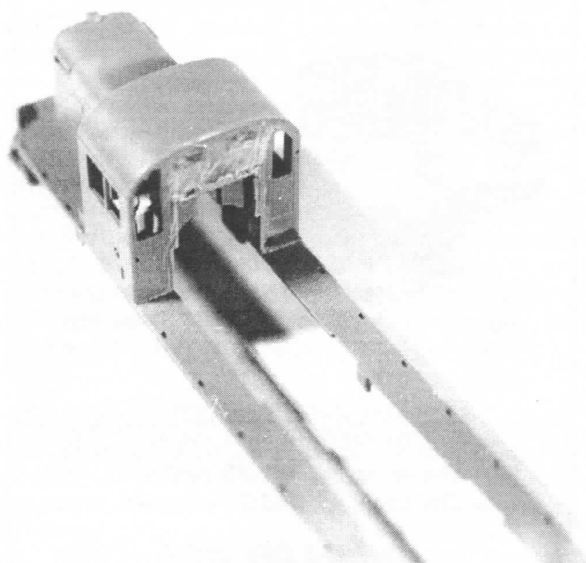
Frisco RS-2M

By Richard E. Napper, MMR

The Frisco only owned five Alco RS-2's, #550-554, with 12-244-B diesel engines. The Frisco had a lot of problems with the Alco engine so it sent the five units to EMD to be modified. What came back was the Frisco RS-2M. The units were pure Alco from the frame down and cab to short hood end, but the long hood had been replaced by an EMD GP9L high long hood. The 12-244-B was replaced with an EMD 567 diesel engine. The Alco traction motors, cooling system, and generator were retained while the 567 was de-rated down to 1500 hp which the Alco traction motors could handle.

I decided to model this rather unique Frisco locomotive. You will need one Kato RS-2 undecorated powered locomotive. Which one of the two models does not make any difference because the part of the shell that shows the water-cooled, etc. hood is the part you will cut off the shell. You will also need one Front Range GP9L shell kit.

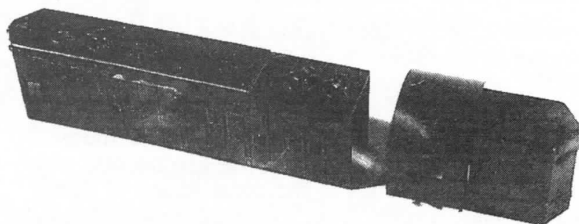
The basic shell modification is relatively easy. You cut the long high hood off the RS-2 just behind the Cab, then fill in the center windows on the cab between the cab doors with Squadron Green Putty. For some reason, Kato does not connect the hood, cab and walkway together. Using Tenax 7R styrene glue, attach the short hood and cab of the RS-2 to the walkway. Be sure and get the alignment correct or the shell will not fit on the chassis/motor.



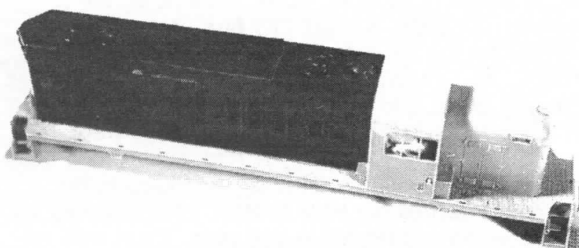
The photo shows the long hood of the RS-2 removed and the center windows filled in.

Now cut the long hood off of the GP9L shell just behind the cab. Cut off the small tabs below the shell, so it will fit flush on the RS-2 walkway. Now

glue the GP9 long hood in place behind the RS-2 cab. Again, watch the alignment.

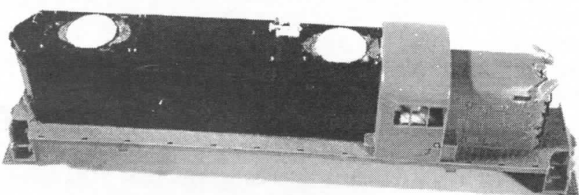


This photo shows the cut between the cab and long hood of the GP9.



The GP9 long hood has been grafted on to the RS-2 shell and walkway.

Your basic modification is now complete. But EMD did not put the standard hood on the RS-2's. Instead of the two 36" fans in both roof locations, they installed a single 48" fan. You must cut out the GP9L hood fans, fill in with putty, sand smooth and install Details West 48" fans. Frisco had the bug eyes for number boards on their RS-2's so add them to the short hood end of the RS-2. The Frisco liked air horns with 5 chimes all facing the same way, so add this to the roof on the engineer's side behind the engine exhaust on the long hood. Remember that the long hood is forward for an RS-2.



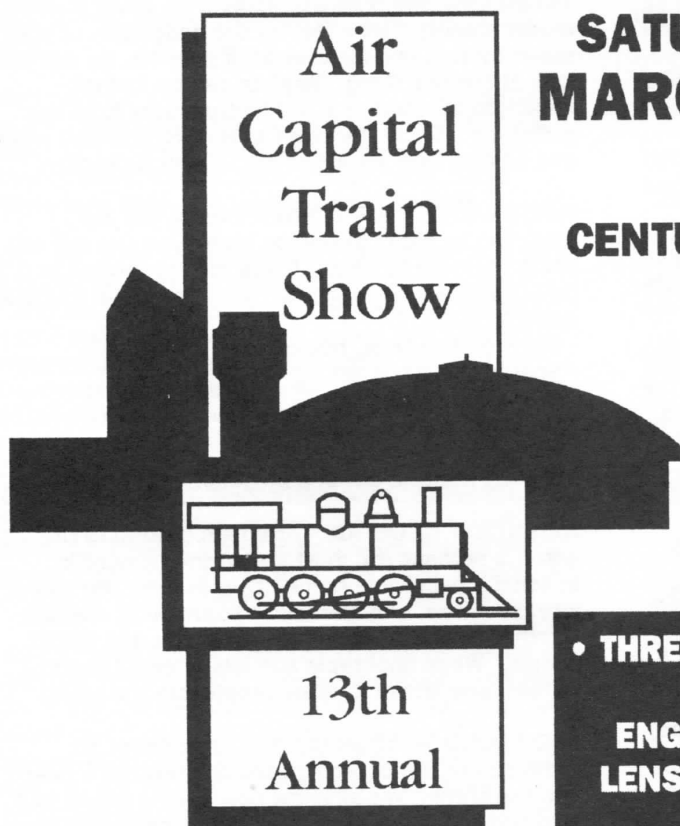
This is the completed RS-2M shell with the 48" fans, number boards, air horn, lift rings, and grab irons.

Add lift rings on the EMD Hood. The RS-2 had 6BL brake systems which sat outside the Cab on the running board, but no one makes that detail so there is no way to add it. The frame and truck detail is excellent for the RS-2, so there are no modifications to make externally. I added MU hoses on the pilot ends of the model.

(Continued on page 14)

AIR CAPITAL TRAIN SHOW

IN CONJUNCTION WITH
KATY RAILROAD HISTORICAL SOCIETY
SPRING MEETING



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Building The Scene

By: Ron Morse, MMR

Our goal in modeling is to create a miniature of the real thing and we generally go to great lengths to replicate that realism in our motive power and rolling stock. However, we often fail to create a realistic scene for our equipment to operate in. To build a more realistic scene consider the following:

GET A FEEL FOR THE PROTOTYPE - The first step in building a realistic scene is to understand the prototype. We are talking about more than locomotives and rolling stock, we are talking about ALL the various components that make up your scene. Getting a feel for the prototype generally involves doing some research. The first item to consider is the era and geographic location of your railroad. If you are doing a contemporary prototype that happens to run through the area you live in your research will be easier. However, if you elect to model the Colorado Central in the fall of 1904 at Georgetown, Colorado you will need to do some extensive research.

Actually the research step can be a lot of fun and educational as well. Your best sources for research are books, magazines and photographs that focus on the era and prototype you are interested in. As an NMRA member you can avail yourself of the services of the A.C. Kalmbach Memorial Library located at our headquarters in Chattanooga, Tennessee. Also, there is an abundance of videotapes and movies that can speed up your research. When possible visit the prototype location and take along your still camera, video camera, sketch pad and tape measure.

PUT YOUR RAILROAD HISTORY DOWN IN WRITING - Another excellent way to get into the feel of your scene is to write a history of your railroad. This is especially true if you are doing a "freelanced" railroad. You need to know why your railroad exists, what is its purpose, where does it travel to and from, and how it gets its revenue. If you have access to a word processor you should put your railroad history down in writing. As you create your track plan you should name everything (mountains, steams, rivers, towns, bridges etc). This draws people into the scene and creates a treasure trove of details people can refer to.

INSTALL PROPER LIGHTING BEFORE YOU START YOUR SCENERY OR PAINT YOUR BACKDROP - Proper lighting is, in my opinion, the most overlooked aspect of building a realistic scene. Often in our haste to get trains running we ignore lighting until the last thing. Some of the most visually attractive and believable model railroads I have seen have invested in quality lighting. Those who have built a lighting valance and used a combination of warm and cool lighting temperatures usually obtain the best effects. Most

lighting valances hang down 8 to 12 inches from the ceiling and follow the contour of the layout. **BACKDROPS ARE A MUST** - A scene without a backdrop is as distracting as a locomotive without paint. At a very minimum your pike should have at least 4 vertical feet of backdrop behind it. If you want to go the extra mile you should consider rounded corners and possibly even a rounded ceiling. For the actual backdrop a somewhat darker shade of sky blue should be used if you plan on photographing your layout for possible publication. Even if you don't consider yourself to be an artist it is amazing what you can do with a set of cloud stencils. There are of course many other backdrop options including photo murals, cutouts and hand painting your own. If you are painting your own be sure you paint under the same lighting that will be used to view the layout.

BUILD REALISTIC SCENERY - Take a class, look at videos, read books and/or magazines about building model scenery. Get a feel for the geography of your scene by studying pictures or, if possible, go out and look at the real thing. Realism can be further enhanced by using real dirt and/or rocks from the prototype. Study the types of rock formations, trees, and bushes that are indicative to your prototype.

PERSONALIZE YOUR SCENE - Even if you are modeling an exact prototype scene you can still add some personal touches. If you are freelancing you have abundant possibilities. Some personal touches could include:

- Signs on buildings, trucks, cars.
- Special license plates.
- Graffiti on fences.
- Graffiti on railroad cars.
- Initials carved in tree.
- If it fits the era, put in a model of your first car.

ATTENTION TO DETAIL - Attention to REALISTIC detail is perhaps the most important element in building a believable scene. Details draw the viewer into the scene. Pay particular attention to realistic weathering and be sure you don't have any SHINY people. When applicable add lots of detail clutter. Details, and lots of it, draw people into the scene.

ADD SOUND TO YOUR LAYOUT - Use sound to increase the feel of realism and to draw the viewer into the scene. We all know how adding sound to a locomotive can liven up a scene, but don't stop there. A number of companies now market sound chips and modules designed specifically for the model railroader. In fact some offer custom sounds made from your own recording. Some possible sounds could include:

- Motive power
- Whistles, Horns, Sirens etc.
- Birds - Ravens, Blue Jays etc.
- Factories/Industries
- Vehicles

(Continued on Page 14)

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. Write me or send me your flyer or division or club newsletter to 3201 SW Stone Ave., Topeka, KS 66614-2823 or call me at (785) 273-3350 email 103045.2047@compuserve.com. Here are the show dates.

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.

OCT 31, 1999 - 5th ANNUAL WICHITA TOY TRAIN CLUB SWAP MEET, 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 20 - 21, 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 20 - 21, 1999 - NORTH PLATTE VALLEY RR CLUB OPEN HOUSE, 1448 10th St.(Upstairs), Gering, NE; Sat: 10 am - 4 pm, Sun: 12 Noon - 4 pm. HO & N

scale Modular Layouts. Info: Larry Gibbs, (308) 635-7900.

NOV 27, 1999 - SW MO RR ASSOC MODEL RR SHOW & SWAP MEET, Joplin Museum Complex in Schifferdecker Park, 7th & Schifferdecker, 9 am - 4 pm, Adm: \$3 adult, \$1 Children, Tables \$10, Info: Rick Gardner (417) 673-4888 or Southwest Missouri Railroad Assoc., 11486 County Lane 214, Oronogo, MO 64855.

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 MODEL RAILROADERS SHOW & SALE, Carbondale Civic Center, on Illinois Ave, Carbondale, IL. 11 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.

APR 1 - 2, 2000 - WESTERN HERITAGE DIV., MCoR, NMRA, SPRING 2000 MODEL TRAIN SHOW, Holiday Inn Convention Centre, 3321 S. 72nd St., Omaha, NE; Sat: 9 am - 5 pm, Sun: 11 am - 6 pm; Adm: \$5, under 12 free w/paid adult; Info: Barbara Lundquist, 504 Pioneer Rd., Papillion, NE 68046 (402) 597-3988,

APR 8, 2000 - TOPEKA MODEL RAILROADERS 17th ANNUAL TOPEKA TRAIN SHOW & SWAP MEET, Expo-Center Ag Hall, 17th & Topeka, Topeka, KS; 9 am - 5 pm, Adm: \$3 under 12 free w/paid adult, Tables: \$10 by Mar. 15, \$15 after, Info: Gregg Wilcox, Registrar, P. O. Box 1856, Topeka, KS 66601, (785) 271-6272 or e-mail:

JULY 31-AUG.6, 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!

Athearn Genesis USRA 2-8-2 Light Mikado

By Richard E. Napper, MMR

This article will be in two parts. The first part will discuss how to take apart the new Athearn Steam Locomotive so you can do maintenance and repair. The second part will explain how I modified the Frisco #4030 so that it is way closer to the prototype, and how I installed a better white LED for the headlight.

I have enclosed a copy of the Athearn Parts List for the locomotive. This is an exploded view with no part numbers; I guess Athearn does not expect the locomotive to need repair or parts. The locomotive comes apart for repair in the following order.

Remove the pilot truck (Ref. A). You now have access to the screw that holds down the boiler smoke box; remove it (Ref. B). Remove the pilot brackets (Ref. C). You may wish to remove the cab grab irons (Ref. D). Now remove the cab from the back of the boiler (Ref. E). Work at it, it does come off. Notice the small tabs at the bottom of the cab front which are the ones you must free to remove the cab.

Remove the part above the running board at the back of the smoke box on the engineer's side (ref. F). Release the back of the plastic boiler shell. Notice the two tabs sticking out of the firebox sides (Ref. G). Lift the back of the boiler shell up and clear of the weight. Remove the front of the smoke box and unplug the headlight. Now push the boiler shell forward until it clears the front of the boiler weight.

The motor weight, gear assembly, and motor are held in place by four screws. Remove two screws at the front of the weight (Ref. H) and remove the two screws at the back bottom of the weight, which have two wires under them (Ref. I). Lift the weight up and off the running gear. The bottom plastic boiler detail part can now be lifted off the running gear to free the wire bundle connected to the motor weight. Three screws (Ref. J) and nuts hold the weight together. Removing them will give you access to the motor, flywheel, and gear tower.

At this point you can do any necessary maintenance on your locomotive. Part two follows.

The Athearn Mikado is a nice representation of the Frisco 4000-Series locomotives, but a few modifications will get you a lot closer to a true Frisco engine. First off, I will never run DCC, so I decided to cut off the provided plug and rewire the locomotive for my special white LED headlight.

If you have to have DCC DO NOT DO THE FOLLOWING MODIFICATION!

Cut the wires off at the provided DCC plug. Do not throw the wires away; you will need most of them.

The headlight is the USRA supplied type, which is wrong for the FRISCO. Pull part (Ref. K) out of the smoke box front. Also, pull the bell (Ref. L) from the front of the smoke box. Discard both parts. Use Cal Scale "Angle Bracket Boiler Front Mounting Bell" (Part #190-299) to replace the bell. Use the Pyle visor headlight, Cal Scale Part #190-201, and the Frisco Coonskin headlight bracket. The bracket is not listed in the new Walthers (2000) catalog.

You will need three pieces of K&S brass tubing, 1/4", 7/32", and 3/16".

Drill out the smoke box from where the old headlight was located, so that the 1/4" tubing is a press fit. It need not extend out the smoke box front at all and very little behind the smoke box front. Super glue in place.

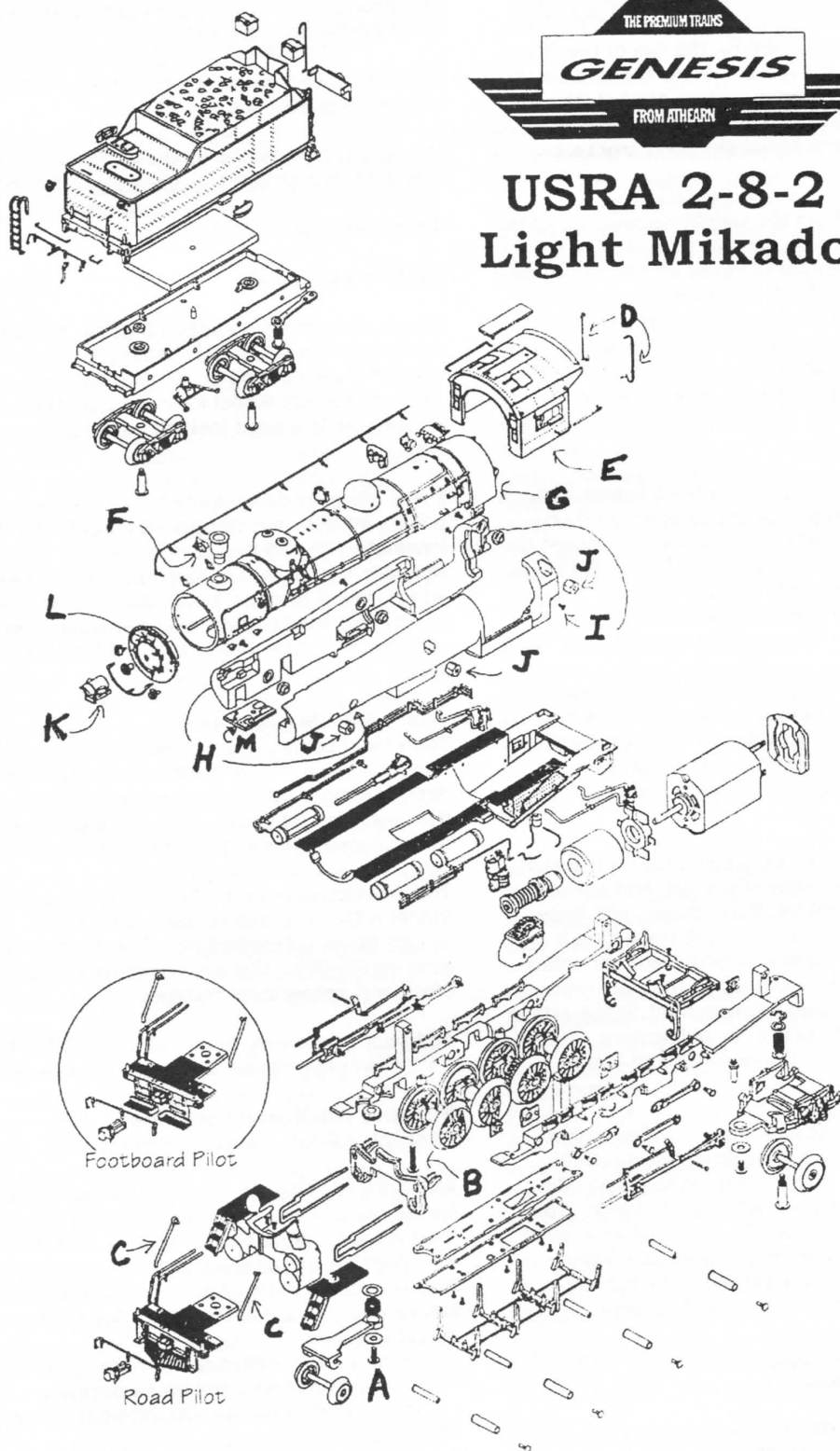
The little headlight is brass and must be drilled out from the back. Use a hand drill and/or a Dremel motor tool. I have had good luck holding the headlight with pliers while doing the drilling. Start with a #71 drill bit, and work your way up until you have cored out the headlight so the 3/16" brass tubing will press fit inside it.

Bring the tubing up past the side number boards of the headlight so that the light will not show through them. Super-glue the tubing in place through the side number boards. I know of no one that makes the very tiny numbers that will go into the side number boards of the headlight, so I do not bother with trying to light them or applying the numbers.

Cut off the Tubing at the back of the headlight leaving about 1/16" showing. Slip a 1/4" long piece of the 7/32" tubing over the tube inside the headlight and super glue it in place. Now glue the headlight to the Frisco Coonskin bracket. Slip the 7/32" tubing inside the 1/4" tubing. Super-glue the headlight and bracket in place.

We will now install a T-1 white headlight into the headlight from the back of the smoke box. Use a Hosflet Electronics 3mm, LED Part #25-352.

Remove the little circuit board from the front of the boiler weight (Ref. M). Unsolder the white and blue wires from the little circuit board. Use a clamp between the LED and its leads. Now solder the blue wire to the longer of the two LED leads, and the white wire to the other lead. Place small pieces of wire insulation over the two connections to the LED leads. Cut the leads as short as possible before you solder the wires in place.



Push the LED into the brass tubing from the back of the smoke box. It will go into the 3/16" tubing, but the base of the LED will stop on the rim of the 3/16" tubing. Super-glue it in place. Place the two wires back inside the top of the motor weight halves. Be sure the wires can be pulled through the weight halves after the plastic boiler shell and smoke box front are in place.

Remove the motor from the weight halves. Unsolder the wires from the motor and save them. Cut the two wires with the very small eyes on them until they are half their length. Strip the ends, and solder the black wire to the top black motor terminal. Solder the red wire to the lower white motor terminal. Now take the orange wire that you saved and solder it to the little eye along with the red wire from the motor. Do the same thing with the gray wire and the black wire.

Reassemble the motor into the weight halves. Watch how you route the wires out the back of the motor weight; there is very little room provided. Mount the weight back onto the running gear. Screw the black wire under (Ref. I) the left, fireman's side of the motor weight. Screw the red wire under (ref. I) the right, Engineer's side of the motor weight.

Dress the Orange, White, Blue, and Gray wires out the back of the firebox plastic casting like the original wire harness was routed. You can now reassemble your locomotive. Pull the blue and white wires through the boiler weights when you install the smoke box front.

Solder the four wires to a very small four-pin socket. Start on the Engineer's side of the cab and solder the wires in this order: Orange, Blue, White, and Gray. I used a four-pin plug soldered to the small circuit board I made for the headlight circuit and mounted both inside the tender. I cannot go into any more detail because I have sold the copyright to the article to Model Railroader Magazine for publication. Your engine will now run with the headlight on in the forward direction only.

A couple more modifications make the locomotive "FRISCO". Use Bowser trailing truck Kit #100437. You must cut out the front of the casting, and add a .060" plastic tongue to the delta trailing truck. This will extend the truck tongue the right distance, while insulating the metal truck from the engine frame. You may have to file a little off the truck casting to get clearance under the boiler. Paint it black.

Add the Bowser doghouse kit, #2320 to the back of the tender. Paint it black.

Now add the detail parts provided by Athearn. Paint the headlight and bell bracket black. Leave the bell brass and paint the Coonskin number board under the headlight signal red. After the paint dries, add

the coonskin number board road numbers and place the road number on both side of the sand dome.

Your FRISCO-4000 series locomotive is now a lot closer in appearance.

Buy the way, only the drives of the locomotive are powered, the tender just goes along for the ride.

Remember the FRISCO!

Editors comment.

I have seen this locomotive that Mr. Napper has modified. The white LED headlight is bright in normal room lighting at 20' as measured on the Emporia Kansas Model Railroad Club Modules. The locomotive is a good looking model and performed well.

I was however disappointed with the performance in pulling a train. Mr. Napper could only get the locomotive to pull five cars on relative level track. I read the review in the December Model Railroader which stated that the locomotive should pull "about 35 cars on level track". I do not know if Mr. Napper's locomotive is flawed or if this will hold true on all of them.

Frisco RS-2M Continued

The model comes with yellow LED's for headlights, but I am using a new white LED circuit that I designed, so I cut off the two circuit board ends on the motor circuit board, and added a connector to the motor connections to power my new circuit.

The locomotive is pure black, so spray paint the model with the brand of paint you prefer. OddBalls Decals make a excellent decal set for this engine, their #187-180. This set will do any of the Frisco black and yellow diesel models.

Add your grab irons, hand rails, install the Kadec coupler of your choice, and run your new RS-2M.

Building The Scene Continued

• Animals - Dogs, Cattle, Sheep etc.

ANIMATION - Use animation to further increase the feel of realism and to draw the viewer into the scene. Most model railroads seem to be a contradiction, that is, the trains run all around, but everything else sits frozen in time. A lot of this can be overcome with simple motorized mechanisms. Animation on my layout includes:

- Switchman who changes the switch; Turn Table
- Man in a casket who sits up on occasion
- Operating water wheel; Operating mine hoist
- Burning boxcar

Other possibilities might include

- Operating Signals; Electric Welder (Sight & Sound)
- Barber Pole

THE "5 STAIN" ROCK CASTING PAINTING METHOD

By: Ron Morse, MMR

Consider using the "5 Stain" method for coloring plaster rock castings. THIS METHOD KEEPS YOU FROM GETTING YOUR ROCK CASTINGS AND/OR SCENERY BASE TOO DARK.

Colors:

- Burnt Umber
- Burnt Sienna
- Raw Umber
- Forest Green
- India Ink/alcohol mixture (black).

These colors assume you want your castings to be Brownish in color. If another color is desired you will need to make substitutions in the listed colors accordingly.

Mix each of the above colors in separate containers to a stain consistency. One coat of this stain should cover the plaster with an opacity of about 25 to 50 percent. Using a soft (approx. 1/2 inch wide) watercolor paintbrush liberally paint the rock castings with a base coat of Burnt Umber stain mixture. Allow it to dry (leaving a small fan running aimed at the area you painted will usually dry the area overnight, otherwise it takes about three days).

Next, come back with alternate and random coats of the Burnt Sienna and Raw Umber. Allow it to dry. Repeat the above until you achieve your desired color. Add another wash of Burnt Umber if you want a darker color. Allow it to dry.

Once you are satisfied with your base applications take your India Ink/alcohol mixture and liberally cover the entire area. This will highlight the cracks and crevasses. Allow it to dry.

Use your Forest Green stain in areas where moss would normally grow and allow it to dry.

Inspect your castings and repeat any of the above steps as needed to get your desired coloration. A big key is allowing your scene to dry before deciding if the color is how you would like it.

MANY APPLICATIONS OF A LIGHT WASH ARE MUCH BETTER THAN A FEW APPLICATIONS OF A HEAVY WASH. The purpose of premixing the stains is to Keep you from getting too much coloration too quickly.

This method works well with #1 Molding Plaster and Plaster of Paris but does not work well on Hydrocal.

GROUND COVER HINTS AND TIPS

By: Ron Morse, MMR

HINT #1 - To keep the white plaster from showing through your ground cover you should paint your scenery base (plaster or foam) an earth tone color. Acrylic paints work well for this. Some use flat latex house paint that has been tinted to an earth tone and then sprinkle the ground cover on top of the wet paint.

HINT #2 - To simulate dirt or soil we prefer to use decomposed granite. Decomposed granite is different from dirt in that it does not contain organic materials that will shrink and crack when they dry. You can collect your own decomposed granite, sandstone, limestone etc. You should collect and use colors that would be indicative of the area you will be modeling. Generally you will need to sift this material into various coarseness grades. It may be necessary to grind the material to get enough fine material. A mortar and pestle can be used for this purpose.

HINT #3 - You can purchase various sifters or sieves in grocery stores that are used for sifting flour, straining tea etc. If you want to build your own custom sifter you can order screen material from Walther's catalog. The material is made by Precision Scale. It comes in 60 mesh (Medium), 70 mesh (fine), 80 mesh (very fine), and 100 mesh (extra fine).

HINT #4 - If your supply of dirt (decomposed rock) is limited you can use sand (kids play sand) as a base and sift a shallow coating of your decomposed rock over the top.

HINT #5 - After spreading or sifting your decomposed rock over the area wet it down by using a fine mist spray bottle that has about 4 drops of dish detergent in it. An alternate approach is to use an EXTERNAL mix air brush with the above mixture. CAUTION: If you are using natural decomposed rock as ballast or near your track be sure to remove any magnetic particles with a magnet, otherwise these particles will be attracted to the magnets in your engines which can cause sever problems.







HINT #6 - Use an old glue bottle that has a solution of 1 part white glue to 4 parts water (well mixed) and liberally soak the dirt and/or other ground cover with this mixture. Again, an alternate approach is to use a spray bottle or an EXTERNAL mix air brush with the above mixture (thoroughly clean immediately after use).

(Continued on page 18)

Pike Registry

 <p>Sn3, of course</p> <p style="text-align: right;">Pete Bellos President Shawnee, Kansas</p>	 <p style="text-align: center; font-size: 2em;">G</p> <p style="text-align: right;">Tedy Bellos Superintendent Shawnee, Kansas</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>C&RM RR Canyon & Rocky Mountain RR</p> <p>President Randolph P. Meyer 156 Ladue Oaks Dr. Creve Coeur, MO 63141</p>	<p>Baker Creek & Sun Valley RR</p> <p>911 Queensbridge Road Manchester Mo 63021</p> <p>Ken Thompson, President</p> 	<p style="text-align: right;">PHONE: (913) 631-1110 FAX: (913) 631-1613</p> <p>KAW VALLEY RAILROAD</p> <p>Michael J. Fyten PRESIDENT Heartland "S" Scales</p> <p>6801 NOLAND ROAD SHAWNEE, KS. 66216</p>
 <p>El Dorado & El Reno R.R. Venita Lake Inventory Acquisition Agent Richard E. Lake Roadmaster 5851 Watman Blvd., St. Louis, MO 63112-1515 Telephone 314-727-7378</p>	 <p>SHELTER BAY RAILWAY CORPORATE HEADQUARTERS 3331 FARLEY LANE OVERLAND PARK, KANSAS 66212 (913) 888-4080 G. PATRICK HARRIMAN, MMR PRESIDENT CHIEF OPERATING OFFICER</p>	<p>NEBRASKA & SOUTHERN RAILROAD</p>  <p>"Links The Gulf Coast" "The Way South"</p> <p>GENE R. TACEY SUPERINTENDENT P.O. BOX 485 SUTHERLAND, NE 69165 308-386-2489 faceys@gpcom.net</p>
<p>UNION PACIFIC RAILROAD</p>  <p>CHARLIE STAPLETON General Superintendent Kansas Division 1411 N. 79th St. MO Scale Kansas City, KS 66112 913-299-2923</p>	 <p>Leen Lake Railway & Navigation Co. Sn3</p> <p>Peter B. Smith Receiver 4317 Mahogany Lane, Belleville, IL 62226 Tel. 618 277 5518 E-Mail: pbsmith@apci.net</p>	<p>Midwest and West Model Railroad</p>  <p>Headquarters: 9508 Buena Vista Overland Park Ks 66207 913-341-9699 President - Al Gaddini</p>
<p>Gü's Box & Satori Railroad "The Road to Enlightenment" Rudolph Günter, founder</p> <p>Robert F. Guenter Maintenance Foreman 714 So. 33rd Street Lincoln, NE 68519 Phone: (402) 476-6811</p> 	 <p>MR. DENNIS O. SMITH</p> <p>DEERBROOK & SALTERN RAILWAY CO. THE IRON ROAD 655 SOUTH YORK COURT Springfield, MO. 65802 WINTER QUARTER OF: P.T. BARNUM & D. SMITH RAILROAD CIRCUS</p>	<p>The Final Solution Railroad</p> <p>FI-SOL</p> <p>Shannon Rumley President Springfield, Missouri 417-881-6477</p>
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<p>MCoR NMRA</p> <p>Clear Creek & Quicksilver "The Mountain Goat"</p> <p>Allen Pollock General Manager P.O. Box 243 Jefferson City, MO 65102</p> 	 <p>SYCAMORE VALLEY LINES 544 E. SPRUCE OLATHE, KANSAS 66061-3357 (913) 782-8553 GEORGE & MARY FILKINS</p>	<p>7:30 pm on Fridays 3107R Sutton 645-1535 Maplewood MO 63143</p>  <p>"Serving the Gateway to the West"</p>

Pike Registry

<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 314-677-8270</p>	<p>HEARTLAND WORKSHOP Danville, Iowa Est. 1999 Ken and Carol Vandevoort</p>	<p> BIG TIMBER LUMBER COMPANY <i>The Big Sky Route</i> DEAN WINDSOR CHIEF EXECUTIVE OFFICER 14355 FOUR CORNERS RD GARDNER, KANSAS 66030</p>
<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  Director of Land Rights Betty K. Ellis</p> <p>THE HERITAGE LINE</p>	<p> BURLINGTON GULF RAILROAD COMPANY™ a division of Burlington Gulf Transportation, Inc.™</p> <p>STAN L. MADDOX President / Chief Executive Officer</p> <p>Apt. 6N, 813 Ellis Drive Mount Vernon, Illinois 62864-5034 (618) 244-1633 slm007@midwest.net</p>	<p> SILVERTON RAILROAD COMPANY Inc. RALPH W. ADAMSON General Manager #7 Curved Creek Road QUINCY, IL 62301-6577 217/222-8921</p>
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<p>This Space Reserved for Jim Flynn</p>	<p>This Space Vacant</p>	<p>This Space Vacant</p>
<p>This Space Vacant</p>	<p>This Space Vacant</p>	<p>This Space Vacant</p>

DEALER DIRECTORY

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Region Club Roster

This roster was created for the benefit of members of the MCoR Region. It identifies those clubs that are presently active in MCoR. Any group that wishes to be included in 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, 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 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-Scale 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 Scalers (S,Sn3) 512 SE Douglas Lee Summit, MO 64063	Ozark Model RR Assoc. (all) 424 W. Commercial Springfield, MO 65803	Tri-City Model R.R. Assoc. (HO, N) 607 South Shore 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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Ground cover hints and tips (Continued from 15)

HINT #7 - For grass and weeds there are a number of commercially made products available. The easiest to obtain are those made by Woodland Scenics. There are a wide variety of color choices and coarseness grades. We prefer to transfer these materials from the plastic bags they come in to plastic jars similar to those used for peanut butter. Woodland Scenics also sells plastic jars for this purpose. Spread or sift these materials as appropriate and again use the techniques listed in step #6 to secure it in place. Allowing a small fan to circulate air over your scened area overnight will greatly improve the drying time.

HINT #8 - For very small bushes and tufts of grass I recommend Woodland Scenics course turf. For medium size bushes you can use Woodland Scenics Foliage Clusters or you can collect natural ground coverings such as moss and dried weeds. You can also simulate weeds and tall grass by using various types of yarns, Macrame Jute or other craft materials. Glue these in place using full strength white glue.

HINT #9 - Add old boards, twigs (to simulate dead fallen trees), small rocks and other junk clutter as desired. Be sure these are embedded into the soil, not just laying on top.

Advertising Rates

MCoR invites you to consider the Caboose Kibitzer for your advertising. This magazine serves over 800 National Model Railroad Association members in our seven state area of Iowa, Nebraska, Kansas, Missouri, Illinois, Arkansas and Oklahoma.

Our Commercial advertising rates are as follows:

Ad Size	Cost per year (4 issues)
9 1/2" x 7 1/4"	Full Page \$120.00
4 3/4" x 7 1/4"	Half page 70.00
4 3/4" x 3 1/2"	Quarter Page 38.00
2 1/2" x 3 1/2"	Eighth Page 22.00
2" x 3 1/2"	Business Card 15.00

Dealer Directory:

1 3/8" x 2 3/8"	Business Card 10.00
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Pike Registry Ads:

1 3/8" x 2 3/8"	Business Card 5.00
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Single issue Commercial ad rate is 35% of the yearly rate. Want ads are free to current MCoR members. They are subject to available space and acceptance at the discretion of the editor, and are limited to 25 words or less.

Ads need not be identical throughout the year. Prices listed above are for camera-ready copy. Design and 'typesetting' services are available on request at extra cost. **All inquiries and payments should be sent to the Advertising Manager: Gene Tacey, Box 485, Sutherland, Nebraska 69165. Make checks payable to the Mid-Continent Region.**

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The editorial staff hopes that our readers will make an 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.

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.

NMRA and/or Mid-Continent Region Membership Application and/or Renewal Form

Name _____ Phone _____

Street Address _____

City, State and Zip _____

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.

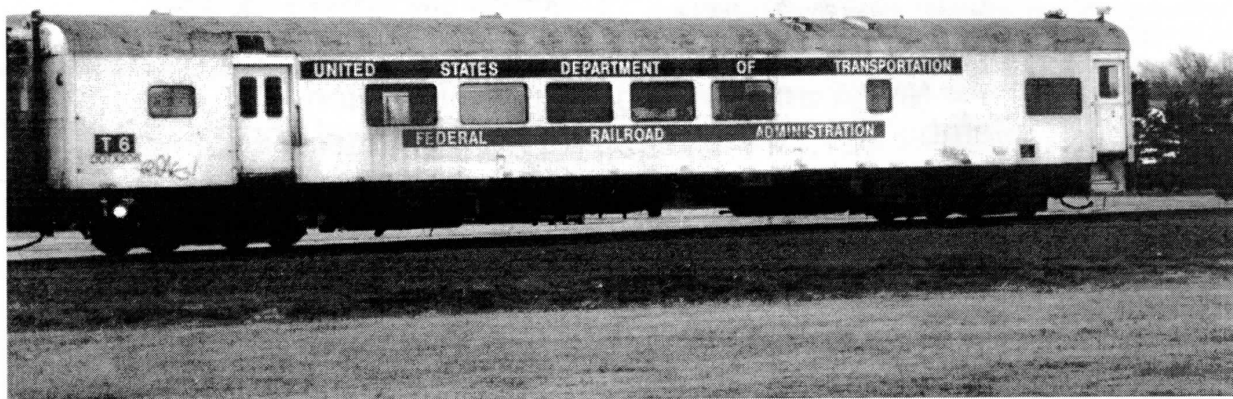
Please make out your remittance to: Mid-Continent Region.

Send your application or renewal to: John K. Schindler, 556 Rubin Drive, Arnold, MO 63010-1632.

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