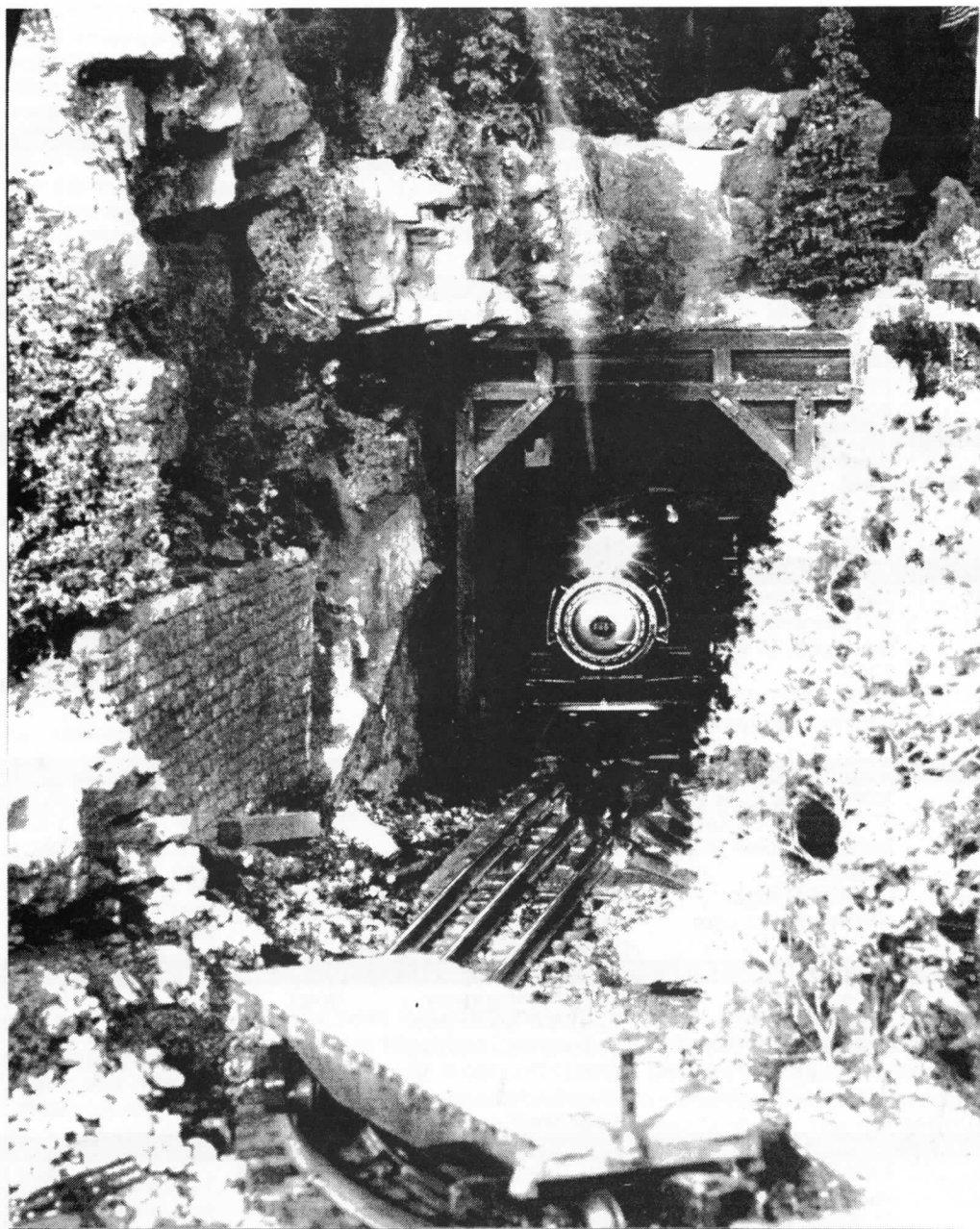


CABOOSE KIBITZER

Official Publication of the Mid-Continent Region, NMRA

Volume 50, No. 2 Summer 2000 \$1.50



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Caboose Kibitzer

Volume 50, No. 2 Summer 2000

Editor **Charles Marchbanks**

Associate Editor **Jack Hofmockel**

Advertising Manager **Gene Tacey**

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

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

Fall 00	August 1, 2000
Winter 00	November 1, 2000
Spring 01	February 1, 2001
Summer 01	May 1, 2001

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 it.

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", 35mm b&w negatives or (better still) 2" x 2" color slides.

Correspondence relating to your subscription, extra copy requests or a change of address should be directed to the MCoR Secretary. Unless noted to the contrary, the editorial policy and content of this publication reflect the opinion of the

editor and contributors, and do not necessarily represent the policy of the MCoR/NMRA. Unless specifically restricted, any item in this publication may be reproduced as long as proper attribution is made.

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Next Issue

The next issue will include the usual *Remembering: What and When* by Charles Mischke. Duties of A Railroad Conductor by Conductor R.G. Mason Union Pacific Railroad. Layout Design Tips by Dave Roeder COO Webster Groves & Fenton R.R. The History of the Mid Continent Region plus some possibly some other history related articles. The fall 2000 Issue of the Caboose Kibitzer will be the official 50th Anniversary issue.

The Cover

A USRA 0-6-0 UP switcher emerges from an old tunnel. There is a turnout before it; this switcher will not clobber the flatcar appearing to lie in its path. The rocks, plaster castings applied to Styrofoam, form a portion of the rear of Dave Jacobs' S&WRR. The ties are handbuilt on this 0/0-27 system. The flatcar's wood deck is made of individual oak planks. Photo by. David S. Jacobs

The Head End

By John Hardy MCoR President

HELLO FROM INSIDE "THE HELIX"

□
MCoR IS IN NEED OF YOUR HELP. AS WE MOVE INTO THE NEW CENTURY, MANY CHALLENGES AWAIT US. WE NEED ALL OF YOU TO HELP US OUT. THE REGION CAN ONLY BE AS GOOD AS THE SUPPORT WE GET FROM THE REGION MEMBERSHIP. TO PARAPHRASE PRESIDENT KENNEDY ("DON'T ASK, 'WHAT HAS THE REGION HAS DONE FOR ME LATELY?' BUT ASK, 'WHAT HAVE I DONE FOR THE REGION LATELY?'").

SEVERAL CHANGES HAVE BEEN MADE IN THE CALLBOARD.

FIRST DAN OSBORN HAS OFFERED HIS RESIGNATION (FOR FORESEEN PERSONEL & FAMILY MATTERS) AS REGION AP CHAIRMEN, SOUTHERN ILLINOIS AREA DIRECTOR & SOUTHERN ILLINOIS AP CHAIRMEN.

I RELUCTANTLY ACCEPTED HIS RESIGNATION AND WOULD LIKE TO THANK HIM PERSONELLY FOR HIS LONG AND DEDICATED YEARS OF SERVICE TO THE MCoR REGION. HE SERVES AS AN EXAMPLE TO US ALL.

JOHN ANDERSON, FROM BROKEN ARROW, OKLAHOMA IS REPLACING DAN AS REGION AP CHAIRMEN. ALL FILES HAVE BEEN TURNED OVER TO ME AND I WILL REVIEW THE SITUATION AND THEN FORWARD THE FILES TO JOHN ANDERSON. I PLAN ON HAVING THIS DONE THE FIRST WEEK OF MAY.

FOR DAN'S REPLACEMENT AS SOUTHERN ILLINOIS AREA DIRECTOR, I HAVE CHOSEN ROB MONROE OF MT VERNON, ILLINOIS. HE WAS RECOMMENDED BY DAN AS HIS REPLACEMENT. ALL FILES FOR THE SOUTHERN AREA HAVE BEEN TURNED OVER TO ME AND IN TURN I WILL TURN THEM OVER TO ROB IN THE NEXT FEW WEEKS. DAN'S REPLACEMENT AS SOUTHERN ILLINOIS AREA AP CHAIRMEN IS IN PROGRESS AND I HOPE TO HAVE AN ANSWER FOR YOU BY THE NEXT ISSUE.

ALSO, AFTER MANY YEARS OF SERVICE, WALLACE MUETING OF THE NORTHERN ARKANSAS AREA HAS OFFERED HIS RESIGNATION AS AREA DIRECTOR. WALLACE WILL BE GREATLY MISSED BY THE

MEMBERS HE HAS SERVED. I GREATLY APPRECIATE THE LONG TIME DEDICATION THAT WALLACE HAS GIVEN THE NMRA AND MCoR REGION. HE SERVES AS AN EXAMPLE TO US ALL.

WALT'S REPLACEMENT HAS NOT BEEN FOUND YET. THE SEARCH IS STILL IN PROGRESS FOR HIS REPLACEMENT. IF YOU THINK YOU'D LIKE TO APPLY FOR THE POSITION PLEASE CONTACT ME BY SNAIL MAIL OR EMAIL (HELIXHARDY@AOL.COM).

BOB HOOVER OF THE CHISHOLM TRAIL DIVISION HAS RESIGNED AS DIVISION DIRECTOR DUE TO ILLNESS. BOB'S SERVICE IS GREATLY APPRECIATED. THE SEARCH IS STILL IN PROGRESS FOR HIS REPLACEMENT. IF YOU THINK YOU'D LIKE TO APPLY FOR THE POSITION PLEASE CONTACT ME BY SNAIL MAIL OR EMAIL (HELIXHARDY@AOL.COM).

ALLEN NELSON OF THE ILLIOWA RAILS DIVISION SEEMS TO HAVE DISAPPEARED (DIVISION DIRECTOR). IF ANY OF YOU THAT ARE MEMBERS OF THE ILLIOWA RAIL DIVISION CAN SHED ANY LIGHT ON HIS WHEREABOUTS PLEASE CONTACT ME. SINCE NOT KNOWING HIS WHEREABOUTS AND HAVING NOT HEARD FROM HIM IN TWO YEARS, I WOULD SUGGEST THAT SOMEONE ELSE FROM THAT AREA STEP FORWARD AND TAKE OVER HIS POSITION. IF YOU THINK YOU WOULD LIKE TO APPLY FOR THE POSITION PLEASE CONTACT ME BY SNAIL MAIL OR EMAIL (HELIXHARDY@AOL.COM).

THE PRESENT BOARD WOULD LIKE TO ASK THE DIVISION 15 OKLAHOMA SOUTHWESTERN DIVISION MEMBERS TO PLEASE CONSIDER RE-ESTABLISHING THE DIVISION AND JOINING THE REGION AGAIN. THE NMRA AND THE REGION HAVE MISSED HAVING YOU AS FRIENDS AND FELLOW MODEL RAILROAD NUTS. AS PRESIDENT AND TRUSTEE, ALONG WITH VICE-PRESIDENT RICHARD NAPPER AND THE REST OF BOARD, WE WOULD LIKE TO APOLOGIZE FOR ANY MISTREATMENT THAT THE DIVISION OR ANY OF ITS MEMBERSHIP FELT THEY HAVE BEEN SUBJECTED TO. THE PRESENT BOARD HAS ESTABLISHED A MEMBER-FRIENDLY ATTITUDE AND WOULD REALLY LIKE A CHANCE TO PROVE TO YOU THAT WE CAN BE RESPONSIVE AND HELPFUL.

Help Wanted

Positions Available

MCoR has the following positions available.

DIVISION 4 CD & M DIVISION

(49 NMRA members) -

SUPERINTENDANT

DIVISION 4 CD & M DIVISION

(49 NMRA members) - DIVISION AP chairmen

DIVISION 7 CHISHOLM TRAIL DIVISION

(31 NMRA members) - DIVISION director

DIVISION 7 CHISHOLM TRAIL DIVISION

(31 NMRA members) - SUPERINTENDANT

(Continued on page 6)

Remembering: What and Why

by Charles Mischke

When Operating Rules are Better Than Crewman

The Buffalo, Lockport and Rochester interurban electric railroad ran passenger and Wells Fargo Express trains from Rochester to Lockport over 58 miles of their own track. When combined with the trackage rights they had over the International Railway Company tracks into Buffalo, the total was 83 miles. Limited trains were scheduled for 3 hours and 13 minutes per trip, with locals taking an additional 20 minutes. IRC crews operated BL&R trains over IRC track. The westbound Wells Fargo train left the Erie terminal in Rochester at 8:30 pm to make the connection with the Wabash Railroad at 1:00 am in Buffalo.

Since the express train was run as an extra, it had to clear all passenger trains by five minutes. Making the connection on time called for dispatcher cooperation, and an eager (perhaps too eager) crew. The goal was to turn over the express train to an IRC crew with plenty of time remaining, while entrusting the sense of urgency to another railroad over which they had little control.

The trainmaster was amazed at the good times of the express run and occasionally rode it, only to discover that on those trips the run always took an additional 15 minutes!

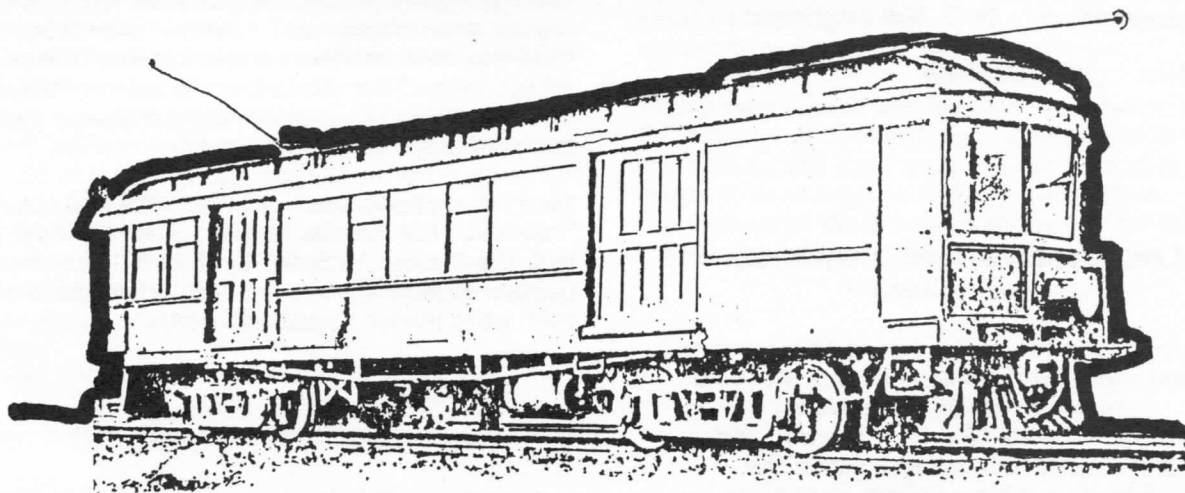
The railroad ostensibly operated under the Electric Railway Association rule book. The crew had a cab phone and there was a jack box at every siding, so they could plug in every two or three miles and communicate with the dispatcher should the need arise. It was possible to delay a passenger train up to five minutes: time they could make up. Two or

three times on the run between Rochester and Lockport the crew would call the dispatcher, telling him on each occasion that they were further west than they actually were and asking him for a change in orders to make an ordered meet. The dispatcher accommodated the crew in the interest of getting the express to Lockport (and the IRC). By not having to stop, they could meet the opposing train at full speed, with the effect of gaining rather than losing seven minutes.

Although station agents had nothing to do with train movements, the agent at Holley liked to keep his finger in the pie. He had the habit of calling the dispatcher to report the passing of every train. This, the crew knew. One night as the crew passed Holley, the agent was nowhere in sight, and since it was the time the agent usually "grabbed a bite", they drifted around a curve to the passing siding and called in. "Dispatch, this is Extra 302 West at Hulburton, Siding 22. Request an ordered meet with No.38."

The dispatcher, thinking that X302 was three miles further west, issued this order: "Extra 302 West, meet No. 38 at Quarry, Siding 26." The complete was just given when the Holley Agent butted in and told the dispatcher that X302 had just gone by. As soon as the agent was off the line, the dispatcher said to the conductor, "I thought you said that you were at Hulburton!" The reply was, "Sure I am. I passed Holley six minutes ago."

The fat was in the fire. The following day the Superintendent was everywhere asking questions. Wells Fargo had just enjoyed their last fast trip.



Niles-built (1908) Wood Express Motor No. 302

Reference: Wm. R. Gordon,
Rochester, Lockport and Buffalo R.R.,
Rochester, 1963. Pp. 32 & 74. □

The Head End continued from page 4.

DIVISION 7 CHISHOLM TRAIL DIVISION
(31 NMRA members) – DIVISION AP chairmen

DIVISION 9 CENTRAL MISSOURI AREA
(69 NMRA members) – AREA director
DIVISION 9 CENTRAL MISSOURI AREA (69
NMRA members) – AREA AP chairmen
THIS POSITION HAS BEEN OPEN TO LONG

DIVISION 12 NORTHERN ARKANSAS AREA
(18 NMRA members) – AREA director
DIVISION 12 NORTHERN ARKANSAS AREA
(18 NMRA members) – DIVISION AP chairmen

DIVISION 14 SALT VALLEY CENTRAL DIVISION
(18 NMRA members) – SUPERINTENDANT

DIVISION 15 OKLAHOMA SOUTHWESTERN DIVISION
(53 NMRA members) – DIVISION director
DIVISION 15 OKLAHOMA SOUTHWESTERN DIVISION
(53 NMRA members) – DIVISION AP chairmen
THIS POSITION HAS BEEN OPEN TO LONG

DIVISION 16 NORTHERN OKLAHOMA AREA
(07 NMRA members) – AREA director
DIVISION 16 NORTHERN OKLAHOMA AREA
(07 NMRA members) – AREA AP chairmen

DIVISION 19 ILLOWA RAILS DIVISION
(07 NMRA members) – DIVISION director
DIVISION 19 ILLOWA RAILS DIVISION
(07 NMRA members) – SUPERINTENDANT
DIVISION 19 ILLOWA RAILS DIVISION
(07 NMRA members) – DIVISION AP chairmen

DIVISION 20 SOUTHERN ILLINOIS AREA (12
NMRA members) – DIVISION AP chairmen

DIVISION 23 GREAT MIDWESTERN DIVISION
(41 NMRA members) – DIVISION AP chairmen

100% NMRA CLUB CHAIRMEN

Locomotive Assignments

By Ken Vandevoort

A friend once gave me an April 11, 1939 locomotive assignment sheet for the Minneapolis & St. Louis Railroad. Locomotive assignments were broken down by three divisions (Western, Central, and Eastern) and also by roundhouses within the divisions. Specific engine numbers were listed by months good for service (1-12 months) and whether or not they were in service or stored. (On this date, only one engine was stored and it had two months of

service left.) Locomotives that were in each shop were listed, along with locomotives waiting to go into the shop, and locomotives waiting for disposition.

Gas electric cars were not categorized by division, but were treated as one group. On this day, all 11 cars were in service.

Three of the dozens of locomotives listed were diesels. D-838 was in Oskaloosa, D-738 was in Bartlett, and D-538 was in Albert Lea. Everything else was steam.

How can this kind of information be applied to model railroading? Assign your locomotives to certain divisions or roundhouses. Break them out into months good for service, then use actual months or fast months. Some locomotives will be in the shop. Other locomotives will be waiting to go in the shop and will not be usable. Locomotives that you are just plain tired of or you do not want anymore will be in a scrap line waiting for disposition.

This will only make certain locomotives available for an operating session. It will definitely make the dispatcher's job more challenging. What do you do when you are short of power? Welcome to the real world of railroading. This will also give you an opportunity to "lease" power and run locomotives from another railroad that you really like but otherwise cannot justify being on your railroad if you are a purist.

Modeler's Tip

By Carol Vandevoort

I have two tips using Woodland Scenics products that I call "trial and error" because one was a successful test and the other was an accident.

Trial: Woodland Scenics Mini-Scenes kits include regular green foliage and a pewter color foliage for the tree. Most modelers might consider the pewter foliage junk. Tear off a bit of the pewter foliage and use it for smoke in your chimneys and also steam locomotive stacks for photography.

Error: I applied too much glue to the branches of a "Realistic Tree" conifer tree kit. The result did not look like the conifer made by the kit, but more like a poplar. Experiment and you can create trees other than what the kit should make.

The Editor's Desk

By Charles Marchbanks

It is hard to believe that this is the fourth issue of the Kibitzer that I have edited. While there are parts of the Kibitzer that still need some polish I am starting to get the hang of putting each issue together. Again, I thank those who have pointed out the errors I have made in the past issues. One letter that was sent to me touched on a couple of subjects and I felt a response was needed but not knowing the best way to address the issues I decided to retype the letter. The subject is one that I would not have probably thought about before receiving this letter.

Howdy

As a life member of the NMRA I get a complimentary copy of The Caboose Kibitzer once a year. I always enjoy it, but I've never joined your group. As a woman I get too much chauvinistic in-put. Case in point the recent article by Bob Guenter on "The Roundhouse at Satori." Read the last three sentences to see what I found offensive. "Floozyies" may have been the subject of much merriment in earlier times but not in this day and age.

I understand that you are not responsible for the content and opinions expressed in the Kibitzer, and that you are not a professional editor and I don't expect you to catch the typos or errors somebody else slips in when their computer can't tell the difference between "there" and "their". (For an example of that see your own article on the depot at Oakley in the same issue.) But I should hope that you can skim the articles and take out references that might offend minorities—especially dues paying, card carrying members of the NMRA whom you should be hoping to get to join your group.

Of course, Guenter is going to write you more articles and it isn't very likely that Wilson (me) is going to do so—but you never can tell. I just might come up with something that would be helpful. I know that I coach children who are interested. (A couple of years ago I was standing in the check-out line at Wal-Mart when an older man looked at the train set in my cart and exclaimed, "My! Some kid is going to have a good Christmas." I looked over my shoulder at him and said, "Yes, She is. And it'll keep her out of my trains.") (True story.) Right now it's two grandchildren, in two different households, in my younger days I coached Boy/Cub Scouts.

Sincerely

Margaret Wilson, NMRA LO3399

I am sure that the last commits that Mr. Guenter made were in jest but I see how they could be considered offensive. The article was not reviewed by me as Mr. Guenter sent the article to me ready for

the publisher since he is the past editor. Therefore I did not take the time to review the article. Thus, I request that in the future such reference be avoided in articles that are being sent to me for consideration for publication.

Again, I have another comment for those who have ads in the Pike Registry. If your ad does not appear as you would like it to and you have not sent me an updated copy or a new copy of your artwork please do so. The Advertising manager also requests that a copy be sent to him. For those who have small writing on their Registry it may not reproduce very well because of the size the ad is reproduced at. I will try and see if I can make the ads a little larger but the size needs stay close to what it is to be cost effective

This is what is being planned for the fall 2000 issue of the Caboose Kibitzer. I am going to make the fall 2000 issue of the Caboose Kibitzer the official 50th anniversary issue of the Caboose Kibitzer. I already have an article that has a brief history of the Region and its activities. I also have regular articles for the Issue. What I do not have is some articles from the first Kibitzer. I would like to reprint an article or two from that Issue if anyone has one. If not from the first, then an article or two from the earliest issue readers send me copies of. Hopefully, someone will have an issue older than volume 10 as I would like to print at least something from the first ten years.

If anyone has this Information and can send me copies of these issues it would be greatly appreciated.

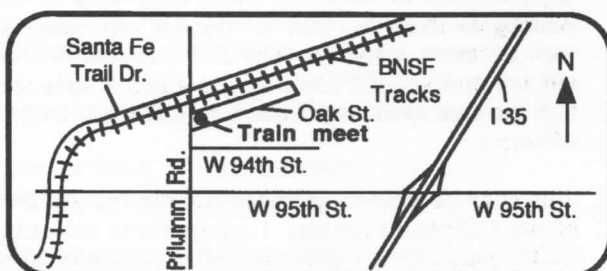
My Thanks to those who responded after the last issue with articles, you have made my job a lot easier. After this current issue I have some articles left for the fall issue but as always in the Caboose Kibitzer more articles are always needed. I also thank those who responded to my request for cover photos. Although I now have a small selection to choose from I can also use more photos.

I have saved some articles that I said would be in this issue until the Fall Issue. One reason is to have material for the next issue and the second is that I forgot to send them to the Associate editor. So to the Authors of those articles thank you for your submission and they will be used.



**The Turkey Creek Division
Mid Continent Region
National Model Railroad Association
Presents**

Turkey Creek 2000 – Train Show and Swap Meet



Lenexa Immediate Area Map

**Saturday, August 19, 2000 at the
Lenexa Community Center
13420 Oak, Lenexa Kansas
(Greater Kansas City Area)
9:00 AM to 2:00 PM**

How - to Clinics

**Contest Room with Popular
Vote judging**

**NMRA Achievement Award
Judging Available**

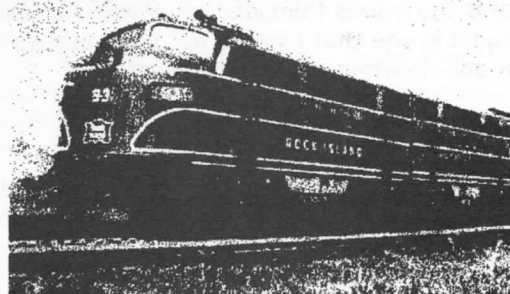
Operating Layouts

Swap Tables

Home Layout Tours

Door Prizes

Food available on site



ADMISSION

**\$4.00 Pre-Reg. by August 1
\$5.00 At The Door
Children under 12 are free
when accompanied
by a registrant.**

REGISTRATION

**Jack Ferris
c/o Turkey Creek 2000
P.O. Box 7362
Overland Park, KS 66207**

**Bill Craig
c/o Turkey Creek 2000
309 S. Stevenson
Olathe, KS 66061**

SWAP TABLES

\$10.00 each Plus Registration

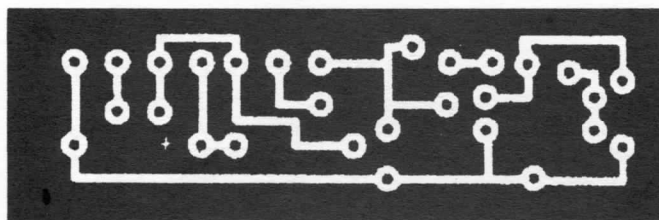
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**Douglas Wood
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Olathe KS 66030
Website: dougwood@sound.net**

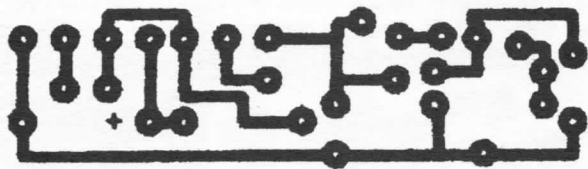
Rotary Beacon Flasher

By Richard E. Napper, MMR

Before I start in on the rotary beacon flasher circuit, let me take a moment to tell you how to make a printed circuit board. Making your own printed circuit boards will require a little time and money, but is really very easy to do for the model railroader. If you have access to your own computer, you will need a circuit board design software. I have had very good success with Micro-Engineering's Traxmaker Pro. Please note that all circuit board designs lay out the traces looking from the top down through the board to the copper traces, and that the process described uses a negative photographic technique. I do not know if modern copy machines can make a negative copy of a circuit board layout in a magazine because they usually print the positive of the circuit design. The above software will print a negative of the circuit board directly on overhead plastic using either an ink jet or laser jet printer. Since you only need and want a black copy, the laser jet is better to use, since most ink jets now a day are color. The software also prints the small pad holes you need for drilling the finished board, but you have to turn this feature on in the print command. Print at least two negative transparencies of the circuit board layout. Align them up and tape them together with Scotch Tape. You may have some holes in each transparency, which will give you unwanted copper on your finished board, but by aligning the two transparencies together you eliminate the problem.



Top view looking through board to copper traces, the transparencies can be made of this layout to make the pc board.



This is what the copper traces should look like when looking through the top of the circuit board.

I buy all of my printed circuit board supplies from Kepro Circuit Systems, Inc., 3640 Scarlet Oak Blvd., St. Louis, MO, 63122-6606. I only buy pre-sensitized circuit boards. I purchase the KC1-66G Package, Catalog # 192-0390. These are One sided, One Oz copper boards size 6" x 6" with DFR-4713 dry film laminated to the copper. These boards also come

with the copper developer/stripper included with each board. You get six such boards for about \$55.00.

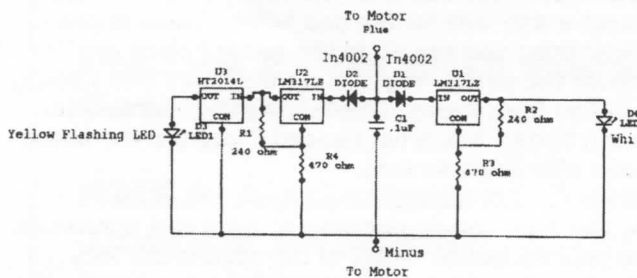
How do you actually make a circuit board? You must work in a room without daylight or white light. Use a standard yellow 60-watt lamp in a dark room or bathroom. The board is not sensitive to the yellow light before it is developed. Go buy a couple of UV grow lamps. Build a small wood frame to house the lamps, with a glass top over the lamp frame. First place the circuit board negative transparency you printed on your laser jet on the top of the glass (be sure you put it down so that you are looking through the circuit board to the circuit traces). Now place your actual circuit board on top with the copper side in contact with the transparency. Cover both with some kind of a cover (wood, cardboard, etc). Expose the board to the UV lamps for about two minutes. Follow the instructions that came with the board and chemicals to develop the traces on the board. Once the board is developed, you can use white light because the board is no longer sensitive to light. Use either Radio Shack Ferric Chloride or Sodium Persulphate to etch the board. I like the SP because you can see the board while in the solution, whereas, the FC is so dark you cannot see the board etch. Etching will take about 20-30 minutes. Be sure and use Glass containers for all your chemicals. You can purchase the SP from Kepro, as well as all other chemicals. Once etched, return the board to the developer to remove the remaining protective chemical. Your board is now ready to drill. I use about a #67 drill for the pad holes. There is one other thing you can do to the board before you mount the parts. You can dip the board into Tinning solution from Kepro. This makes the board solder much better, but is not needed if you use the board soon after manufacture.

By the way, you do not have to have just one circuit on your PC board. Many of my circuits are very small, so I make many copies of the one board. The circuit board I use is Fiberglass; it makes a better board than the phenolic.

Now on to the rotary beacon flasher circuit, I model the Frisco Railroad back when most diesels had an orange rotary beacon on the cab roof; so I wanted to construct a small circuit that would allow me to have an operating flasher. Since the HO scale rotary beacon is not very big, I wanted to use the smallest LED I could find so that it would fit inside the flasher dome. Gilway Technical Lamps, 800 West Cummings Park, Woburn, Massachusetts, 01801-6355, 1-781-935-4442, Fax 1-781-938-5867, sells the smallest LED's made. They are T-1/2's and come in Red, Green, or Yellow. The Yellow LED is Part # E-4. The Red one is #E-3, and the green one is #E-5. The latest catalog does not show the E-4 as they do not make it any longer. So instead, use their ultra Bright Orange T-1 LED, Part # E-199. Check with them for the latest cost.

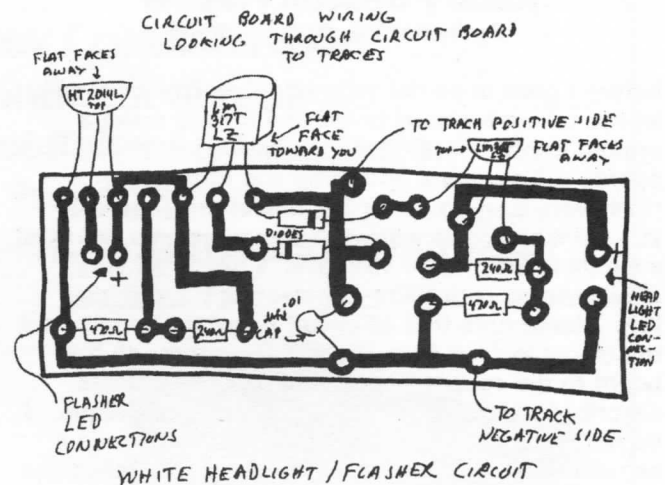
I tried different circuit designs before coming up with the present design. The flasher LED is run from a special integrated circuit, which looks just like a TO-92 transistor. It is called a HT-2014L and Holtek makes it. The Holtek flasher can be ordered from www.radiosack.com or call them at 1-800-442-7221. They cost about \$.79 each. I recently designed a White LED Headlight circuit, which was featured in *Model Railroader* Magazine, so I thought I would start with that circuit because most of the locomotives I have will use both the White LED Headlight and the Rotary Beacon Flasher together. I breadboarded the circuit and found out that the flasher IC causes the white LED to also flash at a low voltage. I tried to decouple the two circuits but it just did not work out, so I have built two circuits on the same circuit board. That reduces the cross talk problem between the two LED's, there is just no way to completely eliminate it without a very large sophisticated circuit design. The final circuit uses two 1N4002 diodes, two LM317LZ regulators, two 240 ohm resistors, two 470 Ohm resistors (all 1/4 Watt) the HT-2014L, one .1 uf capacitor, one White LED and the Orange LED # E-199 on a small circuit board. You can build the two circuits or either one if you only want to use either the flasher or the headlight by cutting the circuit board in half if you wish to do so.

Flashing/Headlight
Directional Circuit

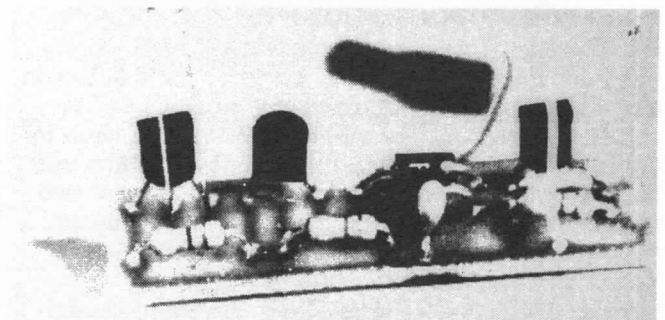


Electrical diagram of the circuit.

Remember that all pictures of the circuit board show the copper traces looking through the circuit board from the component side. Mount all parts from the topside of the circuit board through to the copper side and solder in place. Both circuits are directional; they only work when the locomotive is moving forward. It is very important that you mount the three IC's, little black plastic parts that look like TO-92 transistors, with the flat side facing correctly, same with the diodes with the banded ends. The longer lead on the LED's is positive. The finished circuit board is mounted inside the locomotive shell with double-sided tiger tape. The LED's do not need to be mounted directly on the circuit board. Solder small wires to the LED leads, and insulate the solder connection with small pieces of wire insulation slipped over the connection points. Be sure to identify which is the positive lead for each LED.



Wiring diagram of the circuit.



The completed circuit with the flashing headlight circuit on the left side of the photo. The LED's can not be seen in this photo but white vertical lines on the left and right HT2014L's are the leads to the LED's.

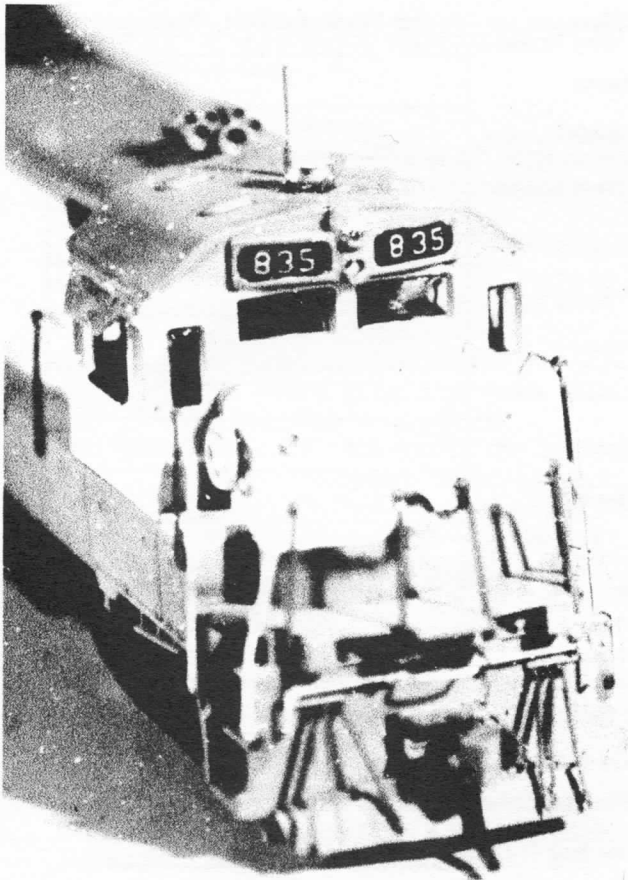
Mount the White T13/4 LED in a small piece of brass tubing and glue it in place behind the headlight openings in the cab. An alternate way to make the headlight is to use two T-1 White LED's. You want to stack one LED on top of the other such that their leads are parallel to each other with both positive leads on one side. Now separate the LED's and file each LED on one side so that they fit together closer by gluing the two flat sides together. This will bring the two smaller LED's close enough to each other, so that they will fit directly behind the dual headlights of most diesel locomotives.



This shows the finished circuit and the wire lead going to the white LED's.

I use Details West Part #235-106 for the locomotive rotary beacon. It comes in two parts, which must be modified slightly. Take the small orange colored dome and cut the tail off of it. File it smooth. Look at your T-1 LED; the actual light element is way down inside the dome of the LED. Ream out the base of the rotary beacon until the LED will fit inside

it. Push the LED up into the rotary base as far as it will go. Now take a file, and file the top of the LED down until it is flush with the rotary base ring. Using super glue, glue the base, flat LED and Orange dome together. The super glue acts like a lens, so the light from the LED will filter into the rotary beacon dome. Attach your wire leads to the LED, drill a hole in the cab roof for the rotary beacon and glue it in place. Attach the wires from the two LED's to the correct holes in the circuit board, and solder in place. Connect the circuit board to your motor with the two remaining wires, if it works running backwards, just switch the two wires to the motor. For maintenance purposes, I connect the circuit board to the motor using very small connectors made from headers. The female header is Part # 929850-01-36-ND and the male header is Part # 929647-07-36-ND. You just cut off what you need. They can be ordered from Digi-Key Corporation, 701 Brooks Ave. South, PO Box 677, Thief River Falls, MN 56701-0677, 1-800-344-4539. I think you will agree that lights add a lot to the model's realism. Warning! If your motor commutator and brushes are dirty, it will really screw up the flasher circuit. If it is not flashing at 1 HZ clean your motor, and the problem should go away. Have fun and remember the FRISCO!



The completed circuit after being installed a locomotive and working.

15 Minute Project

By Ken Vandevoort

The great thing about small towns is that a lot of them still have old buildings that are perfect for modeling. It would take some time to photograph and measure every building that you might want to model. Besides, if you are traveling alone, who will hold the other end of the tape measure? Why not do it in one step?

The easy solution is to make a measuring stick to carry in the car. A small stick would be 3 feet long and each foot would be painted in contrasting colors. A simple way to do this is to paint a yardstick. First paint the middle foot white. When the paint is dry, mask the middle foot and paint the first and last foot a dark color such as red or black. This can be done with a spray can to save time and brush cleaning.

Place your measuring stick against the side of the building and take a photo. Presto! Everything has just been measured. Use a scale ruler with your photograph and you can get all of the dimensions that you need.

This process can be carried out one step further. Those with photo darkrooms can place a scale ruler on the easel and adjust the enlarger to make a print exactly in scale. Process the print and cut the structure out of the photo. Use some stripwood on the inside corners and assemble the building. Now place the building on the layout to see if this building would actually look good where you envisioned it. This technique will work for any scale. The only limiting factor is the distance from the lens to the easel. G scale would probably require placing the easel on the floor or tilting the enlarger head to project the image on the wall.

Today's technology would also permit one to bypass the darkroom and scan the negative or photo into a computer or else use a digital camera for direct loading into a computer. Then print the photo the correct size. It would also be easy to do it in color.

Many modelers will place a cardboard box of proper size on the layout to try and envision a new structure, but nothing is more effective than seeing a box with the actual doors and windows. Typically, this substitute will probably remain a few years until the actual structure gets built.



Gateway 2001

NMRA National Convention

St. Louis - July 8-15, 2001

<http://www.gatewaynmra.org>

If you are a model railroader, St. Louis is the place to be in 2001. From N and TT to live steam, narrow gauge, loggers, standard gauge, tinplate, short lines, mainlines, indoors or out, layouts abound in and around St. Louis. Layout and prototype tours are being planned so you'll spend less of your time on the road and more time visiting great model railroads and prototype attractions.

We'll have contests, clinics for all levels of hobbyists, and lots of "non-rail" activities for the non-modelers in your family to enjoy. As a **Rocket Club** member, you'll be kept informed about our plans for the Convention and what's happening in and around St. Louis so you can plan your trip to **Gateway 2001** in St. Louis.

- Model layout tours (in tour buses)
- Prototype railroad and industry tours (also in tour buses)
- Clinics and hands-on learning sessions
- Model and photo contests
- Special Interest Group sessions
- Meet other modelers
- Lots of family activities
- National Train Show

Our exclusive **Rocket Club** membership (\$100) provides advance registration for the **Gateway 2001** National Model Railroad Association National Convention in St. Louis in July 2001 and first chance to register for all tours after the **Eagle Club** members. In addition to **full registration benefits**, you will receive:

- ☆ a special **Gateway 2001** patch
- ☆ **Gateway 2001** lacquerware pin
- ☆ **Gateway 2001** tote bag
- ☆ \$20 credit toward tours

Registration for the **Rocket Club** will continue through August 31, 2000. This is the best value package.

Visit our website for more details on the convention, tours, layouts, and St. Louis activities:

<http://www.gatewaynmra.org>

If you have questions, email us at:

registration@gatewaynmra.org

To join the **Rocket Club**, please send your check for **\$100** payable to "Gateway 2001" or provide complete credit card billing information. Credit card billing will be through

"The National Model Railroad Association .

Send your form and payment to:

**The Gateway Division, NMRA
Rocket Club
P. O. Box 6846
Chesterfield, MO 63006-6846**

Sign me up for the Rocket Club! Please print.

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Signature

Card Number

Credit Card Expiration Date

Please send all funds in US dollars. Thanks!

for our use only section of form:

Member #		R
Date		
Amount Paid		
Check Number		

Kitbashing Old Tyco Passenger Cars

By Mark Malmkar

Do you have a few old Tyco, too-short, passenger cars laying around your model railroad? Bachmann and other brands look similar: too short to be prototypical for anything but a tourist railroad! A few manufacturers out there have wooden cars of prototypical length, but they don't look like real mail cars of the 1880's.

Aside from scratchbuilding, kitbashing is the best solution. Let me explain the procedure I followed to obtain a realistic looking mail car from two Tyco combines.

The modeling rationale of # 11, the car in the photos, is that my model railroad converted a former full length mail car into a baggage car, leaving most of the mail room windows intact. The sixth window, to the far right in the photos, is boarded up. This location is where a second coal stove was placed more toward the center of the car.

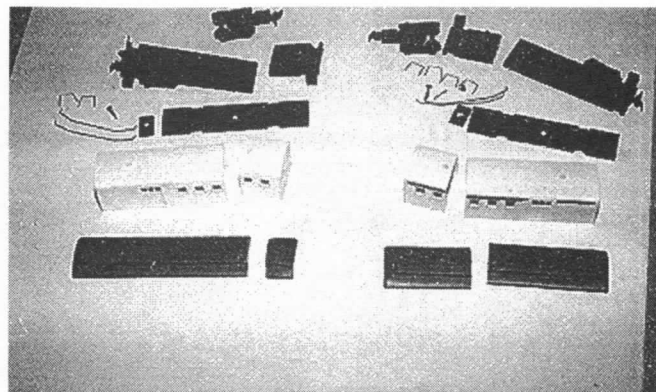
What follows is the step by step procedure I used to kitbash the car. Just for grins and giggles I'll include the time consumed in each step. Your time will probably vary.

1. Planning (1 hour) includes disassembly of two Tyco combination cars.
2. Cutting apart (2 ¼ hours)
 - a. Sides: Cut between 2nd and 3rd window from coach end along the groove in the boards.
 - b. Roof: Cut between 1st and 2nd clerestory windows on body #1. Cut between 5th and 6th clerestory windows on body #2. Chisel off first roof vent from the round end and every other one after that. Chisel or sand off rivets. They are too large to be realistic.
 - c. Floor/Frame: Cut each floor at the inside of the first crossbeam inside the truck bolster. Discard the short pieces. Measure these pieces with the body pieces for proper length. The floor can be slightly shorter, but not longer than the body parts. Cut the metal weight to fit inside.

Don't forget to trim off the extra trussrod posts. Just be sure to leave the two near the center on the car.

3. Glue Body (¼ hour)

All I can say about this is use a straight edge, flat surface and maybe a file to smooth and straighten cuts.



Two Tyco cars disassembled and cut to length. The two roofs in the foreground are cut in different spots to make the vents come out even.

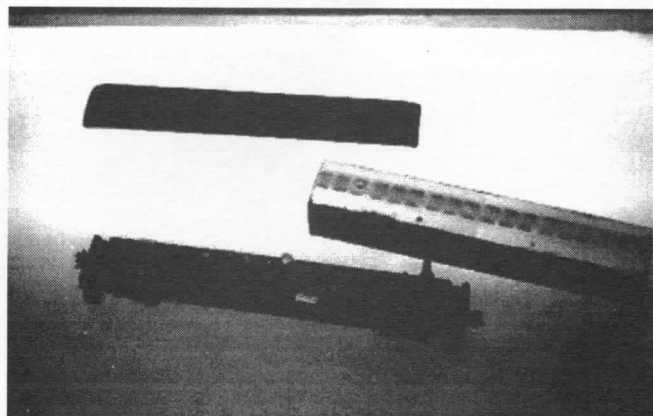
4. Glue Roof (1 Hour)

I snapped it into the factory holes in the top of the car to hold it. This hour time slot included cutting the rivets from the roof and filling the extra smokestack jack with putty, along with a bad splice. I also drilled a smokestack hole in a new location.
5. Glue Floor (1 hour)

This includes my time cutting the weights. The longest section of weight I glued onto the floor over the splice to help strengthen it.
6. Paint (1½ hours)

I painted the body and roof tuscan (brown) as well as the metal weights to simulate a floor. The underframe I left black. I painted the interior beige to reflect light.
7. Details (4 hours)

Since this was to be a baggage car, I made some baggage inside. Included in this time span was creating "glass" for the clerestory, thread for "gas piping" on the roof, and under body details. Also the trucks got painted, weathered and installed with screws.



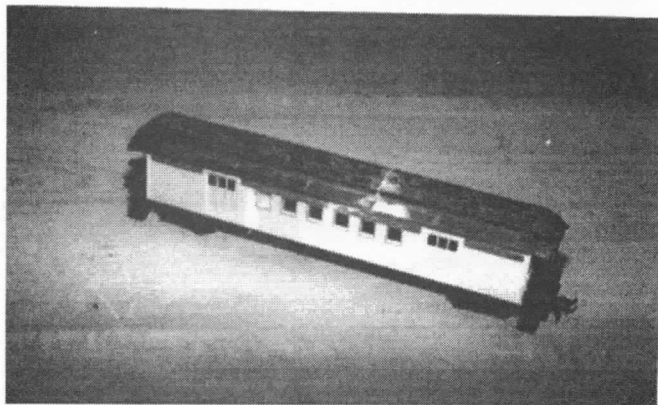
Sub-assemblies are together, detailed and painted in this view. Stoves and baggage are included on the inside even though this detail is not highly visible through the windows

8. Tarpaper Roof (1½ hours)

To simulate tarpaper, I cut toilet paper into Strips and "tacked" it to the roof with flat black paint using a brush and tweezers. After it dries, touch up the roof vents with body color paint. After gluing the black thread "gaspipe" in place, the roof looked fantastic.

9. Assemble (3 hours)

This time looks a little much but it includes installing Kadee couplers, gluing in window glass, adding trussrods and assembling the body to the floor.

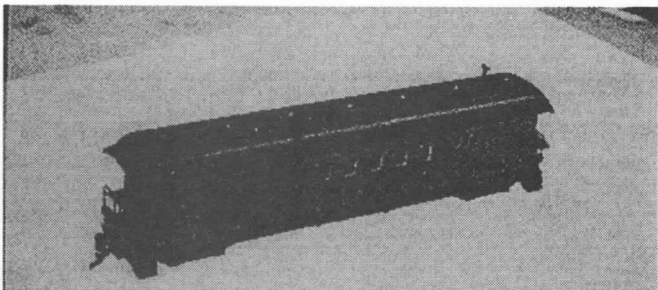


This photo shows a "fit-check" prior to painting and detailing. Note the putty on the roof. The sixth window, far right, near baggage door, has been "blanked-out" with scribed styrene to simulate hastily nailed-in boards. A second stovepipe will come through the roof in this location.

10. Decal (4hours)

Does this seem too long to you? I decaled "Rocky Mountain Central" with individual letters to both sides!

Nearly 20 hours later, over a two-week period, I had a nice little baggage car that was getting a second life in the early 1900's. It could easily have been detailed with a mailroom on the inside and lettered for the Railway Post Office. Either way—it is the right length!



Completed car. Lettered for Rocky Mountain Central, #11. It represents a former mail car that had been cheaply remodeled into a baggage car.

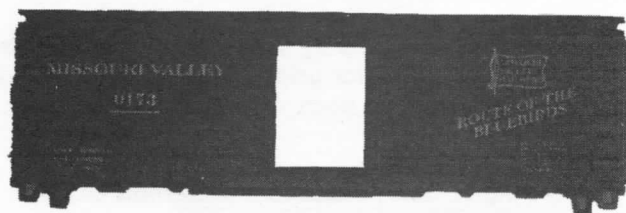
The Mid-Continent Region Company Store

has the following items for sale.

HO Cars to Honor Larry Long, MMR

1. Athearn 37' Hopper Missouri Valley 1991 (black with yellow and White Lettering)
2. Athearn 40' single door box car Missouri valley 0173 (Blue with white lettering)

These cars are \$14 each or two for \$26.



Also available are Micro trains N-scale tank cars, painted black with lettering for Mid-Continent Oil Company, Tulsa.

\$12 each

MCoR Patches are \$3 each.



Shipping for the cars is \$3.20 for up to four cars. No charge for shipping one patch.

Send orders to: MCoR Sales manager
911 Queensbridge RD
Ballwin, MO 63021-6709.

Checks or money orders should be made payable to MCoR-NMRA

L.A.M.R.C.

**20th
ANNIVERSARY
FALL SHOW**

LINCOLN AREA MODEL RAILROAD CLUB



NEBRASKA STATE FAIR PARK

INDUSTRIAL ARTS BUILDING

SEPTEMBER 23 & 24, 2000

Sat. 10 a.m. – 5 p.m.

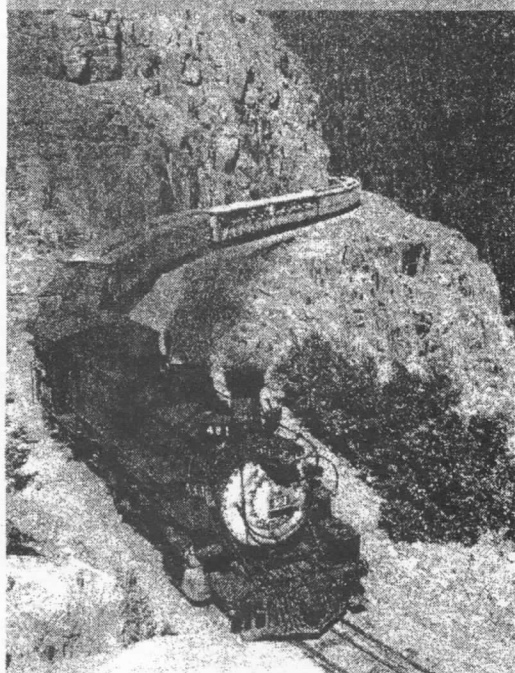
Sun. 10 a.m. – 4 p.m.

Modeling contests

Clinics

Silent Auction

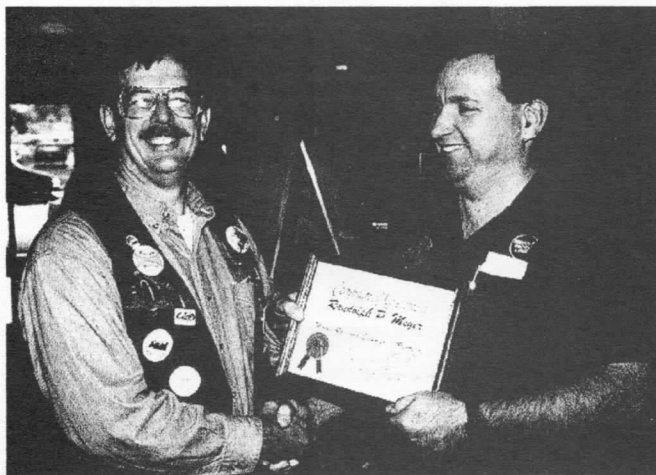
Garage Sale



Gateway Train Expo 99 Model/Photo Contests

Don Taschner chaired the contest committee and was assisted by Brad Joseph, Gregor Moe, and Chris Oestereich. Photos by Richard Schumacher (except for the two he is in, Which are by Tom Troughton).

An NMRA Achivement Program Certificate was presented at our show. Randy Meyer received his Electrical AP award from the Region AP chairman, Dan Osborn.



Brad Joseph received his Master Model Railroader award from Dan Osborn.



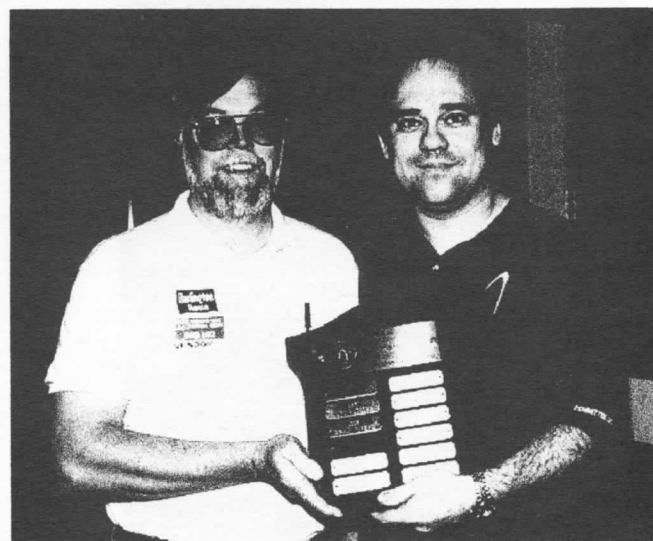
And Brad received his special MMR pin from his father, Dee Joseph. Obviously a very proud father.



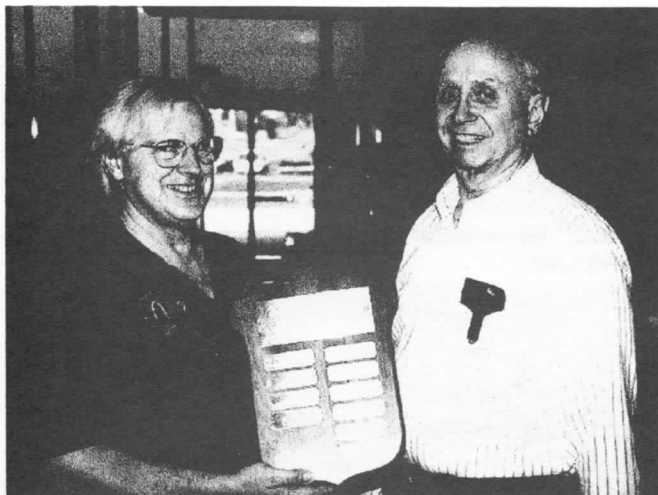
Best in Show was a tie between Tom Troughton and John Isbell. Best in Show is for the model which recieves the highest number of popular votes.



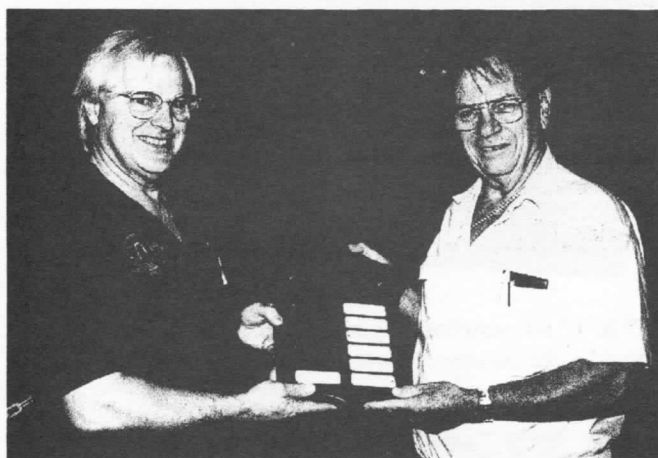
David Lotz was recognized with the William F. Schumacher Spirit of Railroad Award.



The Gate Western Modern Railroad Award was presented to Don Moreland.



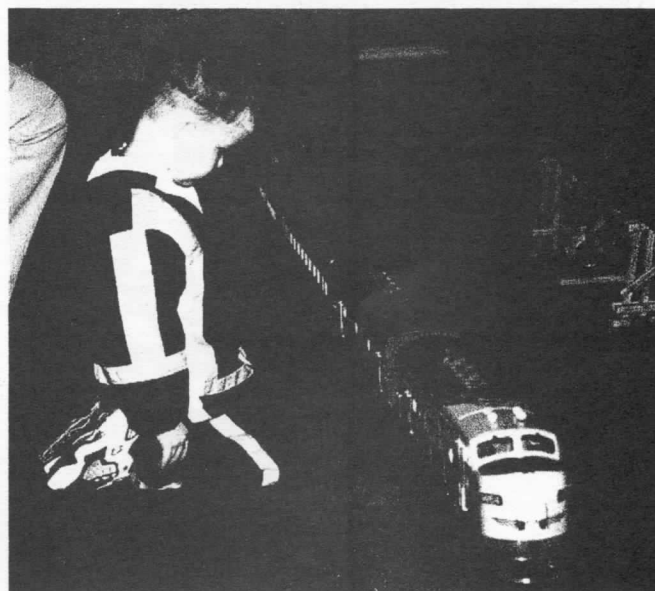
The WHGK Model Architecture award went, once again, to one of Don Taschner's highly detailed structures.



Marvin's Camera Excellence in Railroad Photography Award was surrendered to Richard Schumacher.

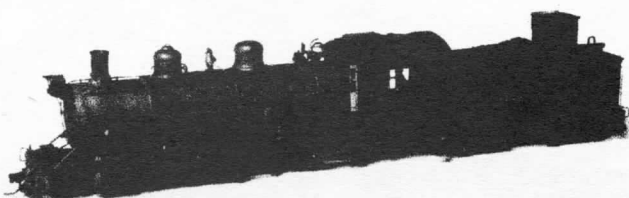


A new Feature this year, the family activity room, was a great success.

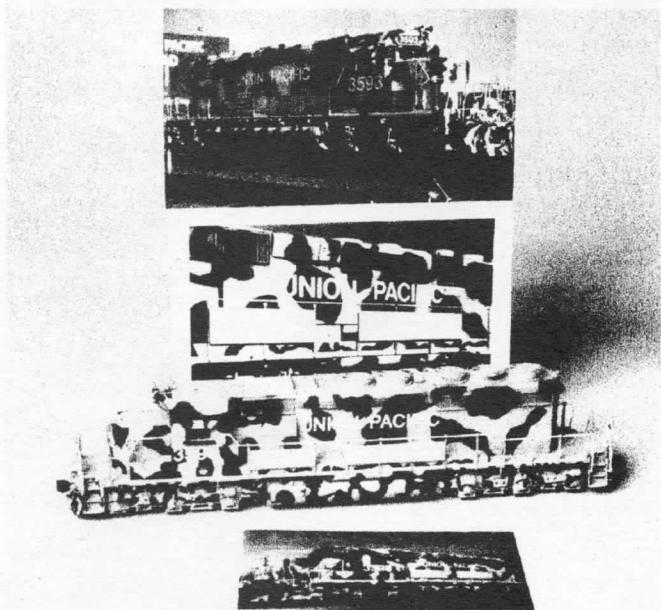




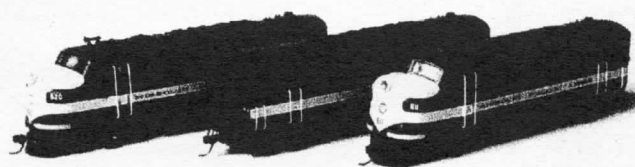
Steam Locomotive, First Place, Tom Troughton



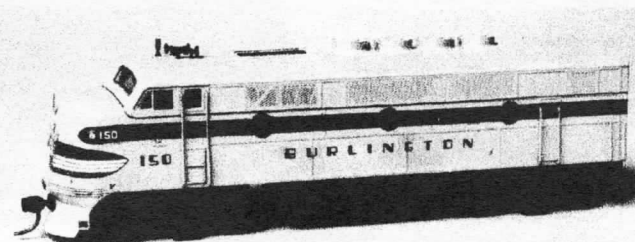
1st & 2nd Generation Diesel Locomotive, First Place, Dan Kohlberg



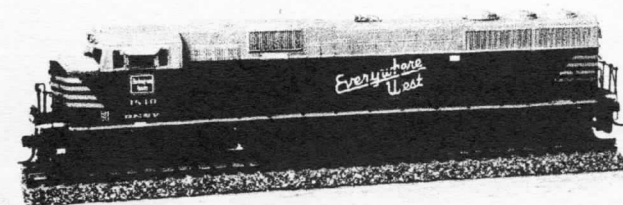
1st & 2nd Generation Diesel Locomotive, Second Place, Jim Anderson



1st & 2nd Generation Diesel Locomotive, Third Place, David Lotz



3rd & 4th Generation Diesel locomotive, First Place, David Lotz



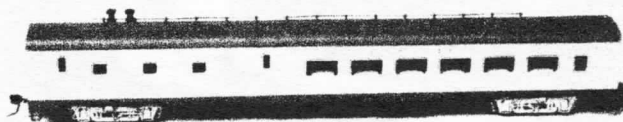
3rd & 4th Generation Diesel Locomotive, Second Place, David Lotz



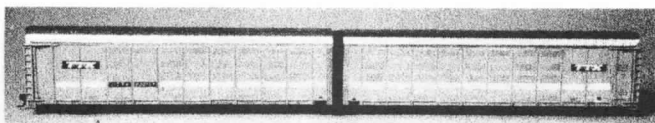
Passenger Car, First Place David Lotz



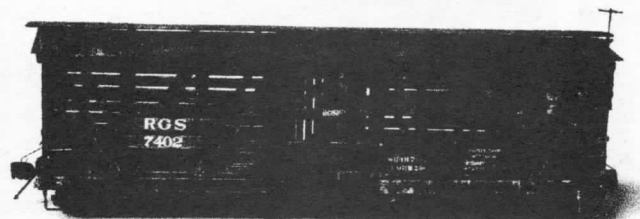
Passenger Car, Second Place, Chris Oestreich



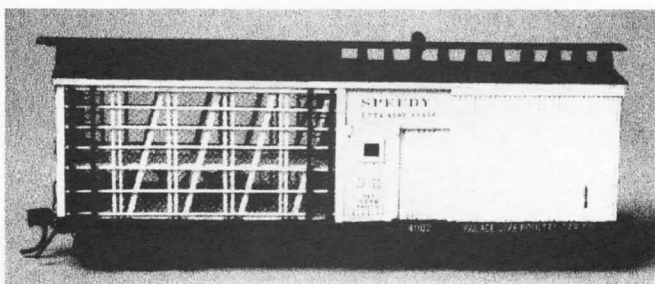
Freight Car, Third Place, Don Moreland



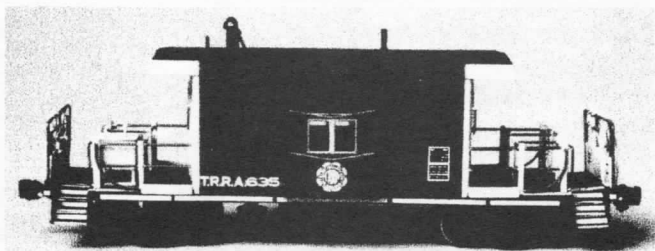
Freight Car, Second Place, Brad Joseph



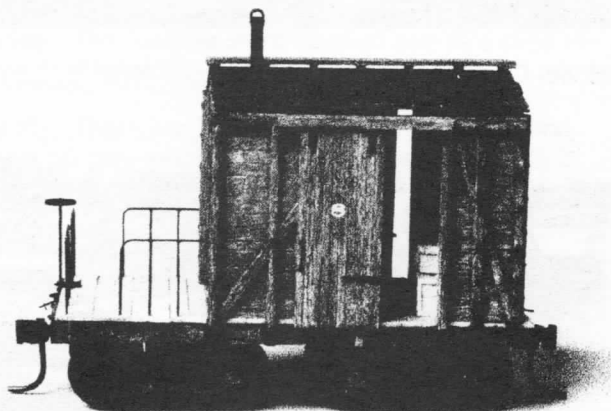
Freight Car, First Place, Anna Isbell



Caboose, First Place, Ken Rees



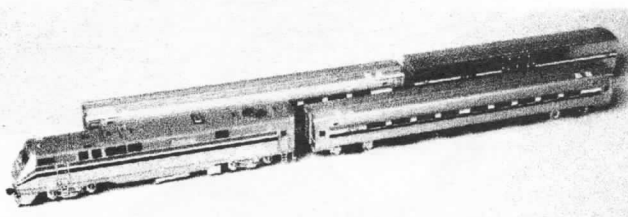
Maintenance of Way, First Place, John Isbell



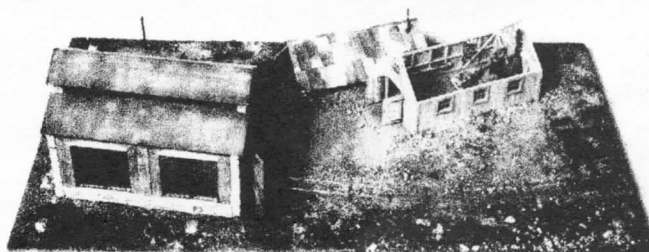
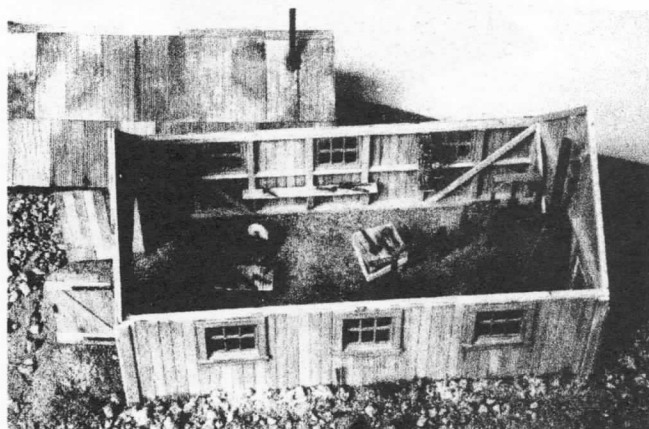
Maintenance of Way, Second Place Don Moreland



Whole Train, Richard Schumacher



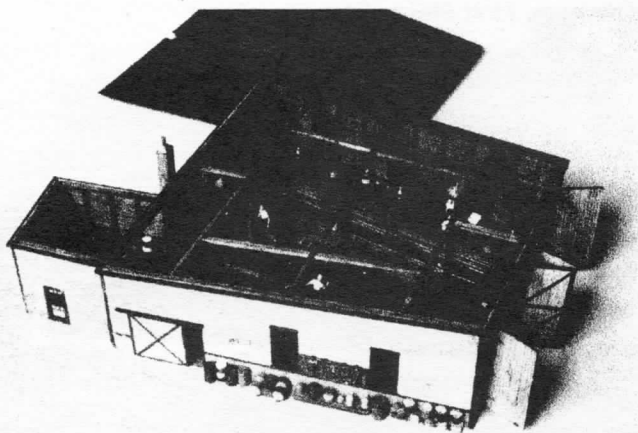
Diorama, First Place, Tom Troughton



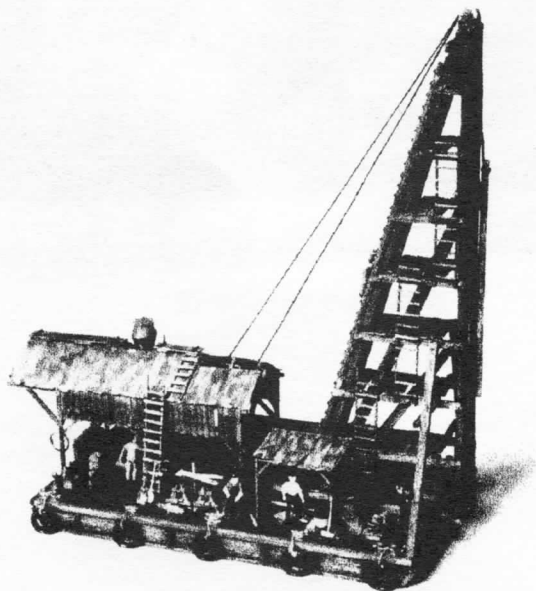
Structure, First Place, Don Taschner



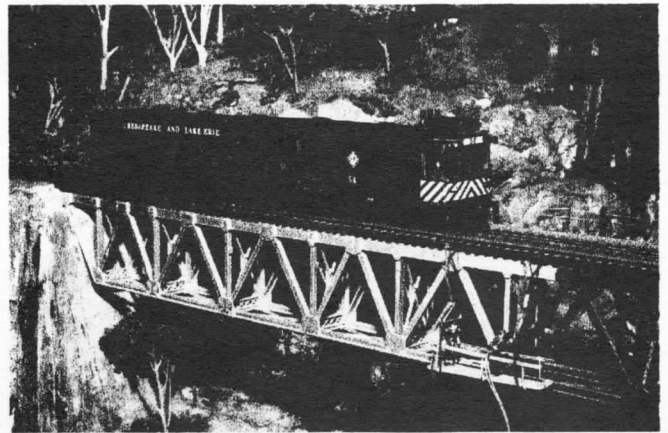
Structure, Second Place, Don Taschner



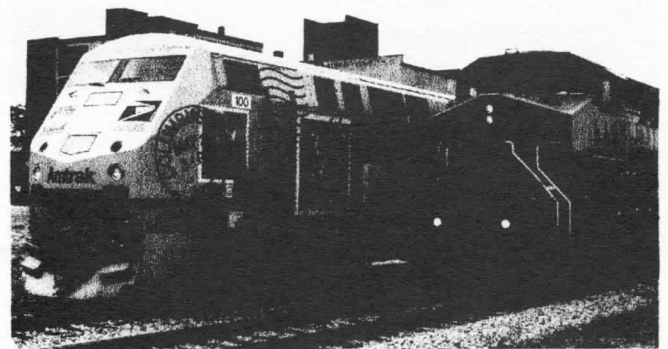
Structure, Third Place, Don Taschner



Color Model Slide, First Place, Ricahrd Schumacher



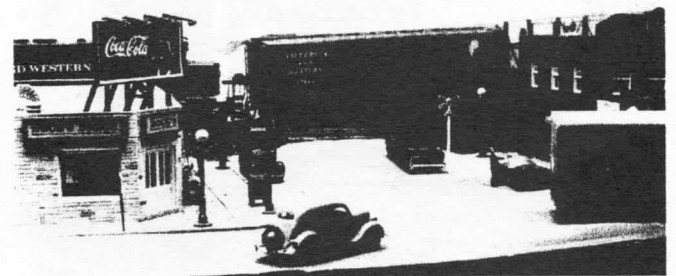
Prototype Color Print, First Place, Bonnie Moe



Prototype Black & White, First Place, Bonnie Moe



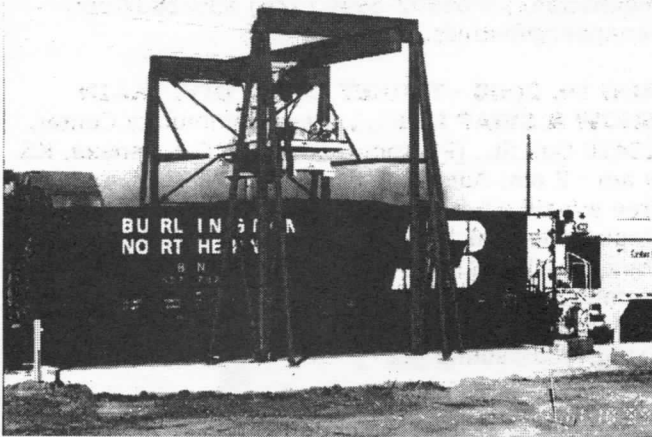
Model Color Print, First Place, Gregor Moe



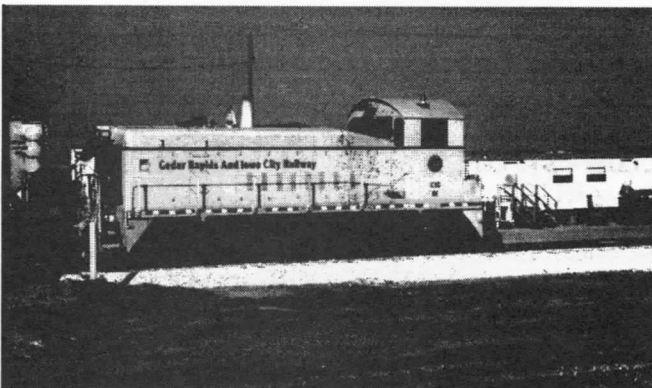
A Lineside Industry You Can Model

By Gary Klein

In these days of megamergers and mega facilities, it is nice to know there are still new, small line side industries. A case in point can be found in Williams, Iowa, on the Illinois Central main line. This rail to truck coal facility began operating on November 18, 1999. It supplies coal to generating plants in Ames, Fort Dodge, and Mason City.



A shaker attaches to the car to make sure all the coal is unload.



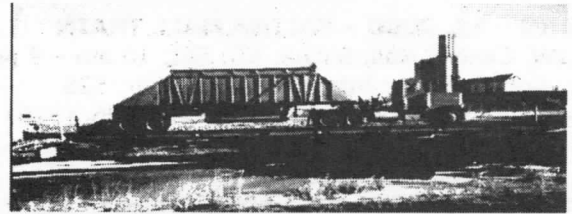
Switching is handled by Cedar Rapids and Iowa City Railway #91.

The day I was there, they were unloading their very first carload of coal. It took approximately 25 minutes. The hatches were opened one at a time to let the coal run out.

Capacity: There are two sidings west of the facility, holding 50 cars each. Coal size ranged from 1 to 3 inches. About 10 cars are handled at one time. Trucks are loaded by either conveyor or front-end-loader.



Conveyors stockpile coal.



A coal truck on the scale.



Looking north from the viaduct, one can see the Scale house.



General overview of the facility.

Modeling suggestions from The Editor
Conveyer can be gotten from Sheepscoot Scale Products #75002 or Walthers Conveyers #3149. The wood gondola loader from Walthers Saw Mill outbuilding set (#3144) would make a good start for the car shaker. A coal dump can be gotten out of the Walthers Northern Light and Power kit #3021. These are some suggestions to get you started modeling this industry.

Gary's Switching List

By Gary Hemingway
MCoR Area Meet Chairman

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 NMRA 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 glhngkh@cs.com. Here are the show dates.

JUN 10 - 11, 2000 - SALINA MALL TRAIN SHOW, Central Mall, Salina, KS; Sat: 10 am - 9 pm, Sun: Noon - 6 pm; Info: Jay Schmucker, 528 Meadowbrook Ct., Newton, KS 67114-5506, (316) 283-7736, em: jays027@southwind.net

JUN 16 - 18, 2000 - 50th ANNIVERSARY MID-CONTINENT REGION CONVENTION HOSTED BY KATE SHELLEY DIVISION, Best Western Starlight Village, I-35 & 13th St., Ames, IA; Info: Registrations: MCoR Convention 2000, 3500 Grand Ave #11, Ames, IA 50010-4157; Conv. Chair: Carl Chumos, 819 Wilson Ave, Ames, IA 50010, (515) 233-8256 em: chumoscarl@mcleodusa.net ; Registration Chair: Elijah Gansen 2116 Storms Coover, Ames, IA 50013, (515) 572-1741, em: egansen@iastate.edu ; Train Show Chair Kent Giroux, 106 May St. Radcliffe, IA 50230-0211, (515) 899-7711, em: girouxex@juno.com Bob Folkmann (515) 232-8689.

JUN 24 - 25, 2000 - GATS, Century II, 225 W. Douglas, Wichita, KS Adm: \$6, 11 am - 5 pm both days

JUN 28 - JUL 1, 2000 - O SCALE NATIONAL CONVENTION, New Orleans Hilton Riverside, Poydras at the Mississippi; Jim Buchtel, P. O. Box 45022, Baton Rouge, LA 70895-4022; 225-926-3860; jbuchtel@intersurf.com

JUL 1 - 2, 2000 - GATS, Belle-Clair Expo Center (Fairgrounds), 200 S Belt East, Belleville, IL, Adm: \$6, 11 am - 5 pm both days

JUL 22 - 23, 2000 - GATS, Veterans Memorial Aud. 833 5th Ave, Des Moines, IA, Adm: \$6, 11 am - 5 pm both days.

JUL 30 - 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: BobPCRCD@aol.com

AUG 6, 2000 - MID-AMERICA TRAIN MEET, Reardon Civic Center, Minnesota Ave-State Ave at

5th St., Kansas City, KS, 9 am - 2 pm, Adm: \$3, (7 am early adm \$5), under 12 free w/paid adult. Info Steve or Sherri Stich, P. O. Box 369, Leavenworth, KS 66048, (913) 651-5864.

AUG 11 - 13, 2000 - MANHATTAN AREA RAIL JOINERS MALL SHOW, TOWNE CENTER MALL, Manhattan, KS, Fri & Sat: 10 am - 9 pm, Sun: 10 am - 6 pm. Info: Richard Napper, 811 Osage, Manhattan, KS 66502-5946 (785) 539-3837 em: renapper@flinthills.com

AUG 19, 2000 - TURKEY CREEK DIV. TRAIN SHOW & SWAP MEET, Lenexa Community Center, 13420 Oak St., (Pflumm & Santa Fe Dr), Lenexa, KS, 9 am - 2 pm, Adm: \$4 advance, \$5 at door, under 12 free w/paid adult, Tables \$10, Info & Adv. Registration: Jack Ferris, P. O. Box 7362 Overland Park, 66207, (913) 341-5857, Dealer Info: Bill Humenczuk, 8624 W 116th St., Overland Park, KS 66210-2828 (913) 338-4478, email: Dougwood@sound.net

SEP 16, 2000 - 4th ANNUAL CHERRY VALLEY MODEL RAILROAD SHOW & SWAP MEET, Parsons Municipal Bldg., Parsons, KS, 8 am - 3 pm, Adm: \$3 adults, \$2 children under 12, children under 6 free w/paid adult; Info: John Dhooghe, 25057 Queens Rd., Parsons, KS 67357-8014, (316) 421-3178, em: CVMRclub@aol.com .

SEP 23, 2000 - BOEING EMPLOYEES RAILROAD CLUB - ST. LOUIS RAILROAD SWAP MEET, Greenfelder Recreation Complex at Queeny Park, 550 Weidman Rd, Manchester, MO, 10 am - 3 pm, Adm \$2 under 12 free w/paid adult, Tables \$14. Info: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206, email: whtehrse@concentric.net , Ph (after 6:30 pm) (636) 668-6313.

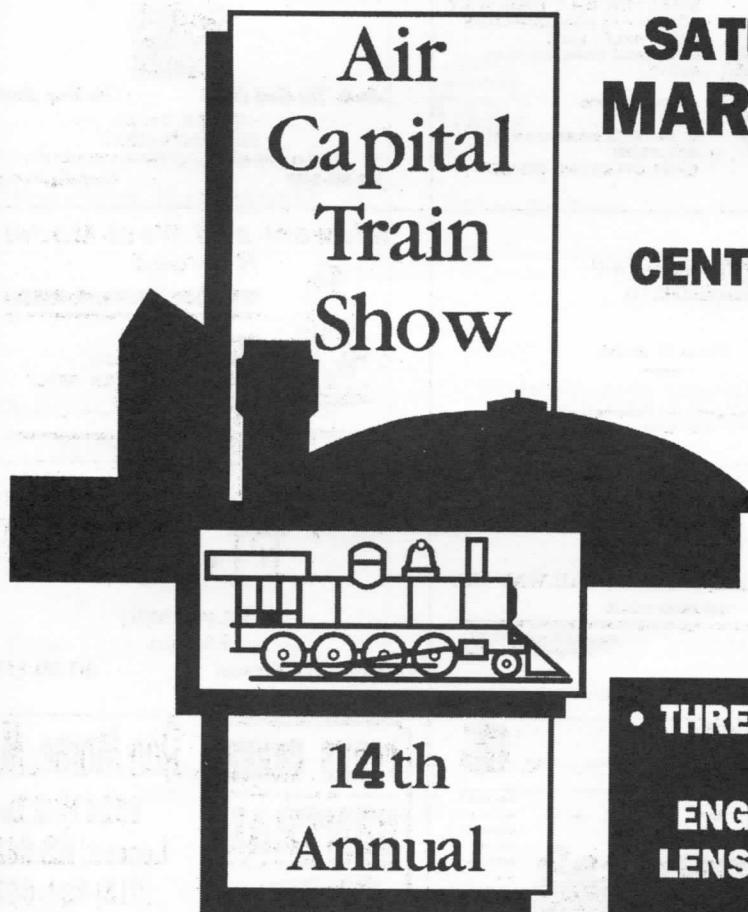
SEP 30 - OCT 1, 2000 - GATS, Civic Aud. 1804 Capitol Ave, Omaha, NE, Adm: \$6, 11 am - 5 pm both days.

OCT 14, 2000 - NE OKLAHOMA N-SCALERS RAIL-O-RAMA 2000, Broken Arrow Community Center, 1500 S. Main, Broken Arrow, OK; 10 am - 4 pm, Adm: \$2 adults, Children 6 - 12 \$1, under 6 free w/paid adult, Tables \$20; Info: Rail-O-Rama 2000, c/o Challenger N-Scale, 2230 E. 56th Place, Tulsa, OK 74105, (918) 749-1634

OCT 14 - 15, 2000 - KANSAS CENTRAL MODEL RAILROADERS MODEL TRAIN SHOW, Kansas National Guard Armory, 400 N. Grandview Ave, Newton, KS; Sat: 10 am - 5 pm, Sun: 11 am - 4 pm, Adm: \$3, Children under 12 free w/paid adult, Info:

NOV 25 - 26, 2000 - GATS, Gateway Center, 1 Gateway Dr., Collinsville, IL Adm: \$6, 11 am - 5 pm both days

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Phil Aylward (316) 830-3498**

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<http://www.katyrailroad.org>**

Pike Registry

 <p>RIO GRANDE SOUTHERN STANDARD RAILROAD OF THE SAN JUAN</p> <p>Sn3, of course</p> <p>Pete Bellos President Shawnee, Kansas</p>	 <p>RIO GRANDE SOUTHERN STANDARD RAILROAD OF THE SAN JUAN</p> <p>G</p> <p>Tedy Bellos Superintendent Shawnee, Kansas</p>	<p>(417) 883-5350</p>  <p>RON WILLIAMS, MMR PRESIDENT</p> <p>ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY 3129 S. CHAMBERY AVE SPRINGFIELD, MO 65804</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>DAKOTA & PACIFIC RAILROAD COMPANY</p> <p>EST 1899 Serving the Black Hills of South Dakota</p> <p>Bill Craig Superintendent D. & P.R.R. 309 South Stevenson Olathe, Kansas 66061 (913) 829-1555</p>
 <p>El Dorado & El Reno R.R. Venita Lake Inventory Acquisition Agent Richard E. Lake Roadmaster 5851 Waterman Blvd., St. Louis, MO 63112-1515 Telephone 314-727-7378</p>	 <p>SHELTER BAY RAILWAY CORPORATE HEADQUARTERS 9331 FARLEY LANE OVERLAND PARK, KANSAS 66212</p> <p>(913) 888-4080</p> <p>G. PATRICK HARRIMAN, MMR PRESIDENT CHIEF OPERATING OFFICER</p>	<p>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 taceys@gpcom.net</p>
<p>UNION PACIFIC RAILROAD</p>  <p>CHARLIE STAPLETON General Superintendent Kansas Division</p> <p>1411 N. 79th St. MO Scale Kansas City, KS 66112 913-299-2923</p>	 <p>Leon Lake Railway & Navigation Co. Sn3</p> <p>Peter B. Smith President</p> <p>4317 Mahogany Lane, Belleville, IL 62226 Tel. 618 277 5510 E-Mail: psmith@apci.net</p>	<p>Midwest and West Model Railroad</p>  <p>Headquarters: 9508 Buena Vista Overland Park Ks 66207 913-341-9699</p> <p>President - Al Gaddini</p>
<p>Gü's Box & Satori Railroad "The Road to Enlightenment"</p> <p>Rudolph Günter, founder</p> <p>Robert F. Guenter Maintenance Foreman 714 So. 33rd Street Lincoln, NE 68519 Phone: (402) 476-6811</p> 	 <p>MR. DENNIS O. SMITH</p> <p>DEERBROOK & SALTERN RAILWAY CO. THE IRON ROAD</p> <p>685 SOUTH YORK COURT Springfield, MO. 65802</p> <p>WINTER QUARTER at P.T. BARNUM & D. SMITH RAILROAD CIRCUS</p>	<p>The Final Solution Railroad</p> <p>FI-SOL</p> <p>Shannon Rumley President</p> <p>Springfield, Missouri 417-881-6477</p>
<p>PIPER VALLEY RAILROAD</p>  <p>CO-OP HEADQUARTERS 912 RIDGE DRIVE BELTON, MO 64012</p> <p>(816) 331-2773</p> <p>JOE B. ROBERTSON, MMR PRESIDENT & CEO</p>	 <p>PASS</p> <p>TO NO</p> <p>WEAVERVILLE LIFE 3311 WESTSIDE</p> <p>WHISKEY CREEK & LOGGING CO. INC.</p> <p>WESTERN RR SERVING ALL</p> <p>WAY OF THE LOGGING ROADS</p> <p>WEAVING NO SCALE</p> <p>WOBBLEY SHOP FOREMAN • BILL WEAVER • PHONE 501-253-9325</p> <p>WEARLE 542 CR 241, ROARK ROAD, EUREKA SPRINGS, AR 72632</p> <p>BUG</p>	<p>FORKS CREEK AND CENTRAL RAILROAD</p>  <p>"ROUTE OF THE COUGARS"</p> <p>Ron Morse, MMR 8324 Hall Dr. Lenexa, KS 66219 (913) 894-6472 rdmorse1@juno.com</p>
<p>MCOR NMRA</p>  <p>Clear Creek & Quicksilver "The Mountain Goat"</p> <p>Allen Pollock P.O. Box 743 General Manager Jefferson City, MO 65102</p>	 <p>SYCAMORE VALLEY LINES 544 E. SPRUCE OLATHE, KANSAS 66061-3357</p> <p>(913) 782-8553</p> <p>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></p> <p>2528 Wild Valley Drive Telephone High Ridge, MO 63049 314-677-8270</p>	<p>HEARTLAND WORKSHOP</p> <p>Danville, Iowa Est. 1999</p> <p>Ken and Carol Vandevoot</p>	 <p>BIG TIMBER LUMBER COMPANY <i>The Big Sky Route</i></p> <p>DEAN WINDSOR CHIEF EXECUTIVE OFFICER</p> <p>14395 FOUR CORNERS RD CARDNER, KANSAS 66030</p>
<p>ELWR</p> <p>EDURY 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>RAINBOW ROUTE SILVERTON RAILROAD COMPANY Inc.</p> <p>RALPH W. ADAMSON General Manager</p> <p>#7 Curved Creek Road Quincy, IL 62301-6577 217/222-8921</p>
<p>This Space Reserved for Charles Buswell</p>	<p>JDS&E</p>  <p>John Winter President</p> <p>618-526-4482</p> <p>987 N. 8th Street, Breese, IL 62230</p>	<p>Missouri Pacific Lines</p>  <p>Robert Joseph Amsler, Jr. 5630 Arenas Drive St. Louis, MO 63116</p>
<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, 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) 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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Switch List Continued from page 22.

NOV 25 - 26, 2000 - GATS, Gateway Center, 1
Gateway Dr., Collinsville, IL Adm: \$6, 11 am - 5 pm
both days

DEC 9 - 10, 2000 - GATS, American Royal 19th &
Wyoming, Kansas City, MO, Adm: \$6, 11 am - 5 pm
both days

DEC 10, 2000 - MID-AMERICA TRAIN MEET,
Reardon Civic Center, Minnesota Ave-State Ave at
5th St., Kansas City, KS, 9 am - 2 pm, Adm: \$3, (7
am early adm \$5), under 12 free w/paid adult. Info
Steve or Sherri Stich, P. O. Box 369, Leavenworth,
KS 66048, (913) 651-5864.

**JUL 8 - 15, GATEWAY 2001 NMRA NATIONAL
CONVENTION & TRAIN SHOW, hosted by
GATEWAY DIV., MCoR**, St Louis, MO; Info: The
Gateway Division, NMRA, P. O. Box 6846,
Chesterfield, MO 63006-6846;
<http://www.gatewaynmra.org> ; em:
registration@gatewaynmra.org . □

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
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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 is missing from this issue you did not pay your renewal. 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 fourth issue of the Kibitzer. Please send any commits that you have about this issue. I will also make one last request for articles as I again 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.

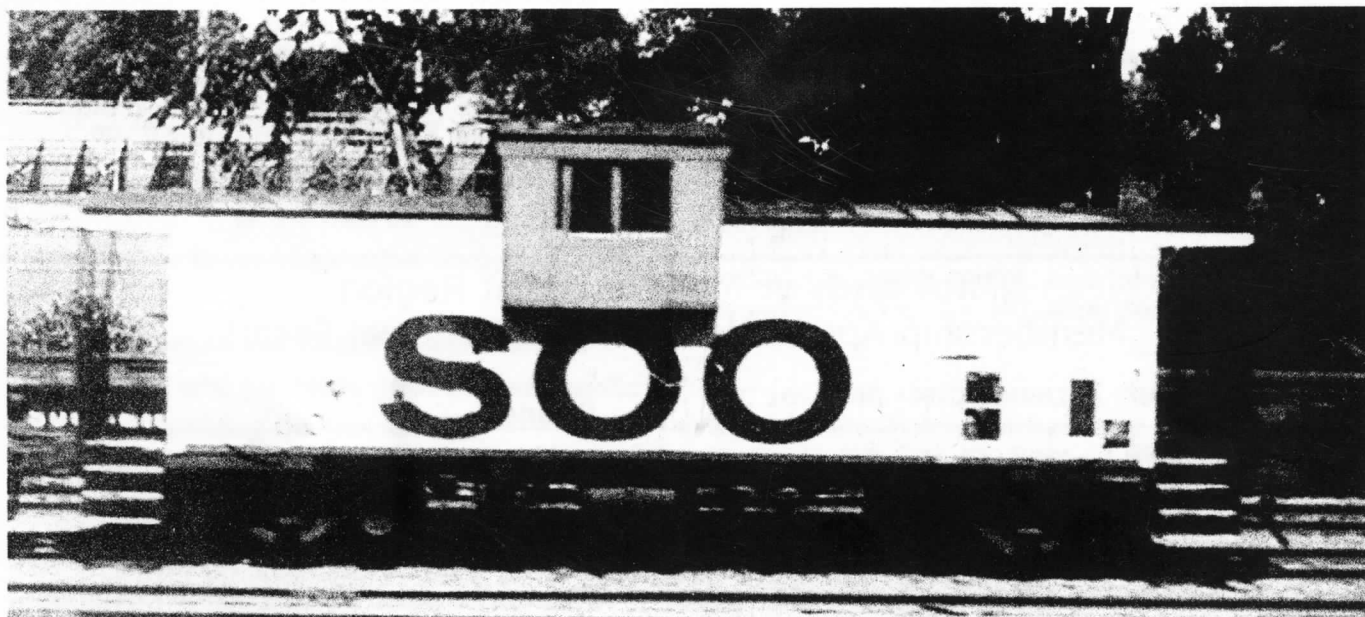
Please make out your remittance to: National Model Railroad Association.

Send your application or renewal to: NMRA; 4121 Cromwell Road; Chattanooga, Tennessee 37421.

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SOO Caboose #60 at La Crosse Wisconsin Photo taken by Charles Marchbanks 26 May 1999.