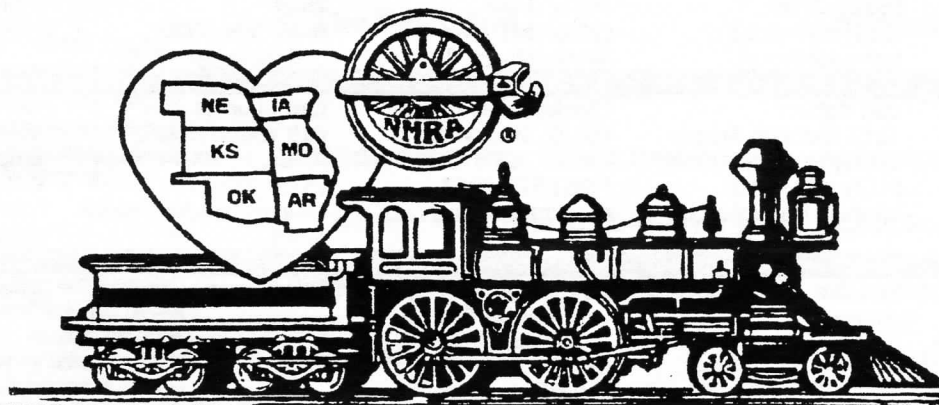


CABOOSE KIBITZER

Official Publication of the Mid-Continent Region, NMRA

Volume 50, No. 3 Fall 2000 \$1.50



BILL McCLANAHAN

Has the Mid-Continent Region Really been around for Fifty Years?

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Caboose Kibitzer

Volume 50, No. 3 Fall 2000

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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.

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Next Issue

The next issue will include the usual *Remembering: What and When* by Charles Mischke. Diagrams for the More Circuit Ideas by Richard Napper, MMR. Dinning Cars by Mark Malmakar. Keeping level and correcting a track cleaning problem both articles by Al Gaddini.

Cover

The top drawing is the MCoR Symbol with steam locomotive that is found on the front of the Region Member Guide. It has also been used in the Kibitzer from time to time. The bottom Drawing is a Cartoon that was Drawn by Bill McClanahan of Dallas and his interpretation of what a Caboose Kibitzer is. As Laurance Reid wrote "Imagine, if you will, the endless string of stupid questions that will roll out of that character in the middle during the years to come." It first appeared on the cover of Vol. 8 Number 2 in March 1957. I may use it now and then.

The Head End

By Richard Napper MMR

Your Caboose Kibitzer editor has gone to a lot of trouble to make this issue of the CK special because we are celebrating the 50th anniversary of MCoR. While it is great to look back to see where we have come from, it's important that we look forward as well to see where we are headed. MCoR now has more people serving in National positions than any other region. Allan Pollock is NMRA President, Bob Dye is Executive Secretary of NMRA, our own President, John Hardy, is MCoR Trustee, Dean Windsor MMR is Contest and Convention Department Chairman, and Patrick Harriman, MMR, is now National AP Chairman. MCoR has one recent National Convention (Kansas City, 1998) under our belt, and next year, Gateway Division, MCoR is giving us the National Convention in St. Louis, 2001. Be sure and make it, you will not want to miss it. Charles Marchbanks is doing a great job as our Caboose Kibitzer Editor, but he can always use more articles for the CK. Take a look at the callboard in the CK, and look at all the people who are working to make the MCoR the best region in the NMRA. I have taken over the duties as MCoR Membership dispatcher, and Computer Manager. I have spent over a month improving the membership database. I have added all Zip+4 codes, and National membership numbers to the database, so we will have a better idea of our membership. As things stand right now, MCoR has 825 members.

Remember that you must be an NMRA and MCoR member in order to be a member of your local division. Why would you want to be a division member? Local Participation is the only way to get the most out of your membership dues. You will meet and fellowship with model railroaders in your local area. You will know what meetings, clubs, and swap meets are near enough to you, that you can join in all the fun! Your local division is the best source of information for you. Many have portable layouts that they put on display during the year at local malls, etc., which is another area of the hobby you can actively participate in. If you wish to work alone on your layout, that is your right, but you will

sure miss out on a lot of fun modeling if you do not get out and meet the members of your local division.

MCoR executive officers are here to serve you, the membership, so if you have a problem, question, or idea just let one of us know. And I hope MCoR has another great 50 years!

From The Editors Desk

By Charles Marchbanks

As I set out to put together this issue of the *Caboose Kibitzer*, I asked for help in finding old Kibitzers. Keith Landis came through with a large selection of *Caboose Kibitzers* from the 50's, early 60's, and early 70's. Thanks Keith you made the history tour through the pages of the *Kibitzer* easy. Dean Windsor MMR provided an article on the history of the Mid-Continent Region. Region president John Hardy provided the list of past presidents, K.B. Johns Memorial award winner, Ken Cline Memorial award winners, and the Larry Long Memorial award Winner.

In preparing the history of the Region through the pages of the *Caboose Kibitzer* I learned a lot of things about the Region and the NMRA that I did not know. It was hard for me to decide what to include and not include. So I included those things that I found most interesting or seemed important to how the Region got to where it is today. I included information that shows where the Regions interest have been and things that effected the Region from the NMRA. Also include is some information on the prototype interest of the day that were present in the *Caboose Kibitzer*. Modeling information from these issues that I found interesting and about modeling ties that I did not know existed were included.

I hope that everyone enjoys the information that I included in the history article. Through out the article I have included some questions and commits about the particular topic mentioned. If anyone has answers to these questions I welcome the response and will include them in future issues for all to enjoy. There are mistakes in verb usage and spelling in some of the articles that I included. I left these in so they could be seen as originally printed. The photos were scanned from the pages of the *Kibitzer* and I hope they come out ok when printed.

Their were a few things I did not include in the History article but decided that I could mention them in My column. From the **Slim Iron** Column in Vol.10 Num. 1 Virtually all rolling stock seen in years past at the Narrow gauge Motel in Alamosa has been moved to Bob Richardson's new venture between Denver and Golden, to be known as the Iron Horse Motel. *This venture is now known as the Colorado railroad Museum.*

This was in Vol. 12 Num. 1 Word Comes from Manhattan, Kansas, a group of the fellows are getting (continued on page 6)

Remembering: What and Why

By Charles Mischke

Little Car, Big Number, Short Journeys

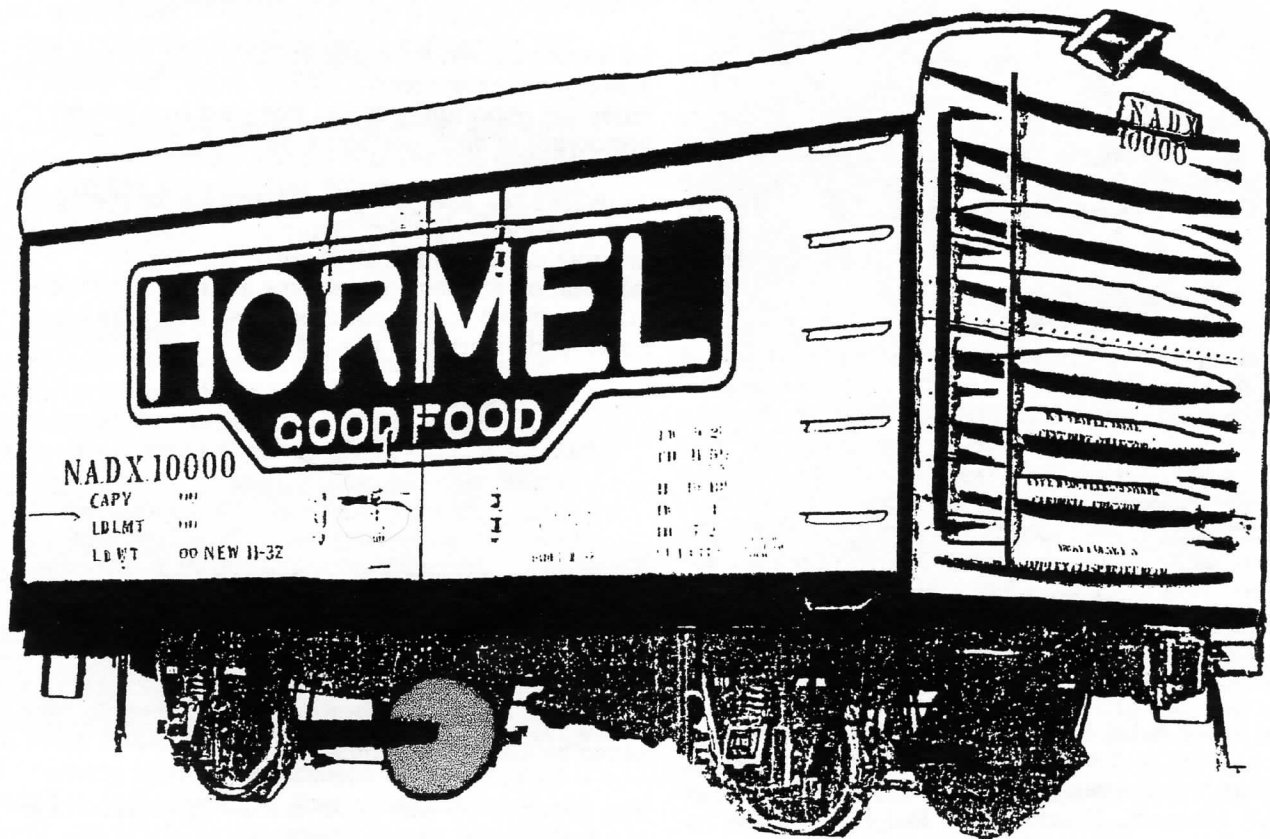
The History of the ice refrigeration car on American railroads can be found well documented in John W. White, *THE GREAT YELLOW FLEET*, Golden West Books, San Marino, CA 1986 and in John H. White, *THE AMERICAN RAILROAD FREIGHT CAR*, Johns Hopkins University Press, Baltimore, 1993.

Hanrahan introduced the two-compartment refrigerator car (convertible to a single) allowing separate shipments in the same car, in 1890. In days of growing demand the single-compartment reefer grew in size and popularity in ice refrigeration days.

Later, motor truck competition led North American Car Co. to design a small four-wheel car as the

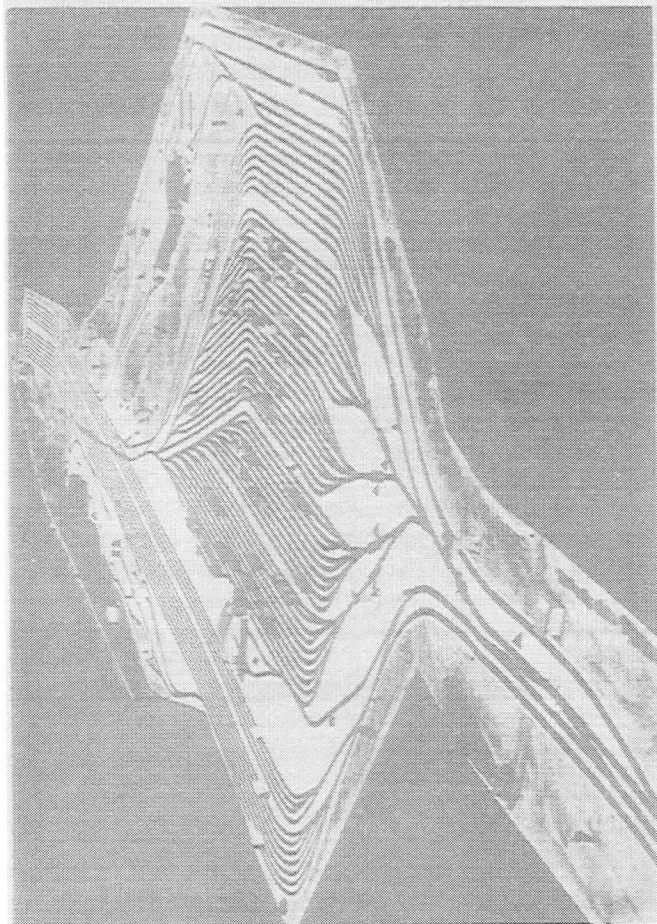
country was coming out of the depression of the 1930's. The car was 22 feet long, weighed 13.5 tons and had two 1500 pound ice bunkers. The 1932 car was steel, with a 20,000 pound capacity, with unusual round roof ice hatches. The intended target of this design was the small-specialized shipper of beef, pork and dressed poultry whose shipments did not require full sized cars. With carload rates applying to this diminutive-size reefer, it could compete with contemporary truck tariffs.

It was the eastern railroads that resisted the four-wheel car as they later resisted four-wheel piggyback and container (GM Voyager, ACF Adapto) cars until the vehicle dynamics were sufficiently improved. Meantime, NADX 10000, leased by Hormel, made shipments from Chicago Southward, and the orphan worked out its days as the photo shows. A picture of the brake end of an O-scale model is shown in *Model Railroader*, Oct. 1970, p. 78



organized with weekly meetings. We don't know exactly who they are, but a quick check in the NMRA Yearbook shows fourteen members. Your reporter will be up that way soon perhaps, I will have something additional to report. *I assume that this was the beginning of what became the Manhattan Area Railjoiners. From which members of this group finally formed the Kansas Central Division of the Mid-Continent Region.*

I found this last article most interesting for the time it was built about 1956. It was found in Vol. 8 Num. 3 May 1957.



Pictured above is the HO-Scale model of the Frisco's new Tennessee Yard at Memphis, which was sent in by MCoRer Jack Horner, 1519 South Main Street, Carthage, Missouri. It seems that Jack had heard about this tremendous project and, upon proper inquiry, he received this photograph and a letter from Mr. R.F. Read, Assistant Director of Public relations for the Frisco in St. Louis. We quote from this letter as follows:

"The HO gauge model of the Tennessee Yard at Memphis was constructed primarily for the education and information of the various officers and

employees of the Frisco who would have contact with or would work with the completed yard. A total of 52 (scale) miles of track was incorporated, * double Slip switches were used, 175 switches, 50 classification tracks, eight departure and receiving tracks, and two thoroughfare tracks."

"This model was constructed under the direct supervision of Mr. E.A. Anderson who was, at that time, chief engineer for the Frisco. He worked in conjunction with Mr. Ludwig of Springfield, who is a model builder and interior decorator. Mr. Ludwig is responsible for the decorative scheme of the model. Frisco engineers and carpenters did the actual construction and track layout work. Upon completion, the model was exhibited to various officers and employees at Springfield, at which time suggestions for revision and changes were received and noted. After careful consideration, revisions and changes were incorporated which were instrumental in bringing about considerable savings in the final installation of the yard. At the present time the model is being used at Memphis, Tenn., for visual demonstration to the operating personnel who will be responsible for the working of Tennessee Yard."

So thank you, Mr. Read and MCoR's Jack Horner for making this information available to us. We would enjoy the opportunity to see this yard (model and prototype) in operation some day.

As usual I can always use more articles for the pages of the *Caboose Kibitzer*. Some short articles of two or three paragraphs such as modeling tips or information articles are welcome as they often come in handy to fill space that other wise would be blank. Cover photos are also needed.

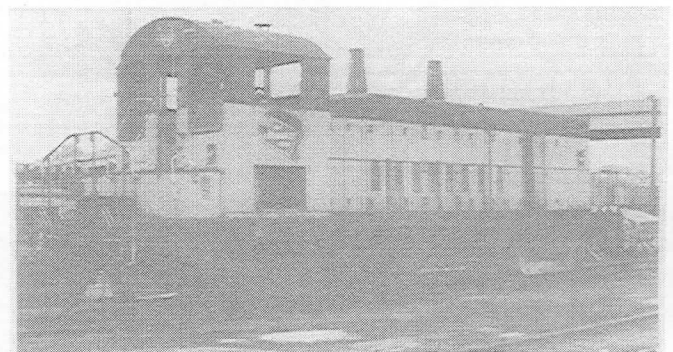


photo by Charles Marchbanks

The photo above was taken in Marshalltown Iowa at the former CNW shop. Transglobal Rail Inc. a locomotive lessor and rebuilder now run the Marshalltown shop. This is a Milwaukee Road sw7 that they were getting ready to rebuild.

The Mid-Continent Region's past through the pages of the Caboose Kibitzer.

Compiled by Charles Marchbanks

The oldest Kibitzer I was able to get a copy of is Volume 5 Number 1 from February 1954. This item caught my when going through it. While reading an article in the NMRA Bulletin about Ho Narrow Gauge we are reminded of another important effort now being made by a group represented by Mr. H. A. Waddington Silverton, Colo. The Denver & Rio Grande Western Railroad wants to abandon the now unprofitable 45 mile branch line from Durango to Silverton, Colo. This is America's last narrow Gauge line and the ride along the 1000 foot cliffs of Animas Canyon is described as the most thrilling and spectacular piece of railroading anywhere. The hope is that individuals like you and us will send in a dollar apiece to create a fund to buy the line and operate it as a summertime tourist amusement. For your buck you will receive a genuine 1890 spike from the line which has been polished up to serve as an interesting paper weight and in addition will be a pass in the railroad when you go to Colorado. We've sent our \$1.00 and suggest you do likewise.

Did anyone else ever send in their dollar and what became of this group? I know that the Rio Grande owned this line until the late 70's or early 80's when it was sold to a private owner. As we all know it is still in operation today. Also does anyone have one of these spikes?

Also from Volume 5 Number 1, in Burke, Idaho, when you want five gallons of gas the Northern Pacific Railroad just holds its iron horses while you get it. The town, at the bottom of a V-shaped canyon, boasts only a single street down the middle of which run the NP tracks, right past the only filling station within seven miles. Locomotives clear the gas pump by only 25 inches so the first one on the street- train or car-has the right of way. All helping to prove that there is a prototype for any railroad situation. *That is what I call serious street running.*

I was surprised to find the following in Volume 5 Number 2 May 1954. We understand that Lindsay's new Pulse Power adapter will not be ready until this fall. Judging by the specifications it may be what is needed to make the Pulse Power idea work. At low speeds you will get pulse power, but as the speed increased a secondary power wave is gradually introduced until at higher throttle setting you will have pure full wave D.C. rectification. Seems to me that this is what we wanted to get about fifteen years ago---full wave D.C. rectification. Your editors were beginning to think that the hobby was moving backwards with all this chatter about half-wave rectifiers! *I thought that pulse power and full wave D.C. was an*

offering from the sixties or seventies. I did not realize how long it has been around

Volume 8 Number 1 is when it appears to me that The Caboose Kibitzer became more than just a newsletter and more of a magazine. At this time Laurance S. Reid was the Editor and Mid-CoR President. One theme of that issue was the upcoming convention in Omaha and that there is steam in Omaha. The prizes for the contest in 1957 were donated by the Union Pacific Railroad. A column called Slim Iron focusing on narrow gauge railroading was started in that issue.

The following editorial appeared in vol. 8 num.1

Shake up the old-help the new

Every organization that prospers must serve a useful purpose and MCoR has done surprisingly well since it was organized more than seven years ago. MCoR's role has never been very well defined but I like to think of it as a "service" organization for model railroaders in the region.

With a bit of organization and with very little effort by its members, it can serve to inspire the veterans to new activity and greater attainments through visiting, correspondence, conventions and THE KIBITZER; i.e., simply by passing the word around. The old-timer can give service to the newcomers by helping them solve some of the vexing problems that turn so many potential model railroaders away from our hobby.

I hope that the "personalia" to be found in THE KIBITZER will awaken your interest in the activities of old friends, that you'll drop them a line or go see for yourself and get back into the swing again particularly if you've slacked off. And give the embryo model rail a lift by offering him your assistance through your hobby dealer. Then look up your local Scout Executive or the Scout Master and offer your services as counselor for the Railroading Merit Badge (as well as for some of the other merit badge subjects for which you are so ably qualified).

Then dust off your pike, or maybe the club's pike, and stage an evening's show for a Scout troop or a youth group. And invite them back to run their own equipment on your track at a later date. You'll be surprised how many new model rails can be spawned this way and remember, it's good for them and you will thoroughly enjoy this experience.

How can model railroading be called a selfish hobby when you share it with others?

Sincerely,

Laurance S. Reid President MCoR

I think that what he said in this letter still very much applicable to Mid-CoR and NMRA as a whole. Also in 1957 the region started the "Cross-Kit" Contest where the HO loco's superstructure is from one manufacture and the chassis from another to make a truly unique locomotive. The rules were as follows.

1. Ho loco's superstructure must be from one manufacturer's kit while its chassis must be from another manufacturer's Kit. The "cross" stems from different manufacturers. Neither of these components can be scratch-built.
2. Either, or both, of these basic parts may be modified to any extent desired but they must remain identifiable. Submit with your entry a card listing manufacturer and kit source of superstructure and chassis (or main-frame).
3. Engine must be capable of operating on 12-volt DC, 2-rail.

This article also from Vol. 8 Num. 1 about George Davis' layout was impressive in the fifties and would even be more so today. Except for those who do nothing else but model.

Around the Basement in One Year

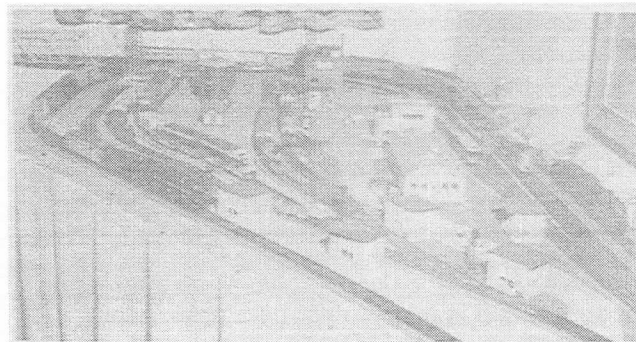
We have great admiration for the man who takes matters in hand and gets the job done well and in good time, once he has his goal in sight. So we doff the bowler to George Davis of Guthrie, Oklahoma who has done just that as a model railroader.

George is so new to the hobby that you won't find his name in the 1956 NMRA Yearbook but, in a scant year's time, he has become a dyed-in-the-wool model rail, joined NMRA and MCoR, an enthusiastic member of the Capitol HO Club and proud brass-hat of a basement pike in his home that is worthy of note.

Shortly before the railroad bug bit George, the Davises built a twister-proof basement hobby room off the east end of their home in Guthrie. This is a family room in the truest sense of the word complete with fireplace, deep chairs, reading lamps, game table, et cetera, plus air-conditioning. George is a better diplomat than most of us because he took his newly-acquired malady to the family room and there it grew without complaint from his boss.

Around the walls of the room goes the double-track main line, taking to a unique tunnel at one side of the stair well where it makes a 90-degree turn before emerging along the north wall. This tunnel can be opened in case of a derailment. Several villages & way-stations are tucked away in corners and scattered along the line. Yards with turning loop, engine servicing facilities and a number of industries are located in the south-east corner of the room with the passenger terminal built to the west along the south wall. Operation is impressive with rail laid on TruScale, block control and complete signaling. Most

of George's rolling stock is ready-to-run by Tyco, Athearn and Tenshodo but, with the pike in operation, he is now building up his own locomotives. Director George Thompson added a nice touch by assembling the industrial structures from Kits. George held open-house on a November Sunday which attracted a hundred or more visitors and created a dozen or so new model rails. Next time you are in Guthrie, stop for a few minutes and see for yourself. Long runs, good operation and no complaints from the family. George Davis has made more progress in one year than most of us make in ten.



yard on George Davis' layout that he built in one year.

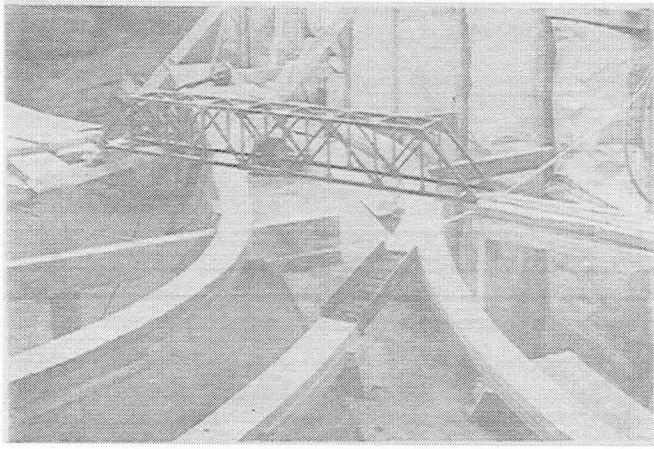
I was surprised to find this article in The Caboose Kibitzer Vol. 8 Num. 4 July 1957 but it shows the influence of MCoR and the type of person the Author was. He was also a friend of Laurance Reid the Editor at the time.

Photographic Construction Records

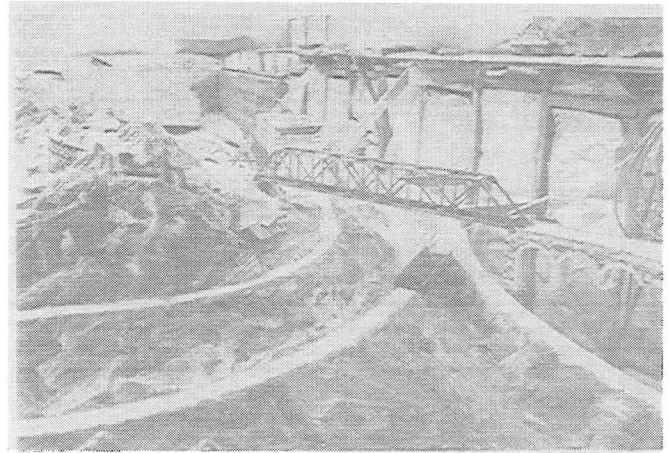
By John Allen

A funny thing about building a railroad is that, after some part has been constructed several months, it seems to have been done for ages. It's hard to recall what it was like before and the feeling of accomplishment may be almost nil unless you record dates and extent of construction. I keep my records photographically. These three photos from my files show one small area under construction at three different periods.

There is no particular reason whether ties and ballast or surrounding ground and scenery goes in first once the tie-edge lines are drawn accurately. If, at that time, there is no great pressure to open the new track to traffic, tie laying and ballasting after nearby scenery is installed will save the trouble of ballasting a second time at the junction of the scenery and the previously ballasted roadbed.



June 1954. Framework for roadbed and stream bottom is complete. Truss frame and through-girder bridges are checked for footing position. Roadbed and sub-base consists of 1/2" soft wallboard (FIRTEX) over 3/4" plywood on curves or solid wood on tangents. After Tie-edge lines are drawn on the wallboard, the shoulder of the embankment will be rough-rasped to the correct ballast angle.



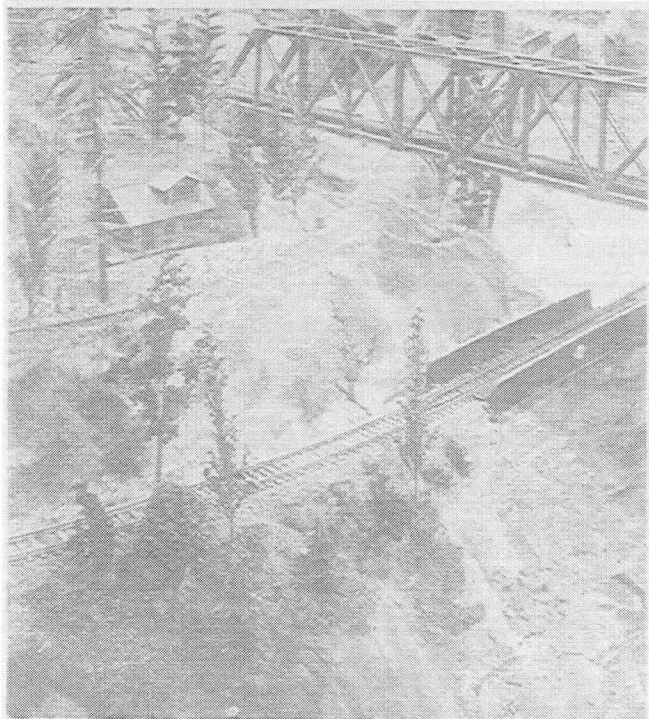
September 1954. Truss and girder bridges are complete except for rail; footings are stationed, scenery has been brought up to the tie-edge lines and color and grass (dyed sawdust over glue) has been added. The stone viaduct seems to be hanging in space from the track it is to support.

The following comes from the pages of Vol. 12 Num. 1 Fall 1961 when Roy W. Turner and Laurance S. Reid are Editors.

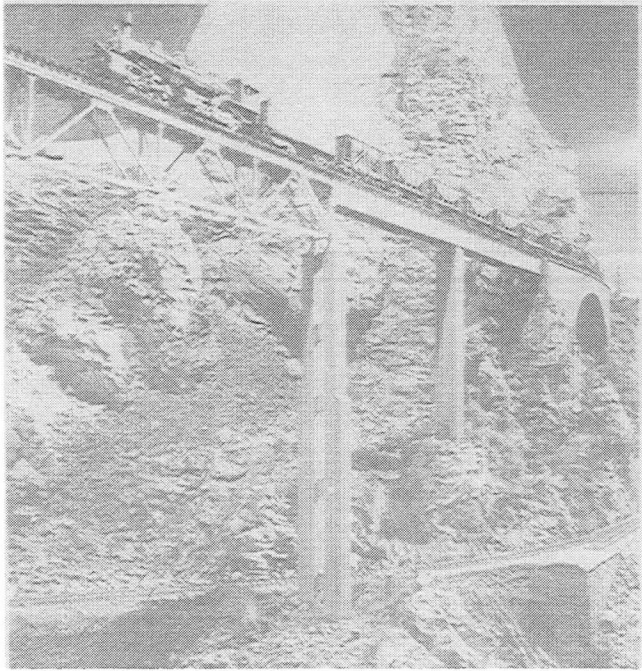
Why a Region Publication?

To a great majority of MCoR members, the Caboose Kibitzer is MCoR. With Approximately 245 members and only about a third of them attend the conventions, what else is there? Why belong to MCoR? All you get for a dollar is the CK. Butt what else can you contribute for a dollar? We all know why we belong to the National Model Railroad Association: for enforcement of standards, for competition and for the preservation of the world's greatest hobby. The region must fulfil another void that is vitally important to the serious model railroader; the exchange of ideas and close fellowship. This is largely achieved thru the Regional publications and the annual convention. The Editors and Pledge to you continued and improved communication.

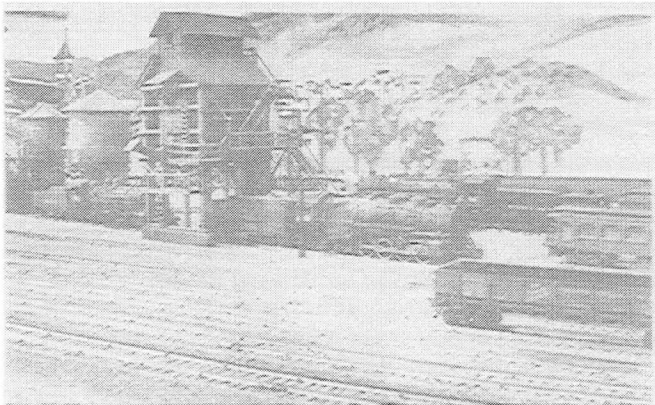
This issue of the Caboose Kibitzer represents a new and fresh approach to the publication of a Regional magazine. During the coming year, we hope to bring you the most complete coverage of Mid-Continent news and personalities possible in four issues. The first thing you'll notice is the CK is no longer a one-man job. There are now four staff members and eight area representatives... with more to be selected. And, with cooperation of all the members at large, the Mid-Continent Region will be the envy of all the NMRA.



Nearly complete. Dyed ties positioned and ballast dropped over glue (Weldwood or white glue) spread over all areas to be ballasted. Excess is removed after glue has set & rail is then spiked in place. Add shrubs, trees and other details. The tracks over two bridges in foreground are part of the standard gauge (HO) G&D Line. Rail is being laid on the narrow-gauge DG&H right-of-way in the background.



A freelance 0-6-6-0 heads an ore drag across a high bridge over "Squaw Bottom Creek" enroute to Andrews Junction. The Background scenery is unfinished. The layout, of course is the Gorre & Daphetid of John Allen, Monterey, California.

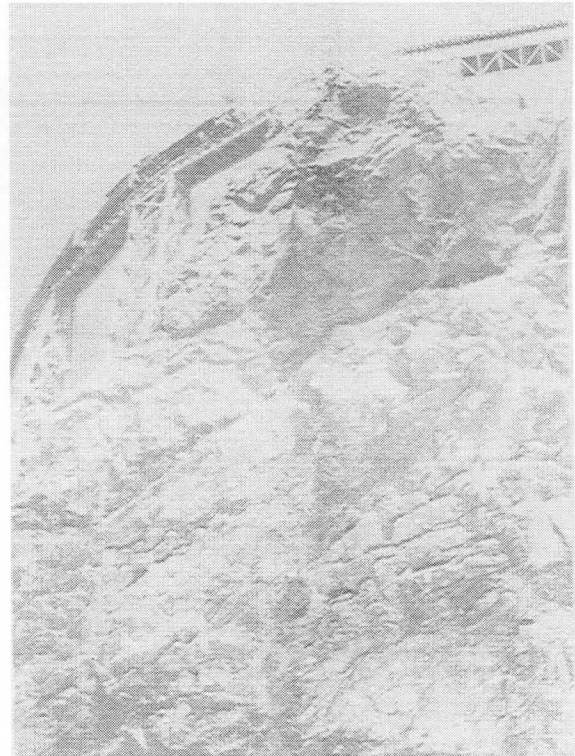


Another West Coast Mid-Continent member is Whit Towers. His beautiful Layout has been featured in the model mags for several years. Whit is an operating nut, so yard capacity is of prime importance. Here we see an A&L.P. Berkshire coaling up at the scratch built coaling station.

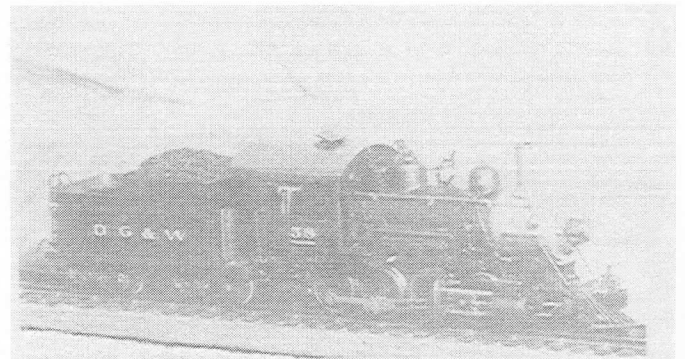
This also from Vol. 12 Num. 1, which goes along with the paragraph, I started this article with. News of the narrow gauge is as inevitable as summer itself. From Durango comes word that, on June 6th, the ICC examiner recommended to the commission that the Rio Grande petition to abandon and sell the Silverton Branch be denied, and further asserted that " a public need for continuation of both passenger and common carrier freight service on the branch has

been shown". Stay tuned for the next episode. We doubt that this is the end.

The following was taken from Vol. 10 Núm. 2 June 1959.



Steel trestle at Grandt Cliff on John Allen's layout. Rock is plaster.



A cross-kit 2-8-0 built from a Mantua Big 6 chassis with a shortened MDC 0-6-0 superstructure. Photo and model by Laurance Reid. See page 8 for an explanation of what a cross-kit is. Photo from Vol. 10 Num. 1.

The following is a continuation of information that was taken from Vol. 10 Num. 2.

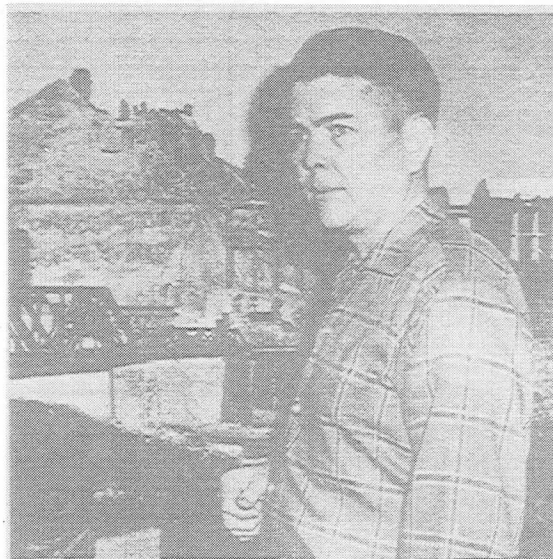


General view of Akinbak mountains. At lower left is "Squaw Bottom", lowest place on railroad. "Gone" is in the right foreground, just above main control panel. Both photos taken August, 1958.

From the **Boomin' Around** Section of the Kibitzer comes this. Our California correspondent, John Allen, checks in with a couple of photos that haven't been published showing continued progress on the famed G&D. He claims progress is so slow that no progress shots have been taken since August, but that a new set is due about now. Our best is no match for John's poorest, but it's all fun.

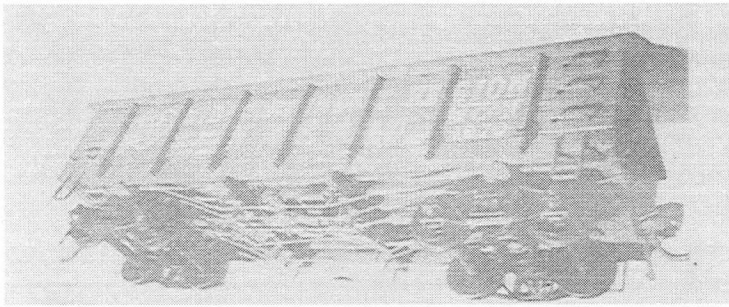
I found this in Vol. 19 Num. 3 Spring 1969 in the Achievement program Column by Paul F. Moon. Warren K. Weston is Master Model Railroader number 26. I am happy and proud to announce that Warren K. Weston, of Lee's Summit, Missouri has been officially appointed MASTER MODEL RAILROADER Number 26 of the National Model Railroad

Association. Certification has been issued from the office of Phil Kohl, National Chairman of the Achievement Program. Warren becomes the first member of the MCoR to receive this very important certificate. On behalf of everyone of is fellow modelers in the NMRA and MCoR, I extend our heartiest congratulations to Warren.



Warren's reaction, when informed of the award: "I think it's safe to say that the Achievement Program and the obtaining of the Certificates do not make me a better model railroader than anyone else, but in many respects it has made me a better model railroader than I would have been if I had not had the receiving of these Certificates as a goal to be reached."

This advertisement for the Region car was found in Volume 19 Number 3. The MCoR's own Car Kit is pictured in the Bothman photograph below. It is an HO Scale Kit of an early 1900 vintage gondola made EXCLUSIVELY for the MCoR by Liberty Models of Independence, Mo. The kit features pre-cut wood parts, metal and plastic castings and prepainted wood sides with the MCoR Herald. The Price is \$3.50 Postpaid. Send your order with check for the number that you want to A.C. Brown, Secretary-Treasurer, 7511 Murdoch, St. Louis, Missouri, 63119. Orders are being filled as soon as received. The kits will also be available for purchase at the Little Rock Convention. *Does anyone still have this car and how many were made?*



Volume 20 Numbers 1-4 included history from the first twenty years of the Mid-Continent Region. Issue number 3 of Volume 20 had a color front cover with a picture of Bud McCrary's layout. This is thought to be the first color cover in NMRA history and the only color Kibitzer cover to my knowledge. Included in Issue 3 was the following.

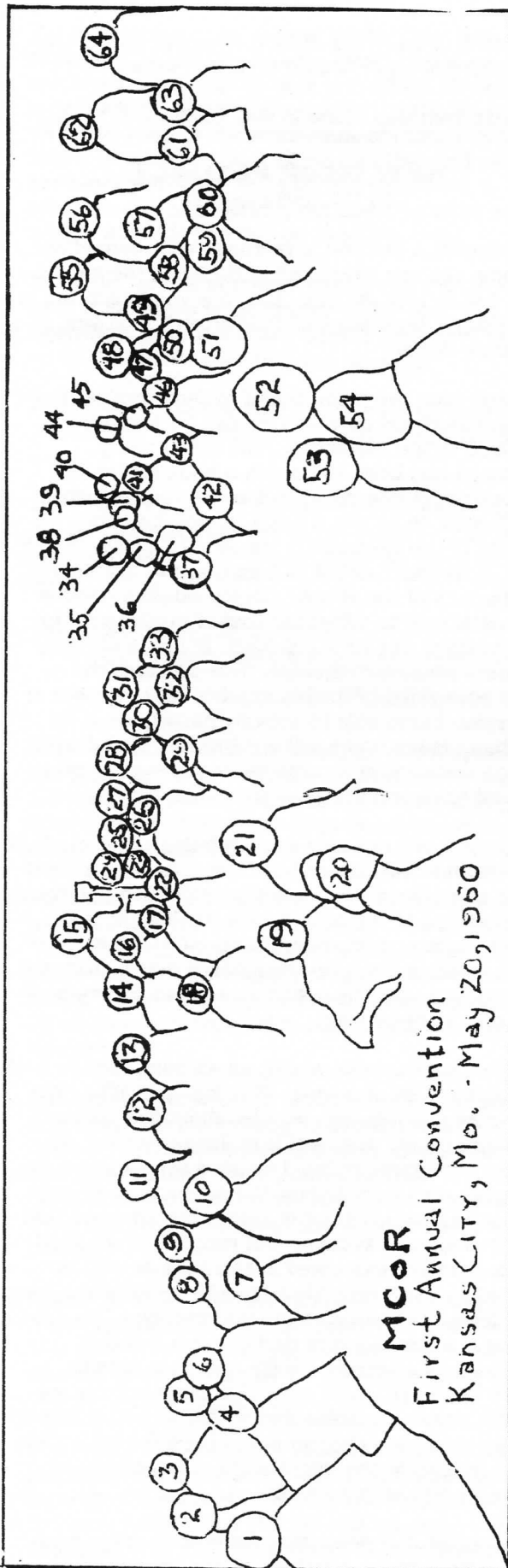
Were You There? In K.C., MO. In 1950

We now have identification of the following persons pictured on the 1950 Convention photo:

- 2-Mrs. John Branson
- 9-Guy Bell
- 10-George Brown
- 11-Robert Kennedy
- 12-George Sisk
- 13-Santa Fe Man
- 14-Santa Fe Woman
- 15-John Hill
- 16-Linn Westcott
- 18-Robert Whelove
- 24-Les Schucker
- 26-Bernard Corbin
- 27-Bill Walthers
- 28-Glenn Parker
- 32-La Grange Ratcliffe
- 36-Robert Miller
- 39-Al Gottschalk
- 40-William Barnes
- 44-Ralph S. Barnes
- 45-Gottschalk Son
- 46-Paul Larson
- 47-Joseph F. Klos
- 49-Earl S. Wright
- 50-Jack Duncan
- 52-Kenny Johns
- 53-Mrs. Kenny John
- 56-Harold Schupp
- 58-Bill McCurry
- 61-Gary Stonebraker
- 63-Harry Siebers

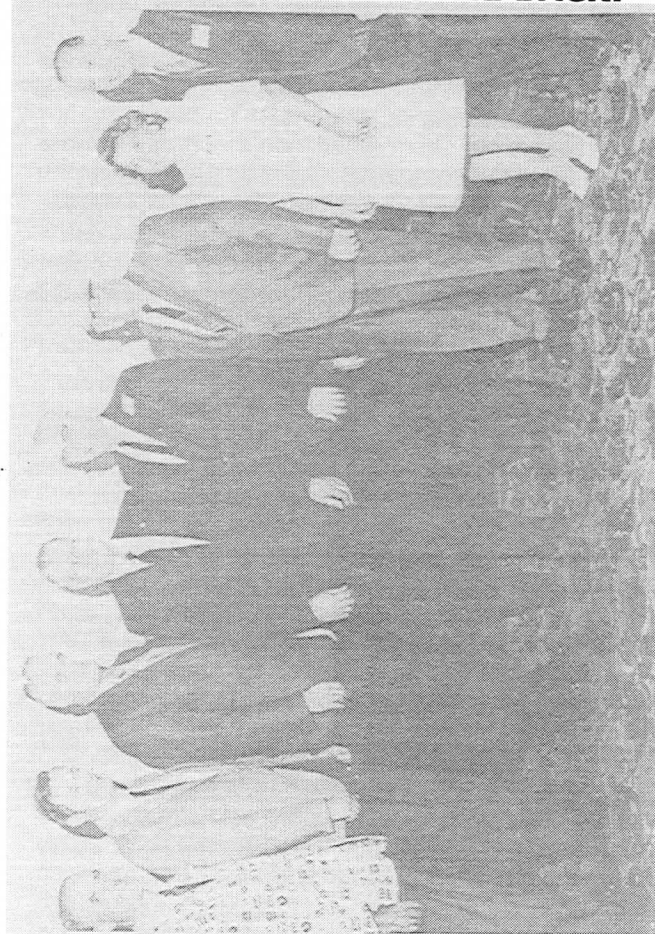
Ralph S. Barnes, of Kansas City, Kansas, who served as president in 1954, made the picture of the first banquet available to the KIBITZER.





I took the following picture from Volume 20 Number 4.

WE WERE THERE! WE CAME BACK!



1950 CONVENTIONEERS RETURN FOR 1970 CONVENTION:

(Bottom to top) Guy Bell, Holland, Mich.; Robert Miller, Baseshor, KS.; Joseph Klos, Raytown, MO.; Bernard Corbin, Red Oak, Iowa; Avery Norlin, McCracken, KS.; Ralph Barnes, Kansas City, KS.; Mrs. and Mr. John Branson, St. Joseph, MO. Avery Norlin and John Branson attended the organizing meet at Hutchinson, Kansas in 1949.

K.B. JOHNS AWARD

THE K.B. (KENNY) JOHNS MEMORIAL AWARD

By R. Kay Wortman, President

At this time I have the pleasure of presenting the "Kenny Johns" Memorial Award. Those of you who are new to the Region will be asking the question, "Who or What is Kenny Johns?"

Although the man whose memory this award honors spelled his name without the final "s", somehow everyone seems to pronounce it "Johns" instead of "John".

K.B. (Kenny) John was a charter member of the MCoR. He Was Secretary-Treasurer several years. Kenny attended every Regional Convention until shortly before his death in 1963. He was the builder and "brass hat" of the Fern Mountain Model Railroad in St. Joseph, Missouri, which served as an unofficial "club layout" for the St. Joe boys.

The Kenny Johns Memorial Award is the highest honor the MCoR can bestow on one of its members. It recognizes outstanding service to the MCoR and the hobby of model railroading. This award is given at the President's discretion, based on an individual's contribution during the past year.

Each recipient of the Kenny Johns Memorial Award receives an individual plaque. In addition, his name and award year are inscribed on the permanent award plaque. The permanent plaque is held by him until the next recipient of the award is named.

Recipients of this award in previous years are: John Lawrence-1964; Warren weston-1965; Bud McCrary-1966; George Niles-1967; Jim Hammer-1968; and Craig Brown-1969.

My choice for the recipient of the Kenny Johns Memorial Award this year is - Joe Bothman(1970)!!!

He has served two consecutive terms as President of the Region. During his last term in the office, the MCoR was the only Region in the nation selected by the National Association to be given the Honor Region Award of the year. Immediately following that feat, he moved into the position of Chairman of the 1970 National Convention in St. Louis.

This report on the 1970 National Convention in St. Louis was taken from Vol. 21 Num. 1. The 1970 NMRA Convention convened in St. Louis on August 20-23. The MCoR was well represented, not only in attendance, but in the direction and help given to running the Convention. The Convention was sponsored by the Big Bend Club of St. Louis. Past MCoR President Joe Bothman was General Chairman, assisted by MCoR President Craig Brown, who also served as Treasurer, and Greg Krekeler, who also handled hotel arrangements and the Industry Display. KIBITZER Staff members Bob Mueller, John Kalin and Jon Marx also served in responsible positions on the Convention Committee.

The testimony of those in attendance was high in praise of the smooth running program from start to finish. The Big Bend Club, the Convention Officials, the Host Layouts, and the city of St. Louis deserve a well done for an outstanding National Convention.

This was also found in Vol. 21 Num. 1. The 1971 Convention of the MCoR will be held jointly with the Thousand Lakes Region on June 18 to 20, 1971 at the Hilton Marina Inn in South Sioux City, Nebraska.

The plan is to have the 2002 convention Jointly with the Rocky Mountain Region in North Platte NE.

This next item was found in Vol. 21 Num. 2. Spring 1971.

NEW MCoR PROJECT

By D.L. Eichelberger

How interested are you in railroads and railroading? We know you are interested in *Modeling* them or you would not be reading this. But, are you interested in their history, their origins, their growth, and yes, even their death?

For some time the MCoR Board of Directors has been studying methods by which we can be of more help and value to the members. One outstanding suggestion has been to publish a book for free distribution (of one copy) to the membership which would cover, in as much detail as possible, the histories of the railroads of the MCoR. Copies would cover, in as much detail as possible, the histories of the railroads of the MCoR. Copies would be placed on general sale to offset the cost of publication. In order to carry out such a project, the help of many members would be required. This presents the added advantage of having nearly every member of the Region being able to actively participate in its activities. Many hours will need to be spent digging through courthouse records, newspaper and library files and historical society documents.

This project will not only deal with the major roads of the area, but will also concentrate special emphasis on the short lines which were consolidated into these major roads. It will also include the logging and mining roads and the interurbans which have disappeared, along with the smaller roads which still exist but are virtually unknown beyond the limits of their own right-of-way.

A project such as this would, as we said, require a lot of work by a lot of people. This includes YOU. We need many people *who wonder* about the railroad shown on an old atlas but is no longer visible, *who wonder* why some railroad isolated town has jct. In its name, *who wonder* how the products of an area got out and supplies got in before the advent of the modern highway system. But most of all we need people who are interested in railroads as well as railroading, with possibly a favorite about which they have already collected some information. This person is encouraged to do the extra research necessary to complete his file and pass it on so others can learn of his road. We believe there are enough people available and willing to participate so we can prepare a chapter in the book for each state in the region, giving information of interest to all modelers and railroad buffs.

At this point it appears that we need a group from each state working together on the lines in their

not been covered by others, while other states or areas will be practically untouched, and consequently require a great deal of time and effort. Photos and maps will, of course, be essential to the final product and may require the enlistment of more professional talent for copying or drafting. Writing and editing probably should be done on the local level to maintain the local flavor, but could be done on the region level, depending on available help.

Available help is of course the key to the whole thing. Until it is known what interest there is in this operation, and how many people are eager to work on it, no further planning can be done.

Please flood the regional secretary with your comments, suggestions and, above all, your offer to work.

The Current (2000) *Caboose Kibitzer* editor wonders did this project ever get off the ground? Did this book ever get published? If not would we want to try it now?

Also taken from Vol. 21 Num. 2.

NOVEMBER SET AS NATIONAL RAILROAD MONTH

National Model Railroad Week, an event sponsored by the National Model Railroad Association for more than a decade, has been expanded to a full month, according to NMRA Promotion Department Chairman Charles M. Alberty.

Recognizing the valuable impact its action would have on all segments of the model railroading hobby, "Alberty says, 'The Association's Board of Trustees approved both the expansion and a change in dates.'" The new *National Model Railroad Month* will be observed, starting this year, during the month of November.

November was selected because of its tradition and timeliness. In past years, November has been a calendar focal point for most local model railroad open houses and other promotions aimed at the general public. Of course, November is also part of the model railroading industries peak business period.

National Model Railroad Month is, according to Alberty, "the end result of nearly two years of study." The idea of expanding the longstanding week was opened to evaluation by hobbyists, industry officials and media representatives in late 1969.

The *Month* will enjoy the widest promotion campaign possible. On a national level, it will draw on the combined resources of NMRA, the Model Railroad Industry Association (MRIA) and the Hobby Industry Association of America (HIAA). As the event is under

NMRA sponsorship, Alberty says the NMRA Public Relations Chairman will be charged with coordinating the promotional efforts of all three organizations.

Since the key to a successful month lies with the local hobbyist and hobby dealer, special emphasis will be placed on local promotion. In addition, arrangements are now being made for extensive network radio and television exposure for the world's greatest hobby. All campaign efforts will revolve around the theme *Model Railroading is Fun*.

I found this in Vol. 22 Num. 3 spring 1972. Wichita Calls us! A completely sceniced layout in ten hours? Impossible? Elmer L. (Bud) McCrary says he can do it. We have taken him up on it. If you want to see something you've never seen before, come to the Wichita MCoR Convention on June 9, 10, and 11, 1972. Try to get to Wichita on Friday night, when Bud will be presented with a 4'x8' piece of plywood bare except for a piece of track. Bud says he can build a completely sceniced layout in 10 hours, with industries and even a ranch added to the scenery. A range of mountains will grace the background. Bring your camera to record this amazing feat as a guide in future scenery work. This will be a first at any convention we think!

Bed sheets are the basic structure of the scenery on Bud's layout, and anyone who has visited the layout in his basement will attest to his ingenuity. We understand that John Allen, a 25-year veteran, took one look and was speechless. Bud has received well-deserved recognition and countless awards in his scenery building career.

Bud, who has 13 clinics stowed away under his belt, does not consider this up-coming event as a clinic, but says it will be a demonstration. He wants to help make the Wichita convention one of the best ever.

REMEMBER, Bud says he will *completely* scenic a 4'x8' layout from a board bare except for track in 10 hours! If betting were not a no-no in Kansas, we'd wager he couldn't do it. As it is, if he wins we'll have to buy him some Geritol or something. **THIS** we are looking forward to!

Being that I was only five at this time the Editor wonders if Bud was able to successfully build the layout in ten hours. I also saw where that convention was the first in Wichita since 1954. Well this is where I am going to end this tour through the pages of the *Kibitzer*.

DUTIES OF A RAILROAD CONDUCTOR

**By Conductor R. G. Mason
UNION PACIFIC RAILROAD**

I hired out on the Cotton Belt RR in 1962 as a brakeman. In 1967 I was promoted to conductor. The Cotton Belt RR is owned by the Southern Pacific RR. As of February 1998, and because of the Southern Pacific and Union Pacific merger, I now work for the Union Pacific RR. My heart is still with the Cotton Belt! I model the Cotton Belt in HO Scale.

Lets talk about the conductor and his job on the Railroad. The train dispatcher will notify the crew dispatcher as to the time to call a crew for a train. The crew dispatcher will then call the crew, which usually consists of a conductor and an engineer for all through-freights. A local or yard crew usually has 1 conductor, 1 or 2 brakemen or switchmen, and an engineer. The crew dispatcher will give the crew about a 2-hour call. For instance, at 6:00 am the crew dispatcher will call the crew and tell them that they are called for 8:00am. The crew will report for work at 8:00am.

Upon going on duty at 8:00am, the conductor will go to the computer and pull up his paper work and send it to the printer. The paper work consists of Train Orders, Train Consist, Train Graph, and a Work Order. Everyone knows what Train Orders are but what is that other stuff? A Train Consist is a list of the cars in your train showing loads, empties, dangerous, wide loads etc. The Train Graph is a bar graph showing how the tonnage is spread through out the train. A Work Order shows you what work you have to do enroute, pickups, setouts, etc.

After you get the necessary paper work, you have a job briefing with your crew. A job briefing is a discussion of the work to be performed that trip so everyone understands what is to be done. You then go to your engine and call the yardmaster to see what track your train is made up on. The engineer does not move his engine except when the conductor gives him a signal to move. The conductor is in charge of the train and the engineer is in charge of the engine, but the conductor tells the engineer when and where to move the engine. After putting the engine on the train, you call the car department for an air test. The air test is performed between the car department and the engineer. If there is no car department then the conductor performs the duties of the car department and makes a walking inspection of his train to see that all brakes set and release on all cars. All trains are required to have a working EOT. As the train leaves the terminal, the conductor rides on the lead engine with the engineer. The conductor helps the engineer watch for all block signals, which affect the movement of his train. The conductor watches all road crossings for approaching

vehicles. The engineer and conductor both look their train over on all curves to see if everything is OK. You look for smoke, unusual dust, and shifted loads. About every 20 miles there are detectors placed near to the track to detect defects in your train. The detectors talk to you and tell you if or where a defect is located in your train by counting axles from the head end of your train to the defect.

The detector looks for overheated bearings, hot wheels, equipment dragging, and wide loads or shifted loads. When the detector tells you of a defect, the engineer stops the train and the conductor then walks the train and counts the axles from the lead engine to the defect indicated by the detector. Sounds easy? Remember there are no sidewalks, only rocks, weeds, mosquitoes, snakes, 100 degrees in July, -0 in January and maybe snow or ice, or how about some rain, wind, dust. Guess where the engineer is while the conductor is out in the weather? A conductor's job can be tiring sometimes. Sometimes you are cruising along about 50 mph and the train goes into emergency suddenly without warning. The conductor gets to walk the train again to determine the cause of the emergency. I guess I should explain "emergency". Emergency is when the train looses its air and the brakes will automatically set up and stop the train. The conductor or engineer can cause the train to go into emergency, or a busted air hose, train separation, or the EOT fell off, anything to cause the air pressure to 0. Most trains carry 90 lbs. of train line air as indicated by the air gauge on the EOT. Train separations sometimes happen when the engineer takes off too fast before all slack is out of the train and a knuckle will break, resulting in a train separation and loss of air pressure. Yes, you guessed it, the conductor again walks the train, puts in a new knuckle by himself, then couples up the train and recouples the air hose.

The conductor is also the switchman of the train if there are any cars to be picked up or set out enroute. Sometimes your setout is on the rear end of your train and sometimes you are told to pick up cars on the rear of your train or behind a set amount of cars. After the work is done you walk back to the engine. Remember weather is no problem. You learn to dress for all occasions, Rain, Snow, Sleet, or Hot Hot Hot! You are not allowed to stop the train to eat, you have to take your lunch with you and eat when other duties will allow. Average on-duty time is 10 to 12 hours. When you arrive at your final destination, the conductor will yard his train in 1,2, or 3 tracks (depending on how many cars you have) then cut off the engine and take the engine to the roundhouse, pit, engine track, etc. The conductor will then fax his Work Order to the RR headquarters, which in my case is Omaha, Nebraska. Upon going off duty, the RR will take you to a nearby hotel for 8 to 36 hours. That's right, you do not know how long you will be at (Continued on page)



Gateway 2001

National Model Railroad Association
National Convention and Train Show
St. Louis — July 8 to 15, 2001
Hosted by the Gateway Division NMRA

What happens at an NMRA National Convention?

- 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
- Silent and live auctions
- Special Interest Group sessions
- Meeting other modelers
- Family activities
- National Train Show

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 tours are being planned so you'll spend less of your time on the road and more time visiting great model railroads.

In addition, other proposed tours include the Museum of Transportation, Terminal Railroad Association yards, Union Pacific's DeSoto car shops, MetroLink light rail facility, Manufacturer's Railway operations and yards, Anheuser Busch, Chain of Rocks Lock & Dam, and Bussen Quarries, as well as hobby manufacturers American Model Builders and Micro Engineering.

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.

Find out more at our web site:

<http://www.gatewaynmra.org>

E-mail us, for more information:

info@gatewaynmra.org

----- Register Now! Complete the information below and on the back and return it soon! -----

Name	
Address	
City	
State & Zip	
Country	
NMRA #	
Telephone	
Fax	
e-mail	
Preregistration Number	

Registration at Full Fare for the Primary registrant or Spouse/Non-Rail includes:

- Admission to all clinics and contests
- Admission to the National Train Show at the Convention Center on Friday, July 13 - Sunday, July 15.
- A special Gateway 2001 patch
- Gateway 2001 lacquerware pin
- Gateway 2001 tote bag

Information on Extra Fare events (such as tours, banquets, and special family activities) and Company Store items will appear in the *NMRA Bulletin* in March. It will be mailed to Eagle Club and Rocket Club members and then to Full Fare registrants before publication there.

Sign up now! Mail the completed form and payment to:

**Gateway 2001 Registration
Gateway Division NMRA
P. O. Box 8646
Chesterfield, MO 63006-6846**

Primary registrant must be a member of the NMRA. Family registration must include one primary registration paying full fare. Youths who have written parental permission (must be attached to this registration form) may be unaccompanied and registered as the primary registrant at the youth rate.

Children 12 and under are free but must be accompanied and supervised by an adult. Children are encouraged to participate in the Junior College Program, which is free of charge.

Registration Rates	Primary	Spouse Non-Rail	Youth 13-17 yrs
Full Fare <small>Before March 31, 2001</small>	\$100	\$30	\$20
Full Fare <small>April 1, 2001 and after</small>	\$115	\$40	\$20
Daily Rate	\$30	\$30	\$20

Registration Calculation

Complete to add new or additional registrations.

	Name to go on Badge	Rate
Primary		\$
Spouse/Non-Rail		\$
Youth/Non-Rail		\$
Youth/Non-Rail		\$
Youth/Non-Rail		\$
Youth/Non-Rail		\$
Youth/Non-Rail		\$
NMRA Membership Fee @ \$34 each		\$
Total Due		\$

Payment Method

Payment must be made in U.S. funds.

- ☐ Check payable to Gateway 2001 # _____
- ☐ Visa ☐ MasterCard ☐ AmEx ☐ Discover

Card Number	
Expiration	
Print Name	
Signature	
Date	

LAYOUT DESIGN TIPS

By Dave Roeder

COO Webster Groves & Fenton R.R.

This article is intended to provide time saving ideas to those who are in the planning stage on an HO scale model railroad. If you are a person who likes to plan ahead, and thus avoid wasting time and money, then perhaps you will find this useful. Most of it is from reading the many books available and implementing the information.

Layout the available area for your railroad:

Make a scale drawing of the proposed area including all obstructions and the location of electrical power, HVAC ducts, sewers, and, of course, the appliances. If there are height restrictions, you will need to note them to avoid having people banging their heads while viewing the scenes. A common error is to plan too big. Remember that you can allow for expansion into other parts of the area, but if you begin with too grand a plan, you may not stand a chance of completing it. Make a realistic evaluation of the time you can spend working on your layout. I spend 20 hours per week on average and have completed 117 feet of single-track main line done to what I consider a reasonable level of detail in 5 years. You can always buy a sheet of plywood, slap down some track and run trains, but the "Old Plywood Central" will get boring very quickly and then you have to start adding on with band-aid solutions to the problems that you created by not having a realistic plan. Plan to do one manageable area to completion, moving on to other scenes as time and money permit. This method will allow you to increase your skills and learn new skills while also giving you the satisfaction of seeing your layout grow.

I suggest you purchase one or two of the books on layout design and then decide what your wants and needs are. Design the track plan to your satisfaction but remember to include provision for running a loop. Sooner or later you are going to want to sit back and let your guest watch the trains run.

Avoid reverse loops and S-curves at turnouts. Make all sidings adequate in length. I use one length of flex track as a minimum. Make all vertical transitions at least 12" long to avoid problems. I use tapered shims to bring the track down from the main line to the sidings.

Plan the aisle widths so that you can easily have two people back to back. Three feet is the minimum for a main aisle. The plan should include control panel locations. Keeping the aisle in those areas close to four feet wide is best, as that is where the traffic will be the heaviest. I am a firm believer in the "NO DUCK-UNDERS" rule. These are very common; just visit a few and ask the owner if he or she would do it

again. Reach lengths for the average person are 30" to 32" at a bench-work height of 48" to 50". Do not exceed this because you will forever regret it when something goes on the ground out of your reach. Remember the children. I have a couple of wood boxes about 18" tall that I use to allow the smaller folks to view the layout.

Bench-work:

There are many different designs, all with advantages and disadvantages. Once again I recommend the books. I prefer the L-girder and flat top as my layout is industrial/switching. This means there is a lot of track density. Flat land is good. Freight cars do not roll down sidings to foul the turnouts. Choose a style and time period, then purchase the proper rolling stock and power to fit your layout. Don't make the mistake of buying every new car or locomotive that is released. At best, you will end up selling the stuff at a loss to someone who is planning ahead and looking for a deal on your castoffs, or you may be stuck with it.

Track-work:

I use code 100 flex-track and commercial turnouts. Don't waste your money on used track, brass track, nickel-plated steel track or other bargain basement items. Track is the most permanent part of the layout. You want it to last a lifetime and not give trouble. The most depressing thing you can have is a nice completed layout that cannot be operated because of derailments. I made curve templates of 180 degrees for every radius from 24" to 36" in 2" increments. These included an easement (a gradual curve leading into the radius that is the actual turn) at one end. These curve templates were very useful in creating a smooth running high speed main line as well as setting the limits of tangent (straight) track between curves. Your layout period and type determine minimum curve radius. My layout is set in the 1980's so I chose 36" for the main line and 24" for the sidings with a few exceptions in tight switching locations. For the best performance, #6 turnouts should be used for the main line and in yard areas. I have a total of 66 turnouts on my layout and only three are #4's. For smooth operation and zero derailments I file the switch points to a blending chamfer before installation.

Grades are also a matter of concern if you are planning on running realistic train lengths. The ruling grade (steepest on you layout) should be no more than 2.5% for modern day diesel operations. I know there are those who will take exception to this, but once again, I am talking about my layout where every car is weighted to NMRA standards (or heavier). I use a GE 70-ton switcher in one area and it can only move three "loaded" 100-ton grain hoppers out of the sidings. This makes for more realistic operation and it also gives the engineers a

better feel for the time it takes to complete a days work on the railroad.

Probably the best advice I can offer is to go out and buy a few of the excellent books on the subject. Read them carefully and you will discover there are no secrets to building a reliable, fun to operate model railroad.

References:

Track Planing for realistic operation by John Armstrong - 1991

Model Railroad Bench-Work by Linn H. Westcott - 1992

Easy Model Railroad Wiring by Andy Sperandeo - 1990

Walkaround Model Railroad Track Plans by Don Mitchell - 1991

101 Trak Plans for Model Railroaders by Linn H. Westcott - 1993

18 Tailor Made Model Railroad Track Plans by John Armstrong - 1992

Duties of Railroad Conductor Continued from page 16

the hotel. The crew dispatcher will call you and give you a 2-hour call when they are ready for you to come back to work and take a train back to your home terminal. When you do get back home, you do not know how long you will be home, probably 8 to 48 hours. It is impossible to make appointments, dates or plan to do something with your family. You have to carry a pager with you and be available for work at all times, 7 days a week, 24 hours a day with No holidays and No weekends off. There is **one** benefit to this job: **It pays well!**

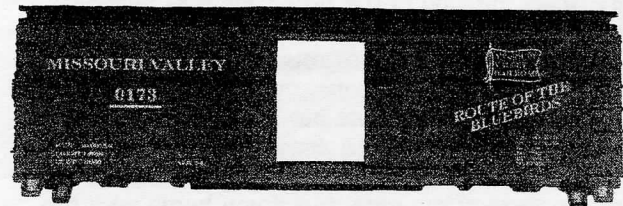
The Mid-Continent Region Company Store

has the following items for sale.

HO Cars to Honor Larry Long, MMR

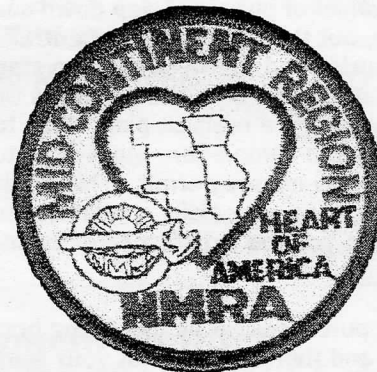
1. Athearn 37' Hopper Missouri Valley 1991 (black with yellow and White Lettering)
2. Athearn 40' single door box car Missouri valley 0173 (Blue with white lettering)

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

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 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.

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: Ron Ragon, rdragon@southwind.net

OCT. 21, 2000 - CHEROKEE STRIP RAILROAD ASSOC. MODEL TRAIN SWAP MEET, Emmanuel Baptist Church, 2505 W. Garriott, Enid, OK 73703 9 am - 4 pm, Adm: \$3 Adults, \$2 Children, \$5 family, Tables \$5 advance, \$8 at door. Adv. Registration until Oct 3, 2000. Info: Randy Lutz, 2602 W. Cherokee, Enid, OK 73703 (580) 242-8505

OCT. 28 - 29, 2000 Northwest Kansas Model Railroad Club. The First Northwest Kansas Model Train Show and Swap meet. National Guard Armory Colby KS. 9am-5pm Saturday; 12-4pm Sunday. \$3.50 per person \$10 for families of three or more. Vendor Setup Friday and 6 am Saturday. Reed Hartford 785-462-2625 fcccolby@colbyweb.com

OCT. 29, 2000 WTTC SWAP MEET 4H Bldg, 21st and Ridge, Wichita, KS, 9am-3pm, Adm: \$3.00 Tables \$10 Thru 10-1-2000, \$12 after. Exhibitors set up at 7am. Checks to: WTTC, P.O. Box 4091, Wichita KS 67204-0091. Contact: Bill Laughlin, 5816 Kenawee, Wichita, KS 67226. 316-744-2527, weldoc@juno.com.

NOV 4, 2000 - Ozark Model Railroaders 2000 Swap Meet at 1850 E. Division, just off Glenstone. From 9 am to 2 pm Admission \$3 adults, \$1 4-12, Under 4 free. For table or admission information contact Dan Batson 863-6402, DanBat710@aol.com .

NOV 4, 2000 - KATE SHELLEY DIV, MCoR, NMRA 9TH ANNUAL MEET, United Community Schools, 3 miles W of Ames, IA, on US Hwy 30, 9 am - 3 pm, Adm: \$4.00 advance, \$5.00 at door, \$4.50 NMRA & Students at Door, under 12 free w/paid adult. Info: Robert Folkmann, 2000 Meet Chair, 1326 Burnett Ave, Ames, IA 50010-5454, 515-232-8689, rfolkmann@ames.net , Carl Chumos, 819 Wilson Ave, Ames, IA 50010-6044, 515-233-8256 carlchumos@juno.com or whitjames@juno.com

NOV 18 - 19, 2000 - BOOT HILL MODEL RAILROADERS TRAIN SHOW, 4H Building, Ford Co. Fairgrounds, Dodge City, KS. Info: Dale Sutton, 804 13th Ave., Dodge City, KS 67801 (316) 225-4348

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

DEC 3, 2000 - SOUTHERN ILLINOIS TRAIN CLUB MODEL RR SHOW & SALE, Carbondale Civic Center, Carbondale, IL, 11 am - 4 pm, Info: Randy Domineck, 814 Chamness Rd., Royalton, IL 62983 (618) 984-4474.

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.

MAR 17-18, 2001, - 14th ANNUAL AIR CAPITAL TRAIN SHOW, Century II Expo Hall, 225 W. Douglas, Wichita, KS. Info: Air Capital Train Show P.O. Box 3245 Wichita, Ks 67201-3245 www.aircaptrainshow.com (under construction) (316) 263-0944.

MAR 31-APR 1, 2001 - WESTERN HERITAGE DIV. MODEL TRAIN SHOW, Holiday Inn Convention Centre, 3321 South 72nd Street, Omaha, NE., Sat: 9 am - 5 pm, Sun: 10 am - 4 pm, Adm: \$5, under 12 free w/paid adult, Tables \$18 (over 10 - \$15), Modular Layouts, Door Prizes, Contests, Silent Auction, and Clinics, Info: Eugene Shaw, 1512 South 56th St., Omaha, NE, (402) 558-5208, email: elshaw@prodigy.net

APR 7 - 8, 2001 - 18TH ANNUAL TOPEKA TRAIN SHOW, Expo Centre Ag Hall, 17th & Topeka Blvd., Topeka, KS. Sat: 10 - 4, Sun: 10 - 3, Advanced Registration until 3/15/01: Adm \$3, Tables \$15; After 3/15/01 Adm \$3.50, Tables \$20. Info: Gary Hemmingway, Chair, 3201 SW Stone Ave., Topeka, KS 66614 (785) 273-3350 glhngkh@cs.com OR

Gregg Wilcox, Registrar, P. O. Box 1856, Topeka, KS 66601, (785) 271-6272 gwwilcox@webtv.net

JUL 7 - 8, 2001 - GATS, Expo Centre, 17th & Topeka Blvd, Topeka, KS, Adm: \$6, 11 am - 5 pm both days

JUL 8 - 15, 2001 - 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 .

MAR 16-17, 2002, - 15th ANNUAL AIR CAPITAL TRAIN SHOW, Century II Expo Hall, 225 W. Douglas, Wichita, KS. Info: Air Capital Train Show P.O. Box 3245 Wichita, Ks 67201-3245 www.aircaptrainshow.com (under construction) (316) 263-0944.

MAR 15-16, 2003, - 16th ANNUAL AIR CAPITAL TRAIN SHOW, Century II Expo Hall, 225 W. Douglas, Wichita, KS. Info: Air Capital Train Show P.O. Box 3245 Wichita, Ks 67201-3245 www.aircaptrainshow.com (under construction) (316) 263-0944.

GATS for 2001 in our area:

St. Louis, MO	Jan. 6 - 7
Denver, Co	Feb. 24 - 25
Omaha, Neb	Mar 10 - 11
Topeka, Ks	July 7 - 8
Des Moines, IA	July 28 - 29
Tulsa, Ok	Sept 8 - 9
Wichita, Ks	Nov. 10 - 11
Kansas City, MO	Dec. 8 - 9

ANY MORE EVENTS IN 2001?????

A HISTORY OF THE MID-CONTINENT REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION

by Dean Windsor, MMR

The MID-CONTINENT REGION (MCoR) was born in 1950 by a group of modelers from Tulsa, OK and Hutchinson, KS who had attended the NMRA National Convention in Denver, Co. in 1949.

The territory originally assigned to the region included Arkansas, Kansas, Missouri, Nebraska, Oklahoma and the lower two thirds of Iowa.

The Region name came about at the planning meeting in Tulsa in late 1949 when a glance from a hotel window revealed a large oil refinery along the river with the name "Mid-Continent". Inspiration being what it is, the group adopted this name for the new region.

The region herald was designed by Bernard Cobrin*+ of Red Oak, IA, following a chance remark by a convention banquet speaker who referred to the region as being in the "Heart of America." The first president of the region was Lester R. Schucker of Hutchinson, KS. He started publication of the MCoR newsletter known as the Caboose Kibitzer, which is published on a quarterly basis. He also started the publication of a periodic newsletter between issues of the Kibitzer called The Handcar.

The Region's first convention was held in Kansas City in 1950 with 53 of its 168 members registered.

The MCoR has entertained the NMRA National Convention on 3 occasions in 1970, 1984 and 1998 and will do so again in 2001.

Two of the Region Presidents went on to become President of the NMRA. These two were George H. Brown, and A. Craig Brown. This year will see the installation of Allen Pollock as the third.

Several MCoR members serve the NMRA in various positions and committees. Two of the current four officers of the NMRA are MCoR members.

The day to day affairs of the region are directed by four elected officers and a board of directors, elected by each division to represent their area. In addition, a willing staff of volunteers conducts the business of the Membership, Convention and Publications and Achievement Program departments.

The Region originally conducted its grass roots efforts under the leadership of area directors. Today that effort has been taken over and enhanced by the addition of 18 divisions. Each division is a group of local members who conduct one-day area meets once or twice a year as well as regularly scheduled meetings where they host clinics and other activities. The area meets offer a mini-convention with a full schedule of such things as Model and Photo Contests, Clinics, Swap Tables, Manufacturer & Prototype Displays, Fan Trips, Layout Tours, Prototype Tours and more.

The Mid-Continent Region is proud to have been a part of the NMRA this past 50 years. Its members are grateful for the many efforts of the NMRA and its membership to make this wonderful hobby even better. As we start the next 50 years MCoR fervently believes in the NMRA and its mission and hopes that what we do in the beginning of this century will carry MCoR and the NMRA successfully into the next century.

*Ed. Note- I contacted Dean about the name of the man who designed the Region herald. According to his sources--notes on the history of the Region (Dean didn't know who wrote them or where they came

from)--the gentleman's last name was "Cobrin". Living in Glenwood (28 miles from Red Oak) and being a past member of Southwest Iowa Model Railroaders (which included members from Red Oak), I had heard of the name "Bernard (Bernie) Corbin" as connected with model railroading. Does anybody out there know which is correct? -JDH.

+Ed. Note- From an article written in Vol. 20 Number 2 for the Twentieth anniversary his name was Corbin. The article stated the idea came from a convention where the outline of the six states was printed on the program, a banquet speaker mentioned the idea of the "Heart of America." Bernie combined the two ideas, sketched it, and had a plate made. The result was our familiar Herald. CBM.

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Region Presidents

By John Hardy

The men who have served the Region as President since its beginning are as follows. The year given (through 1970) is the year they were elected. For a period, the term of office did not begin until the first of the following year:

1949 - Lester R. Schucker
1950 - Guy E. Bell
1951 - George H. Brown
1952 - LaGrange Ratcliffe
1953 - Ralph S. Barnes
1954 - Howard M. Boyer
1955 - R.W. Whitsitt
1956 - Laurance S. Reid
1957 - Bernard Corbin
1958 - Robert W. Whelove
1959 - Howard E. Staples
1960 - C. W. Henkel
1961 - Francis T. Davis
1962 - John D. Lawrence
1963 - Roy W. Turner
1964 - Ed Schafer
1965 - W. A. Clippinger
1966 - Warren K. Weston
1967 - Joseph J. Bothman
1968 - Joseph J. Bothman
1969 - R. Kay Wortman
1970 - A. Craig Brown
1971 - A. Craig Brown
1972 - Chuck Hitchcock
1973 - Chuck Hitchcock
1974 - Larry Leupold
1975 - Jack Rice
1976 - Jack Rice
1977 - Jim Milroy
1978 - Jim Milroy
1979 - Ken Cline (died in office)
1980 - Allen Pollock
1981 - Allen Pollock
1982 - Allen Pollock
1983 - Jim Hammer
1984 - Jim Hammer
1985 - Robert Dye
1986 - Robert Dye
1987 - Robert Dye
1988 - Robert Dye
1989 - Lonnie Boster
1990 - Lonnie Boster
1991 - Larry Long
1992 - Larry Long
1993 - Ron Williams
1994 - Ron Williams
1995 - Dean Windsor
1996 - Dean Windsor
1997 - Charles Buzzwell
1998 - Charles Buzzwell
1999 - John Hardy
2000 - John Hardy

New Headlight

By Richard E. Napper, MMR

The Bachmann Spectrum Baldwin 2-8-0 Consolidation sure is a very nice locomotive. It has excellent detail, and runs like a finely tuned watch. It has one fault in my opinion: the headlight really sucks. In order to correct this one shortcoming, I installed one of my White LED headlights on the locomotive. I will show you two ways to do this, but since I model the Frisco, there will be a little more work to add the correct Frisco headlight with coonskin bracket.

The present headlight uses a light bulb, which is on no matter which direction the locomotive is running. The circuit I installed is directional, it will only be on when the locomotive is running forward, and will be off when the locomotive is not moving. I do not consider this to be a problem because most locomotives turned their headlights off when they were in the hole for a meet. The headlight LED runs off of the track voltage, no voltage, no light.

□

I shall start the installation with the tender since it will require the most modification. Remove the screw marked "A" and remove the tender shell "B". Inside you will find the tender printed circuit board. It contains the four-diode bridge for the present headlight. You can both add the new headlight circuit board to the existing circuit board and preserve the DCC ready circuit board in the tender; or remove the present circuit board and just install the LED headlight circuit board. If you want to save the old board, notice the two tabs I have marked as "D" and "E" on the DCC ready board. Solder one new wire to Tab "D" and run it to the LED headlight board, and solder it to hole "D". Likewise, run another wire from Tab "E" to hole "E". Remove both lamp wires (they are both yellow) from the DCC ready board locations "G" and "H" and solder them to the corresponding holes on the new LED headlight board. Use tiger tape (double sided sticky tape) to attach the new LED board to the tender weight. Replace the tender shell.

□

If you want to totally remove the DCC ready board that can also be done as follows. Notice that the tab "D" has two red wires soldered to it, one from the front tender truck, and one from the engine power. There is one more red wire connected to the motor leads at point "D". Remove all three of these red wires, and solder them all together and into the hole "D" of the LED headlight board. Notice that tab "E" has one red and one black wire and there is one more black wire from the motor leads at point "E". Again, remove all three wires from the DCC ready board, and solder them all together and into the hole "E" on the LED headlight board. You should have two

black and one red now in hole "E" on the LED headlight board. As above, transfer the two Yellow wires to the LED headlight board in holes "G" and "H". Again replace the tender shell after removing the DCC ready board, and gluing the new LED headlight board down with Tiger tape.

Now we turn our attention to the locomotive. Remove four screws marked as "C". Pull the two front steps on the pilot free from the boiler sides. Now lift the boiler "F" up free from the running gear. Lift straight up. Weight/motor assembly "E" will probably come off with boiler shell. If it does, turn the boiler over, and pull up on the weight underneath the cab. It should come free from inside the boiler.

Cut the small pipe from behind the headlight casting with diagonal pliers. Remove the headlight and bracket "G" from the boiler front. From the inside of the boilers remove the clear plastic pipe from the back of the smoke box door. You can reuse the headlight and bracket if you want to do so, but the FRISCO had a special headlight with a coonskin bracket, so that is what I will be using. The headlight I use is made of brass, as well as the coonskin bracket. The headlight casting is a very a hard brass and represents the Pyle national visor with number boards. I use a Dremel motor tool to carve out the front of the headlight casing until it is totally round, getting rid of the slit. Starting with a very small drill, drill through the back of the headlight casting and enlarge it with the Dremel until the whole back of the headlight casting is open and a #22 drill will pass through the headlight. You should now be able to pass a 5/32" brass tube through the headlight. Cut this tube about 1/4" long and insert it into the headlight even with the front ring of the headlight. Super glue the tube in place with a very small amount of glue.

Place the T-1 White LED into the rear of the brass tube. It should fit, but be stopped by the base flange on the LED. Glue the LED in place with super glue. You can place a small piece of 3/16" brass tubing over the LED and smaller brass tubing if you want to do so. If you do, drill a #12 hole in the front of the boiler smoke box door. If not, drill it #22. Glue the coonskin bracket to the base of the headlight casting. The headlight will be attached to the smoke box door with the tubing that holds the LED after the wires have been attached to the LED.

Now remove the three screws "H" from the weight and separate the weight halves so you can get to the motor and wiring. Cut the lamp wires just behind the lamp. Follow the wires back and you will see that they are connected two a yellow and orange wire going to the plug which goes to the tender. The orange wire is the positive LED lead wire, so be sure you solder the wire from the lamp that connects to ORANGE wire to the LED positive lead. One lead of the T-1 LED is longer than the other one, THAT IS

THE POSITIVE LEAD. Clip a pair of hemostats onto both LED leads to act as a heat sink at the base of the LED. Cut the two LED leads back to the little square pads, and solder the two wires from the old lamp to the LED leads after you pass the two wires through the smoke box door. Also the leads to the LED need to be insulated from the brass tube by adding an insulator.

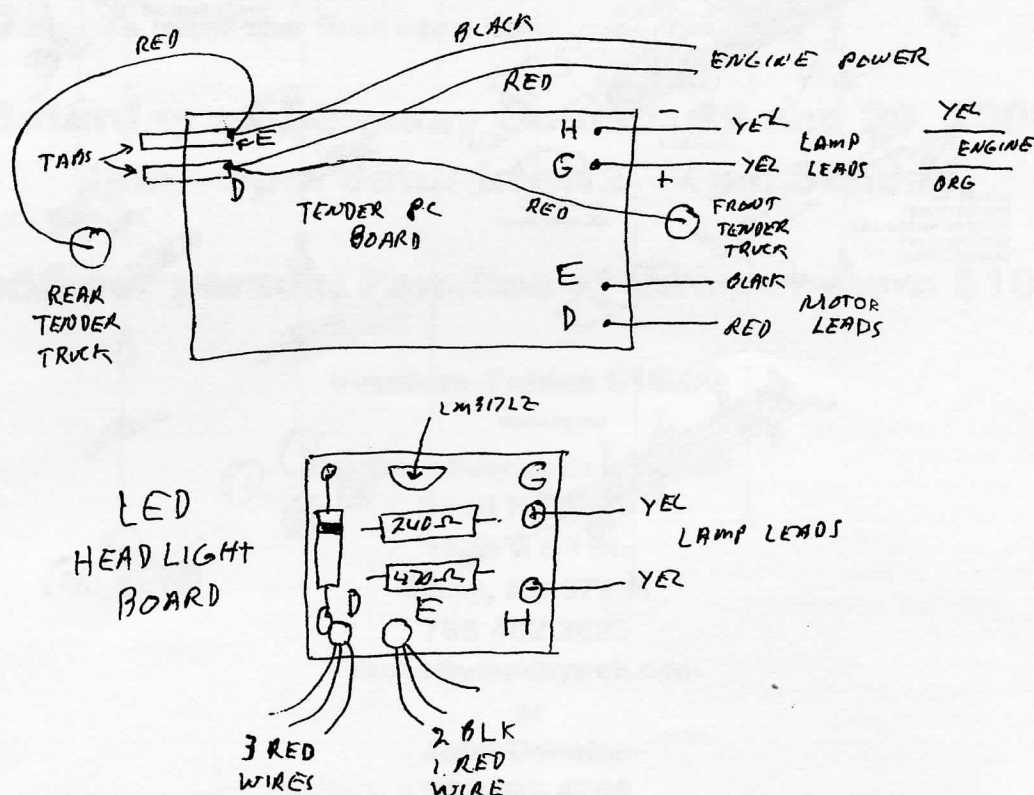
Put the weight halves back together with the three screws "H", be sure you do not lose any of the insulators (the two halves must stay insulated from each other). The front of the weight has a hole in it that use to have the lamp in it. Using your Dremel, enlarge the hole to about 1/4" diameter and about 1/4" deep, so the weight will fit over the LED and brass tubing. Now install the headlight into the smoke box door and super glue in place. The wires from the new headlight should slide between the two-boiler weight halves. If not, you will have to carve a wider groove into the weight until the wires move freely. Now place the motor/weight assembly back inside the locomotive boiler shell.

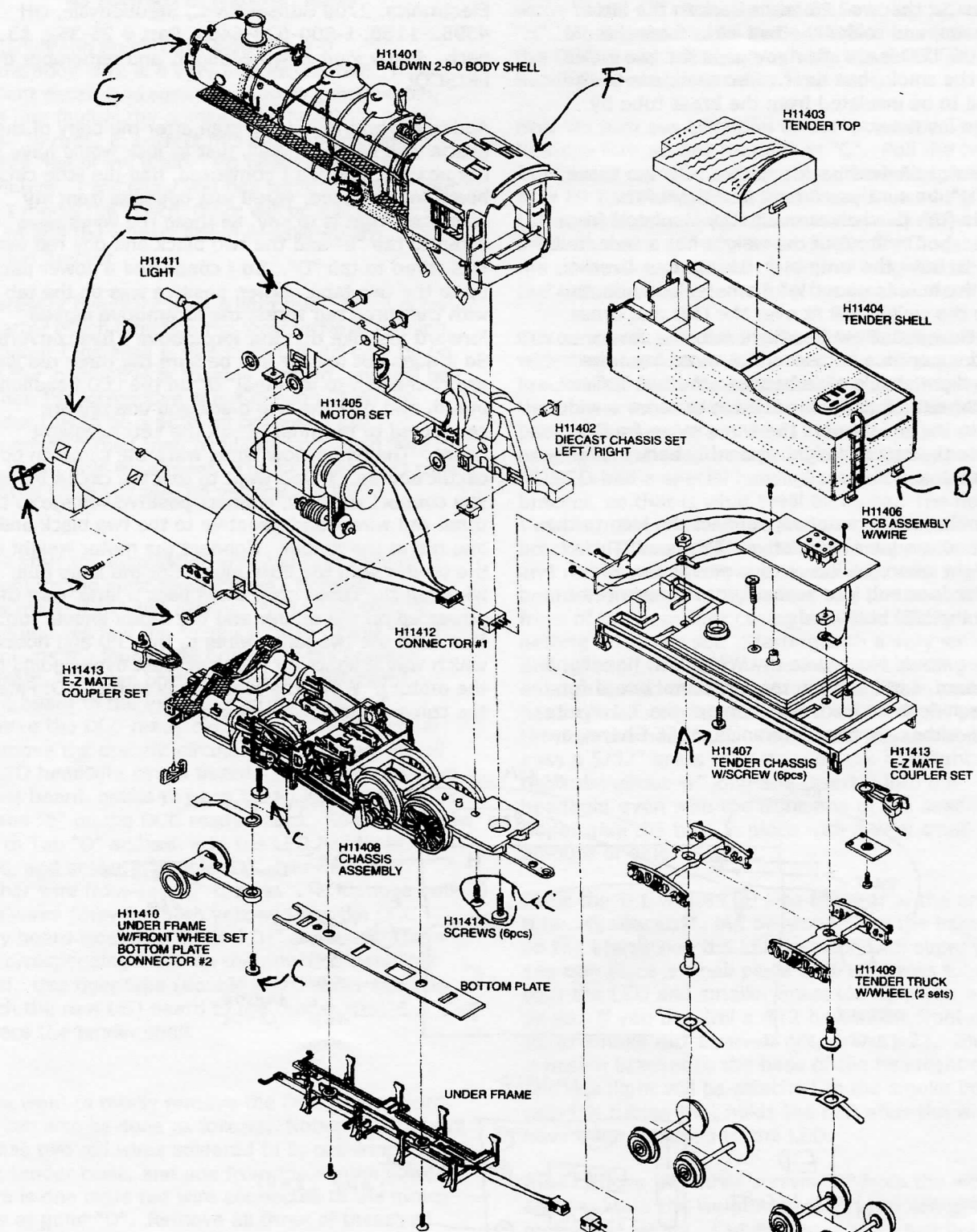
Reassemble your locomotive, connect the loco to the tender, and run your locomotive. The headlight should light when the locomotive moves forward only. If it does not, you probably have the wires going to the LED backwards.

If any one would like to use my White LED headlight circuit board, I will sell you the functional board for \$7.50 each Postage Paid. You can get the T-1 White LED from either Jameco Electronics, 1355 Shoreway

Road, Belmont, CA 94002-4100, 1-800-831-4242. Part Number is 142885, \$3.95 each, or Hosfelt Electronics, 2700 Sunset Blvd., Steubenville, OH 43952-1158, 1-800-524-6464, Part # 25-352, \$3.49 each. Enjoy your new headlight, and remember the FRISCO!

Additional information written after the body of the article was written. Well, just as luck would have it, the next locomotive I converted, had the little circuit board in the tender wired just opposite from my diagram. That is to say, all three red wires were wired to tab "E" and the two black and one red wire was wired to tab "D". So I connected a power pack up to the two tabs. When positive was on the tab with the three red wires, the locomotive moved forward just like the first locomotive I had converted. So it does not matter just be sure the three red wires are connected to terminal "D" on the LED headlight board, and that the two black and one red are connected to terminal "E" on the LED headlight board. The two yellow wires were the same on both circuit boards. If you want to test the circuit before you connect the LED, connect positive voltage to the three red wires, and negative to the two black and one red in the tender. Connect the motor weight to the tender with the little plug. Cut the lamp bulb wires off the lamp, strip them back a little, turn the power up on the tender and the motor should run. Now hold the two lamp wires to the LED and notice which way it lights up (need at least 6volts going to the motor). Wires the lamp leads to the LED. Finish the conversion as written above.







NORTHWEST KANSAS



MODEL RAILROAD CLUB

COLBY

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The First Northwest Kansas Model Train Show and Swap meet.

Presented By

The Northwest Kansas Model Railroad Club

National Guard Armory Colby KS.

Exit from I-70 @ Exit 53 and go N. on Range (k-25) and turn left at the National Guard Armory (about a mile). If coming from the north on Range (k-25) turn right Four blocks after the first stop light.

Saturday and Sunday October 28 and 29, 2000

9am – 5pm Saturday; 12 – 4pm Sunday.

\$3.50 per person; Families of three or more \$10.00

Vendors Tables \$10.00

For More Information Contact:

Reed Hartford

1220 E 8th St.

Colby, KS 67701

785 462 2625

fcccolby@colbyweb.com

or

John Donelan

785 462 6259

More Circuit Ideas

By Richard E. Napper, MMR

The first circuit is for use in E and F units, for the MARS light. It uses a dual filament, 3-volt lamp made by Circuitron, Part # 800-9340. Since the lamp draws over 100ma. You have to use the 500ma. capacity regulator, the MC78M05, in this circuit. The circuit board is about 1" wide, but that will not be a problem with the wide hood E and F units. I used tiger tape, dual sided tape to tape the circuit board inside the unit. The top unit is usually the MARS light, and the lower one on the door is the headlight. The same circuit can be used with the Micro lamps that run on only 1.5 Volts. If you use the regular ones, change the two 22-ohm resistors to two 220-ohm resistors, but if you use the high output 30ma., 1.5 volts micro lamps, change the resistors to two 120-ohm resistors. You can also use the smaller LM78L05 regulator in place of the MC78M05 with the micro-lamps. Change the timing capacitor from 1 ufd to 2.2 ufd.

The next flasher circuit uses a H801, 3 volt, 80ma., single lamp. You can get the H801 lamp from Jameco Electronic Components, 1-800-831-4242, 1355 Shoreway Road, Belmont, CA 94002-4100. This circuit does not turn the lamp on and then off, instead it ramps the lamp on to full brightness, then ramps it to full off. The effect would make a good lighthouse at a seashore, or a TV/Radio station antenna tower light. It could be installed in a Police vehicle, or other emergency truck.

The last circuit is a rotary beacon flasher circuit using an orange T-1 LED. The circuit uses a special flasher IC made by Holtek, a HT2014. You can purchase it from www.radioshack.com, 1-800-442-7221. It is part # 900-9562, \$.79 each. Although the LM3909 IC is still made, it is getting very expensive, pushing over \$3.00 in single lots. The HT2014 is much smaller, and less expensive and does not require an external capacitor, as the LM3909 needs. The circuit will fit into any diesel hood width. Again mount it with tiger tape at the back of the long hood.

All flasher circuits can be affected by the RFI from a DC commutator Motor used in the models. It will make the flasher just go nuts. The only way to correct this problem without making the circuit so large it will no longer fit inside the locomotive, is to be sure your brushes and commutator is clean by using Radio Shake cleaner/degreaser solution for electronics. Mount the circuit as far from the motor as you can get it, and clean your wheels and track. All of these circuits will not turn on until about 5-6 volts are applied to the track, which is when most engines start to move. I think you will agree the visual effects are worth the effort.

Parts List:

3 Volt dual filaments Flasher
Circuitron Special lamp-800-9340
MC78M05 Regulator IC
.1 ufd 50 WVDC Capacitor, Ceramic
100 ufd, 6.3 WVDC Capacitor, Electrolytic, axial lead
.01 ufd 50 WVDC Capacitor, Ceramic
1 ufd, 10 WVDC Capacitor, Tantalum
LM555 Timer IC
2-22 ohm, 1/4 watt resistor
1.0 Megohm, 1/4 watt resistor
22 Kohm, 1/4 watt resistor
1N4002 Diode

1.5 Volt Lamp Flasher circuit list

Use two 1.5-volt micro-lamps
Use LM78L05 regulator instead of the MC78M05
Use a 2.2 ufd, 10 WVDC capacitor, tantalum instead of the 1 ufd, 10 WVDC, tantalum
Use 2, 220-ohm, 1/4 watt resistors instead of the 22-ohm resistors
Or use 2, 120-ohm, 1/4 watt resistors with the high output lamps
Use a 150 Kohm, 1/4 watt resistor instead of the 1.0 Megohm resistor
All other parts are the same.

Ramp Flasher Circuit List

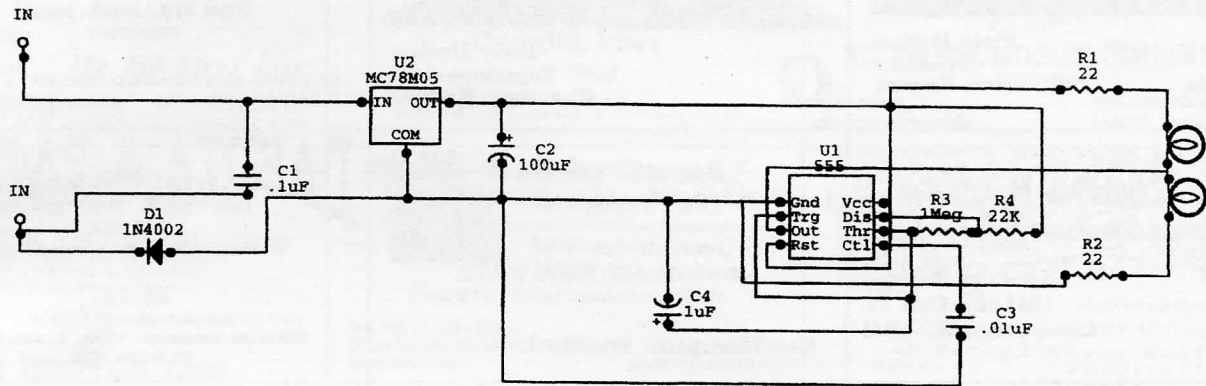
H801, 30volt, 80ma. Lamp
Four-terminal, Diode Bridge IC, 1AMP. Capacity, 50 WVDC
LM78L05 Regulator
LM555 Timer IC
2N2907A or MPS2907 Transistor
47 ufd, 10 WVDC Capacitor, Electrolytic, Radial Lead
100 ufd, 10 WVDC Capacitor, Electrolytic, Radial Lead
15 Kohm, 1/4 watt Resistor
10 Kohm, 1/4 watt, Resistor
22Kohm, 1/4 watt, Resistor
3.3 Kohm 1/4 watt, Resistor

Rotary Beacon Flasher Circuit List

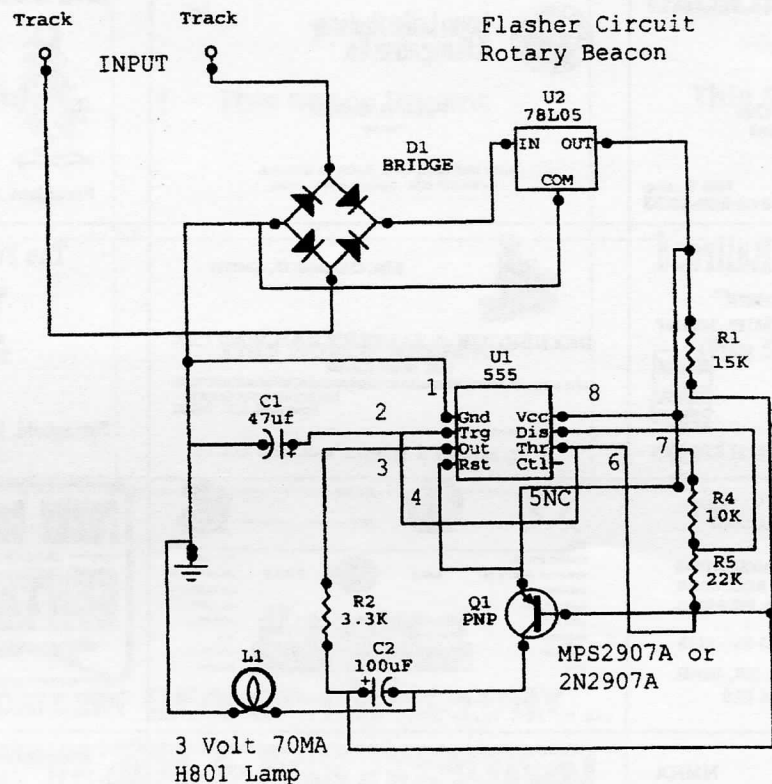
Four-terminal, Diode Bridge IC, 1 Amp., 50 WVDC
100 ufd, 35 WVDC, Capacitor, Electrolytic, Radial Lead
LM317LZ Regulator
HT2014 IC Flasher
One Orange T-1 LED
2-5.1 Kohm, 1/4 watt, resistors

Enjoy, and remember the FRISCO!

Mars Light Circuit
Using 3 Volt Dual Fil.



For Use of 1.5 volt
Lamps, Change these:
R1 = 220 Ohm
R2 = 220 Ohm
R3 = 150 K
C4 = 2.2 ufd









This is the second circuit mentioned in the article. The rest of the diagrams that go with this article will be published in the winter 2000 issue of the *Caboose Kibitzer*.

Pike Registry

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Region Club Roster

This roster was created for the benefit of members of the MCoR Region. It identifies 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 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 D 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		

The Editors and the Region BOD are considering this issue of the Caboose Kibitzer as the Official 50th anniversary issue. I hope that all the History that is included in this issue is enjoyed by all that read. We have tried to make this issue special and different from the past Kibitzers.

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

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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.

Closing remarks by 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 appearance of your registry please send me an original copy of your Registry. I will then rescan it. The original white business card works best. I hope the rest of you enjoyed reading this issue of the Kibitzer. Please send any commits that you have about this issue. I will also make one last request for articles I currently have enough for another Kibitzer. Your help with contributions will be greatly appreciated.

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

Name _____ Phone _____
 Street Address _____
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\$_____ is enclosed for NMRA dues. New ☐ Renewal ☐ one year -\$32.00 ☐
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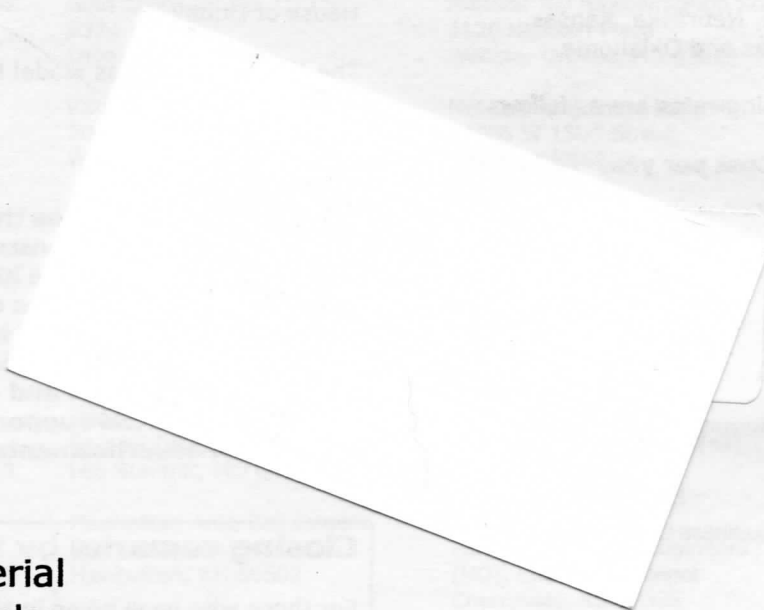
Note: NMRA Life Membership is required to become a life member of MCoR.

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

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