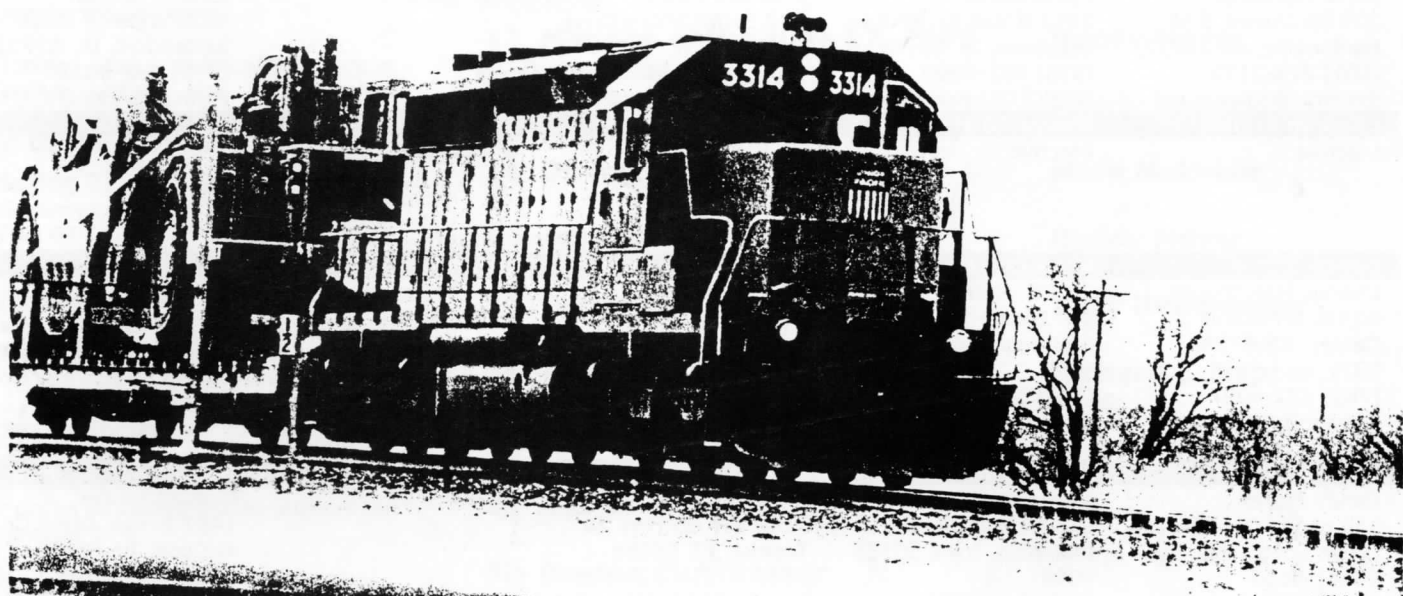


# CABOOSE KIBITZER

Official Publication of the Mid-Continent Region, NMRA

Volume 50, No. 4 Winter 2000 \$1.50



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**Caboose Kibitzer**

**Volume 50, No. 4 Winter 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.**

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**Summer 01 May 1, 2001**  
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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.

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**Switch List**

- |   |                               |
|---|-------------------------------|
| <b>4 The Head End and MCoR election</b>                       | <b>John Hardy</b>             |
| <b>4 Comments from Pres. Bob Charles and VP Allen Pollock</b> | <b>Randy Meyer</b>            |
| <b>5 Remembering: What and Why</b>                            | <b>Charles Mischke</b>        |
| <b>6 Keeping Level</b>  | <b>Al Gaddini</b>             |
| <b>7 Diagrams for the More Circuit Ideas from Fall CK</b>     | <b>Richard Napper, MMR</b>    |
| <b>9 The Editor's Desk</b>                                    | <b>Charles Marchbanks</b>     |
| <b>10 Correcting a track Cleaning Problem</b>                 | <b>Al Gaddini</b>             |
| <b>12 Minutes of the June 17, 2000 BOD meeting</b>            | <b>Randy Meyer</b>            |
| <b>13 Minutes of a special BOD meeting of June 17, 2000</b>   | <b>Randy Meyer</b>            |
| <b>16 Dining Cars</b>   | <b>Mark Malmkar</b>           |
| <b>19 Annual Business Meeting Minutes</b>                     | <b>Randy Meyer</b>            |
| <b>22 Gary's Switching List</b>                               | <b>Gary Hemingway</b>         |
| <b>24 Theodore William Fuller</b>                             | <b>Richard E. Napper, MMR</b> |
| <b>28 Pike Registry</b>                                       |                               |
| <b>29 Dealer Directory</b>                                    |                               |
| <b>30 Region Club Roster</b>                                  |                               |

**Next Issue**

The next issue will include the usual *Remembering: What and When* by Charles Mischke. Sleeping Car terminology written by Mark Malmkar. There will be an article on GATX 974 Written by Robert L. Geyer, Ph.D. The Rock Island in Thomas County (Kansas) by Thomas County Historical Society. There will be an article about the current railroads in Thomas County by Reed Hartford and Charles Marchbanks.

## Cover

Union Pacific SD40-2 3314 and a dimensional load photographed at Limon Colorado on 26 March 2000. The gate with the stop sign is where the Rock Island line to Colorado Springs used to Cross the Union Pacific Tracks. Charles Marchbanks took the photo on a trip railfanning From Denver Colorado back to Oakley Kansas. I happened to be passing through Limon and heard the UP dispatcher give a track warrant to the train so I wait a couple of minutes to see what it was and I got the whole train.

## The Head End

By John Hardy MCoR President

### HELLO! FROM INSIDE THE HELIX.

Time seems to have gone by, all too fast. It seems like just yesterday that Richard Napper, MMR; Randy Meyer; Ken Thompson and I, took office. But it's been over a year and we have all enjoyed serving you.

We have tried to support our membership and answer any and all questions forwarded. I know I speak for all four board members; we all appreciate you placing your confidence in us. We are committed to giving you the best possible service.

Richard Napper, MMR has taken over the computer manager duties as part of the vice-presidents duties. He has done a complete update of the membership list. Richard and I forwarded all membership errors that we have discovered, to the national office. We have also forwarded a copy of the latest callboard to NMRA headquarters'.

As the holidays approach I look back on a very fruitful year in office, a new AP chairmen was appointed as was a new division director for southern Illinois. A new communication tool (BOD email voting) was used for the first time. 501-3c status completed. The 1998 KC NMRA convention account was closed out and the check was forwarded to MCoR. A \$5000 check was forwarded to the NMRA headquarters' computer fund.

We look forward also to coming events, the GATEWAY 2001 NMRA Convention in St. Louis July 9-16. The first two mailings for convention registration have gone out. Two more mailings will go out before the convention advertising appears in the bulletin in Feb 2001. So if you have any idea that you will be coming, please register as soon as possible.

If you will be coming to the convention, we could use your help as a volunteer, in putting on this convention. All volunteers that put in 12 hours or more will have their base registration, minus a small administration fee, refunded to them after the convention account is closed.

As the weather gets colder and snow covers the ground, it gives us another reason to go down to the basement to finish the modeling project that we started last spring.

From the MCoR board we hope that you all have a Merry Christmas holiday and Happy New Year. We hope that you get all the presents that you asked for to further the building of your model railroad empire.  
"the helix"

## MCoR Election!

Time is fast approaching for the new nominations to be forwarded.

All four positions are up for election. Anyone interested in running for any of these offices should prepare a qualification statement (200 words or less) and send it to Joe Robertson, No later than Feb 15<sup>th</sup> 2001.

Ballots will be mailed out by May 1<sup>st</sup> 2001

Ballots must be returned and post marked by June 1<sup>st</sup> to be counted.

The present board members Treasurer (Ken Thompson), Secretary (Randy Meyer), Vice-president (Richard Napper, MMR) and President (John Hardy) will be running for a second term.

I have also notified the NMRA nomination chairman of my intent to run for re-election as your trustee.

I now feel I have a better handle on the workings of the board better. I feel honored that you have placed your faith in me, MCoR. And I would consider it a privilege to serve you again  
"the helix"

## COMMUNICATION AND FOLLOW\_UP, will be the motto for MCoR

"the helix"

## COMMENTS

By NMRA President Bob Charles and Vice President Allen Pollock

At the annual convention Banquet NMRA President Charles made the following comments. President Charles Congratulated the Mid-Continent Region on 50 years of service to the NMRA. He also commented on the contest and the AP program and said that it was all about learning.

Vice President Pollock made the following comments. He welcomed President Charles and Connie Rudder to the convention. He then thanked the convention committee for doing such a good job. He finished his remarks with a history of the MCoR.



## REMEMBERING: What and When

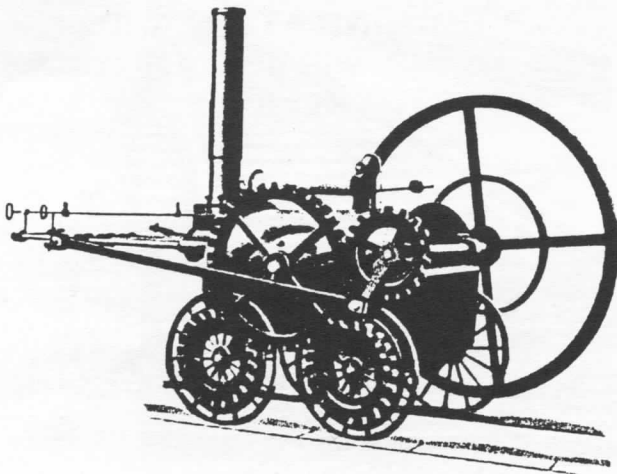
By Charles Mischke

### Born of Smoke, Fire and Steam

Railways and railroads have a long history. Steam locomotives have captured people's imagination, so rail progress is punctuated by the evolution of the locomotive. The first steam locomotive to run on iron rails (with flanges on the rails) was not built in the U.S., but in Cornwall, England, by Richard Trevithick. A single piston turned a crank connected to a flywheel and pinion. Transmission was by spur gears to four wheels as shown in the Photo below.

Engineering designers (and others, too) describe a design which embodies human form or function as anthropomorphic. For example, many robots are depicted with arms and legs. Robotic arms have elbows, wrists and hands with grippers. The essential thought is that man is mimicking man in some ways when he builds.

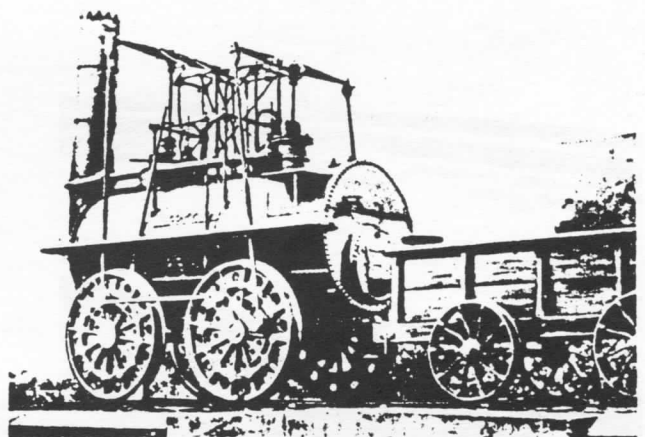
Old railcars were pulled by ponies, donkeys, mules or horses. As loads got bigger and speeds larger, the animal horse was not up to it, and so a mechanical horse was developed. Most of us are too young to picture from memory the way in which a horse or horse team was guided by the farmer in the field in horse-agriculture days. The farmer often walked alongside to the rear of the horse(s), where he could see the team and the towed implement well; the plow, disk or drag. Look at the throttle control rod,



Richard Trevithick's Puffing Blower, 1814

Picture taken from Railways of the World in Color the Dawn of World Railways 1800-1850 By O.S. Nook. The Macmillan Company NY, NY.

alongside the boiler, and to the rear. The loco was chained to its loads and operated by a driver walking alongside and to the rear. Since the rails guided the "horse" there were no reins or steering tiller, just a throttle bar. The brakes don't show, and may have been on the cars, manually operated. Such a design might be characterized as partly "equinic", or "ferroequinic", and quite literally, "iron horse-like". Caring for the boiler, water and fuel had to be done from the ground. As things got heavier and faster-than-a-man-walking, the tender was added and the crew worked from it and the engine. Below is a photo of the then-oldest working locomotive in the world, built in 1822 by George Stephenson of England. It weighed 15 tons, could haul 120 tons of train at 10 mph on level, tangent track. The fuel and water tender is developing, flanges have moved from the rails to the wheels. The cylinder-crank arrangements are wondrous indeed. The equine nature has faded, but it is still called an iron horse.



Picture taken from Railways By Howard Loxton. Hamlyn publishing group.

## Keeping Level

By Al Gaddini

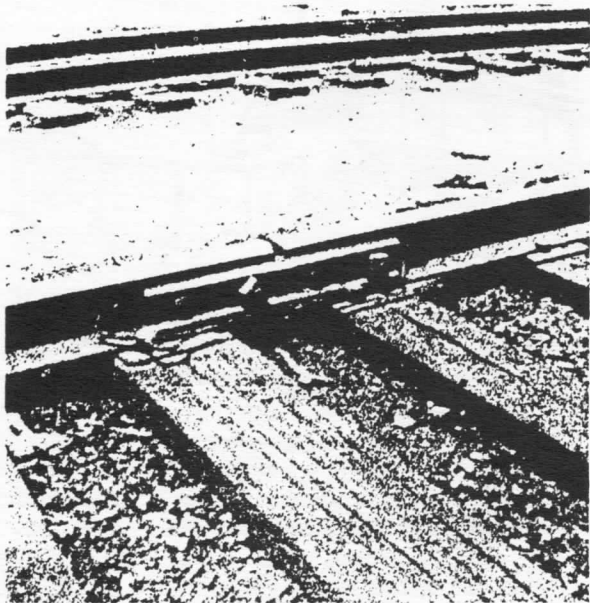
Confucius says "Man who sleep on side of mountain, not on level." Having track and layout level is important for your locomotives and cars to run smoother.

Level track would be on a firm roadbed connected with joiners or solder connections that would keep the ends of the rail together at the same height and secured to a level base. This avoids wheels bumping on the end of the rail causing locomotives and cars to vibrate.

It is important to have nails and spikes holding the track in place with the right pressure so as not to have low and high places along the rail.

This can also be applied to track on grades and graded curves. Railroads have a slight embankment on curves. Because of the weight of the prototype locomotives and cars they remain pretty stable in snaking around a curve.

Adding weight to your locomotives and cars will have the same effect of keeping them stable when they are moving. Weight added to your locomotive will help keep the wheels from spinning on steep grades.



Because we are dealing with models level is better! This avoids any twisting of couplers, helping to keep your models balanced when going up and down grades and around curves.

Regarding a level layout and level track, you can't have one without the other. Confucius says "level track on unlevel layout, not on level".

Your layout needs to be level also to help your trains run at a consistent speed on your right of way. If one end of your layout is lower then your train will run faster as it approaches that end unless you turn back the speed on your power pack. Also it will run slower if that end is higher unless you turn up the speed.

The last thing for having a level track is good ballasting. You don't want ballast to get under the ties of the track.

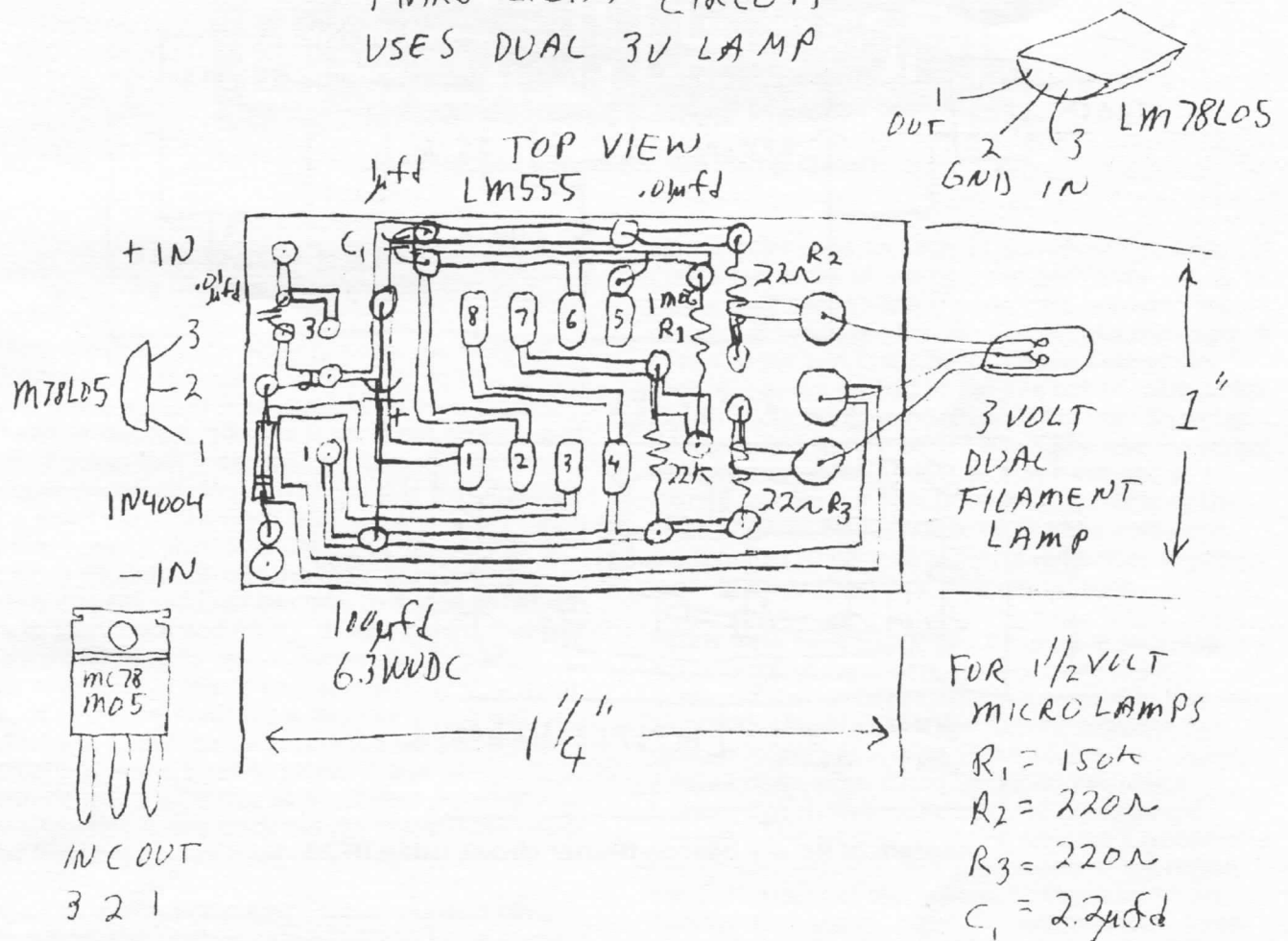
The pictures used are to show you a prototype level track. The one on the left shows the same height at the ends of the track. These are not mainlines so you don't see any ballast. They are near a yard and a warehouse.



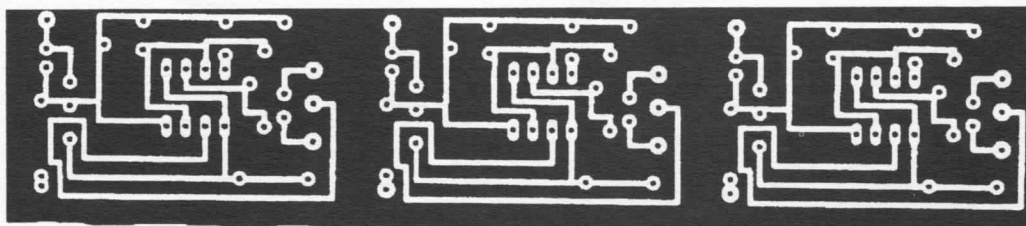
# Diagrams for the More Circuit Ideas article that ran in the Fall 2000 Caboose Kibitzer.

Diagrams by Richard Napper, MMR.

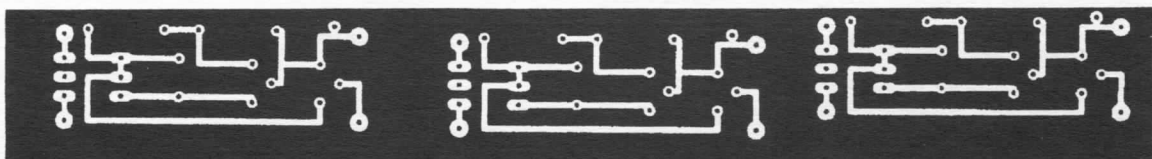
## MARS LIGHT CIRCUIT USES DUAL 3V LAMP



The above diagram is of the Mars light circuit



Circuit board layout for the Mars light circuit above.



Circuit board layout for the Rotary Beacon Flasher circuit using HT 2014 L.

# ROTARY BEACON CIRCUIT USING HT2014L

HT-2014L



LM317LZ

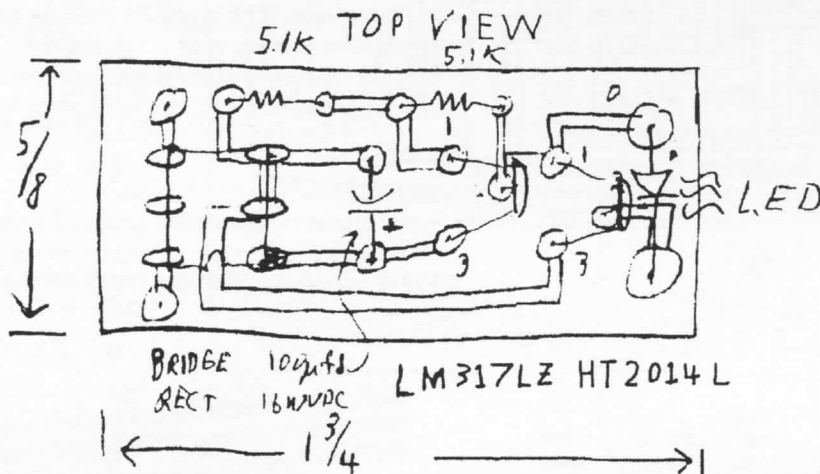
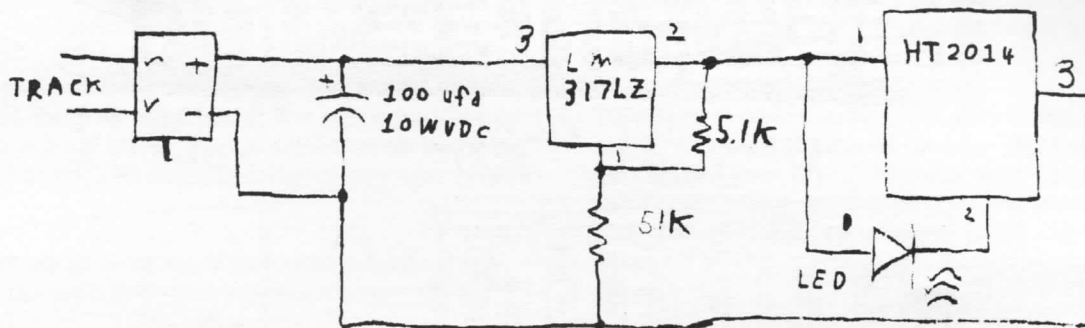
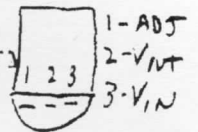
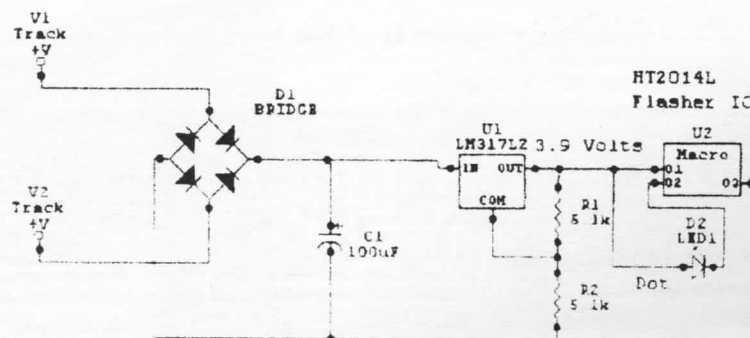
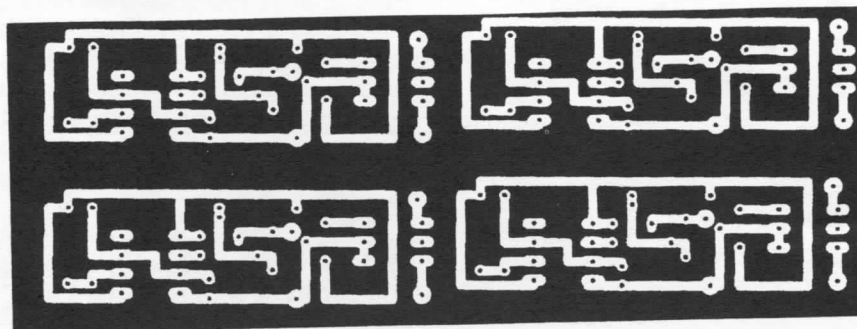


Diagram of Rotary beacon flasher circuit using HT2014L.



Schematic of Rotary beacon flasher circuit using HT2014L





Circuit board layout for the Ramp circuit.

## The Editor's Desk

By Charles Marchbanks

My first commit for this issue is about the Keeping Level Article by Al Gaddini. While I agree that overall model trains run better on straight an level track sometimes the real railroads track is not straight and level. I guess that it depends on how real you want to get in your modeling. My thought is that if you put a small dip in the track here and there you can get that realistic wobble in the train. (Living along the KP in Western Kansas the main line undulates slightly and the roadbed has give to it that allows the cars to sway back and forth). It also means that our trains would have to be run slower and to a more scale speed. That would hold true if done on a main line. If you were modeling a less use siding you could make it level so cars don't roll but put small undulations in the track to simulate less maintenance. I offer this as a different possibility to consider when laying track but the layout base needs to be level before any thing else is done.

Now on to a different subject, the response I have gotten from the readers of the Fall 200 Issue of the Caboose Kibitzer has been that of praise for a job well done. They have also been informative answering some of the questions that I posed when writing the History article. I am going to include some of these commits in this article so that you the read can also enjoy the commits of your fellow MCoR members. I completely enjoyed putting together the Fall 2000 Caboose Kibitzer which is the official 50<sup>th</sup> anniversary issue. The chance to learn about the early beginnings of MCoR was great.

Here are some of the commits that I received. From David Eisenstein: Congratulations! A fabulous issue, including all the old time memories for 50th Anniversary Issue for MCoR. Pages 7 through 15 are a wonderful trip through the past.

The next commit is from Craig Brown and has mostly information about the Car Kit mentioned on Page 11 and 12 of the Fall 2000 Issue. Very nice job with the latest issue of the Kibitzer! In regards to the Region

car Kit mentioned on page 11 and shown on page 12. I have three Kits of this car, one each scale HO, S, O. I have built the HO and O scale ones but have not gotten around to the S scale one yet and the photo is of one of the two that I built. I do not remember for sure how many we had of the Kits but an initial order of 100 sticks in my mind, Pete Bellos from Shawnee, Kansas might have a better idea as he was the owner of Liberty models. I think we may have had a reorder but am not sure. The Kits sold all over the place after we had a picture of all three built up published in Model Railroader. I remember sending them to Switzerland and Belgium for sure.

This is from Mike Selligman, I found the following items in my garage, a flyer announcing the Mid-Continent Region Convention in Kansas City May 20-21 1950, a Draft copy of the Constitution and By-Laws of MCoR and a copy of the adopted document, a MCoR news letter dated 08/1950, Volumes 1 number 3 the MCoR Bulletin 12/1950, volume 2 number 1 the Kibitzer 02/1951, Volume 2 number2 the Kibitzer 04/1951, the 1950 roster of the region, the 1951 roster of the region. I believe that I am number 42 in the KC 1950 convention photo. Lynn Wescott and Bill Walthers were both in attendance at this convention.

Some more information about the car kits comes from Bob Dye NMRA secretary and MCoR member. I have an unbuilt Kit. It is dated 1970. These pop up at swap meets every so often. I bought one several years ago for \$3.50.

Warren K. Weston MMR, also sent me a letter that included several commit and information I will include some of these here. You have done a fabulous job on the Kibitzer. The old memories have been overwhelming me going through the pages. I remember well, back when I had your current job, Ken Taylor told me that what was most interesting to the **reader** was to **see** and **talk about** other people. Through the years we have slipped away from that guideline.

(Continued on page )

## Correcting a Track Cleaning Problem

By Al Gaddini

In the Spring 2000 issue of the Caboose Kibitzer I wrote a article called "A portable track cleaning platform". I explained how to build one for you model railroad using an Athearn HO scale SD45 loco dummy unit. A drawing for HO scale was included.

Since then I have experienced a problem when the cleaning platform glides over one of my switches. One edge of the polishing paper catches on the outer curved rail of the switch causing a derailment.

The problem is the width of the polishing paper that attaches to the platform. It needs to be wider.

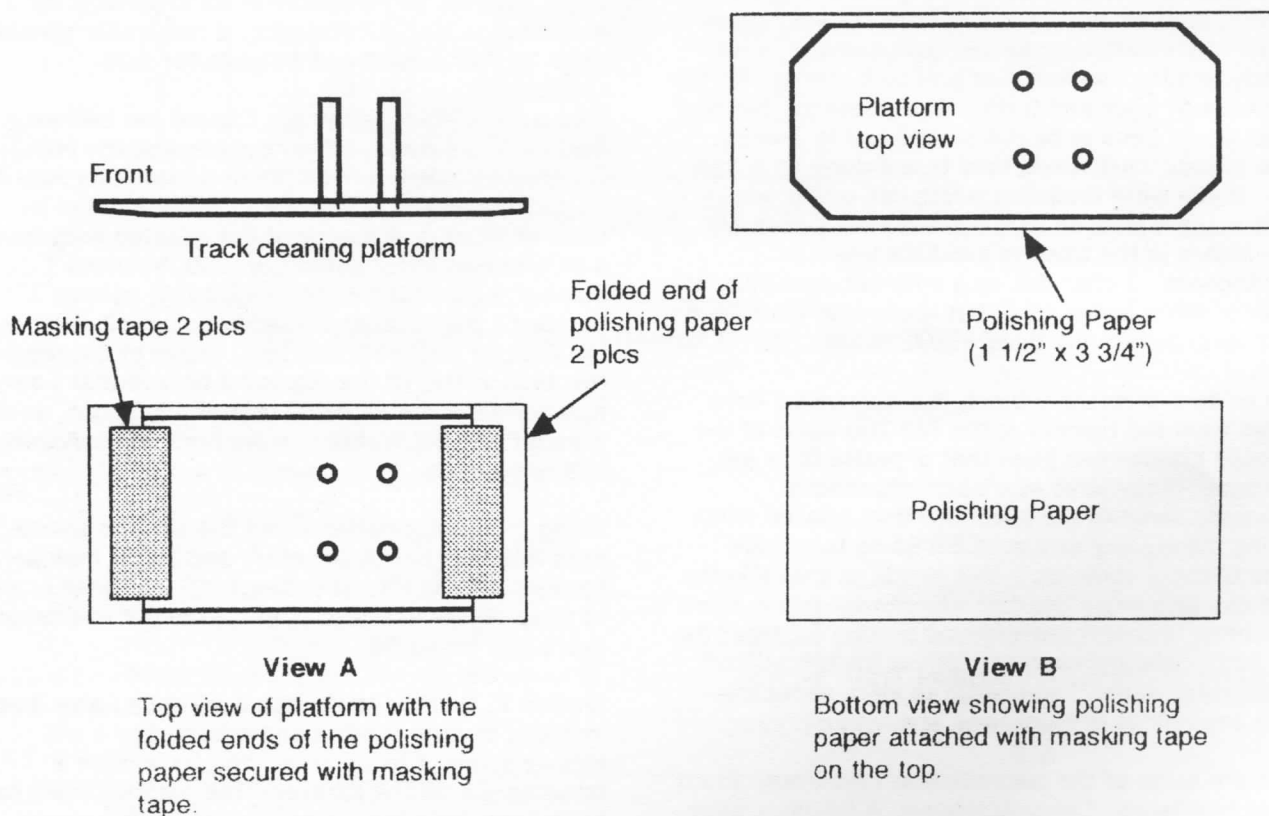
You can correct this problem by using the polishing paper as is without cutting it smaller.

Here is what you should do before taping the polishing paper to the cleaning platform. Place the piece of polishing paper as is with the polishing surface down on a flat surface. Place the cleaning platform, flat side down, centered in the middle so that there is equal spacing between the edge of the platform and edge of the polishing paper at the front and sides.

Fold the front and back end to the top of the platform and secure it with masking tape. Hence (and Where would we be without the word hence?) you will have corrected the derailment problem and have a smooth running track cleaning platform.

One of the advantages is that the masking tape is only on the top of the platform.

It would probably be better to do it this way and avoid any derailment problems.



Dwg by. Al Gaddini  
Not to scale

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# **Minutes of the board of Directors Meeting Mid-Continent Region NMRA June 17,2000**

On June 17,2000 President John Hardy called the meeting to order at 8:05 A. M. at the Star Light Best Western Inn in Ames, IA. The following officers, Board Members department heads, and Directors were in attendance.

John Hardy President  
Richard Napper MMR MCoR Vice President  
Ken Thompson Treasure  
Randy Meyer Secretary  
Warren Weston Past President  
Larry Alfred Convention chair  
Charles Marchbanks WKD Director and Caboose Kibitzer Editor  
Ted Fuller KCD Director  
Dean Windsor Past President  
Jim Anderson Gateway Director  
John H. Averill Great Mid Western Director  
Carl Chumos Kate Shelley Director  
Allen Pollock NMRA Vice-President  
Don Wentmore WHD Proxy  
Robert Amsler Jr. Region attorney

Others in attendance: Joe Robertson region calligrapher, Pat Harriman ex. MCoR AP chairman, Bret Overholtzer Turkey Creek Superintendent, John Plott observer, Richard Hester NE West Central Division Superintendent, and Robert Whiting observer.

President Hardy asked the Board and guests to introduce themselves and welcomed everyone to the meeting.

President hardy thanked Carl Chumos for the good convention. Witt Johnson was also thanked for all of his hard work on the convention.

1. The secretary's report of the minutes of the January 8, 2000 Board of Directors meeting was presented. A motion was make and seconded that the minutes be accepted as printed. The motion passed with out opposition.
2. Treasure Ken Thompson presented the treasures report. Treasurer Thompson reported that the region was over budget for two reasons. First was the purchase of commemorative pins for the 50<sup>th</sup> anniversary convention. Second was the one-dollar service fee to the national for the joint dues. The treasure's report was approved with out opposition.

3. Ken Thompson presented the sales manager's report. Ken asked for some latitude in the pricing of items to reduce inventory. Sales manager was instructed to use best judgment on pricing to reduce inventory of cars.
4. President Hardy asked Division directors to give feedback as to why people have dropped membership.
5. Publication Department: president Hardy thanked Charles Marchbanks for the improved quality of the Kibitzer. Editor Marchbanks stated that the fall issue would be the 50<sup>th</sup> Anniversary issue. He is looking at getting a new printer.
6. President Hardy reported that as of June 5, 2000 the Region is a 501c3 tax-exempt charitable educational organization.
7. Randy Meyer made the membership report. As of June 14, 2000 the membership was 849 with 29 complementary for a total of 878. This is up 102 from January 2000.
8. There was no member aid report.
9. No computer mangier report.
10. A P Program: President hardy talked about making a change in the AP chairman. John Anderson was appointed as the new AP chair. Chairman Anderson reported that the region has 17 new AP certificates since March. President Hardy directed the Division Directors to notify Division AP chairs of the change. If they have access to a Fax they may fax John Anderson the forms.
11. Convention committee chairman Larry Alfred thanked Carl Chumos for a great convention. Next years convention will be held in conjunction with the 2001 NMRA National convention in St. Louis. Omaha convention has paid back the borrowed seed money. With this payment the convention was a break-even convention. President Hardy again requested that the AP information from the contest chair be given to him. Not all of the results are in but it looks like the Ames convention will also be a break-even convention. McCook Nebraska submitted a bid to host the 2002 regional convention as a joint convention with the Rocky Mountain Region. The convention would be held in North Plat NE on May 23, 24, 25, and 26, 2002. There are many prototype rail facilities in the area. Motion was made by Richard Napper and seconded by Charles Marchbanks to accept the proposal with the consideration that it is approved by the Rocky Mountain Region. The motion Passed without Opposition.



12. A motion was made by Dean Windsor and seconded by John Hardy to bond the Treasurer. This was done because of the amount of money (approximately \$45,000) from the KC national convention. Motion Passed without opposition.
13. Discussion of using some of the money from the KC national to help the upgrade the National's computer system and software. Motion was made by John Hardy to use \$5000 for the computers at the national headquarters. After discussion the motion died for lack of a second.
14. Report on the 2001 national convention in St Louis. The convention will be held on July 8-16. 70 plus layouts and many prototype and industrial tours will be on tour. This is to be a family convention so many non-rail tours and clinics will also be on the schedule. The banquet will be held in the grand hall of the restored St. Louis Union Station. Seating will be limited so get your reservations in early.
15. President Hardy made introduction of the NMRA Present Bob Charles and Executive Director Connie Rudder. President Charles thanked the board for making it possible for them to attend the convention.
16. Web Master John Shaw is now working and needs help in updating the website.

## OLD BUSINESS

17. National convention surplus committee consisting of  
Charles Buswell  
Richard Napper  
Bob Amsler  
Are to report their recommendation and a vote will be made by E-mail.
18. Larry Long award: Committee has made a selection.
19. MCoR library discussion. President Hardy would like each Division in the Region to send its newsletter to the library. President Hardy encouraged the members to donate books to the MCoR library at the National Headquarters. Books about Mid-West railroads are especially requested. Books on other subjects and railroads in other parts of the U. S. would be donated to the Kalmbach Memorial Library. Warren Weston donated many prototype drawings to the Kalmbach memorial Library. Warren requested help in getting some more large items to the library. Allen Pollock volunteered to transport the donation as he was going to the national office.

## NEW BUSINESS

20. President Hardy discussed the need for Directors in the following Divisions:

#7	Chisholm Trail
#9	Central Missouri
#12	Northern Arkansas
#13	Little Rock AK
#15	Oklahoma Southwestern
#15	Northern Oklahoma
#19	Illowa

Other staff positions open are  
Contest Chair  
Computer Manager  
100% NMRA club

21. Motion was made by Richard Hester and Seconded by Charles Marchbanks to adjourn the meeting. The motion passed without opposition.  
The meeting was adjourned at 1:52 PM

Respectfully submitted by Randy Meyer MCoR Secretary

## Minutes of a Special Meeting of the Mid-Continent Region Board of Directors

President John Hardy called a special Meeting of the Mid-Continent Region Board of Directors to order at 8:21 PM June 17, 2000 in the ballroom of the Starlight best Western Inn in Ames, IA.

A report from the national convention surplus committee contained the following recommendations.

From the money received from the KC National \$5000 would be donated to the National for upgrading the computers at headquarters.

\$2000 would be placed in the MCoR treasury to help with the balances.

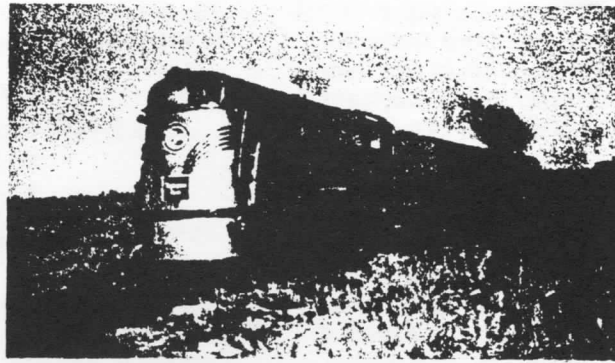
The rest of the money would be placed in a conservative money market account. The interest from this account would be divided as follows: 25% of the interest to be used to fund the MCoR library 75% of the interest to be used as the MCoR sees fit.

A motion was made by Carl Chumos to accept and implement the recommendation of the National Convention surplus committee. Ted Fuller seconded the motion.

The motion passed without opposition.

The special meeting was adjourned at 8:25 PM.

Respectfully submitted by Randy Meyer MCoR Secretary.



# COMING SOON

## 8<sup>TH</sup> ANNUAL TRAIN SHOW AND SWAP MEET

SATURDAY APRIL 7<sup>TH</sup> 10:00 AM – 6:00 PM  
SUNDAY APRIL 8<sup>TH</sup> 10:00 AM – 4:00 PM

ADMISSION (FOR BOTH DAYS): \$3.00 PER PERSON \$5.00 PER FAMILY (children under 5 admitted free)

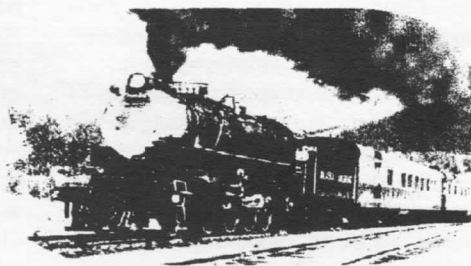
D&N EVENT CENTER  
NORTH PLATTE, NEBRASKA  
(SOUTH OF THE INTERSTATE)

OPERATING MODEL RAILROADS \*\* MODEL CONTEST \*\* SILENT AUCTION (SUNDAY PM) \*\* RAILROAD  
DISPLAYS \*\* ITEMS FOR SALE \*\* NMRA MERIT JUDGING AVAILABLE \*\* UNION PACIFIC YARD TOURS  
AVAILABLE (ADDITIONAL FARE) (SATURDAY ONLY)



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**MARCH 31 & APRIL 1, 2001**

Holiday Inn Convention Centre  
3321 South 72nd Street, Omaha, Nebraska  
9am-5pm Sat., 10am-4pm Sun.

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CRAFTS-GENERAL PATTERN,

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# SPRING 2001

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Website <http://www.whdnmra.org>

Email: [show@whdnmra.org](mailto:show@whdnmra.org)

For more information contact Eugene Shaw (402) 558-5208. Email: [elshaw@prodigy.net](mailto:elshaw@prodigy.net)

## **Dining Cars**

**By Mark Malmkar**

Perhaps the dining car is the one type of Passenger car that was both blessed and cursed by railroad executives in the same breath. They were treated as the flagships of service by the public relations department, yet they were notorious money-losers. No kidding – in spite of high priced meals, dining cars were considered "non-revenue" cars. In the late 1960's when dining cars were pulled off named trains to save money, it often cried out the end of that particular train and the riding public soon figured it out. But then, many of us remember mouth-watering, sumptuous cuisine and the impeccable service. AH! Fine restaurants on wheels!

We'll examine the technical history of dining cars, beginning with the full length diner, and in another issue cover its brethren, the café cars, coffee-shop cars, grill cars, lunch-counter cars and buffets.

### **Dining Car Standards**

Dining cars have two main features common to all, a kitchen and a dining room. A standard, single car, full-length dining car is shown in the illustration and this is meant to be a typical, generic car. Each railroad had its own details specified in their cars and each era had specific styles, but the general layout of the cars are as shown.

Kitchens were generally packed with stainless steel stoves, cupboards, cabinets and utensils in the most efficient manner possible. Coal stoves were standard until the streamliner era. Ice bunkers with rooftop loading hatches served to cool the food. Food supplies were restocked several times enroute in the early years, often from a local store. As refrigeration improved this restocking was done at terminals and not so much at the local grocer. Generally the kitchen had an outside access door for the crew and supplies. Door "A" on the drawing is typically where this was located though some cars had this door in pantry "p" or Lobby "L". Some cars had a door located in the corridor also as in door "D". On the diagram, door "B" was in the corridor, located at either end, or the middle. Some cars did not have it at all.

A Pantry for the waiters was located in either of two locations, "P" or "S". The most common was next to the kitchen, between it and the dining room. On some cars the pantry was at the far end of the dining room, often called the "Steward's Lobby" or "Steward's Pantry". The pantry contained china, linens, silver, glassware, and food items like fruit or beverages. Normally the food passed between the kitchen and pantry through an opening. ("E" on the diagram) The plates were then garnished in the

pantry and carried out to the customer. And, no surprise, the pantry equipment was divided out in some cars between both locations.

Lobby "L" served as a waiting area for customers, as did lobby "S" to a certain extent. Lobby "L" generally had attractive cupboards for china, linens and curios. Shown on the diagram are two large cabinets that could contain cupboards, linen closets, refrigerators or electrical equipment. Lobby "S" would typically contain clothes closets for waiters, linen closets, refrigerators, desks, crew toilets or cupboards for food, china or beverages. Sometimes a small window or two at "W" was included in the car. Generally a desk or rest room was the reason for the windows. There could be two on one side, one on both sides, one on one side, or none at all. None at all was most common.

Specific spotting details for the kitchen end of diners were extra fans and vents in the roof over the kitchen, "V". The style and number of these appliances varied with the era built and the railroad design. The windows in the kitchen "K" and pantry varied also, but they were usually smaller and often not included at all. Like wise the corridor windows "C" followed no set style or pattern from railroad to railroad. There normally were windows in the corridor.

The dining room, the public arena, was usually stylishly decorated. Windows on the car sides were often large, "picture-window" styles, for scenic dining. The standard pattern became 6 windows per side, showing the seating for 48 passengers. Summer seating became 12 wooden tables with wooden, padded chairs per table. Winter seating, due to fewer travelers, was normally tables for 4 down one side of the car and tables for two down the other side, seating 36. This made more room in the dining room. This pattern was fixed by 1900 and remained virtually unchanged in single car diners through the 1960's. (Note: Summer seating was standard in heavy winter traffic routes, like to Florida)

Exceptions to this 48/36 standard were some 40-passenger diners with 5 windows per side in the heavyweight era, and an occasional 56-passenger diner with 7 windows per side seen on lightweight diners.

### **Dining Car Operations**

Passenger car operations were perfected during the late 1880's and did not change much. The key thing to remember is that dining cars were included in the train primarily for sleeping car and parlor car passengers. On some trains it was exclusively for the 1st class passengers. Other trains allowed a "lowly" coach rider to spend his money in the diner. Most often the diner was near the middle of the train,



but occasionally they were placed at the end for easy set-out and pick-up. Dining cars were usually the heaviest car in the train and there was no sense in pulling them up and down the mountains in the middle of the night. Consequently it was common to have a dining car schedule, where one diner might serve two trains per day, one eastbound and one westbound, and be set-out between shifts. This is a fun concept to model.

One railroad for certain, the Colorado Midland, utilized this pattern and thus did not turn diners around at end terminals. The kitchen was nearly always on the same side of the train. Which brings me to a question a modeler might ask, "which end is the front of the diner?" Kitchen or Dining Room? One reference I read said that early dining cars ran with the Dining room forward to keep the smoke odors from blowing out of the kitchen. I've seen photos of diners both ways. I'm open to persuading arguments on either side of the issue.

On trains of both coaches and sleepers, the dining car was between the two sections of train. Often a lounge car was placed next to the diner. Patrons could wait in the lounge where they would be called when a table opened up.

Dining cars were commanded by the Steward. He usually had a crew of 3-4 waiters and a Chef with 2-3 cooks. I'm not positive what a typical crew make-up is standard. It would make a difference on how big a crew dormitory car you'd need. Some of those housed 18-20 men. I'm also open to influence on just how big is a standard dining car crew.

## Wooden Dining Cars

I'm sure you realize that dining cars did not roll out of the shops the same time coaches and sleepers did. Dining cars weren't needed and thus weren't invented early in the history of railroads. The early railroads were short lines and coaches only served towns a few miles apart with trips seldom lasting more than 2-3 hours. It wasn't until the widespread use of sleeping cars that train trips lasted more than two days. When trips reached up to a week for the transcontinental trips, railroads realized they had to do something to feed the passengers. Their answer was to award contracts to operators of "authorized" eating houses next to the depot. The train would stop, passengers would rush into the dining rooms, gorge themselves, and rush back to the train. It didn't take the railroad executive long to figure out that no matter how fast passengers ate, this practice slowed down the schedule. Dining rooms on the moving train quickly caught on. (Some good railroad-eating houses lasted into the 1930's with Fred Harvey's, on the Santa Fe, being the most famous.)

In the 1870's, and lasting until about 1900, some sleeping cars were known as hotel cars, and operated by Pullman and others. These section sleepers had a small kitchen at one end where the porter prepared meals for the passengers who were served on tables attached to the wall in their sleeping section. This style of dining was briefly popular and several hundred sleepers were so equipped.

The first full-fledged dining car was operated by the Chicago and Alton RR in 1868. Through the 1880's dining cars were undistinguishable from other coaches or sleepers. They had 9-10 double windows per car side just like a coach. Even the kitchen had regular windows in it. About 1890 the diner began changing. The corridors were smaller or fewer. Because passengers did not normally enter the dining car directly from the depot the vestibules began disappearing. This made the car longer and easily distinguished from a coach.

By the end of the wooden era in 1910 the dining car reached its standard of engineering that would take it to Amtrak. The general layout, Operation and identifying features of a dining car were in place by the turn of the century.

## Heavyweight Diners

About 1910 railroads began constructing all-steel cars using the same basic layout and 6 window, 48 passenger pattern from the wooden cars. The kitchen had a variety of smaller windows, depending on the railroad's choice. Usually 3-5 windows were on the corridor side. By the steel era, vestibules were no longer included on dining cars, making it the longest car in the train, some topping-out at 83 ft long.

Starting about 1930 the first car in the train to be air-conditioned was the dining car. This feature was first used on the B&O RR. This feature made the diner even heavier but the people could dine in luxury. The dining car was "the" place to be on a July day. Early air conditioning was done by placing blocks of ice in huge boxes hung under the car. Fans would blow air up through ducts into the dining room. By 1935 mechanical systems or steam ejector systems replaced many ice systems. Most of these systems had the telltale air duct, "bubble", on the roof, which made them easy to spot.

Since dining cars were costly to build, own and operate, railroads used them as long as they could. During the 20's and 30's many older wooden diners were sheathed over with sheet steel to make them match their full-steel brethren. It gave the wooden cars another 10-15 years of life. During this shopping the underframe was usually replaced, or reinforced with steel, and the trussrods were removed. These practices made it difficult to identify the older cars in a train.

During the 1920's diners developed some profitable service for the railroads. Some named trains had such good patronage that two diners were required. Some dining car departments had such well known chefs that they built up a following of regular passengers who hoped that certain chef was on duty that night. During the decade of the 1920's dining cars perhaps had their most shining hours.

### Lightweight Diners

When the lightweight, streamline cars began to roll out of the shops in the late 1930's, dining cars were among their number. By 1940-41 lightweight dining cars were specified eagerly by the railroads because they were less costly to move than the big gunboats of the heavyweights. After WWII most name trains had lightweight dining cars and by 1955 those were pushing the heavyweights to the maintenance-of-way service, or worse, to the scrap heap.

The most noticeable shift in dining car operation was that most diners went all the way through to the end terminals without being switched out. The lighter weight generated enough cost savings that switching moves became more costly. Switching moves also took more time and the streamliners were supposed to be fast, remember?

Design features of the lightweight cars went beyond their bright paint schemes, or shiny stainless steel. Some railroads had articulated, two car Kitchen-diner combination car sets in their trains. These sets were two cars, hooked in the middle, and riding on only 3 sets of wheels. Generally a large doorway separated the two car bodies making it easier for waiters to move between the two cars. These cars seated up to 72 people at a time. The Southern Pacific had a few triple unit diners that included a lounge car, or a coffee shop car, depending on the train. A few railroads specified cars that had the kitchen in the center and two dining rooms, one on each end of the car.

By the lightweight era wood tables and chairs gave way to stainless steel tables with Formica tops. Elegant chairs gave way to padded booths. Though 48 passengers were still standard, they were often seated at angles, in half circles, or in semi-private "nooks". Fortunately linen, china and silverware held out until the mid-1960's.

Dome cars were introduced in the late 40's and the Union Pacific purchased 11 cars that were dome diners. I personally have been blessed by eating breakfast in the dome on the City of Denver in 1961. Domes were in pool service by that date and could be found on any top-notch train. (Incidentally, the kitchen end was running forward that day, because I came from the coach back, and remember looking into the kitchen doorway at the cooks. At the end of

the aisle the steward stopped us and directed us up the stairs to the dome. I turned left and went up. A small, variety size pack of Corn Flakes and milk was a whole buck!) These were the only true dome diners ever built, although Northern Pacific converted some dome cars to café types with dome dining in the 50's.

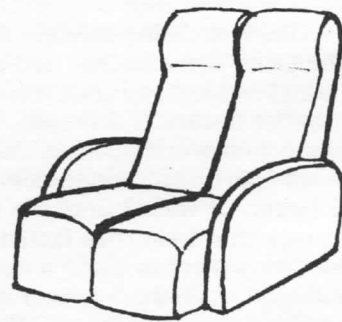
To run the costly heavyweight dining cars as long as possible, some railroads modernized and restyled their older cars to look like streamliners. They changed the roof ends to match the lightweight roof lines and steel sheets were formed to cover the clerestory with an arch. Skirting was formed around the bottom to hide the equipment. Windows were typically replaced with sealed types that fit flush with the sides. Interiors were upgraded to look like the art deco styles of the lightweight cars and the latest in kitchen utensils was routinely installed. Passengers seldom recognized that they were dining in a gunboat.

### Amtrak Diners

Many of the lightweight diners went to Amtrak in 1971 and served for several more years. The most noticeable change after Amtrak was founded was the bi-level dining cars-but that's another story.

#### HAVE A SEAT !

Streamliner coach seats are now available for your HO scale cars.

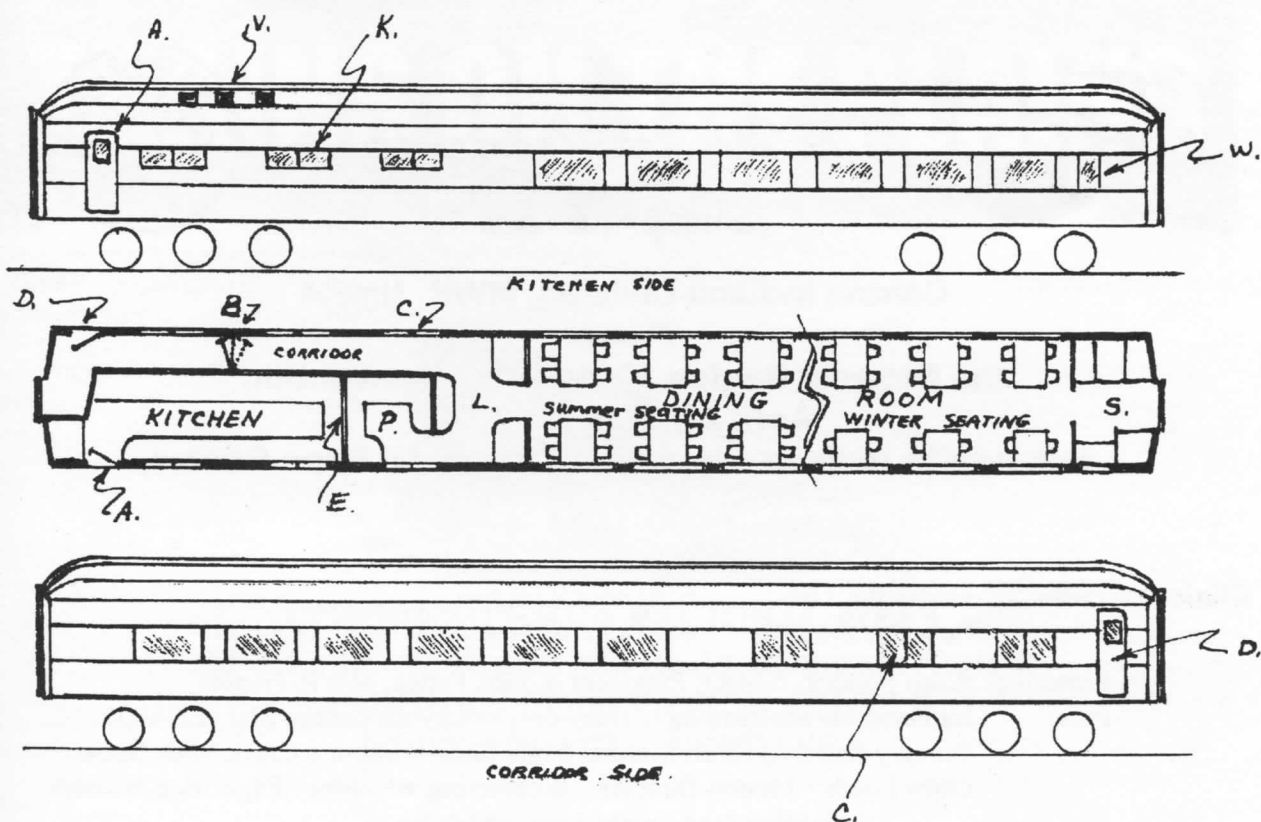


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| E. PASS THROUGH - KITCHEN TO PANTRY           | V. VENTS - VARIOUS                               |
|   | W. WINDOW - ROUTINELY on one, both sides or none |

## Minutes of the Annual Business Meeting of The Mid-Continent Region, NMRA

The annual business meeting of the mid Continent Region of the NMRA was called to order in the ball room of the Best Western Star Light Inn in Ames IA by President John Hardy at 8:28 PM June 17, 2000.

A motion by Dean Windsor and seconded by Witt Johnson that the reading of the June 19, 1999 annual business meeting minutes be waived and accepted as printed. The motion passed without opposition.

The Larry R. Long Memorial award was presented to Dick Ore

The Kenney John Memorial award was presented to Charles Marchbanks.

The Ken Cline Memorial award was presented to Richard Napper.

Old business: none  
New business: none

Motion was made by Ken Thompson and seconded by Whit Johnson that the meeting be adjourned. The motion passed without opposition.

The meeting was adjourned at 8:40 PM

Respectfully submitted by Randy Meyer MCoR Secretary.

*Hoosier  
Connection  
twenty-oh-one*

*The Hoosier Connection  
twenty-oh-one*



**Central Indiana Division, MWR, NMRA**

*Presents*

**the Midwest Region 2001 Spring Convention  
April 27, 28 & 29, 2001**

**Noblesville Indiana – Hamilton County 4H Expo Center**

**- Consist -**

**Clinics:** Times: Friday the 27th 6:30 until 9:00 p.m.  
Saturday the 28th 8:00 a.m. til 12 a.m. & 1 p.m. til 4 p.m.

Featuring: Allen Pollock, NMRA President & Jack Pettee, MWR Trustee  
Plus: Indianapolis Railfanning (Friday only) - Layout Design SIG (LDSIG)  
Scenery detailing - PennCentral Slide Show - Mann's Creek Slide Show  
Open Loads - Monon Boxcars - Weathering w/chalks - Paper Bag Scenery  
- building the Lincoln Train and more -

**Layout Tours:**

Saturday afternoon - 12 noon to 6:00 p.m. and Sunday afternoon - 12 noon to 4:00 p.m.

Friday Night Operating Sessions - 7:00 p.m. til ?? (openings limited)

**Layouts and Modular Displays on site**

**Prototype Tours:**

Saturday morning Citizens Gas & Coke Utility (limit 30)  
Indiana Railroad Indianapolis yard facility

Saturday afternoon Flagler Car and NKP 01 business cars at ITM

**Auction:** Saturday evening after the Banquet and Annual Membership Meeting

**Contests:** Photo and Model contests from novice to expert.  
Drop off & viewing 8:00 a.m. to 12 noon - Pick up after 5:00 p.m.  
Special Private Road Name popular vote contest.

**Dining Car available on site.**

**For additional detailed and up to the minute information and Registration Form  
visit our website at: <http://cid.railfan.net/connect.html>**

**- or -**

**For Registration information contact:** Larry Gilbert, Chair Hoosier Connection,  
6675 S 200 E, Markleville, IN 46056 - e-mail: [leghome@iquest.net](mailto:leghome@iquest.net)

**Sunday Train Show – Open to the Public  
Dealers, layouts, Clinics and displays**



# TRAINS ON THE PLAINS



**COMBINED NMRA REGIONAL MEET  
(Mid-Continent Region and Rocky Mountain Region)  
SANDHILLS CONVENTION CENTER  
NORTH PLATTE, NEBRASKA**

**23-24-25-26 MAY, 2002  
THURSDAY THRU SUNDAY**

**Registration fee and further details to be announced**

**SPONSORED BY THE NEBRASKA WEST-CENTRAL DIVISION OF THE  
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NMRA MEMBERS ONLY ON THE TOURS AND CONVENTION EVENTS**

- **Tour the largest railroad yard in the world in North Platte, Nebraska**
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# GARY'S SWITCHING LIST

By Gary Hemingway

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.

## **Feb. 17 & 18, 2001 - Lincoln Area Model Railroad Club & Salt Valley Central Div.**

MCoR, Annual Show. Agriculture hall on the NE State Fair grounds. Adm \$4.00 adults, \$1.00 for children over 5, 5 and under are free. Info: Charles Buswell, 2749 California Ct., Lincoln, NE (402) 475-0600 cb04958@navix.net

## **JAN 27, 2001 - The 4000 Limited**

**Foundation Great Tri-State Rail Sale**, La Crosse Center, 300 Harborview Plaza, La Crosse, WI. 9 am - 3 pm. Adm \$2. Info: The 4000 Foundation, Limited, P.O. Box 3411, La Crosse, WI 54602-3411 (608) 784-0036, (608) 582-4761.  
[www.rrdepot.com/4000ltd/index.html](http://www.rrdepot.com/4000ltd/index.html)

## **FEB 24, 2001 - Great MidWestern Division**

**5th Annual NMRA Meet.** North High School, 500 Holcomb Ave., Des Moines, Iowa. Dealer set up Friday night before- 6 to 9 PM, Sat- 7 to 9 AM. Show times- 9 AM to 3 PM. Clinics, Contests, Silent Auction, Dealers, Modules, and DOOR PRIZES GALORE. \$6 at the door, \$5 advance. For flyer mailing and dealer info contact- John Averill, GMD Director, 915 Nevada St. Lot 17, Indianola, Iowa. 50125. E-mail- rrdoc01@cs.com

## **MAR 10 - 11, 2001 - GATS, Omaha Civic**

**Aud.**, 1804 Capitol Ave, Omaha, NE. Adm: \$6, 11 am - 5 pm both days.

## **MAR 17, 2001 - 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, Ph (after 6:30 pm) (636) 668-6313  
email: whitehrse@concentric.net.

## **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](http://www.aircaptrainshow.com) (under construction) (316) 263-0944.

## **MAR 31-APR 1, 2001 - WESTERN HERITAGE**

**DIV. MODEL TRAIN SHOW**, Holiday Inn Convention Centre, 3321 S. 72nd Street, Omaha, NE., Sat: 9 am - 5 pm, Sun: 10 am - 4 pm, Adm: \$5, under 12 free w/paid adult, Tables \$18 (tables over 10 tables - \$15), Modular Layouts, Door Prizes, Silent Auction, Clinics, and Contests: Passenger Cars, Freight Cars, Motive Power, Non-revenue Cars, Structures, RR Photos (within 50 mi of Omaha/at least 5"x7"/mounted/protected), Crafts-General Pattern, Crafts-Railroadiana - NMRA judging avail on request. Info: Eugene B. Shaw, 1512 South 56th St., Omaha, NE 68106, (402) 558-5208, email: elshaw@prodigy.net

## **APR 7, 2001 - Ozark Model Railroaders**

**22nd Annual Train Show & Swap Meet** at 1850 E. Division, just off Glenstone. From 9 am to 3 pm Admission \$3 adults, \$1 children 5-12, under 5 free. Tables 8' \$15, 6' \$13. Info: Dan Batson (417) 863-6402 DanBat710@aol.com or Larry Smith Lsmith7364@aol.com (417) 865-6250. **(Maybe wrong date and location)**

## **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

## **APR 7 - 8, 2001 - 8th ANNUAL NEBRASKA WEST CENTRAL DIV. TRAIN SHOW & SWAP MEET**

D & N Event Center, North Platte, NE; Sat: 10 am - 6 pm, Sun: 10 am - 4 pm, Adm: \$3 per person, \$5 per family, Children under 5 free with paid adult, Tables \$7; Model Contest (NMRA Judging available), Union Pacific Bailey Yard Extra Fare Tours Sat only, Silent Auction

Sun only; Info: Gene Tacey, P. O. Box 485, Sutherland, NE 69165.

**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](mailto:registration@gatewaynmra.org).

**JUL 28 - 29, 2001 - GATS, Veterans Memorial Aud., 833 Fifth Ave, Des Moines, IA.** Adm: \$6, 11 am - 5 pm both days.

**SEP 8 - 9, 2001 - GATS, Tulsa Convention Center**, 100 Civic Center, Tulsa, OK. Adm: \$6, 11 am - 5 pm both days.

**SEP 22, 2001 - 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, Ph (after 6:30 pm) (636) 668-6313 email: [whitehrse@concentric.net](mailto:whitehrse@concentric.net).

**OCT 20 - 21, 2001 - SECOND ANNUAL NORTHWEST KANSAS MODEL TRAIN SHOW AND SWAP MEET**, National Guard Armory Colby KS. Sat 9 am - 5 pm Sun 12 - 4 pm Adm \$3.50 families of three or \$3.50. Vendors tables \$10 Reed Hartford, 1220E 8th st. Colby KS 67701; 785-462-2625 [fccolby@colbyweb.com](mailto:fccolby@colbyweb.com).

**NOV 3, 2001 - 10TH ANNUAL KATE SHELLEY DIV, MCoR, NMRA FALL MEET**, United Community Schools, 3 miles W of Ames, IA, on US Hwy 30; Info: Whit Ames, email: [whitames@juno.com](mailto:whitames@juno.com)

**NOV 10 - 11, 2001 - GATS, Century II 225 W. Douglas, Wichita, KS.** Adm: \$6, 11 am - 5 pm both days.

NOV 24 - 25, 2001 - GATS, Gateway Center, One Gateway Dr., Collinsville, IL. Adm: \$6, 11 am - 5 pm both days.

**DEC 8 - 9, 2001 - GATS, American Royal Complex, Kansas City, MO.** Adm: \$6, 11 am - 5 pm both days.

**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](http://www.aircaptrainshow.com) (under construction) (316) 263-0944.

**NOV 2, 2002 - 11TH ANNUAL KATE SHELLEY DIV, MCoR, NMRA FALL MEET**, United Community Schools, 3 miles W of Ames, IA, on US Hwy 30; Info: Whit Ames, email: [whitames@juno.com](mailto:whitames@juno.com)

**MAY 23 - 26, 2002 - TRAINS ON THE PLAINS COMBINED MID-CONTINENT & ROCKY MOUNTAIN REGIONAL CONVENTION AND MEET, Sandhills Convention Center, North Platte, NE**, Tours: Union Pacific Bailey Yard - the largest classification yard in the world, Gerald Gentleman Station, largest power plant in Nebraska, Harvey Hinz's Live Steam Burlington Little Lines; Clinics, Railette Tour, Train Show & Swap Meet; Sponsored jointly by the Nebraska West Central Div., MCoR and the Rocky Mountain Region. Info: Jack Rickett, 4124 Prairie Trace Rd., Sutherland, NE 69195 or Gene Tacey, P. O. Box 485, Sutherland, NE 69165.

**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](http://www.aircaptrainshow.com) (under construction) (316) 263-0944.

**NOV 1, 2003 - 12TH ANNUAL KATE SHELLEY DIV, MCoR, NMRA FALL MEET**, United Community Schools, 3 miles W of Ames, IA, on US Hwy 30; Info: Whit Ames, email: [whitames@juno.com](mailto:whitames@juno.com)

ANY MORE EVENTS IN 2001 or beyond?????

## Help Wanted Clinicians

*The Nebraska West-Central Division is looking for persons to present clinics at the Regional Convention in North Platte in 2002. Interested persons should contact: Gene Tacey, P.O. Box 485, Sutherland, NE 69165; 308-386-2489, e-mail [taceys@gpcom.net](mailto:taceys@gpcom.net).*

**Kansas Central Division Director  
Theodore William Fuller**  
Passed away on December 9, 2000 in  
Emporia Kansas

Ted Fuller signed the crew registry in God's roundhouse at 3:00 PM, Saturday, 9 December 2000. Liver Cancer took his life in a short eight weeks. Ted was born in Emporia, KS where he lived and worked most of his life. Ted's parents are James and Mary Fuller. Ted has a twin brother, James, and another brother Ed.

Ted was very proud of being a model railroader, his love for the Katy railroad is well known, being born the year the Katy's southwest branch from Junction City, KS to Parson, KS was abandoned, 1957. Ted always planned to model the Katy through his hometown of Emporia, especially the NR Junction and tower with the ATSF in Emporia. The Fe was his second love. Ted was a member of the NMRA, MCoR, and KCD for many years. I had the pleasure of rooming with Ted on many of the regional and national conventions. Ted and I would rail fan the old Katy southwest branch, taking many photos along the way. Ted and I were able to get photos of almost all of the depots along the line so Ted could write an article about the branch in the Katy Historical Society Flyer. Ted attended more National NMRA convention than any other person I know, and stood up with Larry Long to present the bid for the National in KC in 1998, that was one of his proudest moments. Ted has helped run many of the conventions he has attended, always willing to lend a hand whenever possible. Ted was one of the first members of the Kansas Central Division, and served in every office in the division and was just about to finish his second three-year term as Director for KCD. Ted was going to run for MCoR secretary again next year, 2001. Ted was very active in the AP program having earned six certificates, Civil, Electrical, Scenery, Author, Volunteer, and Official. I know he was looking forward to getting the Seventh Certificate and earning MMR. Ted was always willing to help others with their modeling. Ted was a charter member of the Emporia Model Railroad Club and I had the pleasure of setting up modules with the group in the Emporia mall and other places many times to run trains for a whole weekend. Ted was instrumental in getting the Emporia State University Union hall for KCD to hold Swap Meets in for many years. Ted loved to model the Katy RED diesels, although he had a few yellow and green ones; and I think every model of Katy railroads cars available. Ted was always a joy to be around, and I always had fun railroading with him. All his friends will miss Ted, and I am glad to be counted among them. Ted may you see nothing by high Green on God's railroad!

Richard E. Napper, MMR

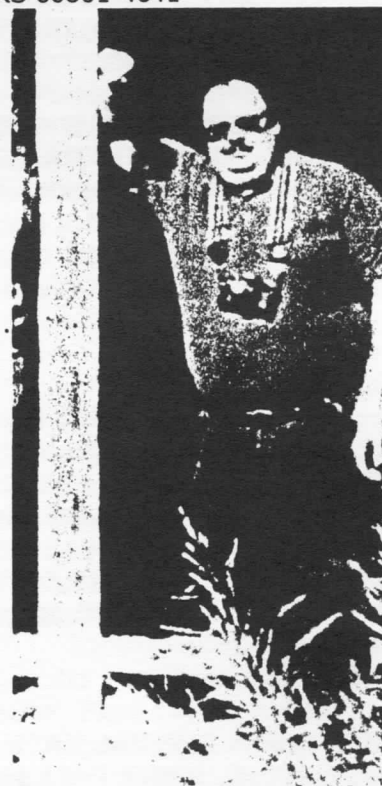
Sympathy cards may be sent to his parents,  
Mr. & Mrs. James Fuller  
1956 Road L-5  
Emporia, KS 66801

Memorial gifts may be made to any of the following organizations.

First Baptist Church of Emporia  
8th and Constitution  
Emporia, KS 66801

The American Cancer Society

Emporia Model Railroad Club  
C/O Scott Thomas  
202 South Merchant Street  
Emporia, KS 66801-4641



This photo of Ted was taken in 1990 or 1991 at West Holiday. We had been to a Train Show in KC. I think it was a Mid America show. Your Kibitzer Editor is stand on the left side of the post in the Photo.

Also as a friend of Ted's I will miss talking with Ted and going to Conventions with him. We use to room together when we went to the Air Capital Train Shows in Wichita and at some of the recent Region Conventions. We also roomed together in San Jose at the NMRA convention and had plans to room together at St. Louis, Toronto and Seattle. Although I only new Ted for eleven years he had become a good friend and I will deeply miss having him around. His lose will be felt in several clubs, Divisions and MCoR. We truly lost a good and helpful modeler.





# 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](mailto: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

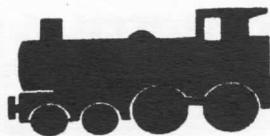
Payment must be made in U.S. funds.

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

Card Number	
Expiration	
Print Name	
Signature	
Date	

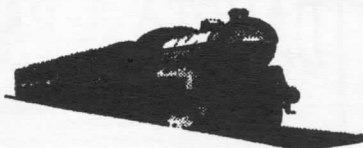
10/00

# NMRA COLLECTORS

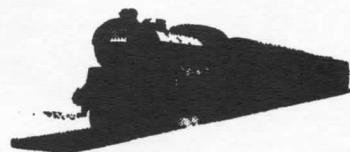


# INSURANCE PROGRAM

## IS YOUR COLLECTION INSURANCE ON THE RIGHT TRACK?



**J.A. BASH AND COMPANY**  
800 Mt. Lebanon Boulevard, Suite 225  
Pittsburgh, PA 15234-1509  
800-654-2256 or 412-563-7007



An important benefit of your NMRA membership is the ability to get on board with an insurance program designed especially with General Accident Insurance. This program is on track to meet your needs as a NMRA member, whether you choose to insure your layout, your trains, or everything in between there's a coverage plan for you.

**COVERAGE** Your collection and layout are covered whether the damage or loss is caused by fire, vandalism, theft, burglary, lightning, windstorm, flood, earthquake, or accidental breakage. Your collection is covered within the continental United States and Canada. Items are also covered while in transit up to \$15,000. Higher transit limits can be negotiated. Each loss is subject to a \$250 deductible.

### FLEXIBLE PLANS TO SATISFY YOUR INSURANCE REQUIREMENTS

**THE INVENTORY PLAN** Choose the items you wish to insure by submitting an inventory of those items. This includes coverage on scale model and tin plate trains and related accessories such as buildings, track, transformers, books, catalogs, magazines, memorabilia, videos, photographs, prints, slides, etc. All live steam must be placed on the inventory plan.

**THE BLANKET PLAN** This is special coverage for those collectors whose total inventory is less than \$100,000. You do not have to submit a written inventory. There is a limitation of \$3,000 on any one item. Items in excess of \$3,000 may be scheduled. If you desire to include your layout, place a value under item "Layout".

**THE LAYOUT COVERAGE** This plan covers your complete layout excluding rolling stock, which should be covered under the Inventory Plan or the Blanket Plan.

It's easy to apply. Just complete the application below and send to J. A. Bash and Co. with premium payment, and inventory (if on Inventory Plan). Coverage is effective upon receipt of application, premium payment, and verification of values.



### APPLICATION FOR NMRA INSURANCE PROGRAM

Please print all information. Make checks payable to J.A. Bash & Company and mail with this completed application to:  
J.A. Bash & Company, 300 Mt. Lebanon Blvd., Suite 225, Pittsburgh, PA 15234-1509

Member name \_\_\_\_\_ NMRA# \_\_\_\_\_

Address (City State, Zip) \_\_\_\_\_

#### A. BLANKET COVERAGE

Limit \$ \_\_\_\_\_ x .0075 = \$ \_\_\_\_\_ Blanket Coverage Premium

#### B. INVENTORY COVERAGE Please submit schedule

Limit \$ \_\_\_\_\_ x .0060 = \$ \_\_\_\_\_ Inventory Coverage Premium

#### C. LAYOUT COVERAGE (excluding rolling stock)

Limit \$ \_\_\_\_\_ x .0060 = \$ \_\_\_\_\_ Layout Coverage Premium

A+B+C=TOTAL PREMIUM (\$100 minimum) \$ \_\_\_\_\_ + \$10.00= \$ \_\_\_\_\_ Total Premium & NMRA fee





Premium savings may be available if you accept a higher deductible or have an acceptable security system. Call or write for details. Policy is effective upon receipt of application, payment, and approval by the NMRA Program.

## Pike Registry

 <p><b>STANDARD RAILROAD OF THE SAN JUAN</b></p> <p><b>Sn3,</b> of course</p> <p>Pete Bellos President Shawnee, Kansas</p>	 <p><b>STANDARD RAILROAD OF THE SAN JUAN</b></p> <p><b>G</b></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><b>C&amp;RM RR</b></p> <p>Canyon &amp; Rocky Mountain RR</p> <p>President    Randolph P. Meyer 156 Ladue Oaks Dr. Creve Coeur, MO 63141</p>	<p>Baker Creek &amp; Sun Valley RR</p> <p>911 Queensbridge Road Manchester Mo 63021</p>  <p>Ken Thompson, President</p>	<p><b>DAKOTA &amp; PACIFIC</b> RAILROAD COMPANY</p> <p>EST 1899 Serving the Black Hills of South Dakota</p> <p>Bill Craig Superintendent D. &amp; P.R.R. 309 South Stevenson    Olathe, Kansas 66061 (913) 829-1555</p>
 <p><b>El Dorado &amp; El Reno R.R.</b></p> <p>Venita Lake Inventory Acquisition Agent Richard E. Lake Roadmaster 5851 Waterman Blvd., St. Louis, MO 63112-1515 Telephone 314-727-7378</p>	 <p><b>SHELTER BAY RAILWAY</b> CORPORATE HEADQUARTERS 9331 FARLEY LANE OVERLAND PARK, KANSAS 66212</p> <p>1913/888-4080</p> <p>G. PATRICK HARRIMAN, MMR PRESIDENT CHIEF OPERATING OFFICER</p>	<p><b>NEBRASKA &amp; SOUTHERN RAILROAD</b></p>  <p>"Links The Gulf Coast"    "The Way South"</p> <p>GENE R. TACEY SUPERINTENDENT P.O. BOX 485    SUTHERLAND, NE 69145 308-386-2489    taceys@gpcom.net</p>
<p><b>UNION PACIFIC RAILROAD</b></p>  <p><b>CHARLIE STAPLETON</b> General Superintendent Kansas Division</p> <p>1411 N. 79th St.    MO Scale Kansas City, KS 66112    913-299-2923</p>	 <p><b>Loon Lake Railway &amp; Navigation Co.</b></p> <p>Peter B. Smith President</p> <p>4317 Mahogany Lane, Belleville, IL 62226 Tel 618 277 5618    E-Mail: psmith@apci.net</p>	<p><b>Midwest and West Model Railroad</b></p>  <p>Headquarters: 9508 Buena Vista Overland Park Ks 66207 913-341-9699</p> <p>President - Al Gaddini</p>
<p><b>Gü's Box &amp; Satori Railroad</b></p> <p>"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><b>MR. DENNIS O. SMITH</b></p> <p><b>DEERBROOK &amp; SALTERN RAILWAY CO.</b> THE IRON ROAD</p> <p>885 SOUTH YORK COURT Springfield, MO 65802</p> <p>WRITER: QUAKER #46</p> <p>P.T. BARNUM &amp; D. SMITH RAILROAD CIRCUS</p>	<p><b>The Final Solution Railroad</b></p> <p><b>FI-SOL</b></p> <p>Shannon Rumley President</p> <p>Springfield, Missouri    417-881-6477</p>
 <p><b>PIPER VALLEY RAILROAD</b></p> <p>CO-OP HEADQUARTERS 912 RIDGE DRIVE BELTON, MO 64012</p> <p>(816) 331-2773</p> <p>JOE B. ROBERTSON, MMR PRESIDENT &amp; CEO</p>	 <p>PASS N°</p> <p>TO: WEAVERVILLE WHISKEY CREEK &amp; WESTERN RR WAY OF THE WEAVING WOBBLEY WEABLE BUG</p>  <p>LIFE    3311</p>  <p>WESTSIDE SHORT LINE LOGGING CO. INC. SERVING ALL LOGGING ROADS</p> <p>NO SCALE</p> <p>SHOP FOREMAN - BILL WEAVER - PHONE 501 253 9325 542 CR 241, ROARK ROAD, EUREKA SPRINGS, AR 72632</p>	<p><b>FORKS CREEK AND CENTRAL RAILROAD</b></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><b>Clear Creek &amp; Quicksilver</b> "The Mountain Goat"</p> <p>Allen Pollock    P.O. Box 243 General Manager    Jefferson City, MO 65102</p>	 <p><b>SYCAMORE VALLEY LINES</b> 544 E. SPRUCE OLATHE, KANSAS 66061-3357</p> <p>(913) 782-8553</p> <p>GEORGE &amp; 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><b>St. Jacques Northern Division</b> of <b>Great Northern Pacific Railway</b></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><b>HEARTLAND WORKSHOP</b></p> <p>Danville, Iowa Est. 1999</p> <p>Ken and Carol Vandervoort</p>	 <p><b>BIG TIMBER LUMBER COMPANY</b> <i>The Big Sky Route</i></p> <p>DEAN WINDSOR CHIEF EXECUTIVE OFFICER</p> <p>14395 FOUR CORNERS RD GARDNER, KANSAS 66030</p>
<p><b>ELWR</b></p> <p>EBURY LANGDALE &amp; WESTERN RAILWAY COMPANY 8410 Hall ♦ Lenexa ♦ Kansas 66219 913/541 9267 Fax: 913/894-6411 E-mail: ellisacon@primenet.com</p> <p>General Manager Peter Ellis Director of Land Rights Betty K. Ellis</p> <p><b>THE HERITAGE LINE</b></p>	<p><b>This space vacant</b></p>	 <p><b>SILVERTON</b> RAILROAD COMPANY in S</p> <p>RALPH W. ADAMSON General Manager</p> <p>47 Curved Creek Road Quincy, IL 62301-6577 217/222-8921</p>
<p><b>This Space Reserved for Charles Buswell</b></p>	<p>JDS&amp;E</p>  <p><b>John Winter</b> President</p> <p>618-526-4482</p> <p>987 N. 8th Street, Breese, IL 62230</p>	<p><b>Missouri Pacific Lines</b></p>  <p><b>Robert Joseph Amsler, Jr.</b> 5630 Arendes Drive St. Louis, MO 63116</p>
<p><b>This Space Vacant</b></p>	<p><b>This Space Vacant</b></p>	<p><b>This Space Vacant</b></p>
<p><b>This Space Vacant</b></p>	<p><b>This Space Vacant</b></p>	<p><b>This Space Vacant</b></p>

## DEALER DIRECTORY

 <p><b>ALLEN POLLOCK</b></p> <p><b>Fun &amp; Games</b></p> <p>Specializing In HO-1/2" Scale Figurines &amp; Details</p> <p>P.O. Box 243, Jefferson City, MO., 65102-0243 (573) 635-6163 • (573) 634-6722 24hrs. Ans. • Fax: (573) 635-9680 or pollock@mail.ukrweb.net</p>	 <p><b>MORSE PRODUCTIONS</b> MODEL RAILROAD CASTINGS &amp; DETAIL PARTS</p> <p>8324 HALL DR. LENEXA, KS 66219 913-894-6472 rdmorse1@juno.com</p>	
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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, Wichata, KS 67213	Mo-Kan Railjoinders Inc (all) 14906 W 150 <sup>th</sup> Street Olathe, KS 66062	Society of Model Engineers (HO,N), 5715 W. 81 <sup>st</sup> 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 <sup>rd</sup> Street Hutchison, KS 67501	Nishna Valley MR Society (HO) 1303 8 <sup>th</sup> Street Harlan, IA 51537 Northeast	Southern Illinois Train Club (HO,N,G) P.O. Box 1633 Marion, IL 62959-7833
Claremore & Southern (HO) 3049 Clover Creek Drive Claremore, OK 74017	KC O-Scale Modulares (O), 10334 Ash Overland Park, KS 66207	Northeast Kansas Garden Railway Society (NEKAN-GRS) 1308 SW Caldon Topeka, KS 66611-2412	SW Indiana Modular RR's (HO), 3107 W. Capitol Little Rock, AR 72209
Columbia Model RR's (HO) 410 Camelot Drive Collinsville, IL 62234	Kansas City S Scalers (S,Sn3) 11519 N. Wayne Ave. Kansas City, MO 64155-2914	Ozark Model RR Assoc. (all) 424 W. Commercial Springfield, MO 65803	Tri-City Model R.R. Assoc. (HO, N) 607 S. Shore Dr. Hastings, NE 68901
E. Jackson City Mainliners(HO) 807A Main Street Blue Springs, MO 64015	Manhattan Area Rail Joiners (HO), 811 Osage Manhattan, KS 66502	Parsons Model RR Engineers (HO), Cherryvale Depot Cherryvale, KS 67335	Wichita MRRC (HO, Hon3) PO Box 48082 Wichita, KS 67201
	Missouri Northern RR Soc. Inc. (HO) PO Box 12591 North Kansas City, MO 64116		

## The Editors Desk (continued from page 9)

As a point of historical note: the region originally included **ALL** of Iowa – sometime during the 50's or 60's the northern strip of Iowa asked to be included with the Thousand Lakes Region because they wouldn't have to travel so far to participate. Another minor point of history; The NMRA used to have Vice-Presidents, elected from several regional areas, who served as department "overseers". (This function was later eliminated to "streamline the NMRA"). The MCoR has been the only one to initiate by petition, a change of the structure by suggesting that a Plains Vice-President be elected to represent the MCoR, TLR and RMR. This was approved by the members and first PVP was appointed by the NMRA (he had won the WVP post that year, and lived in the RMR region, so he was placed in office as PVP). Next year Warren K. Weston was elected as PVP. Another historical point: the region's Handcar was started in the late 60's or early 70's.



A tail end shot of UP 3314 and the Caterpillar scrapper that was pictured on the cover. I decided to end this issue with the end of the train that started it.

**Aug 18, 2001** Turkey Creek Division train show and swap meet Lenexa Community Center Lenexa, Kansas. (no room to add it to Gary's Switch list)

## Advertising Rates

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

Our Commercial advertising rates are as follows:

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

### Dealer Directory:

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

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

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

Sutherland, Nebraska 69165. Make checks payable to the Mid-Continent Region.

## Advertising Index

Air Capital train show Wichita KS	11
Nebraska West Central Division	14
Western Heritage Division	15
Palace Car Co.	18
Midwest Region	20
Trains on Plains	21
Gateway 2001 National Convention	25-26
NMRA Collectors Insurance	27
Dealer Directory	29

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

As always, articles are always needed for the Kibitzer. I need both article that are short long and medium. Short would be about three paragraph or less such as a hint to fill spaces. Medium would be one or two pages of 2 columns and long articles would be three or more pages. So please get busy and write.

## 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.	

Mid-Continent Region  
3073 Meramar Court  
St. Louis, Missouri 63129-5212

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U.S. POSTAGE  
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St. Louis, MO  
Permit No. 719

Time Dated Material  
Please Do Not Delay

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***Gateway 2001***  
***NMRA National Convention***  
***St. Louis - July 8-15, 2001***

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

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