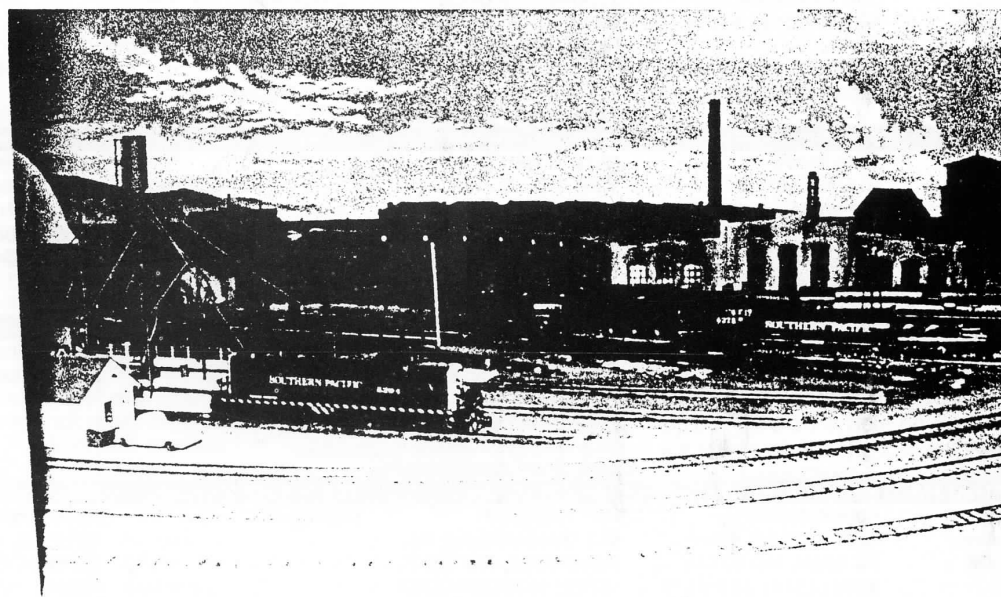
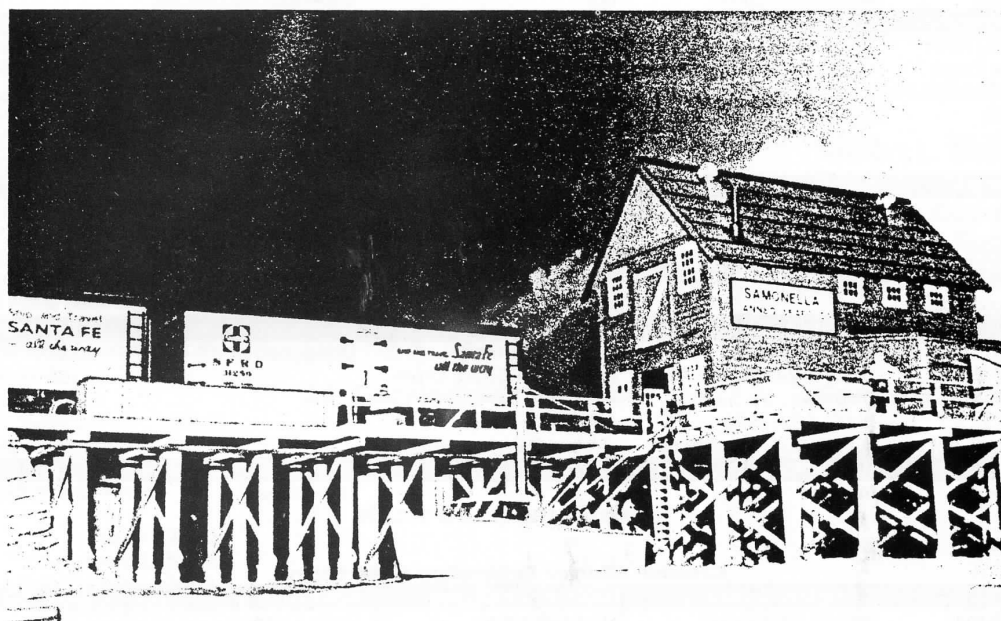


CABOOSE KIBITZER

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Volume 51, No. 1 Spring 2001 \$1.50



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Caboose Kibitzer

Volume 51, No. 1 Spring 2001

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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.

Summer 01 May 1, 2001
Fall 01 August 1, 2001
Winter 01 November 1, 2001
Spring 02 February 1, 2002

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

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

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

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Next Issue

The next issue will include the usual *Remembering: What and When* by Charles Mischke. One article will be on building a throttle called Throttle up with Throttle 8 By Fred Horne. There will be an article on building scale swimming pools. I hope to have an article about the current railroads in Thomas County Kansas by Reed Hartford and Charles Marchbanks. The rest is up to those who send in articles.

Cover

The two photos on the cover are of two different scenes on the California Central Model Railroad club layout in Agnew California. The first photo is of a wharf scene with two Santa Fe Refrigerator cars on the pier. The second photo is of a roundhouse and engine servicing facility that is on the railroad. The layout has a 1000 feet of track and is located in the old Agnew Depot built for South Pacific Coast Railroad. The Union Pacific (ex SP line) still runs buy outside and Amtrak's Coast Starlight goes by.

The Head End

BY Richard Napper, MMR

The NMRA, MCoR, and your Division are all made up of fellow model railroaders that are volunteering their time to help you have a better modeling experience. Not one of them form the NMRA President down to the local division officer gets paid for the effort they put out on your behalf. Why do they do it? I would say for the love of the hobby, and to help you as a modeler. What do they get out of it? The satisfaction of a job well done, plus knowing that they have made a difference in this great hobby. But MCoR needs many more volunteers to help out. We have seven divisions/areas that have no volunteers at all, so all those members are going without representation in our hobby. Please, volunteer to help out, you are the only one that can make a difference.

As most of you know, MCoR is sponsoring another National Convention this year in St. Louis, 8 July to 15 July 2001. All volunteers run the convention, but many, many more are needed to make sure things go well for all the convention goers. The convention is a full week, with event from early morning until late in the evening each day. If you are willing to help out in any position, please contact Cory Meyer, 314-579-0933 and she will be glad to get your help. If you work at least 12 hours during the whole week, you will get your base registration fee back minus a small administrative fee. But even if you can only work one hour, that is one hour that will greatly help out at making the convention a success. And you get to decide what you want to help with, there are various jobs available during the whole week, and you will still have time to enjoy the convention to its fullest. There are more events scheduled than you can possibly attend, and it was planned that way so you can have the best week of your life. First come to the convention, secondly volunteer to help out!

The Editors Desk

By Charles Marchbanks

After receiving the Winter 2000 issue of the Caboose Kibitzer I must apologize for the poor quality of the Photos. I continue to work towards getting better reproduction quality of the photos. I have had several people make suggestions as to how to improve them. Thanks to those who have made commits, suggestions and helpful hints and know that these are being tried. This issue has a large abundance of photos and hopefully they come out ok.

During February 2001 I received another letter in response to the Fall 2000 50th anniversary issue. The letter was from Rod Harry who is a MCoR member living in Grand Junction CO. He has two of the MCoR gondola car kits put together and on display. He sent a picture but because of his security shield it is blurred and would not reproduce well. He also has a MCoR stock car kit that he has not put together yet. Rod also made the commit that the Kibitzer has come a long ways since he joined in the 60's and to keep up the good work.

Rod also mentioned that during the early 1950's he worked for the Union Pacific Railroad. While he did not say what he did in 1/1 scale he did say that he was working between Oakley and Sharon Springs Kansas about 1953. Its always nice to hear from some one that has work and been in western Kansas.

Now to tie in with the head end column I can say that after attending two national conventions and volunteering at one of them that they are fun and working at it made me feel more a part of the convention. The Gateway does need the rest of the Regions help to make this a successful convention. One thing Richard did not mention is being a bus captain for one of the tours you might go on. Everything is written out and you are given directions that are clear and easy to follow. So I encourage you to make part of your vacation a working one. There are also events at the convention for the non-railroad person and children so it can truly be a family trip if you choose to make it that way.

The Rock Island in Thomas County Kansas article is being reprinted with permission from the Thomas County Historical society. Reed Hartford a fellow MCoR member got the permission to use the article and a copy of the article and photos for me to use. I thank to Reed for his work in getting this article ready. We present this article to show the influence one railroad can have in one county and for the historical interest. In a future issue we hope to present an article on the current railroad in Thomas county Kansas.

I almost forgot more articles are needed for the next issue. Please help or the next issue will be about 12 pages. I am down to one large article and a couple of real short ones.

Remembering What and Why

By Charles Mischke

Piggyback

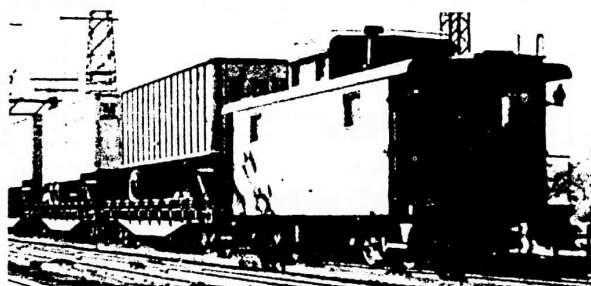
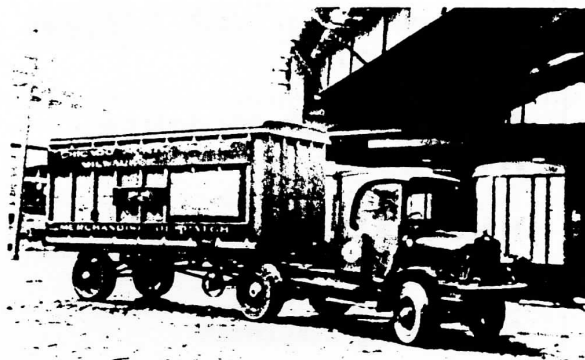
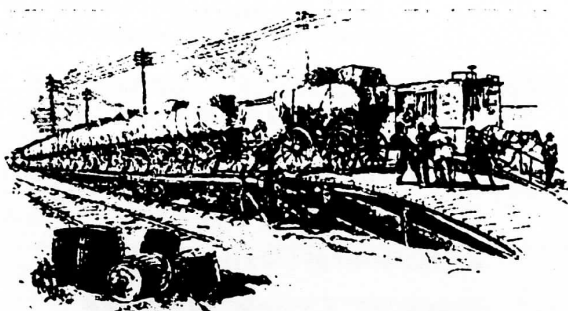
The idea of placing wagons and semi-trailers on railroad flat cars for part of their Journey is not new. In 1890s the Long Island Railroad moved farm wagons toward the city of New York using an end-of-track ramp. In California the Oakland, San Leandro & Hayward Electric Railway loaded wagons onto flatcars from the street using channel ramps from the street to a four-wheeled flatcar, pulled aboard by a four-wheeled locomotive. In 1926, Chicago, North Shore & Milwaukee began with dedicated trailers and special flatcars. The Chicago, South Shore & South Bend followed in 1927 with similar equipment. In 1931, CSS&SB patented a holddown system that would accept any highway trailer, and offered its patent to all. North Shore, using the holddowns, built their volume of traffic to 18,314 trailers in 1943.

The interurban's experiment was captive to their railroads, and no interchange with the general railroad network was intended. The Class I Chicago Great Western was, in the words of its own president, "...a mountain railroad in a prairie country serving a traffic vacuum." In desperate pursuit of cash flow, the CGW consulted with CNS&M, CSS&SB, and

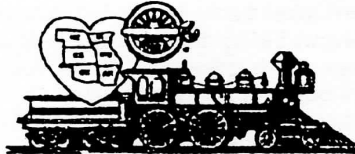
Ringling Brothers and Barnum and Bailey Circus, and developed its own tiedown rigging. Starting in 1935 CGW began piggyback with truckers' trailers, and on 7 July 1936, with 40 additional C&EI flatcars, expanded their service.

Turning points are sometimes easy to identify. Class I railroads were skeptical of the security of the slender tiedowns. Five months into its service CGW gave a definitive demonstration of the efficacy of their rigging. At New Hampton, IA (near Oelwein) a cornfield meet between a Milwaukee passenger train traveling at 50-60 mph and the CGW intermodel flyer occurred. Both engines were destroyed, some flatcars buckled, loads catapulted through trailer ends, but the trailers remained attached to the flatcars, with all holddown rigging intact.

In 1937 D&RGW and the New Haven, in 1938, Rock Island began piggyback CB&Q followed in 1939. There was a stand-in-place during WWII, then developments proceeded in a number of directions, and highway trailers became part of the American railroad scene, which can be followed in David J. Boer, PIGGYBACK AND CONTAINERS, Golden West Books, San Marino CA, 1992.



**The Turkey Creek Division
Mid Continent Region
National Model Railroad Association
Presents
Turkey Creek 2001 – Train Show and Swap Meet**



**Saturday, August 18, 2001 at the
Lenexa Community Center 13420 Oak,
Lenexa, Kansas (Greater Kansas City Area)**

**From 8:30 AM to 2:00 PM
followed by home layout tours**

How - to Clinics

**Contest Room with Popular
Vote judging**

**Special Youth Modeling
Award**

**NMRA Achievement Award
Judging Available**

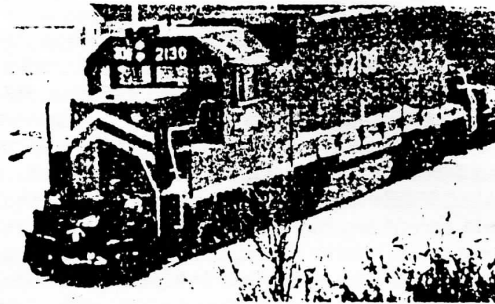
Operating Layouts

Swap Tables

Home Layout Tours

Door Prizes

Food available on site

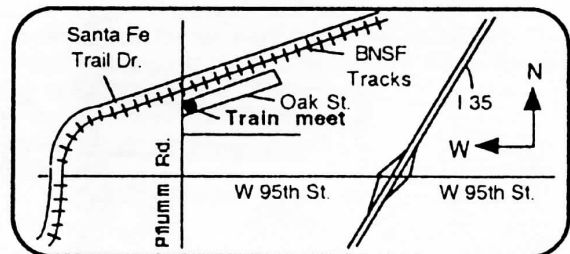


ADMISSION

**\$5.00 at the door
\$4.00 for NMRA members
Children under 12 are free
when accompanied
by a registrant.**

**TRAIN MEET AND
SWAP TABLE INFORMATION**

**Bret Overholtzer--Superintendent
Phone: 913-541-8323
E Mail--bret1@attglobal.net
Turkey Creek Website
www.tc-nmra.org**



Lenexa Immediate Area Map



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, tinsplate, 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	

10/00

GATX 974

By Robert L. Geyer, PhD., Ret.

The Spring Edition of the Caboose Kibitzer arrived this afternoon. One of my favorite model railroad publications for many years, I opened it immediately.

I was particularly struck by your plea for help in the way of articles for Summer 00 Kibitzer. The plea struck a real, nostalgic chord. From July, 1967, to July 1973, I was the Manager of training for Seismograph Service Corporation here in Tulsa. One of my serious obligations was a page, under the banner "PROFESSOR DOODLEBUG SPEAKS", in the BI-monthly SEIS NEWS - SSC's house publication.

As you may know, the important audience of a house organ is the collection of customers that you hope to impress, not the company employees who you must address with your page. I too was hard put to meet the deadlines, let alone produce something that might catch the attention of our clientele.

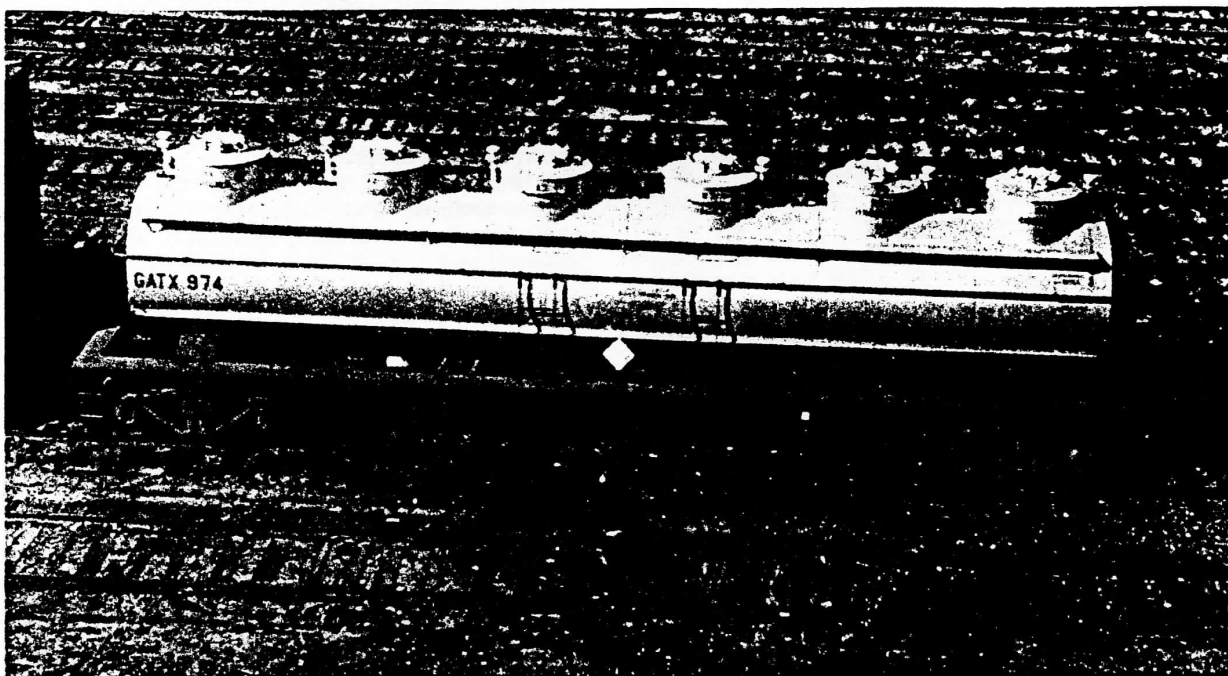
Before returning for my third "hitch" with SSC, I had spent 16 years with STANOLIND/PAN AMERICAN (Now BP-AMOCO) as a RESEARCH ASSOCIATE included setting up photo labs in district offices. These labs were dedicated to developing and

cataloging 200-ft rolls of 70-mm film from a new (photographic-film) seismic field camera.

At the time of this episode, summer of 1957, I was on my way back to Casper, Wyoming, to complete the lab installation and the training of local technicians. The previous round-trip legs in FRONTIER AIRLINES' DC-3's from Denver to Casper and back to Denver had been very rough. So this time, as an "OPPORTUNISTIC RAILFAN", I decided to use my weekend and go by train back to Casper. The itinerary was from Tulsa to Omaha, Nebraska, with a two-hour layover in Kansas City for a change of trains, and another better connection at Omaha to Casper.

I was already a member of the NMRA and a devout arm-chair modeler with many catalogs and several car kits, built in motel rooms. One of my catalogs, a RED BALL Catalog I believe, had several humorous model kits as well as the usual RED BALL line. One kit really impressed me. It was for a Six-Dome Tank Car! I couldn't believe that could be true to a prototype.

My layover in Kansas City was at mid day. I ate lunch in the depot and spent an hour or so taking pictures of the trains in the adjoining Santa Fe yard. As I looked down from an overpass, I couldn't believe my eyes! There was beautiful, clean, GATX 974, six-dome tank car; photograph shown.



The Rock Island Railroad in Thomas County

HERITAGE ENRICHMENT SERIES:

Our Built Environment

(Reprinted with permission from the *Prairie Winds*, Thomas County Historical Society, Spring 1999, vol. 26 No.1)

For any settlement to thrive on the Great Plains from the 1870s to the 1960s, it had to be on a rail line. Otterbourne, Hastings, Quickville and Chardon (Rawlins County) failed simply because a railroad did not materialize at their doorstep. From the time the county was incorporated, railroad companies were actively planning expansion routes.

Speculation was rampant concerning railroads that were supposedly coming to Thomas County and Colby. These included, at one time or another; the Rock Island, Santa Fe, Burlington and Missouri River, Missouri Pacific, Leavenworth and Denver Short Line, and the Chicago and Northwestern. The editor of the *Cat* urged the people to merely check the map, and it would prove that these various railroad possibilities would develop. He urged investors to "buy and make a fortune."

In February 1888, the Chicago, Kansas & Nebraska (a branch of the Rock Island) President, M.A. Low, proposed to the Colby Board of Trade that Thomas County vote \$60,000 in county bonds for construction of a railroad through the area from Norton to Colorado locating five depots at places convenient for the settlers. This proposal evoked a good deal of discussion throughout the county. A special election held on March 20, 1888 carried by a vote of 934 to 539. The *Cat* referred to Colby as the great Wichita of Northwest Kansas with special emphasis given to the railroad activity of the county.

The Rock Island made a deal (called the pool) with the Burlington & Missouri RR. The B&M was to go west on the north side of Beaver Creek and the RI on the south. The Rock Island rail continued west, headed straight for Colby. The Union Pacific also agreed to stop its branch at Colby which was completed in April 1887. The "Pool" was an arrangement where the managers or competing roads agreed to divide the territory in such a way that each could make a profit. This practice became illegal.

On May 18, 1888, the RI at Norton reported that their map would soon show Colby as its Western terminus.

And the RI was coming...quickly. The RI tracklayers beat the best time on record, laying 4,880 feet of track in eight hours into Colby.

On Thursday, June 10, 1888, the RI came into Colby and was met by many citizens, the Colby Band and

Mayor J.B. Morrison, who handed out to the foreman of the track laying gang several boxes of cigars.

This was the end of the track for a couple of years, until the rails reached Goodland.

Large kitchen and dining room tents and a number of sleeping tents were put up for the use of the railroad workers about where 8th street is now.

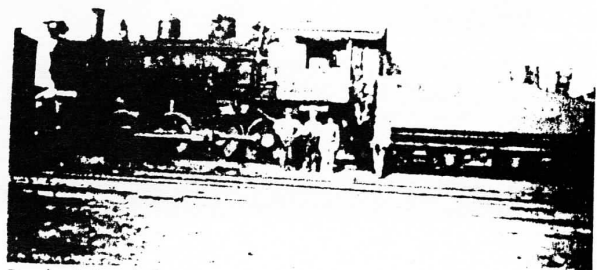
A story was told that the railroaders did no work on Sundays, giving them time to clean up and to rest. As the workers were unable to get baths during the week they became lousy. On Sunday they would spread their clothing on the many large Red Ant hills in the locality in order to get rid of the lice. In the evening the ants would go down their holes. Leaving their clothing completely deloused.

According to Vern Dimmitt, local historian when railroads ended or stopped at a town, business was good for the merchants and they protested to the law about bothering in any way with the workers so the town was wide open. The Colby Marshal and Sheriff kept hands off the tent town on 8th street as the railroad had its own officials. The Armory that had been built in 1886, happened to be on the railroad right of way and this was a good place for the workers to hold dances and entertainment.

By November 1890 it was reported that the rails were near Goodland and the tent town of the railroad would be moved to that town together with the workers and the railroad girls.

The railroad provided good business for merchants and jobs on occasions when farmers needed to survive difficult times.

With the arrival of the railroad, the lives of the settlers changed and could forever keep up with modern times. Lumber, materials and produce brought conveniences and comforts that many people had done without since they had left for western Kansas, as well as those that some had never known.



Rock Island Locomotive # 1896 Jersey in Thomas county Kansas in 1920's.

Minnie J. Campbell (1881-1964) recalled when their family came to Thomas county (four miles east of Colby) in April 1866 that, "during the first weeks, Mother carried corn stalks over two miles to burn for fuel and to cook with. Father finally hauled cow chips from a ranch 10 miles south of Colby owned by Sam and Bill Pratt. We still had five loads piled up near the dugout when the railroad came through and coal became available."

With the coming of the railroads, other towns sprang up on the railroad rights of way. As had been promised, the CK&N established five depots interspersed across the county, which became the towns of Rexford, Gem, Levant and Brewster in addition to Colby.

Because J.W. Ellsworths' land known as "Gem Ranch" was surveyed in town lots, the name "Gem" was given to the town.



A train coming into the Rock Island Depot in Gem Kansas.

And then there's Brewster, named in honor of the railroad foreman who laid the tracks through the area. When the B&M did not come through the county as it had planned, the settlement of Hastings (earlier known as Manchester) was left high and dry as the RI built its tracks two miles to the south. Hastings literally picked itself up and moved to the railroad and assumed the new name of Brewster.

Life along the RI was good for the communities. The early 1920s were the era of school district reorganization in Thomas County as it was throughout Kansas. Every town along the RI built a new school building and Menlo (on the Lincoln and Colorado line) did so as well. Then following WWII, towns in the county situated along the RI were building new churches.

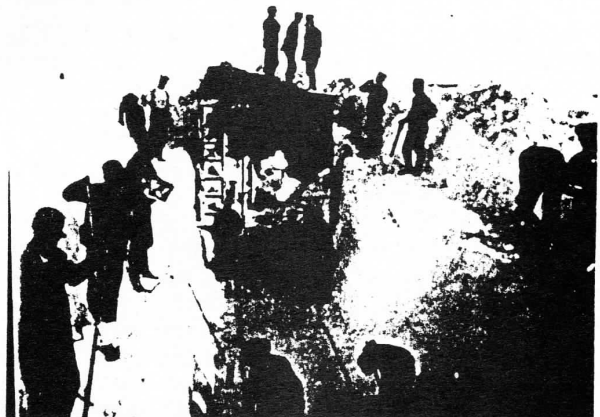
Late in 1889, the parent Chicago, Rock Island and Pacific foreclosed the CK&N Railroad. This meant the loss of the \$60,000 in bonds held by Thomas County in the CK&N and caused the officials of counties of Kansas, through which the RI branches ran, to attempt to go through the courts to stop this action.

In the end it proved a futile attempt and the bonds were lost.

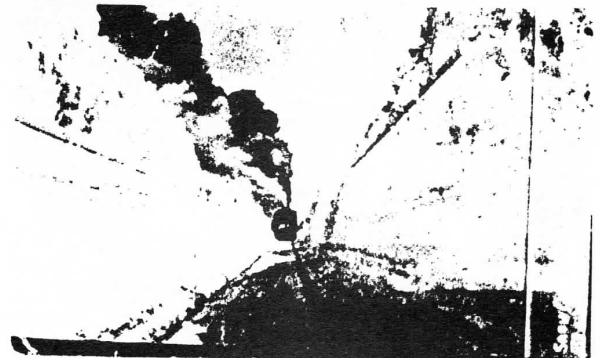
The RI did offer assistance to farmers when times were lean. Besides offering temporary work opportunities, the RI agreed to haul seed wheat to Thomas County free if the County Commissioners would have a responsible person to handle the wheat on arrival in Colby since farmers were in dire need.

During the drought years of 1911-1913, the RI donated money to hire farmers with machinery to land and plant Milo and cane to stop further soil erosion. And the RI sent a "Silo Train" to give demonstration of the building of silos in 1917. Once again diversified farming techniques were urged on the farmers.

"Seasonal" jobs on the railroad became available when heavy snows closed the tracks and crews were needed for removal. When the area suffered from dust storms, trains were blocked as if by a severe blizzard, so railroad workers and others were recruited to go with a snowplow to get the trains moving again. When the trains were unable to move, communities could be without mail for weeks.



This crew of men is digging this Rock Island train out of the snow in Colby Kansas 3/1912.

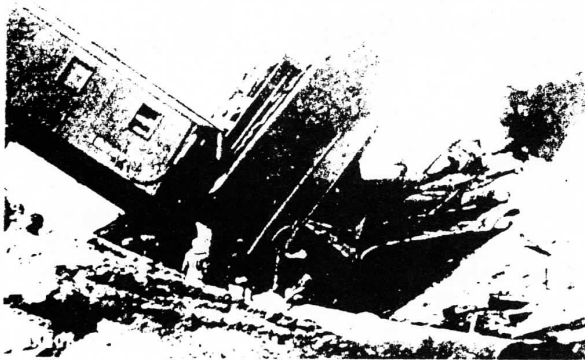


Cut dug through snow drift in Colby Kansas 3/1912 on the Rock Island.

Of course, after suffering with dust storms for several years it started to rain and the stream flooded the low land causing much damage. In 1935, it was reported that the floods stopped the RI trains and no trains would be through Colby for several days. Prairie fires were much dreaded and with only a small percentage of the prairie land in Thomas County broken and roads that were little better than trails, a fire could hardly be contained once it was started. A prairie fire might travel for several miles across a flat land before reaching a plowed field that would stop its progress. Fires might start in many ways but the most common cause of fires was the coal-burning trains, which threw red-hot cinders from the smokestacks.

Unfortunately, modern transportation increases the hazards and many people have lost their lives at railroad crossings and in train wrecks. Blind spots, poor judgement and faulty tracks were the causes of most railroad accidents. One wreck was told by Ora Day (*Colby Shopper* 10/24/61) was that the RI placed a good trestle at the cut just west of Colby. A railroadman from Chicago couldn't see why it was needed there when all he could see was level farmland and a little draw. There was no creek there at all. So he had it taken out.

Then there was a terrible rain. It washed out a hole 22 feet deep where the trestle used to be and the water was rushing through there within six inches of the rails and washed out two rail lengths of tracks! Someone saw the washout and called Goodland a work train was sent out. The work crew found a little old washout west of Levant. They cribbed that up and came on east. When they got to that cut just outside of Colby, they were traveling good. Since there wasn't a trestle or creek right along there, they weren't looking for another washout. They came around the curve and that old engineer was a goin'. It pushed the tie car (at the front the train) across the east bank but the engine and the caboose crashed into the washout. It killed the road master, but the engineer, fireman, and brakeman were thrown down into the mud and they got out. It wasn't too long before they put the trestle back in, even if there wasn't a creek there.



Caboose Kibitzer Spring 2001

A picture of the train wreck mention in the above paragraph. The Locomotive is at the bottom of the washout and the tender is sticking up with the caboose against the bottom of the tender.

The railroads brought interesting people and made for intriguing stories often printed in the local papers; some were tragic, others comic and most were newsy. Families and friends, professionals and salesmen and strangers arrived by train. Area folks left on the trains for travel or business and the papers are full of these accounts.

In the spring of 1894, Colby was thrown in to a fever of excitement when 15 men from Coxey's Army were in the Rock Island Depot. A freight train refused to leave with the men aboard and the men refused to get off. After considerable time the train pulled out with only three boxcars, leaving the rest of the cars with the Coxey Men occupied, on the siding. Later the men left Colby for Oakley to make connections with the UP main line. Coxey's Army was made up of men from around the US who were to march on Washington DC to demand relief for people out of work. *20,000 people' were supposed make the march, but only about 500 got to Washington. They were not permitted to present their petitions and weeks later Coxey and several of his followers were arrested for trespassing on public property and shortly after that the army disbanded.*

Accounts of the famous and notorious seen on the trains or at hotels also graced the pages of the local rags. Two noteworthy stops were those made by Woodrow Wilson on October 8, 1912 and President Franklin D. Roosevelt on September 15, 1932. Both men were on the campaign trail. There were about 150 people at the Colby depot bright and early to see Wilson but when FDR's train stopped, stores closed and about 3,000 people and the school band were on hand to greet the President.

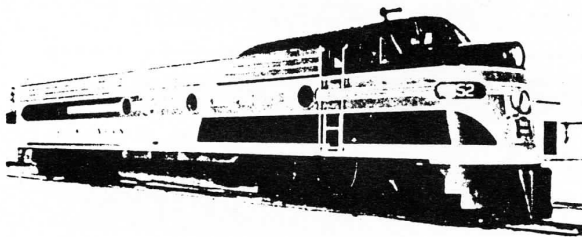
Those people enamored with the railroad find the trains themselves the most interesting. Steam trains ran the rails into the 30s when diesel engines phased out the slower means of transportation. It was noted in 1908 that the Jersey, a local RI train, which had been taken off some months earlier, was on again. It was said to be one of the handiest trains for the people of western Kansas. The RI had four passenger trains, the Jersey, the Flier the #38 and the #40.

Mr. F. S. See of Gem, an inventor, developed an invention known as the Gem Rapid Transfer device which was intended to be used to pickup freight, mail, and passengers without stopping the train. A working model of the device was constructed along the railroad track and demonstrated to people who came to Gem. They saw how a train could pick up passengers while going by the station at eight or nine miles an hour.

Shares were sold by the Rapid Transfer Company at \$1 per share; capital stock was \$300,000. At the time the company was formed, the railroad companies were showing a lot of interest in the device, but interest lagged, and the company was dissolved. However, the working model was used for a long time as a means of entertainment and a good subject for conversation.

In August 1937, the RI Rocket debuted at Colby with 1,500 people showing up to see the sleek diesel-electric locomotive and streamlined stainless steel coaches. The 1200hp electric-motive diesel engines were capable of traveling over 100 m.p.h.

The RI planned to put six Rockets into commission that year and it was on October 18 when Rocket made its first regular run. After flying through Colby, the new Rocket was compared with the old steam engine version: the Rocket had sort of a buzz instead of a clank and the whistle was a deep-toned roar, which was quite different than the old steam whistle.



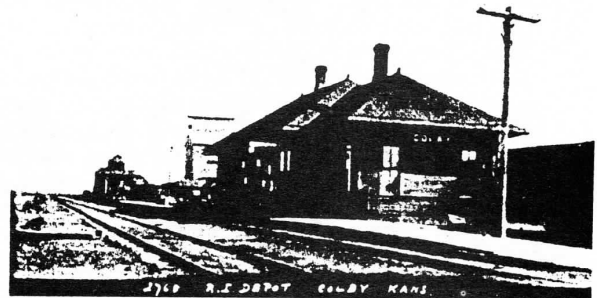
Rock Island 652 at Colby Kansas E unit that was used on one of the Rockets in its later years.

The Rocket, designed for daylight travel only, was expected to complete the trip in 11 hours. That meant the train would have to average around 75 M.P.H. and not make too many stops. The Rockets made their daily trips through Colby for almost 30 years. In October 1966, the Rockets stopped running the rails.

Following the bankruptcy of the RI in 1980, the Mid State Port Authority was formed and charged with the responsibility of determining what to do with the leases up and down the rail line from Clay Center to Limon, CO. In the mid-1990s, the train stations were offered to interested persons.

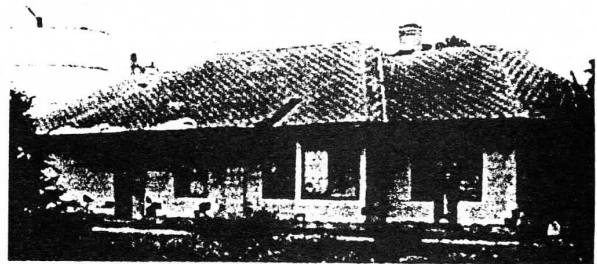
Four of the five depots in Thomas County were originally two-story structures with quarters for the agent and his family upstairs. Brewster's burned down in 1905 and was replaced with a smaller depot. Ed Hutton purchased the depot from the Port

Authority and after salvaging materials, burned that building down in November 1997. Levant's depot was dismantled and burned in the mid-1970s. The Gem depot burned in 1931 and passenger service at Gem was discontinued. Rexford's depot also burned in the 20s and a one-story building was built. This depot was purchased by Gordon Smith and moved to his farm just a few miles north of Rexford about five years ago. Gordon's father had been a section boss for the railroad and he did not want to see the building torn down.



Rock Island Depot in Colby Kansas during 1910.

Colby's depot a single story structure built in 1838 had changed somewhat over the years. In 1925, the depot was remodeled with a ladies' rest and waiting room as part of the new addition. In 1945, the CFPT (10-31 45) noted that "the term remodeling is a misnomer, for rebuilding would more nearly describe what is actually being accomplished. The building was extended some 40 feet to the east and the west end of the building moved which made for a larger station and the outer walls of the building were covered with asbestos shingles. The station would also now house an office and operation room for a Block Signal Engineer, who would direct train operations from Colby.

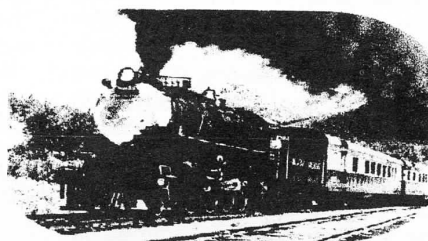


This photo of the Colby Kansas Rock Island Depot was taken in early 1999 before it was torn down.

The Colby depot was razed by Bradburn Wrecking of Wichita last November (1999). The decision to raze the building was based on the liability associated with owning a vacant building and the Authority was not interested in keeping the structure up for nostalgic purposes.

(continued on page 15)

MODEL TRAIN SHOW & SWAP MEET



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From The Desk of MCoR New Member Chairman

By Richard Hester

(Also Superintendent of Nebraska West Central Division) Gene: I thought that I would give you a little break from the article that I should be typing. I have been giving this a lot of thought and, for me, to do takes a lot of brainpower. A couple of things first off: 1. The topic of the upcoming Train show in North Platte. We have a lot of things planned for this year, we'll have something for everyone I hope. From the old to the young, we have the tours, as always, we have a train ride for the kids and some adults with Hack driving the train. We hope this will be exciting for all to see. The layouts - we will have a couple of new ones coming in. So if you have nothing planned for the weekend of April 8 & 9 (2000: 7&8 2001) come and enjoy the fun with us.

2. I have been named the new member chairman for the Region so you might say this could mean that this will be a challenge for both me and the Region. First thing I would like to say is that the National and the Region are concerned about the decline of membership and have asked what we as leaders and fellow members could do to help the membership grow.

I know that a lot of people have talked on this subject and probably have got the same response that I will get (I hope not) but at least I can say I gave it a shot. I think some of the areas that we could work on are right in our own back yard, you might say. We all know Model Railroaders or someone that would like to be one someday but have not the opportunity to try because no one has asked them to a meeting or an upcoming show in the area. We need to ask these people and tell them that we will pick them up and take them there, and pay their way into the show. We all can afford \$5 dollars for someone to get interested in the hobby. Then ask them to come to your meeting and pick them up and take them with you and show them the way around.

I know that when I started modeling I do wish someone had helped me out. Because as all of us know that when you get started there is a lot to learn and there is still a lot to learn. I don't know how the likes of Doug Geiger MMR, Randy Lee, Patrick Lawson MMR, Andy Sperandio, to mention a few, got started, but I bet they all had help from someone like you or me.

There has been an excuse going around about how the Internet has a lot to do with the lack of membership and the decline in membership. Why would you pay dues when you can just access the Internet for information? That might be true, but you all need to realize that someone had to put all that stuff together to be put on the Internet. I could

not have been the one that did it with all of the standards that are very essential to all of us to use in order to make all of the things work right. Possibly something needs to be done to deny access unless your dues are paid up. Is that a possibility? I'm sure that all the Master Model Railroaders had to use something to get everything right. Just imagine what everything would be like if there were no standards to use. Would you come to see just one guy's stuff over and over? This would become very boring to say the least. He or she would not have as many friends as we do when we get together now.

That is about all I have to say about that and I would encourage each one of us, each division, and each club to get busy and find that one lost one, or kid, or kid at heart that have not found the real world of Model Railroading and the real beginning of the hobby because the lack of the right leadership. So let's get on a campaign track and find some lost ones and take them under your wing and lead them to a happy life of the hobby of Model Railroading

If you care to write to me or e-mail me in response to this, feel free. I would like to hear from all. I'd really like to find out who you are and what you all model. I myself model in HO and I belong to the McCook Nebraska modular club and belong to the BNSF "big" Railroad Club as a conductor. Here is my address and telephone number. They are:

Richard Hester
1407 East Fairacres Dr.
McCook NE 69001
308-345-5528
rahester@ocsmccook.com

The Rock Island Railroad in Thomas County Continued.

Railroads are once again humming in northwest Kansas with trains loaded with grain and coal. Produce and wares are shipped, and people now travel, on the highways. Unfortunately, communities that find themselves removed from these paved thoroughfares may eventually suffer the same fate as Otterbourne and Quickville.

Sleeping Car Terminology

By Mark Malmker

There are many sources of data, plans, illustrations and photos of sleeping cars. Several books have been published about sleeping cars, and most old timetables have descriptions about Pullman accommodations. This article will help you understand these sources and decipher the technical language that developed during the operation of the Pullman car.

Heavyweight (HW)

Passenger cars built of steel in use from 1910 to 1960's. Except where noted, wooden cars built prior to 1910 had nearly the same accommodations as heavyweight sleepers.

Lightweight (LW)

Passenger cars built of lighter steel alloys, stainless steel, and aluminum. Also known as streamliners, they were in use from 1935 to Amtrak of the 1990's.

Lower Berth

(HW) Two facing seats that fold into a bed approximately 6 ft. in length. These two facing seats could seat 4 during daytime use normally slept one at night.

(LW) A sofa type of seat in which the backrest folds down and the mattress and bedding are attached to the back.

Upper Berth

(HW) A narrow bed attached to the wall above the window that folds up and back, out of the way during daytime use.

(LW) A narrow bed attached to the wall that folds up and back, out of the way during daytime use. Some upper berths pulled down from the ceiling for nighttime use.

BC (Bed Crosswise)

The bed is positioned, head to toe, perpendicular to the direction of train travel. Sofa type berths are BC.

BL (Bed Lengthwise)

The bed is positioned, head to toe, parallel to the direction of train travel. Upper and lower berths of heavyweight cars are BL. BC and BL terminology came into use during the lightweight era.

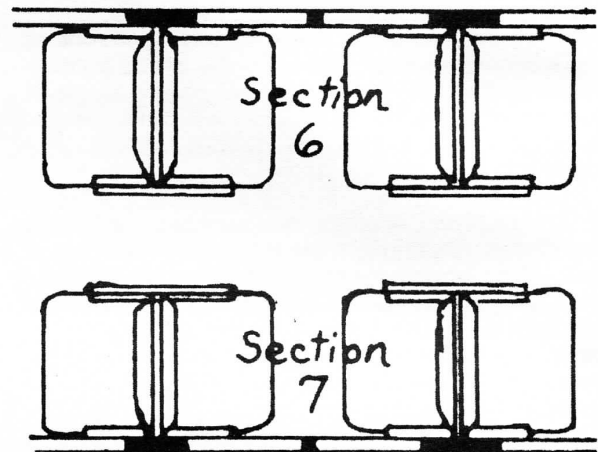
Section

(HW and LW) A rectangular space with two facing seats that formed a lower berth. Above the seats and the windows was an upper berth that folded up into the roof of the car. Cars were constructed with sections in pairs, one on each side of the aisle.

Size: 3½ ft. wide and 6 ¼ ft. long.

Occupancy: Daytime 4 Nighttime 2, 1 in upper, 1 in lower (Families routinely bedded down 2 or more kids per berth)

Service—Sections were the standard sleeping car accommodation between 1860 and 1950.



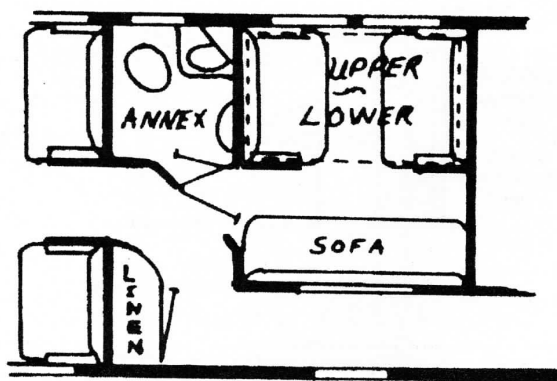
Early sleepers and tourist cars had no wall between sections. At night curtains were hung by the porter for privacy. Upper berths were reached with a folding ladder. In the 1920's sleeper sections were built with a sheet metal wall between them, but still curtains were used in the aisles.

Drawing Room

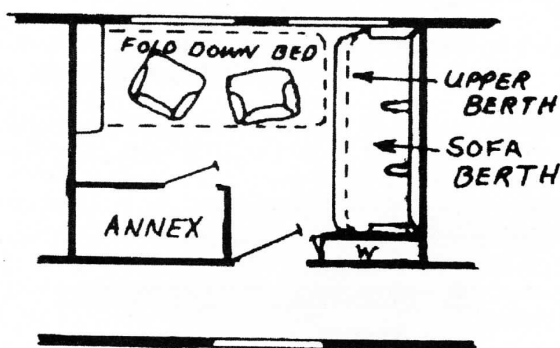
(HW) An enclosed room consisting of a single section plus a sofa, a separate toilet "annex" (small room) and a clothes wardrobe.

(LW) An enclosed room consisting of two lower berths and an upper berth with toilet annex. Two folding armchairs and wardrobe were usually included. Often had two windows per room.

Size: Most spacious room, 9ft. to 10ft. long and 7ft. wide. Occupancy: 3 Service: Used on many Pullman's built between 1860 and 1956. Prior to 1940 the Drawing Rooms were most often located at the ends of the car. As the streamliners were built, they were moved to the center of the car where the ride was smoother. The toilet annex usually included a wash basin, tank for drinking water, mirror and other personal hygiene accessories.



HW



LW

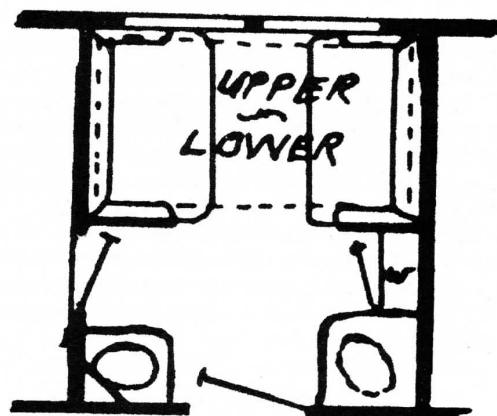
Compartment

(HW) An enclosed room consisting of a single section with a toilet and a wash basin, a mirror, drinking water tank, wardrobe sometimes included.

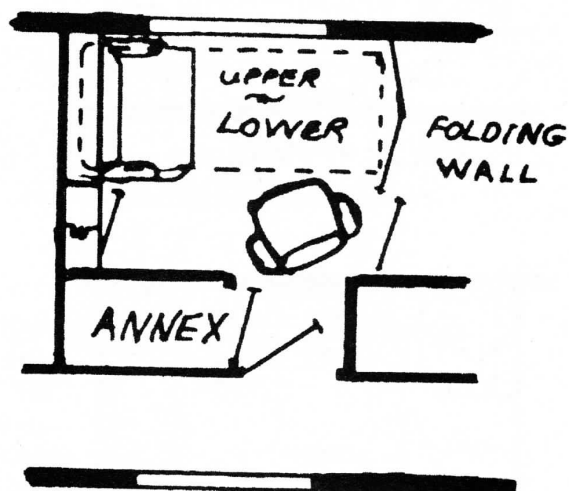
(LW) An enclosed room consisting of two berths and a folding arm chair. A toilet annex, wash basin and wardrobe were usually included. Usually had a larger window than double bedrooms.

Size:(HW) 6 1/4 ft. long and 7 ft. wide. (LW) 6 ft. to 6 1/2 ft. long x 7 ft wide if bed BC. 7 ft. to 7 1/2 ft. long X 7 ft. wide if bed BL. They usually had a little more space than a double bedroom. Occupancy:2 They often had interconnecting doors to other compartments, bedrooms or Drawing rooms to form a suite. Service:They were a common type of room on cars built from 1888 to 1956. The compartment's exact accommodations are often confusing due to subtle changes over the years. Also in some cars the compartments were called double bedrooms. The

term compartment came into use in 1905, prior to that the term "stateroom" was used.



HW



LW

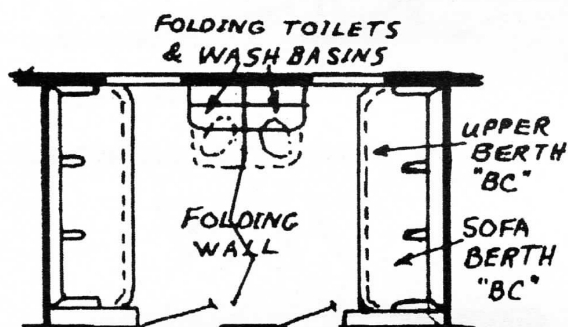
Double Bedroom

(HW) An enclosed room with a sofa type lower berth, a fold down upper berth, toilet and folding wash basin. Walls folded back between rooms to form "en-suite".

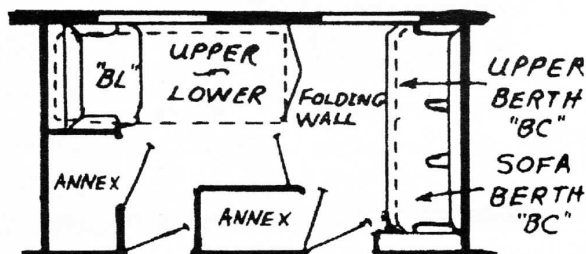
(LW) An enclosed room with an upper and lower berth. Both BC and BL berths were common, some cars having both in the same car. After 1945 the

toilet was in an annex with the wash basin located either inside or outside the annex. Walls folded between rooms for en-suite use.

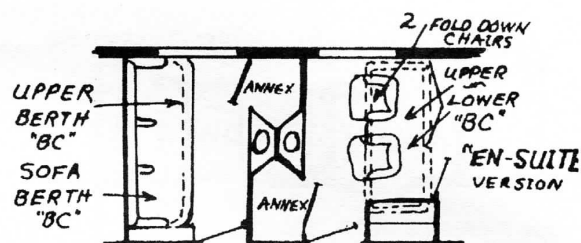
Size:(HW) 5 1/4 ft. long x 7 ft. wide. (LW) 5 ft. to 5 1/2 ft. long x 7 ft. wide. Some with berths BL were 6 1/2 ft. to 7 ft. long x 7 ft. wide. After WWII cars were developed with an ingenious floor plan using a combination of BC and BL rooms with their toilet annex in and interlocking pattern, which saved room and allowed an additional bedroom per car. Occupancy:2 Service:Introduced in 1930 on (HW). Used extensively on Pullman Rebuilds of the 1930's. It was the most popular type of accommodation after 1930, even being used on Amtrak Superliners built in 1980 and 1993.



PRE - WW II



POST - WW II



1950's PULLMAN

Single Bedroom

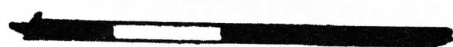
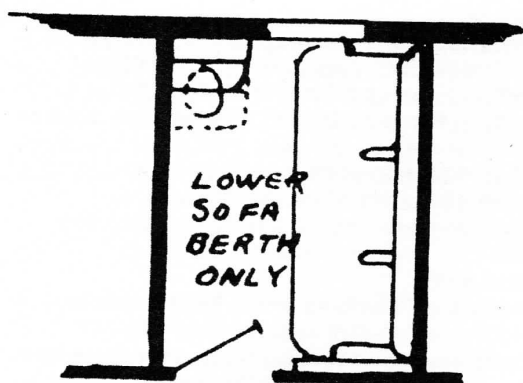
(HW) An enclosed room with a single bed or a folding sofa berth, depending on the floor plan built. No upper berth was included, but the room had a toilet and folding wash basin.

(LW) An enclosed room with a single sofa berth, no upper berth, with a toilet and folding wash basin.

Size:5ft. to 51/4 ft. long x 7 ft. wide. Occupancy:1 Service:Introduced in 1927 on (HW) cars. Single bedrooms were a costly but not too common service since not as many passengers could be included per railcar. They saw some limited use on (LW)cars.



EARLY VERSION



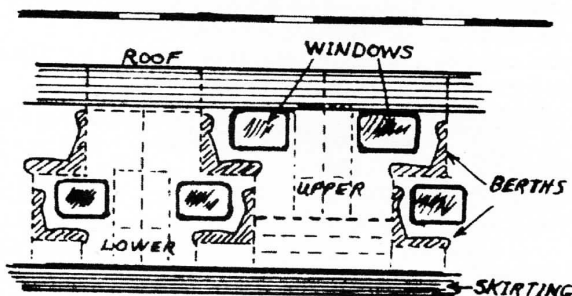
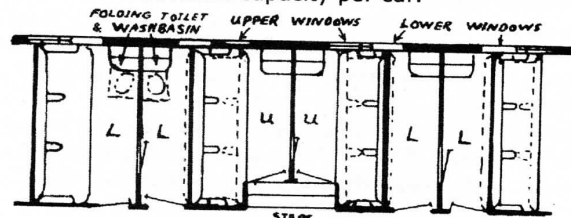
LATER VERSION

Duplex Single Bedroom

(HW) Duplex single bedrooms in heavyweight cars was experimental for the most part.

(LW) An enclosed room with a single sofa type berth, toilet and folding wash basin. Alternating rooms are two steps higher with the upper room overhanging the lower one. This gives staggered rows of windows on one side of the car when viewed from the outside.

Size: 5 ft. long x 7 ft. wide. Occupancy: 1
Service: Introduced in 1933 on heavyweight cars with very few built. Used on some lightweight cars to achieve more revenue capacity per car.

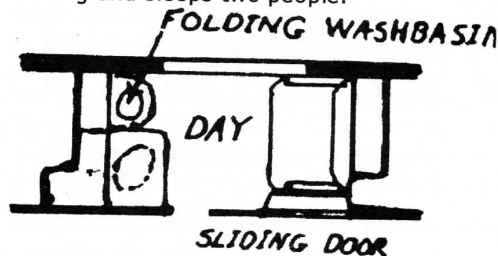


ROOM CROSS SECTION

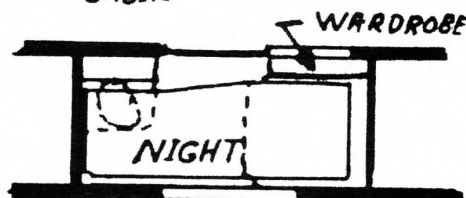
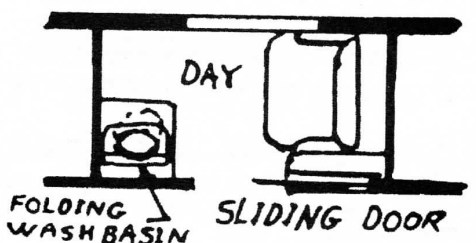
Roomette

(LW) An enclosed room with bed (BL) folding out of the wall behind the seat. Each roomette had a folding washbasin and an individual toilet, which could not be used with the bed down. Usually they were built in pairs, one on each side of the aisle. Seats cannot be rotated and normally faced forward which meant that roomette cars usually needed to be wyed, or turned, at end terminals.

Size: 3 1/2 ft. wide x 7 ft. long. Post WWII cars were shortened to 6'6" long. Occupancy: 1 Service: Introduced in 1937 and became an immediate hit. Demand for roomettes peaked in the 1950's and decreased in the 1960's. Amtrak Superliner and Viewliner cars have rooms called roomettes, however these cars have an upper berth which lowers from the ceiling and sleeps two people.



1937 - 1942

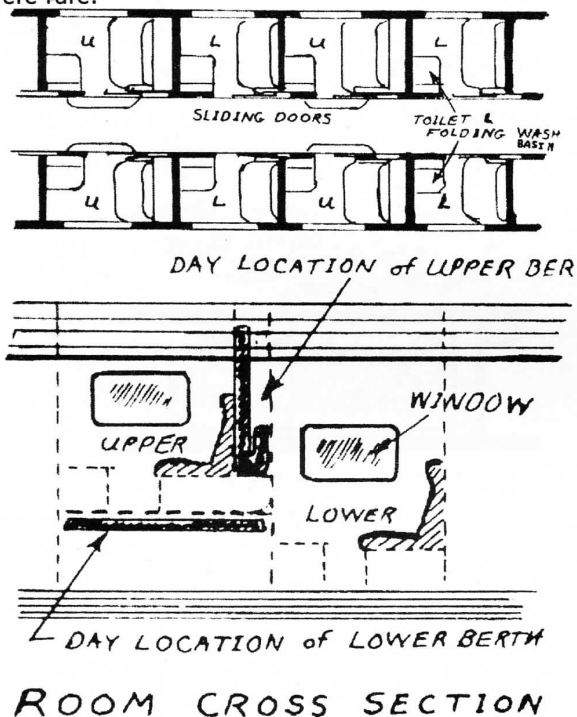


1947 - 1957

Duplex Roomette

(LW) Like a regular roomette but alternating rooms are two steps higher with the upper roomette overhanging the lower one. This was done to increase the revenue capacity of sleeping cars. These had staggered rows of windows on both sides of the car when viewed from outside.

Size: Each roomette 3 1/2 ft. wide and about 6 1/2 ft. long. As you retired for the night you stuck your feet into an enclosure about two foot long and 18" high at the end of the bed, which overlapped into the next roomette. This earned duplex roomettes the nickname "Coffin Roomettes". Occupancy: 1
Service: Introduced in 1942 and used in several post WWII car designs. Most of these had either 4, 6 or 8 duplex roomettes. Full length duplex roomette cars were rare.



Plan Number

Plan numbers were assigned to car designs by the manufacturers. For example, the 12 section-1 Drawing Room steel cars had plan number 2410 and 3410. The changes made in car design were indicated by a letter following the number. Plan#2410 A still a 12-1 car but had differences in details. These differences were usually in interior appointments like lighting fixtures, sink/toilet arrangements, or ventilation systems. Some window changes were made in aisle or lavatory windows, but the basic floor plan and major exterior view didn't change.

Pullman's General System (Sleeping cars)

#1-#2399 - Wooden cars built 1860 to 1910
2410-2999 - Steel cars built 1910 to 1924
3000-3131 -- Former Wagner Co. wood cars 1900 to 1920
3410-3999 - Steel cars built 1925 to 1930
4000-4179 - Rebuilds of the 1930's
4058-4202 - Lightweight cars built 1937 to 1956

Budd and ACF

Pullman assigned numbers in the 9500 series for lightweight sleeping cars built by Budd and ACF. Note: Generally a number wasn't used for more than one type of car. However, similar floor plans may have had several different plan numbers, especially in the wooden era and somewhat in the lightweight era. Some plan numbers were used "out-of-series."

Lot Numbers

Pullman usually built the cars in batches of identical cars in the heavyweight era. Each batch was given a consecutive lot number. In the lightweight era the cars varied within the lot number. They were treated like a separate order by the railroad. A single lot number may have included coaches and baggage cars along with the sleepers. Or, it may have only included sleepers.

Lot sizes varied from 1 to a batch of 100 cars built under the same order. It was common practice for Pullman to build in lots of 5, 10, 15, 20, and 25 cars. It was typical for a heavyweight lot of 20 cars to have 12 cars assigned to and NYC train, 6 Cars for a UP train, and 2 cars for General Service.

Diagram Numbers

They refer to a description of the seats, berth and room accommodations, and are often confused with plan numbers. Diagram cards were used by conductors, porters and reservation agents to assign car space to ticket purchasers. They also indicated which rooms adjoined and could be used "en-suite".

As each type of car was built a new diagram number was assigned. Occasionally a number was reassigned to a different type of car as old floor plans were no longer used.

Pullman's System

#1 to 99 - Heavyweight sleepers
100 to 199 - Parlor cars
200 to 299 - Lightweight sleepers
300 to 399 - Used during WWII

Rebuilds

Heavyweight sleeping cars were upgraded in Pullman Shops during the 30's. Usually sections were removed and replaced with double bedrooms. New lavatory fixtures were installed and interior walls,

carpet and seat fabric were replaced or modernized. If the car wasn't already air-conditioned that, too, was installed at the same time. Some Air Conditioning systems were changed to better designs, for example, Ice systems to Mechanical Systems. Lavatories were frequently enlarged or relocated and moved into these new floor plans but many were done without lot numbers, or, rebuilt under a single large lot number. No specific lots, dates, or car list have been found and published.

Betterments

A term often given to sleeping cars, and other types, when they were modernized by streamlining, updating interiors, and or installing newer windows. Many railroads, and Pullman, upgraded cars in this manner between 1935 and 1960.

Tourist Cars

From 1860 to 1900 the railroads and Pullman Co. collaborated on a special class of sleeping cars they called "emigrant cars." They were used to move the masses of newly arrived citizens to our growing country. In the 1880's to the 1920's, older wooden cars were used in the same service. However, a new class of traveler was demanding special rates—the tourists, traveling the nation's railroads for – fun! During the Victorian Era the Pullman Company had hundreds of older, shorter sleeping cars that weren't worn out yet. They used these for tourist rates and many summer trains had one or two in the consists.

After 1928 the interchange of wooden underframe cars was prohibited, so Pullman began using the older steel sleepers in tourist service. The older 16 section cars were most often used for these cheaper fares. During the depression over 200 older sleepers were rebuilt into tourist cars and these were common until about 1952-53.

Tourist cars were numbered, while First Class Pullmans were named.

Gary's Switching List

BY Gary Hemmingway

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.

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: whtehrse@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 (under construction) (316) 263-0944.

MAR 24, 2001 Ozark Model Railroaders Associations 23rd Annual Train Show and Swap Meet. Praise Assembly 3535 N. Glenstone in Springfield, MO from 9 am to 4 PM Contest room NMRA judging & popular vote, clinics, swap tables galore, layouts at the show and home layout tours. Admission -\$5 for adults, \$2 for children \$10 for Families. Swap Table information: 8 ft \$15,, 6ft \$13 contact Larry Smith 2226 W. Walnut Springfield, MO 65806, LSmith7364@aol.com 417/865-6250 or Dan Batson DanBat710@aol.com 417/863-6402

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 - 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.

MAY 6, 2001 - KANSAS CENTRAL DIV. MCoR, NMRA QUARTERLY MEETING, 1223 Pierre St., Manhattan, KS. BOD at noon, General Meeting & clinic 1:00 PM. Info: Don Claggett, 785-587-9075 or glhngkh@cs.com

MAY 6, 2001 - MID-AMERICA TRAIN MEET, Reardon Civic Center, Minnesota Ave-State Ave at 5th St., Kansas City, KS, 9 am - 2 pm, Adm: \$3, (7 am early adm \$5), under 12 free w/paid adult. Info Steve or Sherri Stich, P. O. Box 369, Leavenworth, KS 66048, (913) 651-5864.

JUL 8 - 15, 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 .

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

AUG 12, 2001 - MID-AMERICA TRAIN MEET, Reardon Civic Center, Minnesota Ave-State Ave at 5th St., Kansas City, KS, 9 am - 2 pm, Adm: \$3, (7 am early adm \$5), under 12 free w/paid adult. Info Steve or Sherri Stich, P. O. Box 369, Leavenworth, KS 66048, (913) 651-5864.

AUG 18, 2001 - TURKEY CREEK DIVISION FOR GREATER KANSAS CITY TRAIN MEET at Lenexa Community Center, Lenexa, Kansas 13420 Oak (Greater Kansas City area), 8:30 am to 2:00 pm, \$5.00 at the door, \$4.00 for NMRA members, Children under 12 are free when accompanied by a registrant. Clinics, Contest room, Special Youth Modeling Award, NMRA Achievement Award judging, Operating layouts, Swap tables, Home layout tours, Door prizes, Food available on site. Train Meet and Swap table information: Bret Overholtzer. Phone: 913-541-8323, E mail: bret1@attglobal.net TC website: www.tc-nmra.org , David Eisenstein vde9076@oz.sunflower.org

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: whtehrse@concentric.net .

SEP 30, 2001 - WASHINGTON MODEL RR CLUB ANNUAL TRAIN SHOW AND SWAP MEET, 9 AM-3 PM, Knights of Columbus Hall, 606 W. 3rd St.

Washington, Iowa, admission Adult \$3, Child \$1, Before 9 AM \$5, Tables \$15 each. Info: Peter J. Weller, 915 S. Avenue C, Washington, IA 52353-1012, Ph (319) 653-4572, e-mail pweller@lisco.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

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

NOV 17 - 18, 2001 - BOOT HILL MODEL RAILROADERS TRAIN SHOW, 4-H Building, Ford County Fairgrounds, Dodge City, KS. Info: Dale Sutton, 804 13th, Dodge City, KS 67801 (620) 225-4348 or Clarence Matthews, cmatthews@kscable.com. Don Delzeit: ddelzeit@dodgeCity.net

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.

DEC 9, 2001 - 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 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.

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

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, Raillette 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 (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

ANY MORE EVENTS IN 2001 or 2002?

Dirty Track Anyone? Here is the Answer from a Master Engineer and Model Railroader!

By Wayne Roderick, P.E. (EE)(ret) (NMRA Life Member 1721)

For what it's worth, we've learned a few caveats over 35 years on the Teton Short Line-HO, Nickel Silver, fairly clean basement, rather dry Rocky Mountain Climate, and at least weekly operation.

1. LIQUID. Thou shalt not use any liquid cleaner that will not totally evaporate! Goes for hand cleaning and or Central Line cleaners.
 DIY: <http://WWW.ida.net/bitiz/tetonsl/railroad/cleaner.htm>

a. Lighter fluid (Naphtha) is OK but flammable. Don't run through tunnels. Never ignite it yet there is the potential.

b. Trichloroethane and perchlorethylene (perc) is excellent, not flammable. Find it at industrial supply houses; sold for electrical cleaning. Considered unsafe for the ignorant masses. (Editor: Get and read the MSDS (Material Safety Data Sheets) from the store selling it; be safe, not sorry.)

c. Sometimes vinegar will surprise you. It gets the plaster residue that makes a black spot on the rail thirty feet from where you were working.

d. Anything leaving a residue, ie most "tuner cleaners", Wahl Clipper Oil, Goo Gone, etc., may look good initially, but you will eventually have a massive hand cleaning job of track AND wheels. In all cases, these discoveries were a long term disaster.

2. DRY CLEANING with abrasives in rubber, Bright Boy, typewriter erasers (hard to find) are good, providing you dry wipe the railhead and keep it out of switch points. This is easy with a mouth driven blower and a foot of plastic tube or use a tooth brush.

3. METAL WHEELS and frequent traffic is very good.

4. There are NO magic solutions. We've tried them all. These work for me.

Wayne Roderick, P.E. (EE) (ret) NMRA Life Member 1721) CEO, Teton Short Line, Pocatello, Idaho, USA
[Http://www.ida.net/biz/tetonsl/railroad](http://www.ida.net/biz/tetonsl/railroad) e-mail at tetons@ida.net

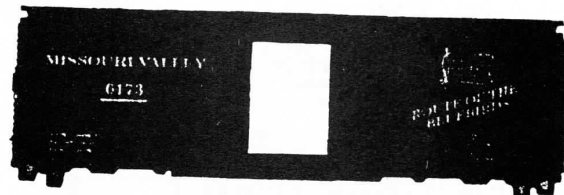
The Mid-Continent Region Company Store

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 \$7 each.



MCoR Patches are \$3 each.



Shipping for the cars is \$4.00 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

Pike Registry

 <p>Sn3, of course</p> <p>Pete Bellos President Shawnee, Kansas</p>	 <p>G</p> <p>Tedy Bellos Superintendent Shawnee, Kansas</p>	<p>(417) 883-5350</p> <p>FRISCO</p> <p>RON WILLIAMS, MMR PRESIDENT</p> <p>ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY 3129 S CHAMBERY AVE SPRINGFIELD, MO 65804</p>
<p>C&RM RR Canyon & Rocky Mountain RR</p> <p>President Randolph P. Meyer 156 Ladue Oaks Dr. Creve Coeur, MO 63141</p>	<p>Baker Creek & Sun Valley RR</p> <p>911 Queensbridge Road Manchester Mo 63021</p> <p>Ken Thompson, President</p> 	<p>DAKOTA & PACIFIC RAILROAD COMPANY</p> <p>EST 1899 Serving the Black Hills of South Dakota</p> <p>Bill Craig Superintendent D. & P.R.R. 309 South Stevenson Olathe, Kansas 66061 (913) 829-1555</p>
 <p>El Dorado & El Reno R.R. Venita Lake Inventory Acquisition Agent Richard E. Lake Roadmaster 3851 Wetmore Blvd., St. Louis, MO 63112-1315 Telephone 314-727-7378</p>	 <p>SHELTER BAY RAILWAY CORPORATE HEADQUARTERS 3331 FARLEY LANE OVERLAND PARK, KANSAS 66212</p> <p>19131888-4080</p> <p>G. PATRICK HARRIMAN, MMR PRESIDENT CHIEF OPERATING OFFICER</p>	<p>NEBRASKA & SOUTHERN RAILROAD</p>  <p>"Links The Gulf Coast" "The Way South"</p> <p>GENE R. TACEY SUPERINTENDENT P.O. BOX 485 SUTHERLAND, NE 69145 308-386-2489 taceyr@gpcom.net</p>
<p>UNION PACIFIC RAILROAD</p>  <p>CHARLIE STAPLETON General Superintendent Kansas Division</p> <p>1411 N. 79th St. MO Scale Kansas City, KS 66112 913-299-2923</p>	 <p>Loon Lake Railway & Navigation Co.</p> <p>Peter B. Smith President</p> <p>4317 Mahogany Lane, Belleville, IL 62226 Tel 618 277 5618 E-Mail psmith@apn.net</p>	<p>Midwest and West Model Railroad</p>  <p>Headquarters: 9508 Buena Vista Overland Park Ks 66207 913-341-9699</p> <p>President - Al Gaddini</p>
<p>Gü's Box & Satori Railroad "The Road to Enlightenment" Rudolph Günter, Founder</p> <p>Robert F. Guenter Maintenance Foreman 714 So. 33rd Street Lincoln, NE 68519 Phone: (402) 476-6811</p> 	 <p>MR. DENNIS O. SMITH</p> <p>DEERBROOK & SALTERN RAILWAY CO. THE IRON ROAD</p> <p>685 SOUTH YORK COURT Springfield, MO. 65802</p> <p>P.T. BARNUM & D. SMITH RAILROAD CIRCUS</p>	<p>The Final Solution Railroad FI-SOL</p> <p>Shannon Rumley President</p> <p>Springfield, Missouri 417-881-6477</p>
<p>PIPER VALLEY RAILROAD</p>  <p>CO-OP HEADQUARTERS 912 RIDGE DRIVE BELTON, MO 64012</p> <p>(816) 331-2773</p> <p>JOE B. ROBERTSON, MMR PRESIDENT & CEO</p>	 <p>PASS N°</p> <p>TO: WEAVERVILLE WEAVER CREEK & WESTERN RR WAY OF THE WEAVING WOBBLEY WEASLE EVS</p> <p>LIFE 3311</p> <p>WESTMOE SHORT LINE LOGGING CO. INC. SERVING ALL LOGGING ROADS</p> <p>SHOP FOREMAN - BILL WEAVER - PHONE 501-293-9325 542 CR 241, ROARK ROAD, EUREKA SPRINGS, AR 72632</p>	<p>FORKS CREEK AND CENTRAL RAILROAD</p>  <p>"ROUTE OF THE COUGARS"</p> <p>Ron Morse, MMR 8324 Hall Dr. Lenexa, KS 66219 (913) 894-6472 rdmorse1@juno.com</p>
<p>MCOR</p>  <p>Clear Creek & Quicksilver "The Mountain Goat"</p> <p>Allen Pollock General Manager</p> <p>P.O. Box 243 Jefferson City, MO 65102</p> <p>NMRA</p>	 <p>SYCAMORE VALLEY LINES 544 E. SPRUCE OLATHE, KANSAS 66061-3357</p> <p>(913) 782-8553</p> <p>GEORGE & MARY FILKINS</p>	<p>7:30 pm on Fridays 645-1535</p> <p>3107R Sutton Maplewood MO 63143</p>  <p>"Serving the Gateway to the West"</p>

Pike Registry

<p>St. Jacques Northern Division of Great Northern Pacific Railway</p> <p>John Hardy Division CEO <i>The Big River Line</i> 2528 Wild Valley Drive Telephone High Ridge, MO 63049 314-677-8270</p>	<p>HEARTLAND WORKSHOP Danville, Iowa Est. 1999 Ken and Carol Vandervoort</p>	<p> BIG TIMBER LUMBER COMPANY <i>The Big Sky Route</i> DEAN WINDSOR CHIEF EXECUTIVE OFFICER 14395 FOUR CORNERS RD CARDNER, KANSAS 66020</p>
<p>ELWR EBURY LANGDALE & WESTERN RAILWAY COMPANY 8410 Hall • Lenexa • Kansas 66219 913/541-9267 Fax: 913/894-8411 E-mail: elliecon@primenet.com</p> <p>General Manager Peter Ellis  Director of Land Rights Betty K. Ellis</p> <p>THE HERITAGE LINE</p>	<p>Missouri Pacific Lines</p> <p></p> <p>Robert Joseph Amsler, Jr. 5630 Arendes Drive St. Louis, MO 63116</p>	<p> SILVERTON RAILROAD COMPANY in S RALPH W. ADAMSON General Manager 47 Curved Creek Road QUINCY, IL 62301-4577 217/222-8721</p>
<p>This Space Reserved for Charles Buswell</p>	<p>JDS&E  John Winter President 618-526-4482 987 N. 8th Street, Breese, IL 62230</p>	<p>This Space Vacant</p>
<p>This Space Vacant</p>	<p>This Space Vacant</p>	<p>This Space Vacant</p>
<p>This Space Vacant</p>	<p>This Space Vacant</p>	<p>This Space Vacant</p>

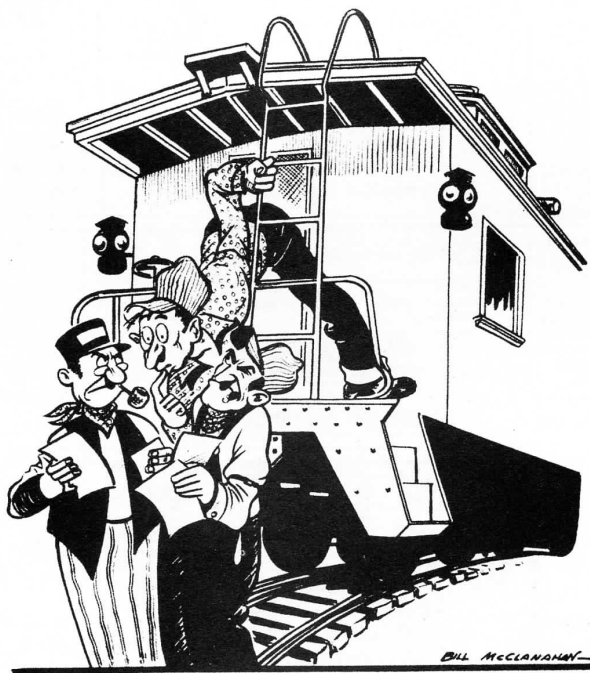
Dealer Directory

<p>Fun & Games "the people people" www.scalefigures.com</p> <p>P.O. Box 243 1040 Myrtle Ave. Jefferson City, MO 65102 Telephone: 573-635-8183 FAX: 573-635-9680 allen@scalefigures.com</p> <p>Allen Pollock owner</p>	<p> MORSE PRODUCTIONS MODEL RAILROAD CASTINGS & DETAIL PARTS 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 Mid-Continent Region. It identifies those clubs that are presently active in MCoR. Any group that wishes to be included in the listing should send the editor the clubs name, contact address and scale interest.

Arkansas Valley Model RR Club (HO, HOn3, O 2rail, On3, S, Sn3, and Large scale) 7 Chaparral Lane Little Rock, AR 72212-3619	Gold Creek RR Co. (1/2") 8324 Hall Lenexa, KS 66219	Modular HO narrow Gauge Society 914 Summer Leaf Ct. St. Peters, MO 63376	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 Central MRRC (HO), 530 E. 3 rd Street Hutchinson, KS 67501	Mo-Kan Railjoiners Inc. (all) 14906 W 150 th Street Olathe, KS 66062	Society of Model Engineers (HO,N) 5715 W. 81 st Street Prairie Village, KS 66208
Capital City Model RR's (HO) P.O. Box 243 Jefferson City, MO 65102	Kansas Area N-Trak (N) 2046 S. Elizabeth #1306 Wichita, KS 67213	Nishna Valley MR Society (HO) 1303 8 th Street Harlan, IA 51537	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. Association (HO,N) 607 South Shore Drive Hastings, NE 68901
E. Jackson City Mainliners (HO) 807A Main Street Blue Springs, MO 6415	Manhattan Area Rail Joiners 1223 Pierre Street Manhattan, KS 66502-4331	Parsons Model RR Engineers (HO) Cherryvale Depot Cherryvale, KS 67335	Wichita Model Railroad Club (HO, HOn3) P.O. Box 48082 Wichita, KS 67201
	Missouri Northern RR Society Inc. (HO) P.O. Box 12591 North Kansas City, MO 64116		



Are we all going to the National Convention at St. Louis in July?

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
Pike Registry Ads:	
1 3/8" x 2 3/8"	Business Card 5.00

Single issue Commercial ad rate is 35% of the yearly rate. Want ads are free to current MCoR members. They are subject to available space and acceptance at the discretion of the editor, and are limited to 25 words or less.

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

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The editorial staff hopes that our readers will make an effort to patronize establishments that advertise in the Caboose Kibitzer. It is in the best interest of all parties concerned, since the quality and availability of this publication is directly related to: 1) regional interest and participation in NMRA and MCoR, and 2) the level of commercial support which it receives in the form of advertisements.

Another note from the Editor

Please check the addresses of the clubs listed in the Region club registry and let me know if any corrections are needed. I have been told that the address for the Claremore & Southern, Nishna Valley MR Society Harlan IA, and Columbia Model RR's may be wrong. Could someone from these group please tell if they are still active and what the correct address is for them.

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

Non-Profit Org.
U.S. POSTAGE
PAID
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Permit No. 719



Time Dated Material
Please Do Not Delay



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