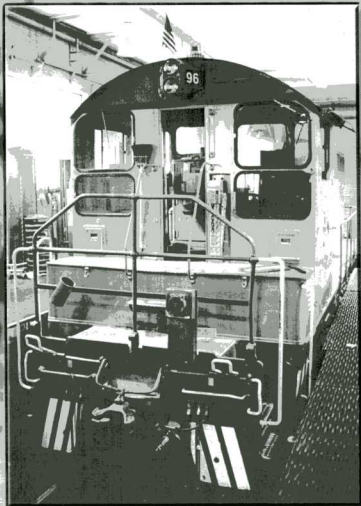




CABOOSE KIBITZER

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Volume 54, No. 3 Fall 2004



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

Winter 05	February 1, 2005
Spring 05	May 1, 2005
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Fall 05	November 1, 2005

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Next Issue

The next issue will include a short article by Richard Napper MMR about small batteries for small projects as it was not used in the Fall issue. Working on My Railroad by Chris Dancy will be an article in the next issue. More articles will be taken from division news letters that I have received. The rest depends on what I receive from the membership and I find in my files.

Cover

Union Pacific SW10 96 sitting in the Backshop in Cheyenne Wyoming. Number 96 is the only SW10 that the Union Pacific still has on the locomotive roster. It has been retained as part of the Historical collection and is used by the Steam Crew to move the steam Locomotives and other equipment from the collection around the Cheyenne Steam crew base. The SW10's are a uniquely Union Pacific locomotive rebuilt in the Omaha shops form SW7's, SW9's, and others.



THE HEAD END

By Jim Anderson, MCoR Trustee



Greetings from the Head End. I'm composing this letter on October 1, 2004. I mention this date as the precise publication date of this article is not known and things can change as NMRA goes through its restructuring process. As all NMRA/MCoR members know, the new regulations passed in February of this year. I'd suggest that you might want to visit the NMRA website and reacquaint yourself with the content of these new regulations. I recognize that there were some concerns about certain aspects of these regulations but they've passed and it's time to move on.

There are many sections of the new regulations, but two main areas are reconfiguring the NMRA Board of Directors and moving to the single membership structure for all NMRA members (national, regional, divisional/area). The new BOD will take office at the annual meeting at the 2005 national convention in Cincinnati. The single membership dues structures will go into effect on September 1, 2005.

As a summary reminder, the new BOD will consist of 9 members rather than the current 17 members. These positions are as follows:

1. Five positions are district elected positions. These districts are Eastern, Western, Central, Atlantic, and Pacific.
2. One position selected by the Region Advisory Council (RAC). Richard Napper, MMR is a member of

the RAC.

3. Two at-large positions: (a) one voted on by NMRA members worldwide and (b) one voted on by USA (50 states) and Canadian members.

Nominations for these positions are in progress. The voting is targeted to occur by the end of the first quarter of 2005.

As indicated in the last Caboose Kibitzer, I've been appointed to serve on the NMRA Long Range Planning Committee. This committee met for three days in late September. Several items were discussed with a resultant list of recommendations which will be made to the mid-year NMRA BOT meeting in January. I hope that you'll appreciate that I'm not in a position to give you specific information on these recommendations at this writing, as the BOT has not as yet seen them. These recommendations do not change the basic regulations just passed by the membership, but represent a fine tuning of some segments and some process changes to help NMRA function more efficiently. I'll have more to report after the mid-year meeting.

Finally (for now), it's most important that MCoR and its divisions/areas look at their by-laws and make the necessary adjustments to conform to the new NMRA regulations. These modifications must be completed by 8/31/05, but it's recommended that these changes occur well before that date. Bob Amsler, our Region Attorney, is a resource in helping in this effort.

NMRA DILEMA

By Tom Katarfiasz

A loss of approximately 2,800 NMRA members in a twelve-month period makes people ask, "What's happening?"

Some say the increase in dues to \$45 has contributed to the decline, but there are many other associations that offer less and charge more than the NMRA. With the cost of a carton of cigarettes approaching \$35-40, the \$45 dues of the NMRA cannot be rationalized as being excessive. Even with the state of the economy being what it is, this alone cannot be responsible for the decline.

Many members have mentioned the NMRA *Bulletin* as not being worth what it costs to print, also see it as a duplication of the various modeling magazines that are available. There is a feeling that the *Bulletin* should become only a source of NMRA news and not contain any "how to model" articles; however, what advertising revenue would be lost is a point of contention, should that move be made.

Recruitment and retention of present members is a definite responsibility of each and every one of us.

How many times have you attended a train show where prospective members abound only to hear some stern-faced modeler say, "Hey, kid don't touch that!" C'mon, guys, it's not your super-detailed locomotive that's the subject of attention, or, at least it shouldn't be displayed on a public layout. But remember that the kid you're talking to might be a potential future NMRA member and first impressions do count!

Maybe, ultimately, in order to help solve the dilemma of the NMRA, we should tell ourselves, "Ask not what the NMRA can do for you but, rather, what you can do for the NMRA."

From Kansas Central Division's *The Brass Pounder* May 2003

MODELING CITIES

By Keith R. Landis

Most of the layouts I've seen have modeled primarily rural scenes. Perhaps that's where most of us feel comfortable, or we've found that hills, mountains, or divides meet our needs in separating scenes. But, a few brave souls use tall city buildings to set the scene and to separate scenes.

The October, 1998, issue of *Railmodel Journal* (which has run a number of articles on modeling the city) had a cover photo and a four page article on "Superdetailing the City" using DPM, City Classics, and other building kits and etched metal fire escapes. And, these are large buildings; some are ten or more stories tall, covering almost a city block.

I was surprised when I entered Henze's Hobby House, in Florissant, Missouri, while in the St. Louis area recently. Several of these, or similar, buildings were sitting in or on showcases in the store. They are beautiful! And big! Even when the footprint is only 12-15" square. They were built by a modeler in that area. Allen Biggs, who took the magazine photos, was running the store.

Most of us would have to do some layout redesign to properly use buildings like these, but they really look good, and—maybe?

From Kansas Central Division's The Brass Pounder August 1999.



OUR NON-RAIL TRIP

By Keith R. Landis

Laurie and I planned a trip for September (2001) to attend a meeting in White Plains, New York, to be followed by a visit with Laurie's family in the Boston area and in Vermont. She kept saying, "This will be a family trip, with no trains this time."

We left for New York on Tuesday, September 18. We had a slight delay in Missouri for a minor car repair, then continued on to Vandalia, Illinois, site of that state's first capital, where we stopped for the night. Several years ago, I reported on a dinner at "The Depot," a restaurant in the depot at the junction in Vandalia where the Pennsylvania and Illinois Central railroads crossed years ago. The Depot still appears to be a successful restaurant: the food was excellent – and a CSX train pulled up on the former Pennsy track, then resumed its journey just before we left for the motel.

We returned in the morning for a few photos of the area before leaving town. A Vandalia Railroad switcher was parked on the former IC track north of the depot. No one was around, but the area had several signs in critical spots forbidding trespassing.

By Friday morning, we reached New Jersey. Remembering magazine articles I had seen and a video we saw at the last KCD meeting in Salina, we took a slight detour to Flemington, New Jersey, to see Northlandz, "Home of the Great American Railway, Doll Museum & Art Gallery," the creation of Bruce Williams Zaccagnino, his wife, Jean Williams Zaccagnino, and several friends.

From child hood trains around the Christmas tree, to a 1973 house with trains in the basement, then several additions, and, finally, to a large building housing railroads, dolls, art and a theater organ, development has continued. And now, two new additions have been designed.

In a little over two hours, we walked a mile in the building, looking at about 100 Mantua trains controlled by individual power packs, operating over eight actual miles of track and more than two hundred bridges (some about 30 feet tall), through a city, towns, and mountains three stories high. And, for a few minutes, Bruce Williams, playing the 2,000 pipe, forty rank pipe organ, serenaded us. Then, after a stop in the gift shop, we went outside for a ride on an amusement park type train.

Train activity in the Boston area was limited to a phone call to Reboxx to order boxes and some foam. I learned that I was talking to the brother of Ralph Barger, railroad author, known to me as an Army officer in Vietnam.

We arrived in Vermont just in time to go with a son's family, interested in visiting the HO and N layouts being operated at the former Rutland Center depot, so we did that. A new interest in model railroading is developing in that branch of the family and, naturally, I've been encouraging it.

We also stopped at train shops in Vermont, Illinois and Iowa.

You can see that this was "a family trip, with no trains this time."

KCD Brass Pounder Vol. 10, #4 Nov. 2001.

They Called Them Tunnel Motors

By Al Gaddini

Another one of Athearn's big Locomotives is the EMD SD40T-2 HO Scale Diesel Locomotive. The "T" stands for "Tunnel Motors". Between 1974 and 1980, EMD in conjunction with Southern Pacific produced this Locomotive to solve the problem of the motors overheating when SP's Diesel Locomotives went through high altitude tunnels and snowsheds. By placing radiator intake grills in the lower rear of the body by the walkways, this allowed cooler air to be circulated around the motors, hence, (and where would we be without the word hence) that solved the overheating problem.

Southern Pacific purchased 310 units, also to be used by Southern Pacific's Cotton Belt subsidiary. In addition, the Denver & Rio Grande Western used these units. The SD40T-2's were also used by Union Pacific after the SP and UP merger in 1996. They were produced with a short and long (snoot) nose and were rated at 3000hp.

The Athearn model reflects the size and power of the SD40T-2. They produced the long and short nose versions. The detail of the rear top radiators and the bottom rear radiators is excellent, along with the paint finish and sharp lettering. The trucks have three axles with excellent detail.

The Athearn motor has two flywheels and a motor clip contacting the trucks. It is a smooth running model and runs better on larger curves because of its length, which is approximately 9 3/4 inches. I would suggest a minimum of 24-inch curves.

It's a great model for detailing. The intake radiator grills in the rear can be replaced with some kind of a see through radiator grill or screening, which is in keeping with the prototype.

Further detailing, such as sunshades, MU hoses, air conditioner, snowplow, etc., would make a very fine prototype looking model because of the built in detail that is already there.

I have a powered unit and a dummy unit lettered for Union Pacific. The plastic wheels in the dummy unit were replaced with metal wheels. This seems to make it run smoother, and it looks great when it is lashed up to the power unit.

If you have any tunnels or snowsheds on your layout, then the SD40T-2 is in its right place. By running the power unit and dummy unit together, it further emphasizes the size and power of these big locomotives.

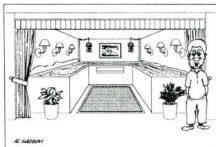
The bad news is that Athearn did not produce the SD40T-2 in 2004. Hopefully, they will put it into production in the future. The good news is that, if you have a SD40T-2 or can find one, you might end up with a collector's item.



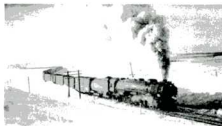
The Athearn SD40T-2 HO scale Diesel Locomotive (photo by Ron Morse)



The picture of an Athearn SD40T-2 was taken from the pages of the HO 2003 Walther's Catalog.



"My Wife helped me design the Layout room"!!!



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BOOK REVIEW

By Marty Vaughn, MMR

Steam to Diesel, Albert J. Churella, Princeton University Press, © 1998.

Domestic steam engine orders dropped from 83 in 1945 to zero in 1946.

If you are interested in the story behind how and why diesel locomotives came to replace the steam engine, this book will be of interest.

If you ever wondered why EMC, later reorganized by General Motors into the more familiar EMD, came to dominate the diesel locomotive market, this book will be of interest. If you wonder why the dominant steam engine manufacturers, American locomotive Company (ALCo), Baldwin and Lima failed to make the transition from steam to diesel manufacturing, despite the efforts of all three to become players in the diesel market, this book tells the tale. You also will find out why when GE became a diesel engine manufacturer, their products led them to second place in the diesel market behind EMD and quickly put ALCo out of the diesel engine field.

The author identifies the reasons why the diesel locomotive, first produced in quantity in the 1930's, dominated all locomotive production by 1946.

Those of you know me know that I am a steam engine fan, but I am interested in history and found this book very interesting.

When I first started modeling I had a couple models of ALCo diesel engines. I always thought that ALCo PA's were more visually appealing than the EMD F and E units, and the RS series were certainly the equal of any GP diesel. But as Dr. Churella reminds us, beauty is only skin deep, and it is the performance of the product as a whole, not to mention the marketing and promotion behind it that makes the product as a whole, not to mention the marketing and promotion behind it that makes the product successful. He also explains why

railroads continued to buy significant quantities of ALCo engines long after EMD dominance was established, even though ALCo continued to build engines that were of lower quality, resulting in significantly higher maintenance and repair costs.

While this is not a rivet counter book, there are some items of interest to the modeler. For example, one of the technological leads that EMD developed was the use of a welded frame for their diesel engines. Baldwin, ALCo and the others used cast frames based on technology they developed making steam engines. While the cast frames were more brittle and subject to cracking, welding frames this large was a concern to the railroads purchasing the engines. The only visual differences between a cast frame and a welded frame were the dimples in the side formed in the casting process. To overcome buyer reluctance, EMD initially welded dimple pockets into their engine frames to give the appearance of casting dimples.

I don't know if the book is carried in stock at your local bookstore or library, but it can be ordered through any major bookstore such as Walden's, Barnes and Noble, even Amazon.com, or perhaps, from your favorite train dealer.

Truth in advertising probably requires me to inform you that Al Churella is a friend of mine and a member of the MCR Division that I belong to in Ohio. Al is a professor at Ohio State University and models the Santa Fe in HO and the Maine narrow gauge lines in On2. He has AP certificates in Structures, Scenery and Rolling Stock, and is working on Volunteer and Author.

It turns out that Al is not only a great modeler, but a darn good author too. This is the book to read if you are interested in the subject. Article from KCD The Brass Pounder Volume 8, Number 3 August 1999.

Note from the editor.

I included this in the Kibitzer for those who have not read the book and might be interested in



A photo of a Durango and Silverton train used from a clipart file

Spring 2005 Train Show

presented by the Western Heritage Division, NMRA



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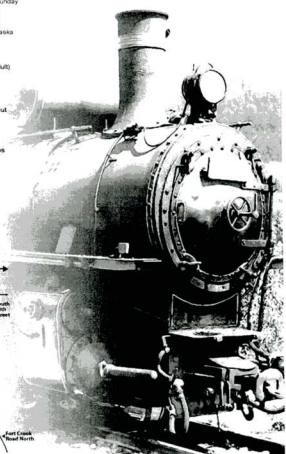
Barbara Lundquist

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<http://www.wdhnmra.org>



SHARING THE FUN

By Al Gaddini

The Slogan "Model Railroad is Fun", can be shared with family and friends who see your Model Railroad and enjoy watching the trains run. The Christmas Holidays are ideal to make up a Christmas Train with Santa Claus in his sled, reindeer and Christmas trees to fit your scale. My scale is HO and I found a small Santa Claus in his sled and reindeer at a dime store. They were close enough in size. You can get reindeer and Christmas trees at your Hobby Shop or order them from the Walther's catalog.

For Santa Claus use a gondola car. I used one that was 50 foot long. Use something dark green to cover the bottom of the car. I used a thin piece of green foam rubber. Any dark green material that will lay flat will work.

Santa and his sled should be placed in the front section of the gondola car. Cut some small blocks of dark green foam rubber or sponge and put them on each side of Santa Claus and his sleigh to hold them in place. Cut some small package size squares from balsa or soft wood and paint them red, green, gold, silver and blue. These seem to be the general colors that you see on Christmas packages. Place them in the gondola car in back of Santa Claus.

The reindeer could be put on a flat car, however, the easiest is a gondola car. This way you can use

small pieces of green foam rubber or sponge to hold them in place. Bundle the Christmas trees and lay them on their side on a staked flat car. Cut off any stands at the bottom of the trees.

The order that you hook up the cars is up to you, however, I usually put the reindeer car first, the Santa Claus car second followed by the flat car with the Christmas trees.

If it is a Diesel Passenger Train, hook the three cars behind your last A or B unit in front of the baggage car. For steam do the same thing, hooking them behind the tender hence (and where would we be without the word hence) you have a Christmas train. This is not an elaborate set up. It is just a quick for a Christmas Train.

The next fun thing would be to hook up a beer car to your Passenger Train. For Diesel=s hook it up behind your last A or B unit. For Steam, hook it up behind the tender. We want to keep our passengers happy! These two attention getters are not prototypical but they will give enjoyment to the folks who watch your Trains run. When they leave you can always go back to being prototypical and remember that you also enjoyed sharing the fun.

Article from Turkey Creek Division's Lightning Slinger Volume 15 Number 5 September 2002

TORTOISE SWITCH MOUNTING JIG

By Jim Hanna

As many of You know, mounting a Tortoise switch machine can sometimes be a real hassle. The drawing below is for a simple jig to make this task easier and almost goof proof. Make the jig from copper clad PC board so that you can solder the wire to the board. The dimensions are arrived at by simply inverting the Tortoise machine along with its wire guide on the PC board and tracing an outline of the machine and making a point thru the small center hole in the wire guide so that your pattern will look as follows:

After cutting the PC board along the pattern with your saw, solder a length of .03" piano wire long enough to reach up thru your layout roadbed at exactly 90 degrees to the surface of the board. Use a machinist square or other device to make sure that the wire is exactly vertical to the board. Now we will look at the mounting procedure. Simply treat the jig as if it were the Tortoise with its wire attached. Center your switch points using a small piece of styrene to hold them equidistant from the outside rails - push the wire up thru the throw bar hole and align the jig with the throw bar

making sure that the wire up thru the throw bar hole and align the jig with the throw bar making sure that the wire is in the center of the hole and not pushing on either side. Now, holding the jig very securely in position, trace around the jig with a pencil and this becomes the exact position in which to mount the Tortoise machine. I have found that hot glue is very good for mounting using this method as you no longer have to be moving the Tortoise around trying to get it into the correct position. After the Tortoise is mounted, you can now push the pre-formed actuating wire up thru the guide hole slider on the Tortoise and thru the throw bar hole in the turnout, secure it to the actuator with the small screw provided and finally, trim the wire at the throw bar. Diagram is on page 18.

Taken from Turkey Creek Division's Lightning Slinger Volume 16 Number 2 March 2003

Helpful Guides to Modeling

By Keith R. Landis



When one of us talks about doing some modeling, Richard Napper usually says, "Make it with styrene!" Well, making it with styrene should be easier now that Evergreen Scale Models has produced the 89 page paperback book, *Basic and Advanced Tips and Techniques for STYRENE MODELING*.

The ten chapters, compiled by Bob Hayden reflect the techniques of several builders of award-winning and museum quality models and cover all aspects of projects from selection of materials and tools to final finishing.

The index, covering most of the last two pages, is preceded by a short list of sources for useful products mentioned in the book which might not be available at you local hobby shop, craft or hardware store.

The book is not limited to railroad-related models, but all of the articles include descriptions of materials and techniques which railroad modelers should find helpful. The photos (many in color) provide examples of completed models, which should lend encouragement to those of us who are slow starters. MSRP is \$14.95.

Kalmbach Books continues to introduce new or updated paperback books on a particular subject containing articles previously published or based on articles published in *Model Railroader Magazine*.

The 21 projects selected by Kent Johnson and included in *Realistic Animation, Lighting & Sound* are grouped under the three headings listed in the title. Animation includes and operating tunnel curtain, windmill, crossing warning devices, magic water that appears to move, and others. The use of video to put animation inside structures might catch your attention. There's also a working coal tippie that loads cars with coal using and auger made from a drill bit.

There is a need to fear the electronics involved in lighting that may include diodes, fiber optics or painted circuitry while lighting motive power, cars, structures and scenery. The section on Lighting provides detailed instructions, photos, and diagrams to help in getting it right the first time with a minimum of sparks and smoke.

The one article in the Sound section tells how to use a Memo-Mate to put a 10 or 20 second recorded message into a freight car and play it at will. The cost should be less expensive than most units available for this purpose. MSRP is

\$16.95.

BUILDING CITY SCENERY for your model railroad, another Kalmbach book, was prepared by John Pryke with the help of several other modelers and is based on a series of articles he has written about the building of his Boston-based layout, beginning in the January 1992 issue of *Model Railroader*. This book begins with an introductory discussion of the relationship of cities with the railroads serving them and how they develop and grow.

The necessity to provide a lot of city in a small modeling space and the techniques for doing so fill the book's 94 pages. A two-page appendix lists manufactures of items used in urban scenery modeling.

The design, construction, use and placement, of structures, partial structures, flats, and backdrop as well as detailing of buildings and scenes are discussed. The placement and design of tracks and streets are described. The use of forced perspective and how it is achieved are covered. Techniques for connecting rural and urban areas realistically also are included. MSRP is \$17.95.

Anyone who has been involved with railroad modeling will recognize these books as part of a large variety of books available at local hobby shops, usually for about \$20 each, covering all phases of design, construction and operation of a model railroad. These or similar materials may also be available at local bookstores or libraries.

A more specialized book is Robert E. Sloan's spiral-bound 304 page book, *A CENTURY + TEN OF D&RGW GAUGE FREIGHT CARS, 1871 TO 1981*. This book, arranged by car type, class, construction date, and series, has very detailed information on D&RGW's narrow gauge freight cars and includes photos and scale drawings. The extensive historical data describes dimensions and capacities and changes in appliance application as the cars progressed through many modifications and reconstructions. Final disposition of the cars frequently is provided. This is a valuable resource at \$30 for anyone interested in this area of railroading.

The article was taken from the pages of *The Brass Pounder* May 2001 which is the news letter of The Kansas Central Division.

Experience of Traveling with Your Wife

By Keith Landis



When you're a model railroader visiting in eastern Massachusetts and the ladies in the party are hungry for lobster, what do you do? Well, one possibility is to jump into the car and drive a couple of hours to Maine. While the ladies dream of lobster and gift shops, the car just naturally drifts toward Yarmouth where, coincidentally, Train and Trooper, an active train shop is located. They specialize in Maine two-foot gauge trains but have a good selection in several scales, both narrow (2', 2 1/2', 3') and standard gauges. They know trains and are eager to help. They also know where to find good food along the water, which we did, based on their recommendation.

Then, on the way back to Massachusetts, we stopped briefly at the Old Port Exchange in Portland, ME. This area along the waterfront includes the Maine Narrow Gauge Railroad Co. and Museum. We were too late to ride the 2' gauge train but we did get a look at operating and non-operating equipment. It was almost closing time but one of their staff took me into the cramped one-track facility where they store and repair the steamers on hand. Two were operational and a third was receiving boiler repairs. There was only a little space to walk beside the locomotives and the lighting was from a few bare bulbs so photography was not a good option with the photo equipment at hand.

Did you notice the article, "A hobby shop with heritage", in the September Model Railroader? It tells of Caboose corner, a hobby shop near Bellows Falls, Vt. That was built as a hobby shop from Rutland Railroad depot plans. We stopped there in our New England travels last year. Besides nostalgia, they have a good selection of merchandise. Unfortunately, a couple of structures kits slipped off a shelf and into my hands while we were there.

This year (2000), we went with friends to the Whistle Stop, a small café a few miles southeast of Rutland, Vt. The building was built as the East Clarendon depot on the Rutland Railway in 1914. It was moved to a nearby highway in 1950 and became a restaurant in 1996. It is small, but adequate, with good food.

A person doesn't know what they might find while traveling. There was a train show at the fairgrounds in Rutland, Vt. while we were visiting relatives and friends in that area. It was much like

the shows in this area but with a difference in popular road names and equipment. Vendors had some brands of detail parts and other items for sale that are local to that area. One vendor had a good selection of brass Shays, but prices kept temptation in line.

The computer age is wonderful for some, an aggravation to others, and a sometimes help too many. I keep moving among the groups. Most recently, I wanted to stop at Tony's Train Exchange in Essex Junction, Vt. which is just a couple of miles from the Burlington airport where we were to catch our plane to come home from New England. I printed a Yahoo map of their location (I thought). It is on River Road. The map showed River Street, but no River Road. We traveled down that street but soon ran into posted IBM property with an electronic gate. I gave a message into the microphone and was allowed to pass but found no commercial activity before passing out another gate at the end of IBM property. I turned around to go back through the gate but, this time was told, "Go back the way you came!" I said, "That's what I'm trying to do," but got no sympathy. I had to take another road which promptly brought us to a dead end at the local land fill. The fellow operating the facility was not local and had no idea how to help us. So we went back, passed the IBM road, and found another road back to town. With help from a man in the yard at a hardware store and a school crossing guard, we finally found the correct building, a two story structure on the high side. But a few minutes remained before we had to scurry to the airport, turn in the rented car and check-in for our flight. The stop was worth the trouble. It turned out, though, that River Road was an extension of Maple Street, and a highway, but only locals seem to know that.

If you have tried to visit Bart's Hobbies in Topeka recently, you have found the door locked. Bart apparently suffered a stroke about three months ago and has been recovering at home. He expects to be back at work in another month or so. In the meantime, a friend will open the shop on Thursdays and Fridays from 10 a.m. to 4 p.m.

The article was taken from the pages of the Kansas Central Divisions newsletter Brass Pounder November 2000.

EDITORS DESK FALL 2004

By Charles Marchbanks

Well, it has been quite awhile since I have written an editors desk column. I thought it was about time that I wrote a full column and let the readers of the Caboose Kibitzer know what is going on. 2004 has been quite a year for me. I got married in June and moved to Colorado Springs in July. I guess you could call me an editor not in residence. Anyway, I got the summer issue out late and hoped to get the fall issue out in December though I had computer problems for almost a month and then got busy with Christmas activities. Now my computer is working and things have slowed down.

First of all, because I have not gotten things done in a timely fashion, there will only be three issues dated for 2004. The winter issue will be dated for 2005 and will be considered Volume 55 Number 1. I hope to get the remaining issues out quarterly if all goes well. I hope to be able to do this and work on this schedule at the request of MCoR President Richard Napper MMR. At this time I can only apologize to the Mid-continent Region for my lack of diligence in getting the Kibitzer out in a timely matter.

As always, I am making a plea for articles for inclusion in the Caboose Kibitzer. Over 1/2 of the articles that I have used this year have been taken from division newsletters. I do have many more that I can use but I always prefer to print original Material in the Caboose Kibitzer when possible. My new address for those that might want to send me an article is Charles Marchbanks; 3705 E. San Miguel St. Apartment 1; Colorado Springs, Colorado 80909. My phone number is (719) 641-3567. My current e-mail address is Charles_Marchbanks@msn.com.

I am making another call for cover photos for the Caboose Kibitzer. I have been currently using my own photos on the front cover of the Caboose Kibitzer. I am also interested in starting a Photo gallery section in the Caboose Kibitzer when space and photos allow for this. I think this would make a nice addition to the kibitzer and now we are able to get the photos printed so you can tell what the photo is of. It will also give me a place to use those photos that I get that I do not use on the cover but would still like to publish.

The Kibitzer has seen several changes the last three years as we now have color covers and some issues contain color photos inside thanks to MicroSmart Printing. The pages have become more colorful and have more appeal to readers. The printer is also now doing the mailing of the Caboose Kibitzer for the region in order to make it a more timely process to get it mailed to the members.

The region has also bought the same program that the printer uses so he does not have to take the time to convert articles from Microsoft Word to Page

Maker before they can be printed. Again, this is another step we have taken to try and get the Caboose Kibitzer to the membership in a timelier manner. It is my sincerest hope to be able to put this all into practice during this next year.

As for modeling, I find it a concern that Walthers no longer carries Athearn and Roundhouse products. This has come about at the cost of them becoming a part of Horizon Hobby. I am also concerned as a Union Pacific modeler that Athearn has discontinued most of its Union Pacific Painted models. Currently I have most of the Athearn UP products that I want at this time. I am concerned about the other modelers that are not in that situation. This discontinuance of UP product is most likely a result of Union Pacific suing them over the lack of a trademark licensing agreement with Union Pacific Railroad.

It will also be interesting to see how the enactment of the NMRA's Long Range plan will affect the NMRA. I do think that it will be positive in the long run though we may experience some growing pains as it is implemented. As we go to a system of Directors representing geographical regions as opposed to a director from each region will take some getting used too. But if it is kept in mind that director serves the NMRA as a whole and not a distinct Region it makes it easier to accept. They do however answer to the members that live in the geographical area that they represent. After reading through the Long Range Plan and understanding the reason behind it, I voted for it. The hard part will be adjustments that will be made to meet the new system at the national level to meet the needs of the region.

Since, I have moved to Colorado Springs I have joined the Pikes Peak Division of the Rocky Mountain Region. I will also be serving as the Vice Superintendent of the Pike Peak Division for 2005. I will be responsible for finding the program for our monthly meetings. Now that I only have to drive about 5 miles to go to a division meeting verses the 70 or more I used to drive in the Western Kansas Division.



This model photo was used from a clipart file.

To all our friends in the Mid-Continent Region,

In November I decided to retire and subsequently sold MicroSmart Printing & Graphics, after twenty years in business. In fact my 62nd birthday and the company's 20th Anniversary were in the same week. I had made arrangements with the new owner to be able to continue to provide the Kibitzer to MoCor. When the Kibitzer arrived and I was ready to go the new owners decided to remodel MicroSmart. Little did I know that they had decided to completely gut the old facility and completely redo the entire place, which was not going to be just a weeks delay. Had I known I would have made arrangements with another printer to use their equipment and complete the printing in a timely fashion. But alas things didn't work out that way and we couldn't get onto the equipment for over a month.

The saga is now over and we will be able to schedule time on the equipment when we receive the next issue. And, as Chuck mentioned in his article, the Kibitzer will be ready to print when we receive it from him.

This issue is all black & white to enable us to complete the printing as quick as possible. All future issues will go back to the color as we've done in the past.

I know we've had problems in the past, both on Chuck's side and our side, but I sincerely believe that its truly in the past. Being retired I will no longer have to deal with other issues and can get to cookin' on the Kibitzer the minute I receive it.

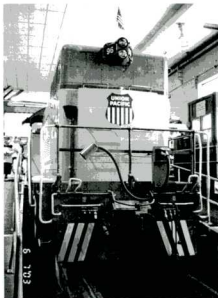
Being a modeler myself, and a printer, I really enjoy doing the Kibitzer and I hope to continue for some time to come.

Sincerely,

*The Latwails Family
Al, Arlene, Ted and Holly*



Inglewood, Ontario -- 1939



Union Pacific SW10 96 setting in the Backshop in Cheyenne WY. This is the last SW10 on the Union Pacific and part of the Union Pacific historical collection.

Photo by Charles Marchbanks 7 June 2003.



This is a back and engineer side shot of Union Pacific 96 in BackShop in Cheyenne WY.

Photo by Charles Marchbanks 7 June 2003.



Branson Scenic Railway 99 parked at Union Station in Kansas City. The locomotive was there on 20 January 2002 with a train of passenger cars used on the Branson Scenic.

Photo by Charles Marchbanks 20 January 2002.

Caboose Kibitzer Photo Gallery

By Charles Marchbanks



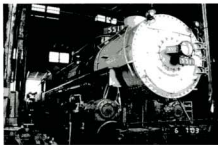
Union Pacific Rotary snowplow 900082 in the Roundhouse in Cheyenne WY. The post supporting the roof of the roundhouse can be seen on the sides of the plow. Most of the plow can be seen in this side shot.

Photo by Charles Marchbanks 7 June 2003.



This view of Rotary 900082 shows the blades of the Rotary. The rotary support cars can be on each side of the rotary as it sits in the Roundhouse in Cheyenne.

Photo by Charles Marchbanks 7 June 2003.



Union Pacific 2-10-2 5511 is in the Union Pacific roundhouse in Cheyenne WY.

Photo by Charles Marchbanks 7 June 2003.

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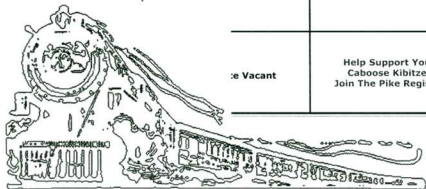
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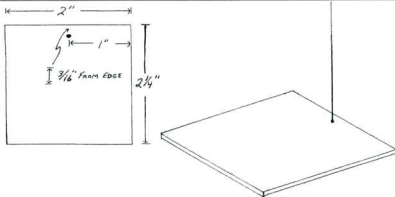
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Region Club Roster

<p>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.</p>		<p>Northwest Kansas Model RR Club 603 S. Smokyhill Oakley, KS 67748-2321</p>
<p>Arkansas Valley Model RR Club (HO, HO_{N3}, O 2rail, On3, S, Sn3, and Large scale) 7 Chaparral Lane Little Rock, AR 72212-3619</p>	<p>KC O-Scale Modulars (O) 10334 Ash Overland Park, KS 66207</p>	<p>Ozark Model RR Assoc. (all) 424 W. Commercial Springfield, MO 65803</p>
<p>Big Bend Railroad Club (O) 8833 Big Bend Boulevard Webster Groves, MO 63119</p>	<p>Kansas City S Scalers (S, Sn3) 11519 N. Wayne Ave. Kansas City, MO 64155-2914</p>	<p>Parsons Model RR Engineers (HO) Cherryvale Depot Cherryvale, KS 67335</p>
<p>Capital City Model RR's (HO) P.O. Box 243 Jefferson City, MO 65102</p>	<p>Manhattan Area Rail Joiners 1223 Pierre Street Manhattan, KS 66502-4331</p>	<p>Quincy Society of Model Engineers (HO, HO_{N3}) 2232 E. Huntington Quincy, IL 62301 qsme@rrmail.com</p>
<p>Claremore & Southern (HO) 3049 Clover Creek Drive Claremore, OK 74017</p>	<p>Mississippi Valley N Scalers (N) PO Box 460161 St. Louis, MO 63146 http://mvns.raifan.net mvns@raifan.net</p>	<p>Society of Model Engineers (HO, N) 5715 W. 81st Street Prairie Village, KS 66208</p>
<p>Columbia Model RR's (HO) 410 Camelot Drive Collinsville, IL 62234</p>	<p>Missouri Northern RR Society Inc. (HO) P.O. Box 12591 North Kansas City, MO 64116</p>	<p>Southern Illinois Train Club (HO, N, G) P.O. Box 1633 Marion, IL 62959-7833</p>
<p>E. Jackson City Mainliners (HO) 807A Main Street Blue Springs, MO 6415</p>	<p>Modular HO Narrow Gauge Society 914 Summer Leaf Ct. St. Peters, MO 63376</p>	<p>SW Independent Modular RR's (HO) 3107 W. Capitol Little Rock, AR 72209</p>
<p>Gold Creek RR Co. (1/2") 8324 Hall Lenexa, KS 66219</p>	<p>Mo-Kan Railjoiners Inc. (all) 14906 W 150th Street Olathe, KS 66062</p>	<p>The Sugar Creek Model Railroad & Historical Society, Inc. (All N Modules for shows) P.O. Box 5452 Bella Vista, AR 72714</p>
<p>Kansas Central MRRC (HO) 530 E. 3rd Street Hutchinson, KS 67501</p>	<p>Nishna Valley MR Society (HO) 1303 8th Street Harlan, IA 51537 Northeast</p>	<p>Tri-City Model R.R. Association (HO, N) 607 South Shore Drive Hastings, NE 68901</p>
<p>Kansas Area N-Trak (N) 2046 S. Elizabeth #1306 Wichita, KS 67213</p>	<p>Northeast Kansas Garden Railway Society (NEKAN-GRS) 1308 SW Caldon Topeka, KS 66611-2412</p>	<p>Wichita Model Railroad Club (HO, HO_{N3}) P.O. Box 48082 Wichita, KS 67201</p>



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 1/4" x 7 1/4"	Half page..... 70.00
4 1/4" 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: Louis Seibel, 1069 N. Logan, Olathe Kansas 66061. 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.

A Note from the Editor

To the members of the Mid-Continent Region I have gotten married and moved to Colorado Springs. I hope to be able to get the Kibitzer back on schedule. See the callboard for my new address. Again, if anyone has sent an article for the Caboose Kibitzer and I have not used it please drop me a note as I may have misplaced it. If this has happened I apologize and will try and get it in a future issue. As always, your help with contributions is greatly appreciated. This is a call for articles and anyone who would like to submit a photo for possible use on the cover of the Caboose Kibitzer.

Charles

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

Name _____ Phone _____
 Street Address _____
 City _____ State _____ Zip _____
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\$ _____ is enclosed for NMRA dues. New [] Renewal []; one year - \$45.00 [] two years \$90.00 [] Youth (must be a full time student) \$ 30.00 []; Family Member (spouse or minor child of a member in good standing) \$9.00 []; Affiliate (no Bulletin) \$23.00 []; Sustaining one year \$90.00 []; two years \$180.00 []

NMRA Life Membership is at an actuarial rate based on age. Apply to Headquarters Office for a quotation.

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Note: NMRA Life Membership is required to become a life member of MCoR.

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

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

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