



CABOOSE KIBITZER

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In our ongoing efforts to get the Kibitzer back on schedule President Richard Napper asked me to combine the Winter and Spring issues. (See page 20) I tried to group things; front for the Winter and back for the Spring and added a sub-title to which issue the articles came from. Due to space and layout constraints I shuffled some of the notices of events around, some from the Winter and some from the Spring without identifying which issue it originally came from. The Callboard is from the Spring issue as it contains the latest information and should be current when you receive this CK. The front cover is from the Winter issue and the back cover is the Spring issue.

Al Latwaltis

Cover

Atchison Topeka and Santa Fe F3 342C and B at the California State Railroad Museum in Sacramento California. The units are parked outside by the River walk that is outside of the Museum and Old Sacramento. There are several things Displayed outside that do not require Museum admission to view. Though most of the Display Items are kept were the public can not get close to without paying to get into the museum. The museum has a lot of equipment that is across the street at the old Southern Pacific Sacramento Shops. Hopefully they will get the money to be able to preserve and display this equipment.



By Richard Napper MMR

A lot of things are happening in MCoR at this time. First, I would like you that have a computer to go to our website <http://mcor-nmra.org> and check it out. The information about our region and divisions can all be found on the website. Things such as Gary's Switching List are more up to date than what can be printed in the Caboose Kibitzer, and the complete Call Board is also updated on the web site. Also, if you have a modeling question, it can be answered for you on the website. Our webmaster, John Shaw, has put in many, many hours making our website one of the best on the web. Many thanks John.

As you may know, MCoR and our divisions must change their Constitutions and By-laws to conform to the new NMRA Regulations. All divisions must have two classes of membership, one is a Regular membership, which means anyone living within a given zip code boundary that is a member of the NMRA. A Regular member is then a member of the division, and can vote and hold office in the division. The second type is a Family membership, which is any member of the NMRA living within the division boundaries that is an NMRA Family Member. Family members have no voting rights and cannot hold office in the division. Both memberships have the right to subscribe to the division newsletter.

Just before our January 2005 BOD meeting, NMRA will hold a BOT meeting. At that meeting, the NMRA's Life-After-the-LRP Committee will recommend to the BOD

that Legacy membership (included in the new Regulations) be removed, memberships with subscriptions be removed, and Patron and Corporate memberships be combined. They also will recommend that all regions receive a \$2.00 per member payment from NMRA to support the national programs that are administered at the regional level. Secondly, they have recommended that each region receive \$6.00 per member for the first year, at which time the BOD can decide to change the amount. I will not know the outcome of the votes for this Head end column, since I must have this to the editor in December 2004. I will let everyone know in the next issue of the Caboose Kibitzer what the results were. One of the primary items on the agenda for the MCoR BOD meeting will be the changing of our Constitution and By-laws to get them in agreement with NMRA. Along with these changes, you will be voting for a new slate of officers on the May 2005 ballot. Please consider these issues and vote!

The MCoR convention is coming your way from Topeka, KS in June 2005. A registration form is included in this issue of the Caboose Kibitzer. Come join us in Topeka for another great MCoR convention.

Remember the FRISCO!

Richard E. Napper, MMR
MCoR President

MCoR AP Report

Winter 2005 CK

By Marty Vaughn, MMR

We have a bit of catching up to do with this report. First are the AP certificates. Congratulations to the following members for earning the following AP certificates!

Gold Spike

Paul Myers Alfred D. Erdman
Gary Hankins James Flynn
Dave Jacobs

Volunteer

Charles Fennen III Steven Boeck
Al Warren

Scenery

Peter Ellis Charles Stapleton
John Lee

Structures

Peter Ellis Donald Taschner

Cars

Donald Taschner Larry Alfred
Kenneth Breher Paul Myers

Author

John Lee

Civil Engineering

David Davis

Dispatcher

Kenneth Breher

MMR

Also, since the last report I am pleased to announce that the two newest MMRs from this Region are:

Larry Alfred MMR 333
John Lee MMR 335

Congratulations to everyone listed above in recognition for all their efforts. To date there have been 31 AP certificates, 5 Gold Spikes and 2 new MMRs total since 1 November 2004. This isn't bad, but with as many members as there are in this Region we should be able to do at least twice that many in 12 months. If your name isn't listed as having earned a certificate, you can change that! You local Division AP chairman and I can help with any questions that you have, just contact us. Remember that you don't have to wait until a Regional Convention to have a model judged. If you aren't sure how to get something judged locally, let me know and we will find judges that can come to you.

Walthers 4 window caboose (CB&Q style)

By Gene Tacey

MODEL REVIEW

Winter 2005 CK

General Model information:

Walthers recently released a model of a CB&Q (Chicago Burlington and Quincy) caboose in plastic kit form. They call it "CB&Q style" but the caboose, here after referred to as a waycar since that is the term used by the "Q", is an extremely accurate representation of most of the Burlington classes of wooden waycars. The Burlington acquired many wooden waycars from the predecessor roads and all of them went through a major rebuilding program from which they emerged looking the same. This car can be used to model any of the classes, NE-1 through NE-9. Since there were some exceptions when these cars were rebuilt, it is a good idea to locate a photo of the specific car you are going to model. For example, many of the NE-1 class waycars were three window cars and many of the other classes had side doors installed for way freight service.

The model is in kit form but the only work required is to install the handrails, end ladders, smoke jack, cupola, and smoke jack guying. The car is available in three color schemes. The original mineral red, the bright Chinese red, and the pre-merger green are all available. All the colors are reasonably accurate. The green is close to the pre-merger green, which was not the same as the BN green adopted after the merger. The lettering is well done, sharp, and includes the end of cupola numbers and the small numbers above the doors. The Burlington models do not have end windows (except for the small window for the water closet). The herald is the outline herald used in later years, but this would not be hard to replace with the black background herald used in the earlier years. The lettering on the mineral red cars included the railroad roman font used until the early 60's when it was replaced by Gothic style lettering. The lettering is not hard to remove from the model. I had two cars with the same number, so I used alcohol on a Q-tip and rubbed off the existing numbers and will replace them with decals.

Accuracy of the model:

If you are a stickler for detail, there are a few changes you will want to include to make a more accurate model. Walthers includes two pieces (part #39) for smoke jack guy wire; this should be three. The three guy wires should be spaced evenly around the smoke jack, with one of them on the center line of the car toward the long end of the roof. The wire supplied is .012" and should be .006".

The cupola hand grab irons (part #38) are not grab irons, but are truss rods used to brace the cupola. These should have a turnbuckle in the center of them. Grant line #5039 turnbuckles will work for this and other detail parts companies also make these.

The cupola sunshades (part #19) were not used by the Burlington. These should be removed and the holes plugged.

The interior is generic and would need to be changed to match that of a Q waycar. The interior colors are not those used by the Burlington.

The model comes with window glazing but it is thick and wavy. It can be replaced with clear styrene if you want your model to look better.

There are two things that can be done to improve the appearance of the model. The width of the flanges can be sanded to reduce them to about half the original width. In addition, the mullions on the window sashes are too thick. These could be scraped off filed to about half their original width.

Assembly of the model:

Building the model should not be difficult for a modeler with experience. Basic tools are all that are needed.

The model has grab iron brackets molded to the surface with a small dimple to start a #80 drill bit for the grab irons to fit in. The grab irons supplied are metal and the mounting tabs are so long they will extend into the interior, if left this length. I trimmed all the irons so that they did not go through the interior walls. I used ACC to fasten them in place by dipping the grab irons into a drop of ACC and then inserting them in the hole. I didn't like the metal grab irons as they require painting when handled. It would have been nice if these had been plastic molded to the same color as the body. The cupola grabs and the end grabs on the body require eyebolts to be installed and this can be a bit tedious, especially the cupola handrails. Use care in getting these all lined up and into position, since the eyebolts must be installed on the grab irons before they can all be fastened in.

The car is supplied with rails delrin couplers. I replaced these with Kadee #5's, as my experience with the delrin designs has been negative.

The instructions are reasonably clear and the drawings provide an excellent guide to placement of all the parts.

Once the hand rails were installed, I painted them with Floquil Boxcar Red, which was a very close match.

The trucks are excellent and free rolling. They do not appear to swing freely but run through 18" radius curves with no problems. I replaced the wheel sets with Redboxx wheels.

Here is one other side note. Once the model is finished, it will no longer fit in the original box unless you cut the plastic nest that it fits in. The cupola braces will hit the plastic, not allowing the model to go back in position. I solved this by cutting away some of the plastic to clear the braces.

Overall comments:

This is an excellent model and is very accurate for the prototype. It is relatively easy to assemble and will make an excellent addition to any CB&Q fan's roster. Retail price is \$24.98.

Stevens Creek Models Glazing for Windows

Perhaps the single most enjoyable aspect of our hobby for me is scratch building structures. It allows a modeler to obtain a building that perfectly fits the space, use, and era being modeled, and can enable a layout owner to accurately model prototypical scenes. One of the not so enjoyable parts of structure building for me is glazing windows. Over the years, I have glazed a bunch so it does not deter me, but it is nothing I race to the workbench to do. Now Stevens Creek Models has come to our rescue.

Ken Lunders, a PCR member (Past PCR contest Chair), who is the person behind Stevens Creek Models has developed a complete line of laser cut window glazing. These fit almost the entire list of Grandt Lines HO windows and doors, and he also has some of their S and O scale line. In addition, he has some for Tichy's windows, and more to come. This accurately cut glazing might make it easier to scratch build with Grandt's windows than building a similar kit with glazing material to be cut to fit the windows supplied with the kit!

One of the first things I do when planning to build a structure is to get out the Grandt catalog and design the use of their windows and doors into the structure from the very beginning. They have a huge selection of window and door types (and lots of other great parts too!). They also produce windows and building details in S, O and 1/2" scale.

Every piece of Stevens Creek Models glazing, that I have tried, fit perfectly. As an example, I use a lot of Grandt #5031, which is a 12 pane, 36"x64" double hung window. The glazing comes in two pieces per window, one for the upper sash and one for the lower. The upper and lower pieces are marked and each fits their respective spot perfectly. No more holiday slits of "air" from

glazing cut too narrow or a slight bow in the glass from glazing cut too large. I am ecstatic with this product. Not withstanding Microscale Windows, windows are now fun! To use it you simply cut the tiny tab that holds the individual pieces to the sheet, peel off the paper carrier (making it easy to find the pieces on your workbench) and apply. I use Microscale's Micro Kristal Klear as an adhesive, applied sparingly. This is a water-based product that goes on white but dries clear and shiny, so if a small bit gets on the window it won't be very obvious.

The Grandt Line window and door glazing sets sell for \$2.75 per package and include enough glazing for a complete pack of Grandt products (and in some cases two packs). Glazing for Tichy products are \$3.00. In addition, the glazing for an entire Grandt building kit varies from \$2.75 to \$5.00. Ken has made it easy for you to match up his glazing with the Grandt product. He uses the same product number preceded by the letters WG(H/S/O). What could be easier?

In addition to the glazing and a Kennebec Central car, Stevens Creek Models offer a Monson Car Shed and Tool House, wood flat car decks in HO30 and ON30, and HO33 trucks. See their complete line of products at www.hon3.com or write to them at P.O. Box 127, Cupertino, CA 95015-0127. Grandt Line products can be reviewed at <http://www.grandtline.com> or write them at 1040 B Shary Court, Concord, CA 94518 or phone 925-671-0143.

Expert from Pacific Coast Region (PCR)'s Branchline, Vol. 61, #3, July-Sept. 2004.

Taken from Turkey Creek Division of the Mid-Continent Region, NMRA The Lighting Slinger Vol.17 No. 9, September 2004.

Wives take notice - Read This!

By Sharon Phillips

Winter 2005 CK

If you are a wife of a model railroader and just happened to pick this up, here is a word of warning. Never, ever leave your husband alone at home, especially if his friends are coming over. I innocently let my husband have the day off with a couple friends coming over to "play trains". Well, playing trains wasn't what they had in mind.

I came home to find a hole in the basement wall. A hole? Not just a hole big enough for a train to go through, but a Hole! One big enough to walk through along with an extension of the train layout. When I got home, I found plans to move my washer, dryer and sink, too!

You know I used to find baby sitters for the boys, now I'll have to find one for the men. Ladies take note; the layout is never big enough. Give them an inch and they will take a mile (HO or N, it doesn't matter).

Do You like to go to the Laundromat? If not, my best advise, if you value your space, is to buy a hefty lock and lock up your utility room. I guess I'm lucky the railroad needs heat in the winter because that furnace takes up valuable real estate that could be used for another yard to store all those cars. Don't worry, honey. I heard of your plans to take out the basement shower and it's not going to happen.

Reprinted in Clinkers from the Illinois Valley Division's Timetable Newsletter. "Apparently, 'Sharon Phillips' name was changed to protect the identity of that newsletter's Editor," according to Clinkers. Taken from the Kansas Central Divisions, Brass Pounder February, 2002.

On a recent Friday, Laurie Landis and I were having lunch together. We were discussing model railroading as our husbands' hobby. I made the comment that we kept track of all the expenses we had every year, as they were deductible for our taxes. She had not realized this. I was telling my husband Gary about this and his response was, "We do!"

January is almost over and tax time is in April. There are a lot of things we really need to consider about inventorying everything we have related to our hobby?

When was the last time an inventory was taken of all the items you own related to your personal hobby? With that inventory, have you listed the initial cost of each item, its date of purchase, place of purchase, method of payment and if by check or credit card, the number of the check or receipt? That's only where you begin.

Each year one should make a comment on the general condition piece of rolling stock that's still in the box or an unopened structure that is waiting to be built. How old is it now? Have you compared the current price with the purchase price? Perhaps you've seen a remarkable increase in value due to the fewer number of pieces made. Alternatively, is the opposite true? Has the value decreased because there was a large production of it or it just didn't sell well in the market?

How do you inventory your consumable items? Do you need to keep a supply on hand like rail joiners, extra cork, ballast, etc.? How has the cost compared at the time of each purchase?

Now that you've done your yearly inventory evaluation, how much did you spend on layout construction and structures?

Did you include the cost of going to each meeting or convention? Have you itemized all expenses?

Now let's look to the future. If it came down to having to dispose of some of your hobby items because: (1) you are downsizing your living quarters, (2) you need some immediate income, or (3) you want to have a say in how your hobby is handled when you join those model railroaders in the sky, how would you want to handle it?

While we were living in McCook, Nebraska, I had started a garden railroad as a hobby of my own while I was recuperating from back surgery. Another modeler's wife had collected some G-gauge stock and we enjoyed working together on our respective layouts.

While living there we tried to go to the Wichita and Dodge City shows if it was at all possible. During one of the Dodge City shows, a modeler's widow was disposing of her husband's modeling stock and made a very good

profit in doing this. Dodge City is a good location to draw people from nearby states. I also had set up my G-gauge layout there for a couple of years.

It was time for Dodge City to have their show in 1998 and, having the knowledge of this ladies experience, I decided to see if I could get some income from selling some of my stock.

We'd also been part of the West Central Nebraska Division of the NMRA and helped with their shows. Some of our neighboring NMRA members from the Denver area explained that the NMRA provided help with the disposal of model railroad items in just such cases as I've mentioned.

In 1998, I had a great number of medical expenses with the three closely arranged surgeries I had. I needed some income, and my 'working days' were essentially dependent on the use of my arm muscles. I had to decide how to price my equipment. I decided to reduce the cost of what I sold to 25% off of my initial investment. It worked and I had the income that I needed.

Now, speaking of keeping an inventory, I have to take the mud on my face with dignity because we swapped out our computer for a better model in the year 2000. Of course, we also changed the type of software we use. I can't download the old inventory now. This means that I should also take the time to redo this and add any new things to it. Bless that "little ol" scanner and the hard copies. (You didn't really think I typed in your hard copy articles key stroke by key stroke did you?)

While you're taking stock of your hobby, have you made sure it is covered by your insurance?

Well, Laurie and my other friends whose partners have left you a model railroad in their legacy, this article is for you, too. I hope arrangements have or can be made for you to benefit the most from your husband's hobby.

Our daughter keeps me on my toes about this, as she sees that I record every purchase, trip, meal, or other expense that has occurred, while following Gary's rails from place to place.

Taken from the pages of Kansas Central DivisionThe Brass Pounder February, 2004 page 7



Animation on a model railroad layout can add lots of visual interest. Here's a circuit which simulates the "flicker" effect associated with an open flame; consider the possibilities on your layout:

- ~A cozy fire in the living room fireplace
- ~Getting ready to grill steaks on the old BBQ grill
- ~An open-hearth furnace in your steel mill
- ~Busy steel fabricators using an arc welder
- ~A tragic fire in a frame building — just add fire trucks
- ~Burning leaves on a crisp fall day
- ~A campfire in the woods
- ~A hard-working commercial incinerator

The Circuit

An LM556 Dual Timer IC is the heart of the flicker circuit. The two timers are configured as low-frequency oscillators; operating at non-harmonically-related rates (this is important to the appearance of "randomness"). The timer on the left runs at approximately 1 Hz, while its brother on the right races along at roughly 4.7 Hz. We used a Miniaturics 12 volt incandescent bulb to simulate a flame. Incandescents just seem to "flicker" more convincingly than do LEDs. The bulb is biased slightly in the "on" mode with a keep-alive current provided by resistor Rb. Each oscillator then adds to the bulbs intensity. The slow (left) unit increases intensity when its output is HIGH causing the NPN transistor to conduct, placing resistor Rs in parallel with Rb. The fast unit adds when its output goes Low, turning on the PNP and placing Rf in parallel with Rb. Hence, we have four discrete resistances controlling the current thru the bulb (producing four discrete brightness levels):

1. Rb only
2. Rb in parallel with Rs
3. Rb in parallel with Rf
4. Rb in parallel with both Rs and Rf

Since the oscillator frequencies are unrelated, yielding the appearance of a pseudo-randomly-occurring flicker. I've tried this circuit with one yellow plus one red bulb, as the circuit will handle two bulbs in parallel. The effect of mixing different colors is quite entertaining. Feel free to fiddle, but do start with a single clear bulb just to get an idea of what's going on. If you'd prefer, the circuit can certainly be implemented with two LM555 Timer ICs, rather than the dual unit shown here — no difference either way.

As somebody used to say, "You can be a fiddlin' fool" with this circuit... and it's kind of fun to do it. I do suggest one ground rule for the fiddling: change only one component at a time and observe its effect. That said, there are many ways to change the nature of the flicker:

- (a) You can change the extent to which each oscillator affects the bulb brightness by varying

the bias resistors (Rb, Rs and Rf). Start by doubling or halving a resistor value to see what happens. If the effect is too great, go back and make a smaller change.

- (b) You can change the frequency of the oscillator(s). To make the slower (left) unit run a bit faster, try removing Csb (the 0.047uF cap); to make it run even slower, add a 0.1uF cap in parallel with Csb. Run the faster (right) oscillator faster yet by adding a 0.22uF cap in series with Cf, or slower by adding a 0.047uF cap in parallel with Cf. If you're especially adventuresome, you can even fiddle with the timing resistors on one (or... gasp!... both) oscillator. These are the 1 Mohm and 3.3 Mohm units. Again, make changes sparingly.

- (c) Especially "transistor-savvy" folks may even want to invert the logic sense by swapping the PNP device for a 2nd NPN... or the NPN for another PNP — the change in the flicker is quite obvious. Just remember to swap the emitter and collector (as shown in the drawing) when going from NPN to PNP (or vice-versa).

- (d) As mentioned previously, you can also try various combinations of two bulbs: different colors or even different voltages. For example, try one 12 volt bulb and one 14 volt bulb.

Circuit Hints & Construction Tips

1. I urge you to mount the LM 556 IC in a 14-pin DIP socket. Solder to the socket, then carefully inserting the IC only when all soldering is done.
2. Keep in mind that semiconductor devices of any kind are very heat sensitive. You might want to socket the transistor, as well as the IC. I might use an 8-pin DIP socket with one transistor on each side, again complete all soldering before inserting the devices.
3. Try to locate the "decoupling capacitor" (the 0.01uF unit at the top) as close to the IC as possible. On the back of the socket, between pins 7 and 14 would be ideal.
4. All resistors may be either 1/4 or 1/2 watt. All capacitors are 25 volt or greater ceramic types.
5. If you use two 50 or 60 mA bulbs, I suggest reducing the size of the two 10 K ohm resistors to 4.7 K ohms.
6. All components (except the Miniaturics bulbs) are available from Radio Shack and others.
7. If you choose to color your own bulbs, use lacquer.

During 1967 and 1968 EMD (Electro Motive Division of General Motors) built 14 3600 hp. FP45 Diesel Passenger Locomotives. The Santa Fe Railroad acquired nine of them and the other five FP45 Locomotives went to the Milwaukee Road Railroad. The FP45 Diesel Passenger Locomotive was equipped with steam generators.

Santa Fe's FP45's has the traditional red yellow and silver Warbonnet design. The body was semi-streamlined with a cowl type design. The angled front windshields in the cab gave better visibility the older F, E, Alco and PA units plus the two three axle trucks gave a smoother ride.

The FP45's were reassigned to freight service in May 1971 when Amtrak took over. In 1989 they were part of Santa Fe's Super Fleet. They were considered to be the Grandfather of the GP60 M Diesel Locomotive that replaced them in 1990.

Athearn's HO scale model of the FP45 Diesel Passenger Locomotive is a true presentation of the prototype. This is reflected with the excellent cowl body detail And the Santa Fe Warbonnet red and silver color design with sharp Santa Fe Lettering and a good paint finish.



The photo shows Santa Fe 93 one of there Super Fleet Units now at The Great Plains Transportation Museum in Wichita Kansas.

The heavy metal chassis combined with the Athearn motor with flywheels, and the two three axle trucks contribute to it's running performance.

Because Athearn's model is 9 3/4 inches long from the front platform to the rear platform it should run on a minimum 22 inch radius curve especially on a 2 or 3 percent grade.

Adding Detail parts such as windshield wiper's, side view mirrors, handrails, MU hoses, beacon light (optional) and a air conditioner (optional) will give you a good looking prototype model.

Now here we go again. The bad news is that Athearn's FP45 Diesel Passenger Locomotive is temporarily out of production, according to their Web Site.

The good news is that if you have a Athearn HO scale Santa Fe FP45 Diesel Passenger Locomotive or can get one you will have a Vintage Pre Amtrak Passenger Diesel Locomotive.

If you are running a Santa Fe EMD GP60M, a GE dash 8-40CW, or a GE Dash 8-40B Diesel Locomotive the FP45 will fit right in on a lash up as part of Santa Fe's 19989 Supper Fleet. You can also run two FP45's Back to Back.

You know you're married to a train nut when

By Kathy Kujawa

Double stacks no longer mean Wendy's sandwiches

Switches no longer turn on/off lights

Loads are not something you put in the washer every now and then

A "jeep" is not a 4-wheel drive vehicle

You buy new landscaping bushes only if they can be used as trees and bushes on the layout

All your old dried flower arrangements are used as layout landscaping

Old make-up becomes "weathering"

You search at flea markets and garage sales for odds and ends to become loads

You notice depots before your spouse

You start saying "ding ding ding" when going over railroad tracks

You keep a watch while your husband cuts weeds around the railroad track to use for trees

You have to answer the railroad police when they ask why you are parked on their property and your husband is off taking pictures and is nowhere to be seen

Vacations are planned around train stores, swap meets, depots and excursion trains

You actually spend a night in a caboose

You have your own train

You know more about the trains you want to buy for presents than the salesperson at the train shop!

From the November 2001 New Jersey Division Clinkers. Taken from the Kansas Central Divisions, Brass Pounder, February, 2002

At our last meeting in Manhattan, Richard Napper suggested that as a contribution to the quarterly news letter that someone write an update on what they were doing with their individual layout. Silly me. I stated that, since most of us had not seen the other layouts, an update would not make much sense and that, although this was a good idea, we should start with an article generally describing our layouts and then updates would have more meaning. Open mouth - insert foot. This is the first of what I hope is a series of self-authored articles describing each of our individual layouts so that we can have the updates, as Richard suggested.

I decided that I would begin the article about "my railroad" with a short discussion of two of the philosophies that I considered as I began construction. One of the things I had to avoid was looking at my work and then comparing it to other's work I had seen or, worse yet, to articles and photographs I was seeing in the hobby magazines. After some anguish, I had to conclude that my railroad was by me and for me, that some things I could do as well as others, some I could not and maybe some things I could do better. *The important thing for me was to stop comparing my work to theirs.* I also decided that the HO world that I was creating was to be created by me and that I had license to change or ignore the things about the real world I find offensive or do not like. For example, my railroad does not have graffiti. I know that graffiti has existed since the beginning of time and that some of it is an art form; regardless, I find it offensive, therefore, graffiti does not exist in my HO world.

My layout is set in pre-1940. I wanted to use steam exclusively and did not want to take WWII into consideration. My grandfather was employed by the Missouri Pacific Lines from 1929 until his retirement in the late 1950's. Although he was not as romantically employed as an engineer or conductor, his connection with the MOPAC is my only connection with a real railroad - thus my selection.

My present layout is my third. For someone who has only been involved with the hobby for a little over three years, this in itself is somewhat unusual. I started with the 4x8-foot approach; sound familiar? In a spare bedroom; still sound familiar? I quickly determined that; one, I had the room space and two, I needed more trackage to accommodate my growing plans. Quick aside; *plans are not cast in concrete* but, rather, are there to make exceptions from. I added another 4x4-foot piece to the original 4x8. About a year into the project, it became obvious that I was going to have to redo a full third of my work to correct for the track work errors committed during the initial stages of construction. After much thought, I concluded it would be much better to start completely over than to correct the error - especially since I had the space in the same room to construct an around the room dog bone. Down came the old and the new was started. Within a few weeks of the completion of the bench work, my wife and I decided to move. My lady wife, Johnny, really liked the new house much better than the old. Besides, it had a full finished basement! There probably

was, *(no, there absolutely was)* more negotiation about whether the new basement was the ideal sewing room or the ideal train room than there was between the seller and ourselves. In the end, the trains won, we moved, and construction began again.

The actual layout room is 17' by 14' with a 6' by 3' stair well in one corner. The layout is built around three of the walls. The bench work is completed and the track is laid. Since I did not want a point to point type of operation, but do not like the appearance of trains making 180-degree turnarounds, I needed to conceal the returns. At one side, the main line disappears into the stair well (under the stairs leading up from the basement) and returns through a tunnel back to the main portion of the layout. There is a backdrop concealing the entry into the stair well. Most of this side has been constructed. The other return will be concealed under a mountain with tunnel entries at both sides. The tunnel entries should be far enough apart to conceal the trains' return. The mountain and tunnels are yet to be constructed.

I used Atlas code 83-flex track and for the most part Atlas #6 turnouts. In the interest of space, I have used three Walther's #6-1/2 curved turnouts but made an interesting discovery. The tie height used in the Walther's turnouts is slightly shorter than that used by Atlas necessitating shimming the Walther's turnouts to match the rail height of the Atlas flex track. *This is one of the many little things they don't tell you!*

The inside radius of the curved turnouts is 18". Beyond that I let the space available determine the curve radius but tried to keep them as wide as possible. None of them is less than 22" with the exception of inside tunnels. While I agree that the wider curves look better, especially with longer passenger cars, I wanted structures and scenery to take the space that would have been required by more prototypical curves. I considered super elevating the mainline curves but abandoned the idea as a step that I was not ready to take, especially since it was not those curves that were creating the issue.

For railroad activity, structures and scenery, I have divided the lay out into four, maybe five, areas. The first area is light industry, the second is for locomotive maintenance, and the third is a town with a passenger station. The fourth will be a cattle stockyard and grain loading facility. The fifth and final area will be rural, built on the mountain covering the return area. The structures in the light industrial area, the locomotive maintenance area, and the town include Walther's and Design Preservation Plastic Kits (somewhat modified), Campbell Kits (which I really like and enjoy putting together), and a few, very fundamental scratch built structures. They result in something that precisely fits in space you have available.

I have used a variety of techniques and materials for scenery but rely heavily on Woodland Scenics for finishing materials. I really like plaster cloth. It has much less of a time commitment involves far less preparation than paper towels and plaster, and is much easier to clean up.

And, if by chance you don't like the result, you can easily tear it out and start over. I start with waded-up newspaper and masking tape to obtain the shapes I want, and then cover the "mountain" with the plaster cloth. I have used a lot of Sculpting Mud, manufactured by Polyterrain of Fayetteville, Arkansas. I used it to add character to the plywood "ground" I started with and to finish the plaster cloth. I have also used Sculptamold for the same purpose. The advantage of the Sculpting Mud is that it is easy to sand and remains water-soluble until it is painted.

The light industrial and locomotive maintenance areas are substantially complete. There are still small details to add, but I do not think that will ever be finished. I work on the layout for at least a short time almost every day. Sometimes I push forward; sometimes I go back and add one of the small details previously referred to. I really do not have a game plan or schedule for the whole project nor would I want one. As I see it there is only one part of a layout that is time critical. This fundamental, which I read in one of the many articles I have looked over during the past for years, is "Get the train running." Maybe not on completed track work, maybe not even on correct track work, but having a train run on your layout is the first step to the individual rewards the hobby will let you bring to yourself.

(Diagram of Chris Cancy's layout is on page 13)

Taken from the pages of February 2004 issue of The Brass Pounder the Kansas Central division's newsletter.



What do mean you don't know where Topeka, Kansas is! Its right there on Page 16.



Photo 1 showing construction of bench work for Chris Cancy's layout.



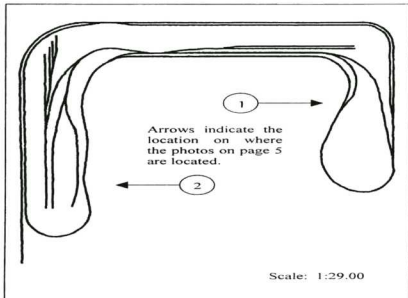
Photo 2 showing scenery on Chris Cancy's layout.



Generic track image



Branson Senic Railway Number 99 at Kansas City Union Station in January 2003.



Track plan of Chris Dancy's Model Railroad the 1 and 2 shows were the two photos on page 12 were taken.

Coming Soon Train Show Train Show

Turkey Creek Division Train Meet
August 13, 2005
Lenexa Community Center 13420 Oak St.
Lenexa Kansas
8:30 am to 2:00 pm.

\$5.00; under 12 free; in advance \$4.
Contact Gary Hankins at 913-782-3645 for Registration
Information

or

e-mail MariysDee@aol.com

See WWW.tc-nmra.org for more information on the show.

Start with a
stop at the...



**Capitol
Plaza Hotel**

Plan Your Family's 'Mini'
Vacation for June 9 - 11
During the
2005

CONVENTION

in
Topeka, Kansas



Mention
NMRA GROUP
For your special
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Hands On
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Rail And
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BANQUET
Saturday
Evening

TOURS

- ❖ BNSF Private Car Shop
- ❖ Jeffery Energy Center
- ❖ PTMW & Great Overland Depot
- ❖ Hallmark Cards
- ❖ Gage Park & Zoo



**Trade Show and Swap Meet
In Conjunction With
The Mid-Continent Region-NMRA
Topeka, KS Convention
9-12 June 2005**

The Show will be in the Maner Conference Center in both the Sunflower Ballroom and the Shawnee Room.
The Maner Conference Center is behind the Capital Plaza Hotel between the Expo-Centre and the Ag Hall.

Set-up will be from 6:00PM to 10:00 PM Friday 10 June 2005.
Show hours: Saturday 11 June 2005 8:00 AM to 5:00 PM, Sunday 12 June 2005 10:00 AM to 4:00 PM

You may make Hotel Reservations at a discount with the Plaza Hotel by referring to the NMRA Convention and calling 1-800-579-7937. Discount price is guaranteed until 30 days before the convention.

All tables are \$20.00 each in any quantity. All table reservations must be made and paid for no later than May 20th before the show. If you need an electrical outlet at your tables, the cost is \$25.00 per outlet. Let us know if you want a special table arrangement and we will try our best to accommodate you. No table coverings will be provided.

By purchasing tables for this trade show, you are agreeing to stay open during all show hours.

Name _____

Address _____

City _____ State _____ ZIP+4 _____

Phone Number _____ Number of Tables _____ Electrical Outlets _____

Make Checks Payable to Kansas Central Division-MCoR-NMRA

Send the completed form and check to:

For additional information contact:

KCD Paymaster
Richard E. Napper, MMR
7244 NW US Highway 24
Topeka, KS 66618-5605
785-582-4209
Fax 785-582-5268
renapper@mindspring.com
mmr196@mindspring.com
renapper@usadatanet.net

Tom Katafiasz
2105 Northwood
Salina, KS 67401-3674
785-827-8167
tommarykat@aol.com

Christopher C. Dancy
309 North Ohio Ave.
Sylvan Grove, KS 67481
-8117
785-526-7480

candjdancy@wiciweb.com

*We invite you to attend the MCoR 2005 Convention
in
Topeka, Kansas 9-12 June 2005*

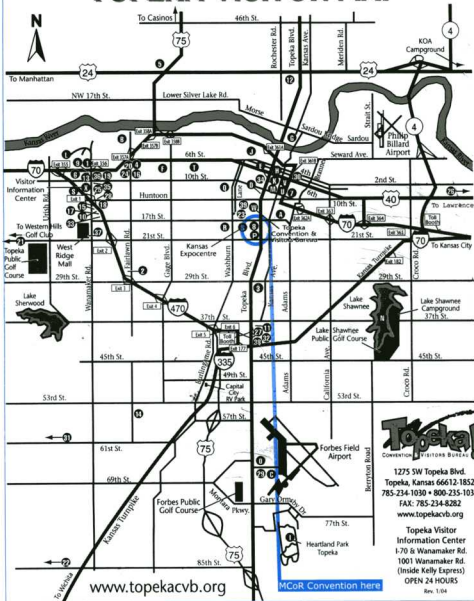
The following events are planned for you:
BNSF Passenger car Shop prototype tour
Jeffery Energy Center prototype tour
PTMW and Overland Depot prototype Tour
Hallmark Cards Non Rail tour
Gage Park and Zoo Non rail Tour
Six model railroads to tour Friday Night
Tour a Live Steam 12" gauge RR Saturday
Afternoon
Two Hands-on Clinics by Fran and Miles
Hail one on scenery and one on DPM
Buildings
Eleven Clinics in addition to the above two.
Scatchbuilding Doors and Windows
Acrylics and Foam Rocks
Decorating Model Walls
Judging Contests in the AP program
Tuning up Athearn Locomotives
Digital Photography
ATSF Passengers and how to model them
Special Modeling tools
History of the MKT Neosho Division showing depots, bridges, locomotives, passenger trains, etc.
Pre-Amtrak passenger trains of Topeka Kansas
Lighting Model Passengers Cars
There is a model contest
Silent Auction
Awards Banquet Saturday Evening
A Two day trade show and swap meet



All of this will be available to you at the Capitol Plaza Hotel and Manor Convention Center
1717 SW Topeka BLVD. Topeka, KS 66612 1-800-579-7937 Mention NMRA Group for special convention
Room rate of \$79.00 1-4 people in a room with two double beds. Make your hotel reservation separately before 11 May 2005.

See Topeka map on next page for hotel location.





Topeka!
CONVENTION VISITORS BUREAU

1275 SW Topeka Blvd.
Topeka, Kansas 66612-1852
785-234-1030 • 800-235-1030
FAX: 785-234-8282
www.topekacyb.org

**Topeka Visitor
Information Center**
I-70 & Wanamaker Rd.
1001 Wanamaker Rd.
(Inside Kelly Express)

Rev. 1/04

MCoR Board of Directors Meeting

Johnson County Library

Olathe, KS

January 29, 2005

Spring 2005 CK

The regular meeting of the Board of Directors of MCoR was called to order at 10:00 A.M., January 29, 2005, at the Johnson County Library in Olathe, KS. The presiding officer was President Richard Napper. A quorum was present, including the following officers and members:

Richard Napper MMR	MCoR President, Kansas Central Div. Director,
Larry Alfred MMR	MCoR Vice President, Convention Dept. Chair
Ken Thompson	MCoR Treasurer, Sales Man., Library Com. Chair
Whit Johnson	MCoR Secretary, Region Contest Chairman
Jim Anderson	MCoR Trustee, Gateway Div. Director
Robert J. Amsler Jr.	MCoR Attorney
Marty Vaughn MMR	MCoR AP Chairman
Don Wetmore	MCoR Education Chair, MCoR Clinic Chair
Charles Fennen	Western Heritage Div. Director
Rick Liebich	Kate Shelley Div. Director
Warren Weston MMR	Past MCoR President
Paul W. Meyers	Turkey Creek Div. Director
John Averill	Great Midwestern Div. Director
Phil Aylward	Chisholm Trail Div. Director
Brad Morneau	Turkey Creek Div. Superintendent
Joe Robertson MMR	MCoR Staff Member
Gary Hemmingway	MCoR Area Meet Chairman
J. Lester Lorhan	Platte Valley Div. Director
Larry W. Smith	Proxy Ozark Mountain Area Director
John A. Shaw	MCoR Webmaster
Chris Dancy	Kansas Central Div. Director
Raymond Immel	MCoR Member

Proxy was presented from Louis Griesemer, Ozark Mountain Area Director, for Larry W. Smith to represent him.

Proxy was presented from Peter B. Smith MMR, Southern Illinois Area Director, for Jim Anderson to represent him.

A motion to accept the minutes of the June 2004 BOD Meeting as published was made by Paul Meyers, seconded by John Averill.

PASSED

Treasurer Ken Thompson gave a report on MCoR Finances. A motion was made to accept the report by John Averill, seconded by Rick Liebich.

PASSED

A Trustee report was given by Jim Anderson on the events from the National BOT recent meeting. There is to be a change in the membership categories. There will longer be a Membership Plus subscription category. The will only be Membership and Scale Rails is available to subscribers. The National BOT is also doing away with the Life Membership category for new members. National is also changing the dues structure. It will be as follows.

Membership 33.00

Scale Rails 12.00

Two dollars of this will be routed to the Region a member resides within. If a member does not wish to subscribe to Scale Rails the dues will be 33.00, instead of the current 23.00. The RAC is working to present a single fee that all Regions will accept as subscription fees that National will collect. National will no longer charge the 1.00 handling fee as it has in the past.

Directors Reports: Reports were presented as published.

Richard Napper reported the Region has a total 696 members. This number represents 64% of the NMRA members living within MCoR Boundaries.

Convention Committee: Larry Alfred, Convention Committee Chairman, reported that the St. Louis Convention of 2004 was a success with many positive comments being returned. The 2005 convention in Topeka is right on track, and looks to be another great convention. 2006, in Council Bluffs, Iowa is also underway. Many of the tours are awaiting final details, but are in place. The convention facilities and hotel are already contracted for the event. The BOD will be looking for bids in June for the 2007 convention. Divisions or Areas should contact Larry.

Caboos Kibitzer Editor Charles Marchbanks has almost got the Kibitzer back on schedule. At the time of the meeting the Fall 2004, was in the mailing process and the Winter 2005 was planned to be at the printer in February. This would put us on track for the Spring 2005 issue in May.

Marty Vaughn MMR, AP Chairman reported that there have been 9 AP Certificates processed for MCoR, 1 Golden Spike Award, and 1 new MMR. John Lee MMR, received his MMR at the National Convention in Seattle.

A break was called by President Richard Napper MMR at 11:15 A.M.
The meeting was reconvened by President Richard Napper MMR at 11:35 A.M.

Old Business

The car project committee reported that they are looking into an Intermountain Box Car Kit for the next project. The committee recommended a 200 car run in 4 numbers. The paint scheme that is recommended is Rick Island. The manufacturer will be Intermountain. A motion was made by Rick Liebich to proceed with a 200 car run in four numbers. The price to be around 17.00 for kits and 25.00 for RTR. The motion was seconded by Chris Dancy.

PASSED

A break was called by President Richard Napper MMR at 12:30 P.M.
The meeting was reconvened by President Richard Napper MMR at 12:45 P.M.

New Business

MCoR Regulations. The LARP Committee held a meeting in October 2004, to discuss and propose revisions to the MCoR Documents. The purpose of the proposal was to bring MCoR into line with the changes that the National have accepted. It was decided at that meeting to present the BOD with a single document, a set of Regulations, to use the term adopted by the National.

There was a motion to proceed with a single document, Regulations, by Whit Johnson, seconded by John Averill.

PASSED

Resulting from the LARP meeting it was also decided that the removal of past presidents as voting members of the BOD would be appropriate as they are not elected to the BOD currently. They would be considered as advisors to the BOD and still welcome at all meetings. The LARP decided to have the BOD vote on this item and how to enter it into the Regulations proposed. A motion was made to continue to give the Past Presidents a vote on the BOD by Larry Alfred, seconded by Whit Johnson.

FAILED

There was a motion made by Charles Fennin to strike term limits from Region officers. WITHDRAWN

In keeping with trying to model MCoR memberships after that of the National a motion was made to remove Life subscriptions from the Regulations by Paul Meyers, seconded by John Averill.

PASSED

There were several amendments to the proposed regulations. These follow in order as found in the proposed regulations.

Article I Section 9: It was moved to change the MCoR from the Secretary to that of the Registered Agent, by Paul Meyers, seconded by Larry Alfred.

PASSED

Article III Section 4: It was moved to add Paragraph F, stating; "Presentation of MCoR awards to select recipients.", by Larry Alfred, seconded by Chris Dancy.

PASSED

Article VI Section 14 Paragraph C: It was moved to change this to read, "...within their Division or Area, by Larry Alfred, seconded by John Averill.

PASSED

Article VI Section 14 Paragraph F: It was moved to change this to read, "...the BOD shall appoint a...", by John Averill, seconded by Jim Anderson.

PASSED

Article VIII Section 4: It was moved to change this to read, "...The fee shall be determined by the BOD, by Paul Meyers, seconded by John Averill.

PASSED

Article VIII Section 5: It was moved to change this to read, "...publish *The Handcar* twice a year minimum and shall ... by Paul Meyers, seconded by John Averill.

PASSED

Article VIII Section 6: It was moved to change the word mailed to the word distributed, by John Averill, seconded by Charles Fennin.

PASSED

Article X Section 2 Paragraph C: It was moved to change this to read, Proposed Governing Documents, by John Averill, seconded by Paul Meyers.

PASSED

A motion was made to present the Proposed Governing Document to the MCoR Membership in ballot form as amended this day, January 29, 2005, by the MCoR BOD, motion by Whit Johnson, seconded by Larry Alfred.

PASSED

A break was called by President Richard Napper MMR at 2:00 P.M.
The meeting was reconvened by President Richard Napper MMR at 2:15 P.M.

A motion was made to merge Area 29-10 and Area 29-20 into one area creating Area 29-10, by Charles Fennin, seconded by Whit Johnson. PASSED

A motion was made to divide Area 29-09 into two areas creating Area 29-09 and Area 29-20, by Paul Meyers, seconded by Rick Liebich. PASSED

A motion was made to divide Area 29-13 into two areas creating Area 29-13 and Area 29-24, by John Averill, seconded by Paul Meyers. PASSED

A motion was made by John Averill to purchase Adobe Acrobat Standard for use by the MCoR President and MCoR Secretary, seconded by Charles Fennin. PASSED

A motion was made by John Averill to purchase an Electronic Projector for use by MCoR and the Areas, this is to include a hard case and be maintained by the President of MCoR, seconded by Charles Fennin. PASSED

A motion was made by Rick Liebich to purchase a laptop computer for use by the MCoR AP Chairman and Contest Chairman, to be maintained by the AP Chairman, seconded by John Averill. PASSED
John Averill made a motion to adjourn. Charles Fennin seconded. PASSED

Meeting adjourned 4:15 P.M.

Respectfully submitted,



Whitney D. Johnson
MCoR Secretary



Prarie Landscape, Alberta - 1948



This issue of the Caboose Kibitzer is going to all NMRA members living in the MCoR region. As of 1 September 2005 those of you that are not MCoR members will become MCoR members after that date, as well as, members of any division as long as you live within the divisional boundaries. This will be the last issue of the CK that you receive unless you pay the subscription price to continue to receive the hard copy. MCoR BOD is considering putting the CK on our web site at www.mcor-nmra.org for those of you that might want to get it on-line; there will still be a small subscription fee to get the CK on-line. The BOD will be setting the prices at the June meeting. As members of MCoR you will receive at least two issues of the Handcar with information about the region activities.

Enclosed in this issue is the registration form for the Topeka, KS MCoR Convention on 9-12 June 2005 at the Capital Plaza Hotel. I have also included the Trade Show Application form for our vendors. Time is getting short, so be sure and register before the price goes up. We have a lot of activities for you with three prototype tours, twelve clinics, and six layout tours including a live steam layout on Saturday afternoon, model contests, trade show, silent action, and awards banquet.

For those members of MCoR be sure you vote for both the MCoR officers and the adoption of our new Regulations. This is probably one of the most important opportunities that you have to be heard in the region activities. The new regulations are presented to you so MCoR can be in-line with the new NMRA regulations which were passed by the NMRA membership last year. Also each division within the region is working on getting their Constitution and By-laws in-line as well by the June BOD meeting.

Charles Marchbanks, CK Editor, continues to

strive for the best publication that he can produce for you. MCoR is very proud of the Caboose Kibitzer; we feel it is one of the best publications of any region in the NMRA. However, it can not continue to be so without your participation. Due to added restrictions upon his time, Charles has resigned as CK editor. I'm producing this issue of the CK so it will not be late in getting to you. Send all articles to Bob Jefferis for publication in the CK. Bob will take over as CK editor with the summer 2005 issue, his address is on the call board on page 2. Bob is always looking for more and new material. It is these articles that make the CK the great publication that it is. This is the last issue which will contain any information about the region, such things as BOB minutes will be put in the Hand Car, and the CK will directly focus on modeling for and by the members of the region.

There are many changes coming within the NMRA and MCoR plans on being in the forefront of these changes. The only way you will get anything out of your membership is to participate at all levels, divisional first, regional second, and National third. Your division is the direct link between you and the Association; it here that you will receive direct contact with friends and fellow modelers. Each division strives to hold a least one swap meet a year in your area, as well as, activity in the AP program on an individual basis.

Hope to see you at the June MCoR Convention.

Remember the FRISCO!

Richard E. Napper, MMR

EDITORIAL

Spring 2005 CK

After a very long run as your Caboose Kibitzer, Charles Marchbanks, due to too many restraints on his time, has decided it is time to give it up. Larry Alfred, MMR and I would like to thank Charles for all of his hard work. Until you have had to produce a Caboose Kibitzer, you can not imagine how much work it takes.

Due to very short time, I have produced the Spring 2005 issue so it would get to you on time. I will admit it is a little ruff around the edges, but I felt it was more important to get this issue to you on time rather than worry about any kind of finesse.

I am happy to report that you will only have to endure only this one issue from me for Bob Jefferis has stepped forward to be the new Caboose Editor starting with the Summer 2005 issue. You should send all of your material for publication to Bob at:

Bob Jefferis

6000 Richard's Drive

Shawnee, KS 66216-1721

913-631-4441

Note the deadline for getting your material to Bob is July 1, 2005, there will be NO EXCEPTIONS. I have

Bob's assurance that each issue will get out on time. Since Gary's switching list is dated, it will no longer be printed in the Caboose Kibitzer, but only on our web site at <http://www.mcor-nmra.org>. For those of you that do not have a computer available to you, you can request a mailed copy of his switching list to be mailed to you. You can contact Gary at:

Gary Hemmingway

3201 Stone Ave.

Topeka, KS 66614-2823

785-273-3350

garynoho@cox.net

Both the table registration and your convention registration forms are included in the issue for your convenience. I hope you will be considering coming to the Topeka, KS MCoR Convention, Gary and I have a lot of interesting things planned for you over the two day convention.

And remember, for those of you that are MCoR members, don't forget to VOTE!

Richard E. Napper, MMR
Interim Editor

(See Page 26)

THE LOADING DOCK AT PAULINE, KS

One of the more common structures in railroading is the team track and loading dock. Maybe I just haven't been to enough shows or layout tours, but I don't recall seeing many of these very simple online structures on model railroads.

Pauline, Kansas is an unincorporated community just South of Topeka on US 75 adjacent to Forbes Field, a former USAF base. It has what I regard as a neat example of the team track loading dock and run around track combination.

My son, Doug, and I decided we wanted a team track/loading dock on a layout we are designing. For some idiot reason we decided to get the data in early March. Yup, it was colder than a dead steam boiler. We didn't spend a lot of time measuring that day but we took some fairly decent pictures. We returned to Pauline a couple weeks ago, on a warm day, and measured out the loading dock. Doug's sketch, in approximate HO scale, accompanies this discussion.

We selected the loading dock/team track at Pauline because it can be modeled in a relatively small scene. One could even include the scale house and elevator if space permitted. A model of just the loading dock/team track would serve most scenes equally well all by itself.

The BNSF mainline splits into a double track arrangement at Pauline and runs that way for a mile or so. Near that point, another pair of turnouts creates the team track and a run around track that provides access to the elevator even if the team track is in use. The run around track and team track use lighter rail than the BNSF double track. I think if one used code 83 mainline track then code 72 would be a good contrast for the team and run around tracks. It would also fit what the Class 1 railroad did at Pauline.

Doug's sketch shows the simple construction used by the railroad. One-foot diameter is typical for the support pillars/poles. Bridge planking provides containment for the earth and rock fill that supports the concrete cap of the dock. Railroad ties border the cap and are used at the North End for the trucks to back up to in order to load/unload fork lifted cargo. Damage to the ties from trucks backing into the North End of the dock is visible in the pictures.

The Sketch also shows a power and light pole on the west side of the structure. This can be omitted, but if you want to provide evening capability it needs to be included.

Access to the loading dock is by gravel road. The road intersects a paved street and runs between the tracks and the café near the railroad crossing. If I have space I may include the café since crews can sometimes bring the locomotive into the run around or team track so they can get some beans. However, the loading dock is the real priority.

This particular loading dock is 65 feet long from end to end. The upper level including the down ramp is 17 feet long with the down ramp beginning 11 feet from the North End of the structure. I am not sure what the angle of the down ramp is, but it is not acute. Any truck or forklift should handle it easily. The middle of the dock is a flat surface 22 feet and 7 inches. The main ramp on the South End is 24 feet and 7 inches. Doug and I decided to round up to full feet for the sketch since inches are more likely a pencil line at those dimensions. The actual loading dock width is 16 feet four

inches. Again, we decided to round to the nearest foot. Pillars on the main section are typically four feet high. Those on the main ramp graduate down from four feet at the joint to two feet seven inches, one foot eight inches, one foot two inches, and five inches. Actual construction will no doubt call for adjustments to these measurements. The ties used on the top of the loading dock measured six and three-fourth inches by sixteen feet. Adjustments may also be needed to accommodate down ramps. Note there are two layers of ties on the north end and each side. Pillar measurements were taken from the team track side because there was no gravel buildup from the road and we thought that gave us better data. Photos and sketch follow on pages 6 and 7.

Article by Gary Hemmingway

Photos by Doug & Gary

Sketch by Doug Hemmingway



Above: The yard and elevator at Pauline, K.S.

Below: The switches in the Pauline yard.



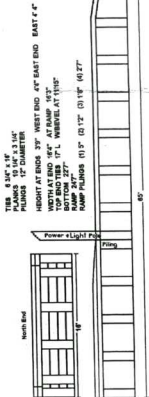


Above: Close up view of loading ramp at Pauline, Kansas.

Center: Full length of loading dock facing the businesses.
See sketch on the right.



Bottom: Close up view of the north end of the loading dock.
See sketch on the right.





Above: South end of the west side of the loading ramp.

Center: Detailed photo of northwest corner of ramp.



Bottom: Northeast corner detail of ramp.



Above: Doug standing at northeast corner of ramp.

Center: Detailed photo of north end as in sketch.



Bottom: East side of south end of ramp



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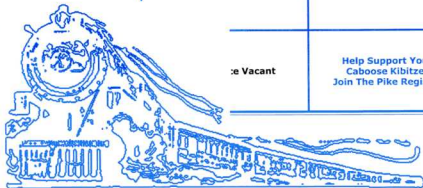
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rdmorse1@juno.com

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, HO _{n3} , O 2rail, On3, S, Sn3, and Large scale) 7 Chaparral Lane Little Rock, AR 72212-3619	KC O-Scale Modulars (O) 10334 Ash Overland Park, KS 66207	Northwest Kansas Model RR Club 603 S. Smokyhill Oakley, KS 67748-2321
Big Bend Railroad Club (O) 8833 Big Bend Boulevard Webster Groves, MO 63119	Kansas City S Scalors (S, Sn3) 11519 N. Wayne Ave. Kansas City, MO 64155-2914	Ozark Model RR Assoc. (all) 424 W. Commercial Springfield, MO 65803
Capital City Model RR's (HO) P.O. Box 243 Jefferson City, MO 65102	Manhattan Area Rail Joiners 1223 Pierre Street Manhattan, KS 66502-4331	Parsons Model RR Engineers (HO) Cherryvale Depot Cherryvale, KS 67335
Claremore & Southern (HO) 3049 Clover Creek Drive Claremore, OK 74017	Mississippi Valley N Scalors (N) PO Box 460161 St. Louis, MO 63146 http://mvns.railfan.net mvns@railfan.net	Quincy Society of Model Engineers (HO, HO _{n3}) 2232 E. Huntington Quincy, IL 62301 qsme@rrmail.com
Columbia Model RR's (HO) 410 Camelot Drive Collinsville, IL 62234	Missouri Northern RR Society Inc. (HO) P.O. Box 12591 North Kansas City, MO 64116	Society of Model Engineers (HO, N) 5715 W. 81 st Street Prairie Village, KS 66208
E. Jackson City Mainliners (HO) 807A Main Street Blue Springs, MO 6415	Modular HO Narrow Gauge Society 914 Summer Leaf Ct. St. Peters, MO 63376	Southern Illinois Train Club (HO, N, G) P.O. Box 1633 Marion, IL 62959-7833
Gold Creek RR Co. (1/2") 8324 Hall Lenexa, KS 66219	Mo-Kan Railjoiners Inc. (all) 14906 W 150 th Street Olathe, KS 66062	SW Independent Modular RR's (HO) 3107 W. Capitol Little Rock, AR 72209
Kansas Central MRRC (HO), 530 E. 3 rd Street Hutchinson, KS 67501	Nishna Valley MR Society (HO) 1303 8 th Street Harlan, IA 51537 Northeast	The Sugar Creek Model Railroad & Historical Society, Inc. (All N Modules for shows) P.O. Box 5452 Bella Vista, AR 72714
Kansas Area N-Trak (N) 2046 S. Elizabeth #1306 Wichita, KS 67213	Northeast Kansas Garden Railway Society (NEKAN-GRS) 1308 SW Celdon Topeka, KS 66611-2412	Tri-City Model R.R. Association (HO, N) 607 South Shore Drive Hastings, NE 68901
		Wichita Model Railroad Club (HO, HO _{n3}) P.O. Box 48082 Wichita, KS 67201

Note From the Editor

I have decided to step down as editor of the Caboose Kibitzer as I no longer have the proper amount of time to give the Kibitzer. Region President Richard Napper has accepted my resignation and has request all the Kibitzer information be sent to him. I have enjoyed the experience of being the editor for the Mid-Continent Region. I will miss editing the Kibitzer but do think that it is time to let someone else edit the Caboose Kibitzer for awhile.

Charles Marchbanks Caboose Kibitzer Editor.

Advertising Rates

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

Our Commercial advertising rates are as follows:

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

Dealer Directory:

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

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

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



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

Name _____ Phone _____

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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.

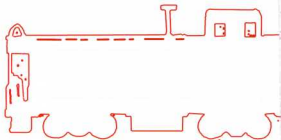
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Info:

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