

CABOOSE KIBITZER

FALL 2006

VOLUME 56, ISSUE 4

THE ROYAL GORGE ROUTE
CREATING AN INVENTORY OF YOUR MODEL
RAILROAD
OPERATION LIFESAVER SPECIAL
NEW MEXICO RAILRUNNER
KIBITZER COVER PHOTO CONTEST!

Details Page 7

MARK YOUR CALENDARS!

MID-CONTINENT REGION ANNUAL CONVENTION

AUGUST 4, 2007

**Lenexa Community Center, Lenexa, Kansas
Hosted by the Turkey Creek Division**

Co-Chairmen: Brad Morneau (913) 897-0669, bmorneau@kc.rr.com,
and Louis Seibel, L-seibel@comcast.net, (913) 393-3495
Committee Chairmen: Paul Richardson, MMR, Model & Photo Contests;
Bob Jefferis, Swap Tables & Railroad Groups

Did you know that the Kibitzer will advertise MCoR Division/Area events for free?

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CABOOSE KIBITZER

Official publication
of the Mid-Continent Region
of the National Model Railroad
Association

www.mcor-nmra.org

Editor

Wendy Harlow
10713 Berry Plz
Omaha, NE 68127
(402) 592-6534
tanryoku@cox.net

Associate Editor

Larry R. Alfred, MMR
14633 S Chalet Dr
Olathe, KS 66062-2527
(913) 782-6584
lalfred2@comcast.net

Advertising Manager

Louis Seibel
1069 N Logan
Olathe, KS 66061-6321
(913) 393-3495
l-seibel@comcast.net

Submissions: The Caboose Kibitzer welcomes articles, photographs and other model railroad or railroad-related contributions. Contact the editor for more information.

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WAYBILL

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CALLBOARD



President

Richard Napper, MMR
7244 NW US Hwy 24
Topeka, KS 66618-5605
(785) 582-4209 Fax (785) 582-5268
renapper@mindspring.com

Vice-President

Larry R. Alfred, MMR
14633 S Chalet Dr
Olathe, KS 66062-2527
(913) 782-6584
lalfred2@comcast.net

Secretary

Whit D. Johnson
810 E 12th St N
Newton, IA 50208-2312
(641) 792-0712 Cell (815) 232-4122
whitjohnson@mchsi.com

Treasurer

John A. Shaw
225 Wasatch Court NE
Cedar Rapids, IA 52402-3386
Cell (913) 636-3710
jashaw@birch.net

Membership Chairman

Larry R. Alfred, MMR
14633 S Chalet Dr
Olathe, KS 66062-2527
(913) 782-6584
lalfred2@comcast.net

Membership Dispatcher

Richard Napper, MMR
7244 NW US Hwy 24
Topeka, KS 66618-5605
(785) 582-4209 Fax (785) 582-5268
renapper@mindspring.com

New Member Chairman

Richard Hester
1407 E Fair Acres Dr
McCook, NE 69001-4208
(308) 345-5528
rahester@ocsmccook.com

Member Aid Co-chairman

John H. Averill
14910 92nd Ln
Indianola, IA 50125-7261
(515) 961-3018
GMDMCoR@cs.com

Member Aid Co-chairman

John Plott
2109 Ave M
Council Bluffs, IA 51501-0968
(712) 323-7153
trains20@cox.net

Achievement Program Chair

Marty Vaughn, MMR
234 Meadowbrook Ln
Wellsville, KS 66092-8100
(785) 883-4468
wmvaughn@mchsi.com

Education Chairman

Don Wetmore
614 Osage Dr
Papillion, NE 68046-2433
(402) 740-9642
wabash.santafe@cox.net

Merit Badge Coordinator

David Engle
11519 N Wayne Ave
Kansas City, MO 64115-2914
(816) 734 8949

100% NMRA Club Chairman

Barbara Lundquist
504 Pioneer Rd
Papillion, NE 68046-3778
(402) 597-3988
blundquist1@cox.net

Internet Webmaster

John A. Shaw
225 Wasatch Court NE
Cedar Rapids, IA 52402-3386
Cell (913) 636-3710
jashaw@birch.net

Convention Chairman

Larry R. Alfred, MMR
14633 S Chalet Dr
Olathe, KS 66062-2527
(913) 782-6584
lalfred2@comcast.net

Area Meet Chairman

Gary Hemmingway
3201 SW Stone Ave
Topeka, KS 66614-2823
(785) 273-3350
garynoho@cox.net

Clinic Chairman

Don Wetmore
614 Osage Dr
Papillion, NE 68046-2433
(402) 740-9642
wabash.santafe@cox.net

Model Contest Chairman

Whit D. Johnson
810 E 12th St N
Newton, IA 50208-2312
(641) 792-0712 Cell (815) 232-4122
whitjohnson@mchsi.com

Photo Contest Chairman

Rick W. Liebich
PO Box 285, 121 Main St
Rippey, IA 50235-0285
(515) 436-7765
mliebich@iastate.edu

BOARD OF DIRECTORS

Indian Nations Division

Ed Bommer
14050 North 246 Road
Okmulgee, OK 74447-9344
(918) 759-0705
edb8391@ecewb.com

Turkey Creek Division

Paul W. Myers
10904 N Harrison St
Kansas City, MO 64155-7364
(816) 734-3719
paulwmyers@kc.rr.com

Kate Shelley Division

Rick W. Liebich
PO Box 285, 121 Main St
Rippey, IA 50235-0285
(515) 436-7765
mliebich@iastate.edu

Eastern Iowa Division

Gary Zillyette
431 E Goldfinch Dr, PO Box 431
Tiffin, IA 52340-0431
(563) 320-2970
bnsfguy@mchsi.com

Western Heritage Division

Doug Good
6963 Cuming St
Omaha, NE 68123-1013
(402) 932-6864
dgood@cox.net

Kansas Central Division

Christopher C. Dancy
309 N Ohio Ave
Sylvan Grove, KS 67841-8117
(785) 526-7480
candjdancy@wtciweb.com

Chisholm Trail Division

Philip R. Aylward
603 Chestnut St
Halstead, KS 67056-2302
(316) 830-3498
aylward1@cox.net

Maple Leaf Division

Steve Marquess
503 W Central Ave
Bentonville, AR 72712-5246
(479) 273-3175
sjmarqu@quixnet.net

South Central Missouri Area

Brad Slone
PO Box 313
Dixon, MO 65459-0313
(573) 308-7144
bradslone@yahoo.com

Gateway Division

Jim Anderson
329 Hill Trl
Ballwin, MO 63011-2654
(636) 394-1305
andersjd@swbell.net

Ozark Mountain Area

James F. Dimatteo
190 Western Ave
Branson, MO 65616-8618
(417) 239-0436
jbdimateo@aol.com

Northern Arkansas Area

Unassigned

Little Rock Area

John O. Wallace
9 Pine Chapel Dr
Bryant, AR 72022-3352
(501) 847-3435
johnomt@yahoo.com

Salt Valley Central Area

Dennis M. Brandt
1004 S Third St
Norfolk, NE 68701-6302
Cell (402) 992-2415
dennis@northeastcollege.com

Oklahoma Southwestern Area

Barry M. Quensel
480 SE Lasso Loop
Lawton, OK 73501-2025
(580) 351-2037
QuBert1@aol.com

Northern Oklahoma Area

Dan L. Harris
PO Box 3604
Enid, OK 73702-3604
(580) 233-4452
dlharris@enid.com

Western Kansas Division

Unassigned

Platte Valley Division

John O'Neill
4112 W Faidley Ave
Grand Island, NE 68803-3327
(308) 384-5011
jponeill@computer-concepts.com

Illowa Rails Area

Michael E. Worley
320 E 13th St
Washington, IA 52353-2643
(319) 653-3782
meworley@lisco.com

North Central Missouri Area

Unassigned

Fallen Flags Division

Unassigned

Nebraska West Central Div.

Gene R. Tacey
PO Box 485
Sutherland, NE 69165-0485
(308) 386-2489
taceys@gpcom.net

Great Midwestern Division

John H. Averill
14910 92nd Ln
Indianola, IA 50125-7261
(515) 961-3018
GMDMCoR@cs.com

Southern Arkansas Area

Unassigned

CONDUCTOR'S CALL

BY WENDY HARLOW

EDITOR



"As we work to build an organization that measures up to its potential and mission, we have turned to the NMRA's most visible product: *Scale Rails* magazine. Under editor Terry Bacus, it grew into a useful and more colorful slick-paper publication, but now it must become more, much more, than that. It must stake out a unique niche in the broad-shouldered hobby of model railroading. Through publisher Larry DeYoung, we are working with White River Productions to make *Scale Rails* more relevant to NMRA activities instead of having it be a redundant 'MR or RMC wannabe'." (*Scale Rails*, October 2006, "President's Car")

This is very much how I feel about the *Caboose Kibitzer*, with the additional stipulation that the CK not be a "*Scale Rails* wannabe". The CK is the Region's most visible product. We live within a unique area of the United States – one that was built either directly or by the influence of the railroad industry.

"...A Master Model Railroader (MMR) sharing his or her modeling techniques in a feature article or as a 'Tip From the Masters' is entirely appropriate for *Scale Rails*, an example of 'the NMRA in action' – a member's activities covered in print. Coverage of how someone became an MMR has been cursory; in-depth reports on the skills, techniques, and motivation that led each of them to such a remarkable achievement are warranted. We also want to cover what divisions and regions are doing that has proven popular with members or has attracted new members."

We, the Regions and Divisions within the NMRA, are the human face on the national organization. We represent the hobby. What are we doing on a local level to support and educate other modelers? With that

in mind, I'm starting a column called The Roundhouse, in which I will publish articles that focus on Division activities. Brag a little on what you're doing. Maybe it'll help another Division. It can be a short review of an excursion to a member's layout. It can be a detailed article on how your Division operates its meetings or plans displays. The inaugural article is by David Salamon of the Indian Nations Division.

I want to print articles to inspire our members, either in continuing their efforts toward their MMR, or just to finish that one building for their layout. I'm looking for feature articles on history – personal, local or modeling (the evolution of a particular model, for example). Hands-on projects are GREAT – tell us how you created those realistic trees or how you scratch-built that diesel locomotive. Look for an in-depth article on how to scratch-build a Texaco gas station in the next issue of the *Kibitzer*.

"What's the difference between a model railroad club and an NMRA Division?"

It's akin to the difference between a group of kids getting together in the backyard every Wednesday afternoon, and a Pack of Boy Scouts.

Sometimes the line between the two becomes hard to see, especially when a Division and a club seem to be performing the same function in a given locality.

The distinction is made clearer in the 1994 edition of the MCoR Division Handbook:

"First, it should be noted that while a club may be exclusive in drawing only the members it chooses from the total model railroading community, a Division may only draw its membership from the ranks of MCoR and the NMRA and may not exclude any dues-paying member of MCoR."

"Second, while a club may establish its organizational guidelines purely in accordance to the wishes of the general membership, a Division is subject to review by the Region's Board of Directors and its Constitution and Bylaws (now Regulations and Guidelines) must not conflict with those of MCoR (or the NMRA)."

"Third, while a club may exist at and for the pleasure of the membership, and usually is established for the purpose of building a layout and developing fellowship between its members, the challenge to a Division is to help promote the hobby and MCoR/NMRA particularly."

"Fourth, since MCoR was founded and exists as a non-profit organization, a Division may not organize itself for profit. While few clubs exist for the purpose of earning financial benefits for their organization or membership, that option is nonetheless available to a club."

A Division's focus should be on educating the public and promoting the hobby. Shows are a small part of that effort. While they're a very public way of getting attention for model railroading, how much effort is being put into that two or three days a year that the Division is on display? What about the rest of the time? Could that energy be better used on other efforts?

The NMRA's objectives are served even in quiet, small ways; helping a Boy Scout get his Merit Badge, displaying a portable layout in a nursing home or elementary school, or offering a class at a local hobby shop so novices can get their feet wet with a small project. None of these take a lot of time or money.

Does your Division have a "big bang" once or twice a year, or do they have a steady, reliable presence? Do other organizations know of your willingness to offer your expertise? Does your membership feel driven to share their knowledge, or to make a profit on the next show?

BAD ORDER

John A. Shaw was not properly credited for taking the photographs used in the Regional Convention Contest winners article published in the Summer 2006 *Kibitzer*. I offer my apologies for the oversight.

THE SWITCHING LIST

WINTER 2006

BY GARY HEMMINGWAY

The Switching List contains all known Mid-Continent Region, NMRA, train shows and Division meetings. It also lists all known club shows and swap meets in the Mid-Continent Region (IA, IL, MO, AR, NE, KS, OK). Sign up for the email List for the most up-to-date and complete listings.

DIVISION MEETINGS

KANSAS CENTRAL DIVISION meets the 1st Saturday of February, May, August, and November at various locations around the division area. BOD meetings are usually at noon and general meetings are at 1 p.m.

GATEWAY DIVISION (ST. LOUIS, MO) meets 3rd Monday each month, 7:00 P.M. Odd numbered months: Trinity Lutheran Church, 14088 Clayton Road at Woods Mill Rd (Hwy 141), Ballwin, MO; Even numbered months: VFW Hall, O'Fallon, IL <http://www.gatewaynmra.org/division.htm>

TURKEY CREEK DIVISION (KANSAS CITY, MO & KS) monthly meetings 4th Tuesday, 7:00 P.M. Johnson County Courthouse, NE Branch, 6000 Lamar, Shawnee Mission, KS (DMV Building on SW corner of Lamar and Mastin)

WESTERN HERITAGE DIVISION (OMAHA, NE / COUNCIL BLUFFS, IA) Our meeting location is the Sump Library, 84th and Second Streets, Papillion, NE. on the 2nd Saturday of each month from Noon to 3:00 pm. The meetings consist of a business meeting followed by a clinic, slide show, and sometimes a layout tour. During the months of June and December we do not meet at the library, they are reserved for the annual picnic (June meeting) and the annual holiday dinner (December meeting).

EASTERN IOWA DIVISION - visit our website at www.TheWigWag.org for more information.

KATE SHELLEY DIVISION (AMES/DES MOINES, IA) meets monthly on the fourth Thursday of each month 7:00 p.m. at the St. Paul Lutheran Church, 15th & Wilson, Ames, IA.

INDIAN NATIONS DIVISION meets at the New Hardesty Library at 8316 E. 93rd. St.

(Just east of Memorial) in Tulsa, OK. The time is from 9am to noon. The dates of the remaining meetings are September 16th and November 18th. Each meeting we have various presentations from How to's, to slide shows. After the meetings we have a layout tour on one of the members layouts. Contact Dave Salamon at drs_rr@yahoo.com for further information.

CLAREMORE & SOUTHERN RR OPERATING SESSION, 2nd Friday each month starting at 7:00PM and finishing by 10:30PM. 9372 E. Clover Creek Drive, Claremore, OK 74017-1487. Normal operating session has 34 trains running and extras as needed.. Please send a confirming RSVP a week in advance if you are planning to join us. For your calendar planning our schedule is as follows:

November 11 - 1:00PM - 4:00PM
December 9 - 1:00PM - 4:00PM
January 13, 2007 - 1:00PM - 4:00PM
February 10, 2007 - 1:00PM - 4:00PM

Info and RSVP: George F Maulsby, 918-341-9446 or www.csrailroad.com.

TRAIN SHOWS & MEETS

NOVEMBER 25, 2006: Joplin Museum Complex Train Show & Swap Meet, Shiffer-decker Park between the pool & golf course, Joplin, MO; 9:00 a.m. - 3:00 p.m., Adm: \$3.00, under 12 free w/pd adult. Operating HO & N layouts, antique electric trains, 60+ swap tables, info: Rick Gardner 417-673-4888, rickgardner@sofnet.com

NOVEMBER 25- 26, 2006: Great Train Expo Show. Gateway Center, One Gateway Dr., Collinsville, IL. 10am - 4pm both days. Adm: \$7. More info: 630-279-4048 or www.greattrainexpo.com.

NOVEMBER 26, 2006: Mid- America Train & Toy Show (formerly "Mid-America Train Meet"). BTC Exhibit Hall, I-435 and Front Street, Kansas City MO, 9am - 2pm, Adm: \$5 adults, 12 & under, free, 7am early bird adm, \$10 ea. Trains, models, RR collectibles, toys, train movies, door prizes, operating layouts. Free parking. Info: Steve &



Sherri Stich, P.O. Box 369, Leavenworth, KS 66048 or 913-651-5864. Directions: From I-435, exit 57 west (Front St) to Universal Ave. and turn right at stoplight. Or, from I-35, exit Front St. and continue east to Universal Ave., then turn left at stoplight.

DECEMBER 2-3, 2006: 30th OKC Train Show & Southern Plains Region N-Scale Convention, Travel & Transportation Building, State Fair Grounds, Oklahoma City, OK. Admission is \$6.00, children under 12 free w/pd adult. Call 405 842-4846.

DECEMBER 16, 2006: The McPherson Train Show And Swap Meet, McPherson Community Building 122 East Marlin, McPherson, Kansas. Saturday, from 10am to 6pm. This show will have dozens of vendor tables, a variety of train scales, N Scale, Z Scale, HO, S Scale, just to name a few. Hourly door prizes, activities for the kids, and a concession stand sponsored by the local Boy Scouts. Set up times: 5:00pm - 9:00pm Friday and 8:00am Saturday. Tables are \$8 and \$10. The 10-foot tables go fast. Admission is \$3.00 at the door; children under 10 are free with paid adult. Contact Tyron Nickel at tnickel0323@sbc-global.net for further information.

JANUARY 27-28, 2006: Fourth Annual Train & Circus Show, The Cisco Center, 325 North Main Street in Cisco, Illinois, 10:00 am to 4:00 pm both days at The Cisco Center in Cisco, Illinois - Proceeds benefit the restoration of the 1874 Cisco Depot - I-72 between Champaign and Decatur Exit # 156 Weldon/Cisco. For more information: trains@ciscojunction.com or <http://www.ciscojunction.com>. Contact: Don Ploch, 10408 E Washington St Rd, Argenta, IL 62501, (217) 669-2261

FEBRUARY 10 - 11, 2007: Wichita Train Show & Swap Meet, Cessna Activity Center, 2744 George Washington Blvd., Wichita, KS, (1 block South of Oliver on George Washington Blvd, near the West gate to McConnell AFB). Sponsored by Chisholm Trail Div., MCoR, NMRA and Engine House Hobbies. Swap tables, modular layouts, switching contest, pulling contest, model contest, photo contest, clinics and more. Admission: \$6.00 for both days, Under 10 free with paid adult. Table Registration: six foot tables are \$20.00 each, eight foot tables \$25.00 each; before 12/31/06 take 10% off. Info: John LaRoe, Engine House Hobbies, 2745 Boulevard Plaza, Wichita, KS 67211, 800-586-4443, john@ehh.

kscoxmail.com or Phil Aylward, 603 Chestnut, Halstead, KS 67056 email; aylward1@cox.net

FEBRUARY 10, 2007: The Dupo Show Year 2007, Dupo High School Gymnasium, Dupo, Illinois, 10 am to 3 pm. Sponsored by DCHS and Reynolds Railways. 17th year!

FEBRUARY 24TH 2007: Lawrence Model Railroad Club Show And Swap Meet, Douglas County Fairgrounds Building #21, Lawrence, KS, 9 am to 5 pm, Adults \$3 (\$1 off at door with the donation of canned food item.) Kids 12 and under FREE. Contact info: Jim Taylor jimforegolf@hotmail.com or 785-841-6256.

SUBMISSIONS

To list your event send it to: Gary Hemmingway, 3201 SW Stone Ave., Topeka, KS 66614, email garyonho@cox.net, Fax: 785-273-3350. To subscribe or unsubscribe to the electronic Switching List, send an email to the above link.

Division Directors, Train Show Chairs, or Club Show Chairs: ANY MORE EVENTS IN 2006 or 2007? Get your information to Gary at any of the above addresses. Let's get the word out about your next event! This is a service of Mid-Continent Region, NMRA. Information provided is accurate at time of printing; contact sponsor to confirm.

ATTENTION PHOTOGRAPHERS AND RAILFANS!

THE CABOOSE KIBITZER IS SPONSORING A COVER PHOTO CONTEST!

THEME: Cabeese. This IS the Caboose Kibitzer, after all. Model, prototype - it doesn't matter. Regional railroads are preferred. Have fun with it!

ENTERING: Contest is open to MCoR members. Enter as many times as you wish. Digital or film photos are accepted (include a self-addressed stamped envelope so your prints can be returned). Color is preferred. A note for digital photos and scans of film photos: the cover is 8-1/2 x 11 inches with a 1/8-inch bleed (8-3/4 x 11-1/4 inches total). The digital file needs to be 300-dpi for a quality print result. DO NOT save as a JPG - please use the TIF, EPS or BMP format instead.

JUDGING: Entries will be judged by a panel made up of Regional officers and the Kibitzer Editorial staff. Criteria will include quality of the photo, conformance to the theme, creativity and suitability for printing. Treat it like an AP contest. Use previous covers for a guideline in framing your shots - I really don't want to cover up important details with the magazine title or callouts!

WINNING: Four entries will be chosen - one for each issue in 2007. Each winner will receive a year's subscription to the Kibitzer (can be added to current subscription). Non-winning entries may be used inside those issues to highlight articles or fill space. All will be properly credited. No payment can be made for use of your photos.

DEADLINE: All entries must be received by December 31, 2006.

CABOOSE KIBITZER 2007 COVER PHOTO CONTEST ENTRY FORM

Name:	MCoR or NMRA Member Number:
Address:	
Phone: ()	Email:
Photo title:	Filename (if digital):
Photo description:	
The Legal Stuff: By entering your photos in this contest, you are releasing them to be published in the Caboose Kibitzer. You also certify that any photos entered are your own work and that you have the right to grant such a release. If there are recognizable people in your photo, please be sure to obtain permission from them to have their likeness published. Mechanical copies of this form are acceptable, as are digital versions (available upon request). Additional sheets can be attached for additional photo entries - be sure to list each photo's title, filename and description.	Please send completed entry form(s) and photos to: Wendy Harlow Caboose Kibitzer Editor 10713 Berry Plz Omaha, NE 68127

THE ROYAL GORGE ROUTE

BY J. LESTER LORHAN

PLATTE VALLEY DIVISION, NMRA



The railroad route that was to become known as the Royal Gorge, near Canon City, Colorado, was first surveyed by the Denver and Rio Grande Railway (D&RG) in 1871, followed by the Atchison, Topeka and Santa Fe Railway (AT&SF) in 1877.

The railroad entrepreneurs who came to Colorado in the 1870s looking for routes west and south to Mexico, realized they needed to build westward to the mining towns and camps in the mountains. Leadville was the largest and most productive of the towns, and the canyon of the Arkansas River was the shortest route having a gentle grade.

In 1879, the D&RG and AT&SF both began to lay tracks through the narrow Arkansas River canyon. The battle between the two railroads was to become known as the "Royal Gorge War". Al-

though fought mostly in the courts, the D&RG did build "forts" to pester the AT&SF along the rail route.

The D&RG workers would hide behind these piles of rock and hurl rocks and debris onto the grade and at the AT&SF workers. The AT&SF won the battle to build the track through the gorge, but lost the war in 1880 when the lawsuit was finally settled and the completed route was returned to the D&RG railway at a cost of \$1.4 million.

On July 23, 1967, the last regularly scheduled passenger train, Nos. 1 and 2, the Royal Gorge, made its last stop at the Hanging Bridge. In 1983, the Santa Fe depot in Canon City was closed and boarded up. The depot building and surrounding grounds were decontaminated and the tracks were removed and replaced. In 1996, the Union Pacific Railroad gained possession of the route from the D&RG through the merger of the SP, Cotton Belt, D&RG and C&NW Railroads with the UP. For several years the UP threatened to scrap the rail route through the Royal Gorge. In 1998, the UP was persuaded to sell twelve miles of track between Canon City and Parkdale to the newly incorporated Canon City & Royal Gorge Railroad and Rock and Rail, Inc.

On May 15, 1999, regular service through the Royal Gorge began with the Royal Gorge Route excursion train becoming the first regularly scheduled passenger train through the Gorge in 32 years. Three round trips per day are scheduled in the summer months, including a lunch and dinner train, and one trip per day on weekends the rest of the year. Passengers are treated to magnificent scenery, a delicious meal and the history and drama of the fight to win the route through the legendary Royal Gorge.

The train excursion begins in Canon City at milepost (MP) 160.6 where the existing AT&SF passenger depot was built in



RGR Locomotive #403
under the overpass

The Canon City Depot,
as viewed from the Super Dome
observation car.



The Royal Gorge Suspension Bridge



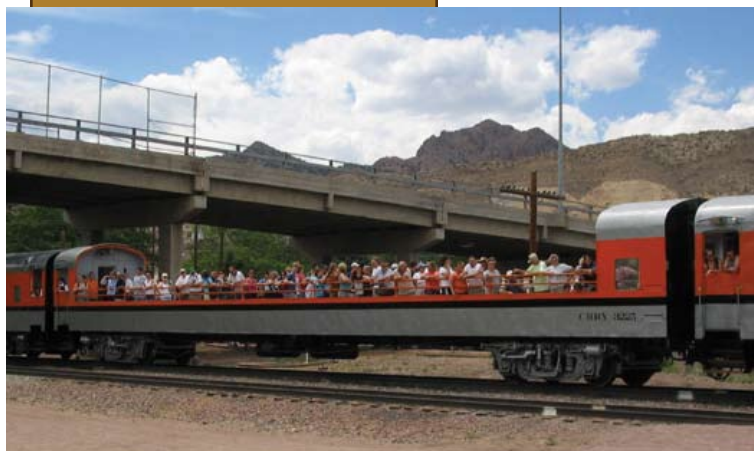
1914, replacing an older frame building. The mileposts indicate the number of miles from Denver, Colorado, where the D&RG Railway began operations in 1870. After traveling into the canyon to MP 166.0, the train passes under the Royal Gorge Suspension Bridge. This bridge was completed in 1929 and is 1,053 feet above the tracks.



At MP 166.23 is the famous Hanging Bridge. This bridge is at the narrowest and deepest point in the gorge. Between 30-40 feet separate the two walls presenting a double challenge: how to build track in this narrow chasm and keep the waterway open. One side of the bridge is anchored to the canyon wall and the other is held up by cables attached to A-frame supports anchored to the adjacent canyon wall. Because most of the support comes from above, it became known as the "Hanging Bridge". As engines and rolling stock became heavier, wider and taller, the A-frame girders above the bridge had to be raised at least twice. Stopping on the Hanging Bridge on the return trip offers a chance to see the Inclined Railway and Suspension Bridge and Gondola that cross the gorge at Royal Gorge Park. The train travels to the west side of Parkdale Siding where it awaits clearance from the Union Pacific Harriman Dispatching Center for the return trip to Canon City.

Other sites of historic interest that can be seen along the excursion train route include: Colorado State Penitentiary and guard tower, Tunnel Drive, site of the Hot Springs Hotel,

Royal Gorge Route Open Car #3225



remains of a "fort", track walkers' houses, caretakers' homes, and the dilapidated wooden waterline.

The present day Canon City & Royal Gorge Railway (CC&RG) consists of three diesel locomotives and a fleet of refurbished passenger cars. F-7 locomotives, No. 402 and 403, were built for the C&NW Railroad in 1949 and used on the executive and fast passenger trains until the Union Pacific absorbed the C&NW in 1996. The other locomotive is a CF-7, and therefore of Santa Fe heritage. Thirteen air conditioned coaches built in the 1950s and used in inter-continental service for the Canadian National Railway were purchased from VIA Rail, the Canadian equivalent of Amtrak. Two of the coaches were made into open cars by having their roofs cut with torches and lifted off using a crane. In addition, there are three full length dome cars which are still in the Holland America Livery. Two are of ex-Milwaukee Road heritage, and the third is of ex-Santa Fe heritage. Stored in the CC&RG yard were three unrestored VIA coaches, a British Columbia Railway coach and an ex-Southern Pacific full length dome.

The future of the CC&RG Railway looks exciting. I would recommend to anyone visiting near Colorado Springs to take the 45-minute trip to Canon City and a ride on the Canon City & Royal Gorge Railway excursion train. You can visit the web site at www.royalgorgerroute.com and see a video about the excursion train and find lots of other information about the railroad.

The Hanging Bridge

A-frame supports anchored in the canyon walls and cables hold up a plate girder bridge



One of the Royal Gorge Route Coaches

Ex-Milwaukee Road Pullman Standard Super Dome #56



CREATING AN INVENTORY OF YOUR MODEL RAILROAD

BY BARBARA LUNDQUIST

100% NMRA CLUB CHAIRMAN

In the last few years, the Western Heritage Division has had several members pass on. Their families have been clueless of what model railroad/railroad items their loved ones have collected and what to do with them. Let's face it: model railroaders tend to have large collections of cars, locomotives, kits, bits of this and that. Most people outside the hobby have no idea what the difference is between an GP-40 and an SD70MAC.

As our members have tried to help with inventorying the member's rolling stock for estate sales, they have wished everyone kept a list of each item, its purchase price and date, whether it was still in the box; if a kit, whether it was built or un-built, and where in the home all items are stored. I know my husband has such a list which will help a lot if we, as a family, need to sell the roomful of items. Your family and friends need to know what to do with your layout and all associated items. Those of you who hide things you bring in are only hurting your family in the long run.

There are computer programs that work very well, such as Microsoft Access or Excel, Paradox, word processing programs, and specifically designed software available both commercially and as shareware. You can use ledger books, pen and paper, 3x5 cards, a typewriter or any other method you personally like best. If you decide to go the digital route, make a paper copy as well as a disc of the list to keep with house/insurance papers. Copies should be kept in a safety deposit box, at your office or with a friend. Periodic updates should be made, such as deletions to the list when an item was sold, or heaven forbid, thrown away. You can take pictures or video tape your collection - it will make identifying items much easier for those unfamiliar with railroad modeling. You need to update the fair market value because items can increase, stay the same or decrease in value over time (the Walthers' catalog can be one source of information).

Something else to consider is an inventory of your magazines by year and month.

This inventory is useful in many other ways as well. It can be used by your insurance company to add a rider on your homeowner's or renter's policy to cover loss or theft. An insurance adjuster will be more likely to give you a sum closer to replacement value in case of loss or damage if you have a detailed catalog. As for insurance, you could take advantage of the NMRA's Model Collection Insurance program at a fairly low cost.

Shown below are examples of how an inventory could be structured (thanks to Claude Lundquist for the example of his database). This is laid out in Microsoft Excel, a spreadsheet program, and shows the kind of information you can include in any kind of inventory system you choose to devise. Such an inventory can be as simple or as complicated as you feel comfortable with.

	A	B	C	D	E	F	G	H	I	J	K	L
1	Category	Type	Description	Length	Markings	Detail	Road Name	Road Number	Status	Owner	Load?	Modified?
2	Car Freight	Cvrd Hopper	PS 3 Bay	54FT	Cargil Grain	Yellow	TLCX	30309				Modified
3	Car Freight	Cvrd Hopper	PS 3 Bay	54FT			CNW	490949	Unbuilt			
4	Car Freight	Cntr Flo Hopper	PS 3 Bay	54FT	Cargil		TLDX	2506		Mom		
5	Car Freight	Cntr Flo Hopper	ACF 3 Bay	55FT	Topeka RR Days		TRRD	1995	Unbuilt			Custom
6	Car Freight	Flat	DepressedCenter	81FT	16WHEEL		SP	500525	Unbuilt			
7	Car Freight	Flat	BulkHead	60FT	Lumber Load		UP	215554	Unbuilt		Load	
8	Car Non-Revenue	Caboose	Steel		Offset Cupola	Silver	SP	1033				

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	Category	Type	Sub-Type	Description	Wheel Arrangement	Detail	Road Name	Road Number	Status	Owner	Load?	Modified?	Coupler Front	Coupler Rear
2	Loco	Steam	Northern	Daylight	4-8-8-4		SP	4437					KD	KD
3	Loco	Steam	Northern	Daylight	4-8-8-4		SP	4446						KD
4	Loco	Diesel	SD70MAC	BN Executive	C-C		BN	9580	Unbuilt	Mom				
5	Loco	Diesel	E-6	City of SF	A1A-A1A	COSF w/ mars lite	UP	904A					Proto 2K	Proto 2K
6	Loco	Diesel	GP-40	FREIGHT PAINT	B-B		ATSF	3502	Repair				EZ-mate	EZ-mate

This list could be taken to hobby shops and train shows to help keep you from buying multiples of things you do not want or need. If you (or your housemate) decide it's time to sell off some of your excess inventory, having a complete list will make listing your items for sale that much easier, and could improve the price you get for each item.

Make sure you have an up-to-date list of local Division members because they may be willing to buy lots of items. Possibly have families contact the Caboose Kibitzer Editor with a death notice and have contact information included.

It's possible to include within your list whether someone has borrowed one of your items and their phone numbers, so your item can find its way back. Once you have a cataloging system set up, it will be easy to keep up. You can get your family or friends to help you get the information into whichever form you choose.

No one likes to think about their own mortality, but planning ahead and providing an inventory of your model railroad could make it much easier on your family later.



ONLINE RESOURCES

AP RAILVENTORY - <http://www.poth.com/> - 33 Euros.

TRAINTRACK - <http://www.electronicmusicstudio.com/traintrack/> - \$20 for download version. This allows you to include a photo of your stock.

TRACK MY TRAINS - <http://www.trackmytrains.com/>. Web-based inventory system. Subscription \$30/year.

NMRA MODEL INSURANCE PROGRAM - http://www.nmra.org/model_collection_insurance.html

M	N	O	P	Q	R	S	T	U	V
Coupler A	Coupler B (brake wheel end)	Wheels ok?	Weight ok?	MFR	MFR Number	Purchase (MMYY)	Cost	Walthers Catalog Number	MRSP
K5	K5	ok	ok	ATH	5300	1192	\$8	not sold by walth	
				ACCU	2050	602	\$11	112-2050	12
K5	K5	KD	ok	WAL	5705	596	\$7	932-5705	
				ATH	1900	405	\$5		
K5	K5	ok	ok	WAL	5624	1004	\$35	932-5624	30
				MDC	1310	1229	\$6		
KD	KD		ok	MDC	3487	900	\$8		

O	P	Q	R	S	T	U	V	W	X
Wheels ok?	Weight ok?	Powered?	DCC?	MFR	MFR Number	Purchase (MMYY)	Cost	Walthers Catalog Number	MRSP
y	Power			BACH	672	1981	\$77	NA	
	Power			BACH+	11302	602	\$108	160-11302	
	Flywheel			KATO	37-6381	1005	\$100		
	Flywheel			PR2K	23196	900	\$75		
	Flywheel	dcc		BACH	44904	1004	\$79		

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THE ROUNDHOUSE

FOCUSING ON DIVISION ACTIVITIES

THE INDIAN NATIONS DIVISION

By Dave Salamon

After moving back to Oklahoma in 2005, I was looking for a way to meet and get involved with other model railroaders in the area. I started attending the Indian Nations' meetings and soon found myself as the new superintendent. I quickly enlisted the assistance of Ed Bommer who became the director and is our liaison between the Indian Nations and the MCoR.

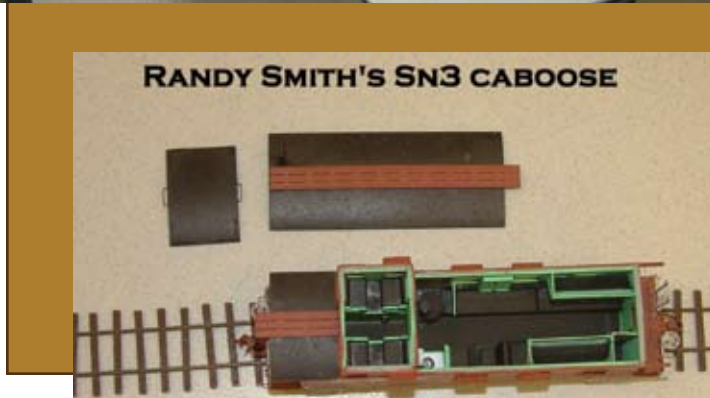
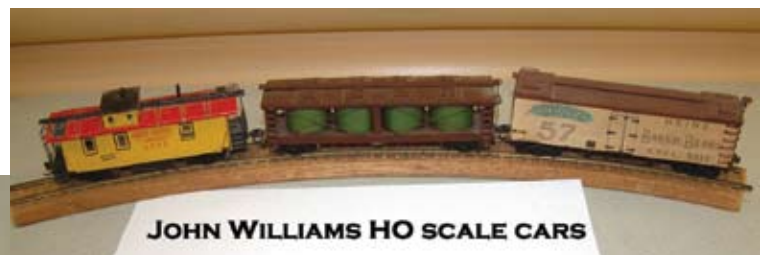
It has been a fun year so far, I have made some great friends, got to view numerous layouts in the area, as well as, invited to operate on them too. We have five meetings a year, every other month starting in January. We take the summer off and skip the meeting in July. Our meetings are fairly informal. We usually start off with old business and new business then get right into

our presentations. There are between two and three presentations at each meeting consisting of slideshows of model and prototype and/or clinics. We also have a show and tell segment focusing on a different theme at each meeting. This has been a great way to get people to participate and get involved with the division. It has been received very well, and we look forward to more people bringing items to share. Our meetings last from 9:15 to approximately noon. We then adjourn and visit a layout from one of the members.

Our newsletter, Division Points, has been revived and is distributed to the members five times a year. We also have a web page, www.tulsanmra.org. The newsletter can be found on the web page, as well as links to members' pages.



We are always looking for new members, so feel free to check out our web page or drop in on a upcoming meeting.



REGIONAL WEB DIRECTORY

The Web is probably one of the easiest and least expensive ways to keep in contact with your membership. The Region offers space on their webserver for Divisions to use - contact Webmaster John A. Shaw for more details.

I'm only including websites that are active and updated since the last issue of the CK.

MID-CONTINENT REGION

www.mcor-nmra.org

INDIAN NATIONS DIVISION

www.tulsanmra.org

TURKEY CREEK DIVISION

www.tc-nmra.org

KATE SHELLEY DIVISION

[www.mcor-nmra.org/Divisions/
Kateshelley](http://www.mcor-nmra.org/Divisions/Kateshelley)

EASTERN IOWA DIVISION

www.thewigwag.org

WESTERN HERITAGE DIVISION

www.whdnmra.org

KANSAS CENTRAL DIVISION

[www.mcor-nmra.org/Divisions/
KansasCentral](http://www.mcor-nmra.org/Divisions/KansasCentral)

GATEWAY DIVISION

www.gatewaynmra.org

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<http://oktrains.com/>



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OPERATION LIFESAVER SPECIAL

BY J. LESTER LORHAN

PLATTE VALLEY DIVISION, NMRA

The Union Pacific Railroad in conjunction with the Nebraska Operation Lifesaver Program out of North Platte, Nebraska had a special passenger train in Hastings, Nebraska on June 29, 2006. Hastings was the finale for the two week stint in Nebraska. Previous stops were made in North Platte, Gering, Sydney, Lexington and several other communities.

Rides were offered from Hastings at 10am and 2pm. The Special departed the "Level Yard" south of Central Community College and proceeded on the new bypass over the BNSF tracks east of town, connecting with the old right-of-way by the Highway 281 (Burlington Avenue) underpass. The special ran approximately 30 minutes to mile post 272 west of Juanita where it stopped. After receiving clearance from the Union Pacific Harriman Dispatching Center in Omaha, Nebraska, it returned east over the same rails to the Level Yard.

On the Point for the westbound trip was UP locomotive #8373 (SD70ACe). It was followed by: Power Car UPP 208, Coach-Texas Eagle #5483, Dome Coach-Challenger #7115, Business Car Feather River #114 and UP locomotive #5282 (C45ACCTE or ES44AC).

The westbound portion of the trip was spent viewing the passing scenery via the perspective from the inside of a vintage railroad passenger car. Members of the Operation Lifesaver Program came around and spoke individually with each of the passengers. On the eastbound return trip, an Operation Lifesaver Program was presented.

It takes a loaded, moving coal train over one mile to come to a complete stop. The weight ratio of a loaded coal train to an automobile is about the same as an automobile to a soda pop can. A law enforcement officer was riding in the locomotive cab. If the officer sees a vehicle driving around lowered gates, accelerating to beat the train, or failing to yield to the train, they alert a standing-by officer who tracks down the offending motorist. This is a regular practice. Any given train may have a law enforcement officer on board, as well as 24-hour video surveillance from the locomotive cab.



According to Shelly Harshaw, Executive Director for the Nebraska Operation Lifesaver, "2005 was one of the highest years in the last decade with trespassing fatalities and vehicular train collisions in the state of Nebraska, with trespassing fatalities higher in the past years than vehicular injuries."

In any given day, the Union Pacific runs approximately 150 trains between North Platte and Gibbon, Nebraska, to and from the south from Kansas City via the Marysville Subdivision through Hastings, and to and from Omaha/Council Bluffs in the east via Grand Island, Nebraska. This equates to "Any time can be train time".

All in all, it was a beautiful day to take a train trip and have a review of railroad safety.

A black and white photograph of a railroad crossing. A sign on a wooden post reads "RAILROAD CROSSING". The crossing is on a dirt road, and a train is visible in the distance. The sky is cloudy.

Sometimes The Deadliest Intersections Aren't The Busiest.

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Look Listen & Live

NEW MEXICO RAILRUNNER

BY JOHN O'NEILL

PLATTE VALLEY DIVISION, NMRA

In August 2005, I photographed New Mexico RailRunner car 1103 moving west-bound as part of a mixed freight on the UP tracks west of Alda, Nebraska. I had a disposable camera with me that I had been taking antique tractor photos with earlier in the day, so I snapped a couple of photos as I waited at the grade crossing. I thought the look was interesting and soon after I read an article about the RailRunner commuter rail project in the *Engineering Times* newspaper. It was also shown as an Athearn Trains release in the News and Products section of the February 2006 *Model Railroader* magazine – pages 8 and 9. I obtained additional information by looking on the Internet at www.nmrailrunner.com. The website had a lot of information, and some good photos and maps.

PHASE I

Initially, the rail system will link the towns of Belen (near Albuquerque) and Bernalillo along Interstate 25, and will extend to Santa Fe in 2008. It will operate on existing trackage owned by the BNSF. Cars were expected to be delivered starting in July 2005, locomotives delivered starting in September 2005, and stations and rail platforms completed in October 2005. Service was planned to begin the latter part of 2005. The symbol for the RailRunner is a sleek, flowing rendering of a Roadrunner, New Mexico's state bird. The roadrunner head is on the engine and the cars display the tail feathers. The colors for both the interior and exterior of the railcars and locomotives incorporate the traditional state colors – brown, deep orange, yellow, and red.

Total costs for Phase I of the project (Belen to Bernalillo) are \$135 million. This includes \$75 million in state money to purchase train cars and locomotives, design and construction of stations, and track and signal improvements. \$50 million in state money is allocated for purchase of the track and right-of-way from Belen to Bernalillo. Sandoval County contributed \$10 million for the purchase of an additional train set, and for station development in Sandoval County.

PHASE II

Phase II costs of the project (Bernalillo to Santa Fe) are estimated to between \$240 and \$255 million. This includes the purchase of existing track and construction of new track, design and construction of stations, and acquisition of more cars and locomotives.

PASSENGER CARS

The first of the 10 passenger cars ordered arrived in Albuquerque on August 30, 2005. They were produced by Bombardier in Thunder Bay, Ontario. The ten bi-level cars contain about 136 seats per car and can carry up to 200 persons per car, seated and standing. The cars actually have three levels; a low level boarding level with seats, a restroom and accommodations for bikes and wheelchairs, a mid level at each end of the car and an upper level. Of the 10 cars ordered, 6 are referred to as "cab cars". These cars have an engineer's cab at one end of the coach, which allows the engineer to run the train from this end of the train. A cab car will always be situated at the end of the train, so that the trains can be run in a "push-pull" mode which means that in one direction the engine will be at the front of the train, but when the train runs in the

opposite direction, the cab car will be at the front end of the train. This allows trains to reverse direction without having to turn around at the end points. The car I saw on the UP mainline was a cab car.

CAR ACCOMODATIONS

Most of the seats in the car are in a "knee to knee" configuration with a small table separating facing passengers. In most cases standard AC outlets are available next to the tables so that passengers will be able to power their own electronic devices, such as laptop computers. Several of the cars are equipped with ADA accessible restrooms, bike tie downs, and wheel chair locks. They also include overhead luggage racks and digital message boards. They are also evaluating the potential of providing wireless internet service in the coaches.

THE LOCOMOTIVES

Rail Runner locomotives are Diesel-Electric MP36H-3's built by Motive Power Inc. in Boise Idaho. These locomotives produce about 3600 horsepower and are capable of running speeds in excess of 100 mph. They hold about 2,000 gallons of fuel and get about 1 mile to the gallon. The engines are EPA Tier 1 compliant and contain the latest engine and cab technology. The last of the five locomotives ordered was delivered in January 2006.

COST TO RIDE

The best part of the deal was that for the first 3 months you could ride the train for free to encourage people to take a look at the new commuter service. The price of gasoline should help commuters to try this new train and leave their car at home. I think the free rides ended about January 30, 2006. It looks like the cost after the free service ended will be reasonable for commuters. The schedule shows a number of trains will run each day (at least on weekdays), if you wish to view and/or ride this commuter train.




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(O)

Capital City Model Railroaders

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Jefferson City, MO 65102
(HO)

Claremore & Southern

3049 Clover Creek Dr
Claremore, OK 74017
(HO)

Columbia Model Railroaders

410 Camelot Dr
Collinsville, IL 62234
(HO)

East Jackson City Mainliners

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Blue Springs, MO 64015-3757

Gold Creek Railroad Co.

8324 Hall
Lenexa, KS 66219
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Kansas Central Model Railroad Club

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Hutchinson, KS 67501
(HO)

Kansas Area N-Trak

2046 S Elizabeth #1306
Wichita, KS 67213
(N)

Kansas City O-Scale Modulars

10334 Ash
Overland Park, KS 66207
(O)

Manhattan Area Rail Joiners

1223 Pierre St
Manhattan, KS 66502-4331

Mississippi Valley N Scalers

20 Apostle Ct
Fenton, MO 63026
<http://mvns.railfan.net>
mvns@railfan.net
(N)

Missouri Northern Railroad Society Inc.

PO Box 12591
North Kansas City, MO 64116
(HO)

Modular HO Narrow Gauge Society

914 Summer Leaf Ct
Saint Peters, MO 63376
(HO)

Mo-Kan Railjoiners Inc.

14906 W 150th St
Olathe, KS 66062
(all)

Nishna Valley Railroad Society

1303 Eighth St
Harlan, IA 51537
(HO)

Northeast Kansas Garden Railway Society (NEKAN-GRS)

1308 SW Caldon
Topeka, KS 66611-2412

Northwest Kansas Model Railroad Club

603 S Smokyhill
Oakley, KS 67748-2321

Ozark Model Railroad Association

424 W Commercial
Springfield, MO 65803
(all)

Parsons Model Railroad Engineers

Cherryvale Depot
Cherryvale, KS 68335
(HO)

Quincy Society of Model Engineers

(HO, HOn3)

Society of Model Engineers

5715 W 81st St
Prairie Village, KS 66208
(HO, N)

Southern Illinois Train Club

PO Box 1633
Morton, IL 62959-7833
(HO, N, G)

Southwest Independent Modular Railroaders

3107 W Capitol
Little Rock, AR 72209
(HO)

The Sugar Creek Model Railroad & Historical Society Inc.

PO Box 5452
Bella Vista, AR 72714
(all N modules for shows)

Tri-City Model Railroad Association

607 S Shore Dr
Hastings, NE 68901
(HO, N)

Wichita Model Railroad Club

PO Box 48082
Wichita, KS 67201

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 club's name, contact address and scale interest.

ADVERTISING RATES

MCoR invites you to consider the Caboose Kibitzer for your advertising needs. This magazine serves over 900 National Model Railroad Association members within a seven-state area - Iowa, Nebraska, Kansas, Missouri, Illinois, Arkansas, and Oklahoma.

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, KS 66061. Make checks payable to the Mid-Continent Region.

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DEALER DIRECTORY:		
Business card	1.375" x 2.375"	10.00
PIKE REGISTRY:		
Business card	1.375" x 2.375"	5.00



NATIONAL MODEL RAILROAD ASSOCIATION, INC.

4121 Cromwell Road

Chattanooga, TN 37421-2119

Phone (423) 892-2846

FAX (423) 899-4869

Email: nmrahq@aol.com

Website: www.nmra.org

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NEW MEXICO RAILRUNNER

by John O'Neill

"In August 2005, I photographed New Mexico RailRunner Car 1103 moving westbound as part of a mixed freight on the UP tracks west of Alda, Nebraska. I had a disposable camera with me that I had been taking antique tractor photos with earlier in the day, so I snapped a couple of photos as I waited at the grade crossing. I thought the look was interesting and soon after I read an article about the RailRunner commuter rail project in the *Engineering Times* newspaper. It was also shown as an Athearn Trains release in the News and Products section of the February 2006 *Model Railroader* magazine - pages 8 and 9. I obtained additional information by looking on the Internet at www.nmrailrunner.com. The website had a lot of information, and some good photos and maps..."

See the rest of John's Article on page 15.



PROTOTYPES

