

Caboose Kibitzer

1ST QUARTER 2010

VOLUME 60, ISSUE 1



- MATFIELD GREEN AREA HISTORICAL SURVEY
- CROSSROADS OF IOWA - MCOR REGIONAL CONVENTION
- MODEL RAILROADERS NEVER FORGET - THE PAYBACK

CALLBOARD

President

Paul Richardson, MMR
1703 NE 181st St.
Smithville, MO 64089-9503
(816) 866-4043
purgatory@kc.rr.com

Vice-President

Whit D. Johnson
1117 E 16th St S
Newton, IA 50208-5076
(641) 792-0712 Cell (815) 342-0301
whitjohnson@mchsi.com

Secretary

Robert J. Wintle, Jr. MMR
2712 Morton Ave.
Parsons, KS 67357-4443
(620) 421-6271
bobwintlejr@att.net

Treasurer

John A. Shaw
225 Wasatch Court NE
Cedar Rapids, IA 52402-3386
(319) 265-8122 Cell (913) 636-3710
jashaw1@rockwellcollins.com



Mike Schafer Photograph

Membership Chairman

Larry 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@wildblue.net

New Member Chairman

Richard Hester
1407 E Fair Acres Dr
McCook, NE 69001-4208
(308) 345-5528
richardhester017@gmail.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
StJoeTerminal@cox.net

Merit Badge Coordinator

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

Internet Webmaster

John A. Shaw
225 Wasatch Court NE
Cedar Rapids, IA 52402-3386
(319) 265-8122 Cell (913) 636-3710
jashaw1@rockwellcollins.com

Convention Chairman

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

2010 Convention Chairman

John A. Shaw
225 Wasatch Court NE
Cedar Rapids, IA 52402-3386
(319) 265-8122 Cell (913) 636-3710
jashaw1@rockwellcollins.com

Area Meet Chairman

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

Clinic Chairman

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

Model Contest Chairman

Whit D. Johnson
1117 E 16th St S
Newton, IA 50208-5076
(641) 792-0712 Cell (815) 342-0301
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

Rev. 12-15-09

BOARD OF DIRECTORS

Indian Nations Division

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

Turkey Creek Division

Brad Mornau
7705 West 154th Terr.
Overland Park, KS 66223-2280
(913) 897-0669
bmornau@kc.rr.com

Kate Shelley Division

Bob Folkmann
1326 Burnett Ave.
Ames, IA 50010-5454
(515) 232-8689
rfolkmann@mchsi.com

Eastern Iowa Division

George S. Malcolm
1508 12th Ave
Coralville, IA 52241-1102
(319) 338-7755
gsmalco07@aol.com

Western Heritage Division

John Griffith
2517 N 109th Ct. #106
Omaha, NE 68164
(402) 691-8941

Kansas Central Division

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

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
jbdimatteo@aol.com

Northern Arkansas Area

Unassigned

Little Rock Area

Unassigned

Cowboy Line Division

Dennis M. Brandt
1004 S Third St
Norfolk, NE 68701-6302
Cell (402) 992-2415
dennisbrandt44@gmail.com

Oklahoma Heartland Division

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
harris_danl@sbcglobal.net

Western Kansas Division

Robert A. Simmons
2710 Shamus St.
Garden City, KS 67846-3251
(620) 521-0444
ras@odsgc.net

Platte Valley Division

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

Iowa Rails Area

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

North Central Missouri Area

Mark Miller
26889 Audrain #384 Rd.
Mexico, MO 65265-5222
(573) 685-1995
mmtrains@socket.net

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

Larry E. Kelso
1918 McCracken St
Stuttgart, AR 72160-6913
(870) 633-2280
larry@kelsomail.net

Rev. 2-10-10

Caboose Kibitzer

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

www.mcor-nmra.org



Editor

Cynthia A. Priest
5106 NW Waukomis Drive
Suite A
Kansas City, MO 64151
(816) 746-6733
kibitzer@pairedrail.com

Associate Editor

Stephen M. Priest, MMR
5106 NW Waukomis Drive
Suite A
Kansas City, MO 64151
(816) 746-6733
kibitzer@pairedrail.com

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.

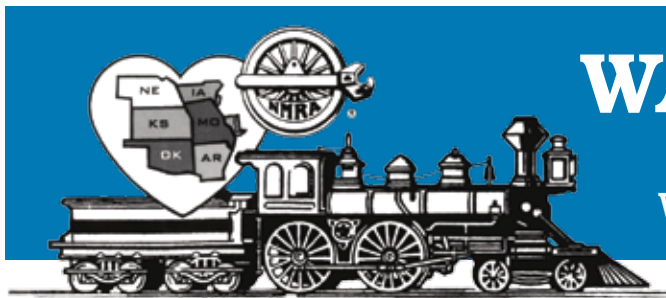
Advertising: All advertising inquiries should be directed to the Advertising Manager. MCoR reserves the right to refuse or drop advertising for any reason. Advertising in the *Caboose Kibitzer* in no way constitutes an endorsement by MCoR or the NMRA.

Deadlines: All materials submitted for publication must arrive no later than the dates listed below to be considered for inclusion in that issue:

First Quarter 2010 . January 31, 2010
Second Quarter 2010 . April 30, 2010
Third Quarter 2010 . . . July 31, 2010
Fourth Quarter 2010 . October 31, 2010

Membership: As of October 1, 2005, membership in the regional and local level is included in membership dues paid to the NMRA. The *Caboose Kibitzer* is available by subscription to MCoR members at a cost of \$12 per year for the print version, \$8 per year for the online version.

© 2010 Mid-Continent Region
Printed in the U.S.A.



WAYBILL

FIRST QUARTER 2010
VOLUME 60, NUMBER 1

FEATURES

THE CROSSROADS OF EASTERN IOWA. 6

By the Eastern Iowa Division 2010 Convention Committee

MATFIELD GREEN AREA HISTORICAL SURVEY 10

By Cynthia Priest, Turkey Creek Division

THE PAYBACK. 18

By Pat Lana, MMR and Allen Merta

DEPARTMENTS

Callboard	2
The Head End	4
Conductor's Call	4
The Switching List	16
Region Club Roster	17
Dealer Directory	21
Advertising Rates	21
Pike Registry	22



• MATFIELD GREEN AREA HISTORICAL SURVEY
• CROSSROADS OF IOWA - MCoR REGIONAL CONVENTION
• MODEL RAILROADERS NEVER FORGET - THE PAYBACK

On the Cover:

SD45 5322, F45 5983, and another SD45 are in Run 8 as they conquer the Flint Hills near Matfield Green, Kansas in May, 1988. — Lee Berglund photograph

THE HEAD END

BY PAUL RICHARDSON, MMR

MCOR PRESIDENT

On January 30, many of the BOD members were in attendance at the mid-year meeting, but some were unable to attend because we had a ton of snow to the south of the Kansas City area. More information regarding the BOD meeting will follow in the next edition of the Head End.

I would like to focus this edition on the upcoming MCoR Convention. The Eastern Iowa Division is hosting the first-ever MCoR Convention to be held in eastern Iowa and it sounds like the convention team is going all out to make sure you have a great convention experience. The convention will be held from June 10-13 at the Clarion Hotel and Convention Center in Cedar Rapids, Iowa. This is the 60th anniversary of the MCoR and it will be something special so be sure to attend.

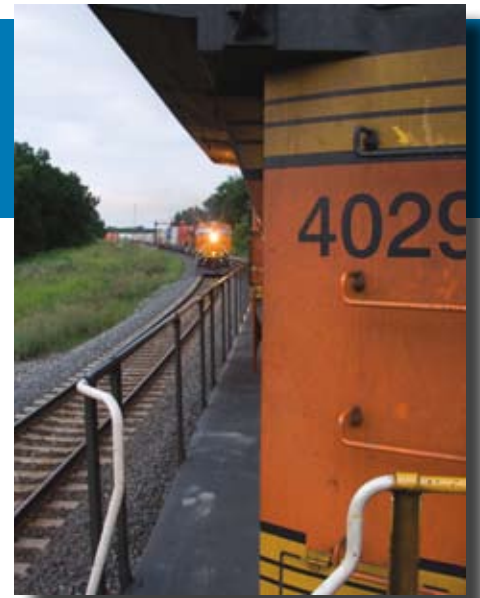
The convention will feature something for everyone including:

- An "ice-breaker" where you can get acquainted and meet new friends.
- Silent Auction — come by and bid on those items you just can't live without.
- Non-rail activities — Plenty of things to see and do for the spouses.
- A printed guide for railfanning so you

can go train spotting if you wish (be sure to stay off railroad property unless you have permission).

- Model Contests — come and join the fun, bring your models to the contest room.
- NMRA Achievement Program Judging — for those working to earn AP certificates.
- Model Displays — Don't want to enter a contest or judging? Bring your models to display and show us your projects and share your ideas and techniques.
- Drawings for prizes for registered members.
- A 2-day Train Show — Tons of products on display so you can find that item you need for your latest project.
- Layout tours — Visit local model layouts, see how others build their layouts
- Prototype and Industrial Tours — See how the prototype and industrial sites conduct business.
- A 3-hour train ride on the Iowa Interstate Railroad — seating is limited, so get your tickets right away.

If you wait until after March 31, the registration is \$70 *but* if you register *before* March 31, you save \$20 and that is \$20 you can spend at the train show or silent auction to acquire new items for your railroad.



Stephen Lane Hottle Photograph

We are going to have a good time in Eastern Iowa and I sure hope to see you there.

While you are there, be sure to find me and introduce yourself. We have a lot of members that I have not had the pleasure of meeting.

The *Caboose Kibitzer* needs your help. We need articles for the CK. Please take a few minutes and prepare an article and tell us how you perform your modeling tasks and share your techniques.

Until next time, keep the wheels out of the dirt,
Paul

CONDUCTOR'S CALL

BY CINTHIA PRIEST, EDITOR

Whenever I think of Matfield Green, Kansas, I immediately picture myself surrounded by sunflowers, lush green rolling hills, and fast-moving freight trains. This area of the Flint Hills holds a special place in my heart and in my memories. I have spent countless hours there, chasing Santa Fe hotshots through curves, cuts, and grades. The thrill of pacing SD45s and SD40-2s along Highway 177 sent my heart racing. Recounting those adventures makes me long for the bygone days of blue and yellow warbonnets.

One of my favorite things to do along this stretch of railroad was speed ahead of a train to the overpass near El Dorado Lake.

Engineers, keen to our enthusiastic interest in their train, would oblige us with a couple toots of the air horn and a friendly wave "hello" as they approached. Here, trains passed directly underneath, blasting us with hot exhaust. This hot air, combined with wind gusts caused by a 70mph freight train barreling down grade, lifted my hair, encircling me in its wake. Only at Matfield Green have I truly experienced railfanning with all my senses.

While I enjoy writing about all things Santa Fe, I think many of you readers will soon grow weary of the subject. *Caboose Kibitzer* is in desperate need of articles! Send your



articles to me at the Kansas City address as soon as possible for consideration. I look forward to seeing all the great projects you completed this winter!

Cinthia

WE BUY AND SELL MODEL TRAINS

Looking to sell?

We will buy outright or consign your model railroad collection. No collection is too large. We can make it much easier than trying to sell it yourself.

Looking to buy?

We have hundreds of auctions closing daily for new and used model locomotives, rolling stock, accessories, and more. Every era, every scale.



Visit www.GoMotorBids.com for more information, or to see all the items currently up for bid.



THE CROSSROADS OF EASTERN IOWA

2010 MID-CONTINENT REGION ANNUAL CONVENTION

BY THE EASTERN IOWA DIVISION 2010 CONVENTION COMMITTEE

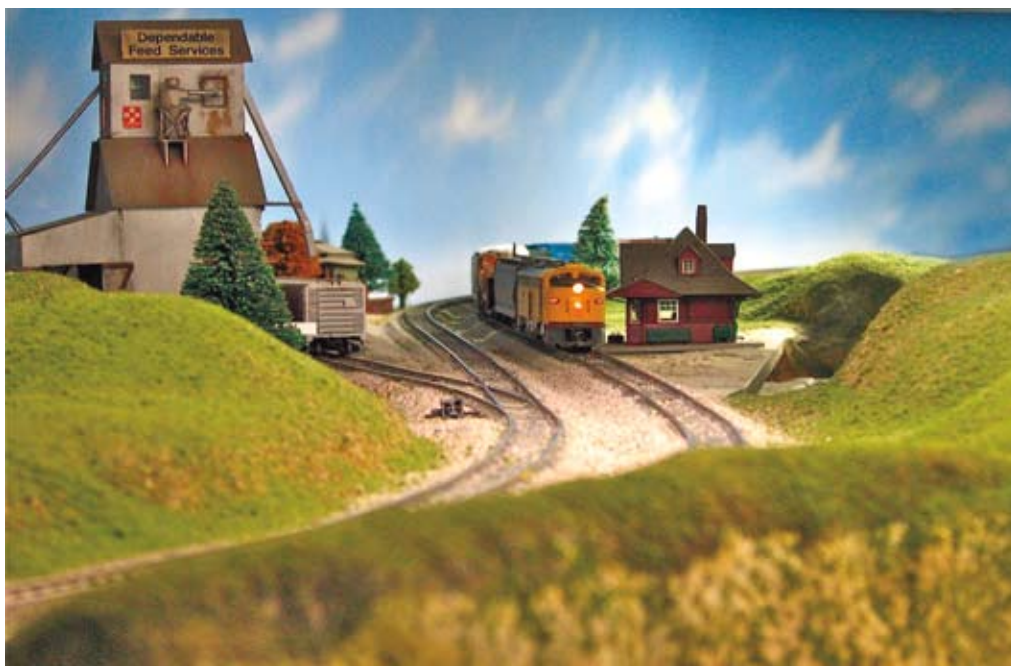
Iowa. A few images come to mind: cornfields, barns, cornfields, trains, and cornfields; though the trains are of the most interest to us. A little known fact is that by 1915, Iowa was crisscrossed with over 10,500 miles of track. Not bad for a state of only 56,276 square miles. Much of that track is gone today of course, but the railroads were responsible for transforming the state from a frontier land into the nation's breadbasket. Among the countless Iowa towns and cities that sprang up along the railroad is Cedar Rapids, located in the center of the eastern half of the state. Today, Cedar Rapids is the crossroads of five rail companies: Union Pacific, Canadian Pacific, Iowa Northern, Cedar Rapids & Iowa City (CRANDIC), and Iowa Interstate. And it is here in Cedar Rapids that the 2010 Mid-Continent Region Annual Convention will take place, in celebration of the Region's 60th year. Mark your calendars now: the dates are Thursday June 10th through Sunday June 13th.

A full slate of clinics will be held Friday and Saturday during the convention. Among the many topics are: wiring for operation, modeling agriculture, era-specific vehicles, and scratchbuilding. Model display, contest, and NMRA judging will happen on Saturday. Bring something to show, even if it's not finished! Over 90 tables of area dealers, local hobbyists, and other railroad groups will be available on Saturday and Sunday. There will be early-bird access to the train show for convention attendees.



Above: A Chicago North & Western freight train blasts over the crossing on Eastern Iowa Division Member, Bob Perkin's 17x17 HO layout in Cedar Rapids. This nicely detailed railroad was started in 1991 and Bob continues to make updates to the railroad.

Below: The Monticello HO Club located 30 minutes from Cedar Rapids in Monticello, Iowa, offers a large freelanced area for running multiple trains with plenty of space to photograph trains at various locations on the layout.



During the four days of the convention there will be opportunities to tour 15 private home and club layouts. These N, HO, and G Scale railroads will offer something of interest for everyone who attends. A helpful

layout tour booklet, included with the registration materials, contains maps with directions, along with times and days that the layouts will be open during the convention. Transportation for the layout tours will be



Mid-Continent Regional Convention / The Crossroads of Eastern Iowa 2010**Registration Form**

(Please send this registration form in with your payment)

Advance Registration (until March 31st, 2010) is **\$50.00** for the convention**Registration** (after March 31st, 2010) is **\$70.00** for the convention**You can sign up for an NMRA Rail Pass if you are not currently an NMRA member ***

Activity/Item	Quantity	x Price	= Total \$
Advance Convention Registration (until March 31 st , 2010) *		\$50.00 per person	
Convention Registration (after March 31 st , 2010) *		\$70.00 per person	
* Add a Rail Pass if you are not currently an NMRA member		\$9.95 per person	
Friday, June 11th , Prototype Tours: CRANDIC Railroad Shops and PMX Industries		\$30.00 per person	
Friday, June 11th , Box Lunch between Prototype Tours and Train Excursion		\$10.00 per person	
Friday, June 11th , Iowa Interstate Train Ride Excursion (Limited seating) <i>Note: the train is not ADA compliant / handicap accessible.</i>		\$40.00 per person	
Banquet Dinner (Saturday, June 12 th)		\$30.00 per person	
Train Show Vendor Tables		\$25.00 per table	
HO Convention Car: ready-to-roll CRANDIC gondola with scrap load, by Athearn		\$25.00 per car	
2010 Convention Polo Shirt, please circle size(s):		\$30.00 S M L XL XXL XXXL	
2010 Convention Patch		\$5.00 each	
2010 60 th Anniversary Pin	1	Included with registration	Included
2010 Convention Pen	1	Included with registration	Included
Layout Tour Maps and Directions	1	Included with registration	Included
Two-Day Train Show Admission	1	Included with registration	Included
Railfanning Guide for the Surrounding Area	1	Included with registration	Included
Non-Rail Activities	1	Included with registration	Included
		Total \$ Enclosed:	

Checks / Money Orders only (no credit cards or cash, please)

Name: _____ Email: _____

Address: _____ Phone: _____

City: _____ State: _____ Zip: _____

Additional Attendee Names: _____


Make Check or Money Order Payable to: **2010 MCoR Regional Convention**Mail form and payment to: **Tony Bowen, MMR****588 6th Ave****Coggon, IA 52218-9618**

the responsibility of convention attendees, and we encourage you to arrange carpools. Some layouts will be open multiple days of the convention, while others will be open for limited times, so you'll want to look carefully and plan ahead for the layouts you want to see.

The Cedar Rapids & Iowa City (CRANDIC) Railway shops and PMX Industries in the Cedar Rapids area are the featured industrial tours. And the Iowa Interstate Railroad will provide a three-hour train ride on two of their business cars, with an optional photo run by. Seating is limited, so register now! Note: the train is not handicap accessible. A railfanning guide will be included in your registration packet.

An awards banquet will be held Saturday evening, with featured speaker Cody Grivno of *Model Railroader Magazine*.

And, for those looking for non-rail activities, your registration packet will include a guide to many area sights, including: the Amana Colonies, Duffy's Collectible Cars, the Czech Village, Grant Wood studio, The Antique Car Museum of Iowa, Indian Creek Nature Center, the Cedar Rapids Museum of Art, and the National Motorcycle Museum.

The 2010 Mid-Continent Regional Convention offers something for almost everyone, and we hope you'll be able to join us at the Crossroads of Eastern Iowa. For more information, point your web browser to eid.mcornmra.org, or write to Tony Bowen, MMR, 588 6th Ave, Coggon, IA 52218-9618. 



Insets: Inside and outside view of the spacious convention headquarters of the Kirkwood Community College Center for Continuing Education in Cedar Rapids. This state-of-the-art facility will host two days of clinics, model judging, contest, and display as well as a 100-table train show with early-bird exclusive access for convention attendees.



Above: Dick Isard will open up his backyard for the 2010 Regional Convention Attendees to see his Southland Express G Scale Railroad in Cedar Rapids, Iowa. You will want to take your time on this layout not only to see the trains but the beautiful landscape plants and water features around the railroad.





MATFIELD GREEN, KANSAS, AREA HISTORICAL SURVEY

BY CINTHIA PRIEST, TURKEY CREEK DIVISION

ALL PHOTOS FROM KANSAS STATE HISTORICAL SOCIETY COLLECTION



Beginning in 1922, Santa Fe constructed the El Dorado Cutoff between Ellinor and El Dorado, Kansas. The Cutoff chopped 13.85 miles in distance and reduced the ruling grade from 0.6 percent to 0.4 percent. The cost of the 49-mile line, in 1920 figures, was \$4,000,000. The new line, now known as the mainline between Emporia and El Dorado, helped relieve the bottleneck of traffic at Emporia that originally was routed north and west to Florence, Kansas.

The original layout of this area included two routes from Emporia east. The first, a double-track mainline, transported mostly freight through Ottawa Junction. The second, a single-track line, carried mostly passengers by way of Topeka, Kansas. Both lines converged at Emporia, forming the bottleneck as both freight and passengers had to move over the single route for 45 miles to Florence. At Florence, traffic diverged west to Newton or south to Augusta. From Augusta, traffic either went west to Wellington or south to Arkansas City. From Newton, the rails continued west to La Junta, Colorado, and farther west to Albuquerque, New Mexico. From Wellington, the line continued southwest with such destinations as Amarillo, Texas, and Belen, New Mexico. From Arkansas City, lines continued south toward the Gulf of Mexico (The Gulf Lines).

Construction of an additional line next to the existing lines was initially considered. Instead of having a double-track mainline between Emporia via Ottawa Junction, it would have been a triple-track. The line to Topeka would then be a double-track mainline. However, upon considering constructing what would be the hypotenuse of the triangle from Emporia to Florence to El Dorado, the savings in track mileage became significant. Another important consideration in the construction of the cutoff versus adding trackage alongside existing lines was in El Dorado itself. Santa Fe passed through El Dorado's business district having numerous city streets crossing the main. In addition, Missouri Pacific Railroad crossed over the main as well. With the cutoff, a belt line track that bypassed El Dorado to the east could easily be extended from the cutoff. The Missouri Pacific interlocking could be avoided by the construction of an overhead crossing. Thus, the railroad could improve freight handling times while largely eliminat-

ing the objectionable grade crossing conditions in the business district.

Rail construction was not new to this area. Forty years prior, in 1886, Santa Fe had begun construction on a line from Ellinor through Gladstone to Bazar. The nine-mile project was subsequently abandoned. The three miles from Ellinor to Gladstone was pulled since there was a connection between Strong City and Gladstone. The line from Strong City to Bazar, through Gladstone, however, was operated as a minor branch up until the new cutoff was constructed. In 1902, Kansas City, Mexico & Orient acquired a right-of-way between Emporia and Ellinor and proceeded to grade a line nearly the entire distance to El Dorado. A large portion of that grading and bridge substructure was completed. Unfortunately, tracks were never laid. Twenty years later, in 1922, when Santa Fe's management decided to build the El Dorado Cutoff, great effort was made to acquire the Orient's right-of-way to no avail. The Santa Fe cutoff was constructed alongside the Orient's right-of-way except in those portions of the line where it was necessary to diverge to obtain a 0.4 percent grade rather than the 0.6 percent line adopted by the Orient. The El Dorado Cutoff was finally going to provide rail service to Matfield Green, Cassoday,

and Chelsea, towns that were laid out and settled in anticipation of the original 1886 line construction.

The new line followed the drainage of the Cottonwood River and its tributary, Mercer Creek, to a summit approximately one mile north of Cassoday. From the summit, the line descended along the general direction of the Walnut River's drainage (and its tributary, Durachon Creek) until it connected to the existing line at El Dorado. Very little grading (except at stream crossings) was required for the line from Ellinor to Bazar since it was laid in a flat river bottom. From Bazar westward, the rail was laid in a side hill location. Here, grade work involved a succession of short cuts and fills, with the heavier work required at Matfield Green between mileposts 18 and 23. The heaviest grading was the crossing of Crocker Creek (milepost 16) requiring a fill of 150,000 cubic yards.

The summit cut at milepost 24 was 7,800 feet long and had a maximum depth of 28 feet and contained 120,000 cubic yards. The remaining distance to El Dorado was laid in both valley and ridge locations in the moderately rolling country known as the Flint Hills. This portion of the cutoff required relatively light grading until the last two miles of line at El Dorado. Here, the line went around the

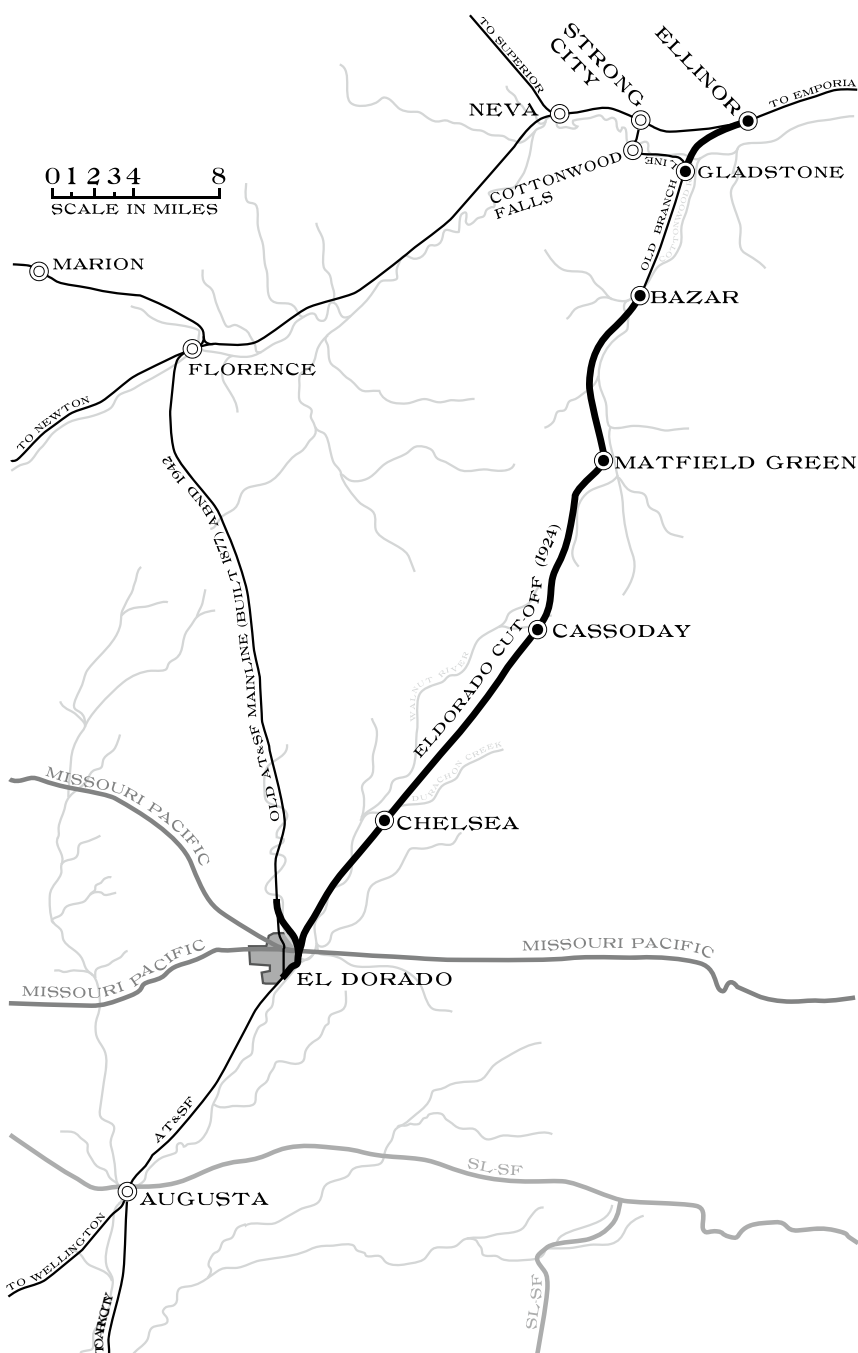


east edge of town crossing flats bordering both sides of the Walnut River. This is also where Santa Fe decided to construct an elevated crossing over the Missouri Pacific. This belt line spanned four overpasses for city streets as well as two crossings of the Walnut River. Steel girder spans supported on concrete piers and abutments were used for the overpasses. Additional creosoted timber ballasted approach trestles were used for the river bridges and the overhead Missouri Pacific crossing.

Due to the heavy excavation work and all the heavy equipment that would be required to complete it, Santa Fe elected to begin this project at El Dorado. This was due to the fact that hauling the equipment over the highway would not be practical and the heaviest work was at the north end of the cutoff near Matfield Green. The railroad wanted to move in the heavy equipment by rail and thus worked northward from El Dorado. At El Dorado, the south end of the belt line involved a 440,000 cubic yard fill and so the north end of the loop was the starting point for the new line beginning in August 1922. By June 1923, construction of the line had progressed northward to milepost 25, the south end of the summit cut.

The northern end of the project had varied grade handling due to the different landscapes encountered. The four miles from Ellinor to Gladstone required only light work, including embankments from two to five feet high. At the crossings of Peyton Creek and the Cottonwood River, however, the grade line was raised to ensure that the bridge's superstructure would clear high water. Between Gladstone and Bazar, the existing branchline was incorporated into the cutoff. Work here consisted primarily of rehabilitating the old line, including widening the roadbed and replacing the track with heavier rail. Grading of this section involved only 4,000 to 5,000 cubic yards per mile. South of Bazar, side hill work used 2½ yard shovels with 4-yard narrow gauge cars and short hauls. A fair balance of excavation and embankment was used in the grading with the exception of the 150,000-cubic yard fill over Crocker Creek valley. The base of this fill, 90,000 cubic yards, was made from side borrow with teams, while the filling of the remaining 60,000 cubic yards was deferred until the track was laid from the summit cut. The fill was to be made with material from the summit cut with a train haul of approximately eight miles.

Foreman's house and Bunk House at Cassoday



When work was completed northward from El Dorado to the summit cut, a shoofly was constructed around the cut connecting to the new roadbed laid from the north. The summit cut was taken out in three lifts from seven to 11 feet. Two well drills cut four-inch diameter holes placed eight feet center to center in both directions in the summit's

rock. More than two hundred pounds of special dynamite was placed in each of the holes. A 90-ton steam shovel equipped with a five-yard dipper was used to load the blown rock in to 20-yard standard gauge cars. Sixty-ton locomotives were used to haul the material away from the site. It was more economical to waste a substantial

amount of the material from the cuts and build the embankments mostly from borrow on the grading work between Cassoday and El Dorado. This area mostly involved a succession of long shallow cuts and fills. The shale and limestone cuts south of Cassoday utilized a dragline excavator to waste the excess material on either side of the cuts. Con-

Crocker Creek Bridge



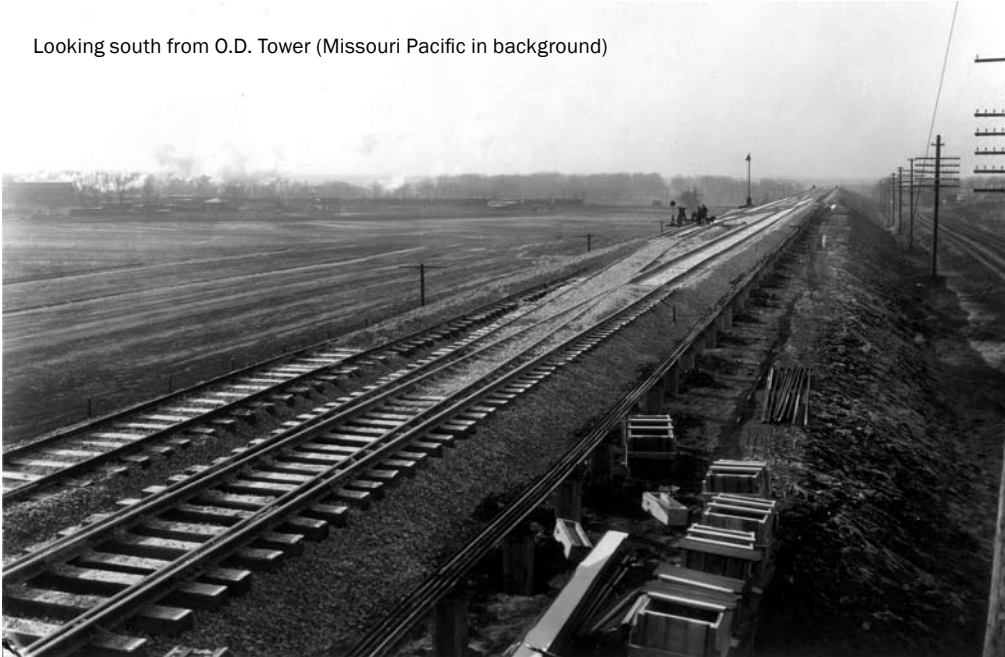
Crocker Creek Bridge



Crocker Creek Bridge, July 31, 1923



Looking south from O.D. Tower (Missouri Pacific in background)



versely, the belt line's 440,000 cubic yard embankment at El Dorado was constructed entirely with team work from side borrow.

The El Dorado Cutoff, following mostly rivers and streams, had a considerable amount of water crossings. Steel girder spans on concrete abutments and piers were used in addition to a number of concrete culverts and arch spans when the line required a crossover. At locations where the waterway requirements would have necessitated a relatively small culvert, a creosoted pile and frame trestle was utilized.

The standards for this new mainline provided a 20-foot roadbed on embankment with 28-foot widths for cuts in earth and 24-foot widths for cuts in solid rock. Jointed

90-pound rail was laid in 39-foot lengths. Each mile had 1,860 rail anchors and 3,250 creosoted hardwood ties (most likely from Wellington). In fact, this construction also served as a test bed for 30,000 variously treated ties. Rock ballast was used for track laid on rock surfaces while a temporary surface of rock screenings was used on all earth roadbeds. The cutoff allowed for trains to pass on 5,000-foot sidings located at approximately six-mile intervals. The grade at the passing sidings, and for 2,000 feet beyond each end of the siding, had grades reduced to maximum of 0.25 percent. Thirty-seven curves were built on the line with a maximum degree of curvature of three degrees.

Totals for the project included 890,000 cubic yards of excavation. Steam shovels handled 400,000 cubic yards of this excavation. Embankment work involved more than two million cubic yards of material. Bridge-work comprised of 1,385 linear feet of steel bridges, 60 feet of open deck trestles, and 2,646 feet of ballasted deck trestles that together utilized 15,100 cubic yards of plain concrete and 6,500 cubic yards of reinforced concrete.

Since this construction was carried out during the steam era, water stations were required facilities along the line. Two water stations were built, one at Bazar and the other at Cassoday. Bazar's water was obtained using a 30-inch diameter well sunk to a depth of seven feet below the normal level of sub-surface drainage of the Cottonwood River. The hard mineral deposits of this water required the installation of a treatment facility. Water at Cassoday was attained by the construction of an earth dam with a con-

El Dorado overpass



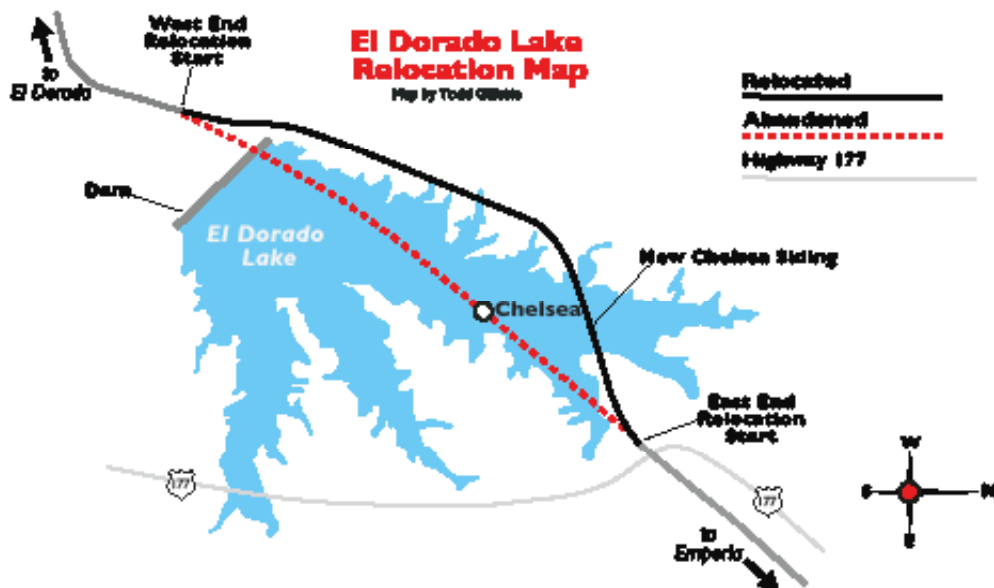


O.D. Tower El Dorado, Kansas, February 26, 1924

crete corewall across a ravine. The result was an impounding reservoir with a 350 million gallon capacity.

The El Dorado Cutoff was a huge success. Today, this area continues to be a high-speed mainline out of Emporia. Chelsea would eventually be sunk under the El Dorado lake project and the mainline would have a slightly altered route.

As part of the Flood Control Act of 1965, the U.S. Corps of Engineers constructed a dam and lake in Butler County, Kansas. Known as the El Dorado Lake Project, the location chosen was an area of rolling terrain made up of croplands, prairies, woodlands, and marshes. The reservoir was built at river mile 100.2 on the Walnut River, approximately two miles northeast of El Dorado, Kansas, near where the Walnut River spills into the Arkansas River. Construction of the project began in October 1973 with completion for full flood operation in June 1981. Construction of the federal reservoir necessitated the relocation of a nine-mile stretch of the Middle Division's mainline (between a point



east of Chelsea and El Dorado), a portion of Kansas Highway K-177 and a three-mile stretch of the Kansas Turnpike. Sherwood Construction Company of Wichita, Kansas, was awarded the \$4 million contract for the project. That company was responsible for grading, construction of a 300-foot bridge over the Walnut River, and various other

drainage structures around the relocated track. R.W. Booker and Associates were in charge of the preliminary engineering and design work. In addition, the St. Louis, Missouri, firm oversaw construction supervision for the railroad relocation phase of the project. All trackwork and signaling was handled by Santa Fe's MOW crews.



Saturday June 26, 2010 9 am - 5 pm
Sunday June 27, 2010 9 am - 4 pm



Layout Displays • Manufacturers Exhibits • Vendors
Railroad Collectibles and Artifacts,
Train Ride for the Kids,
Fun for the Whole Family

Come Join The Fun at the
Overland Park Int'l Trade Ctr
115th and Metcalf
Overland Park, Ks 66211

Adults \$10.00/day \$18.00/2 day pass
Kids 16 and under FREE

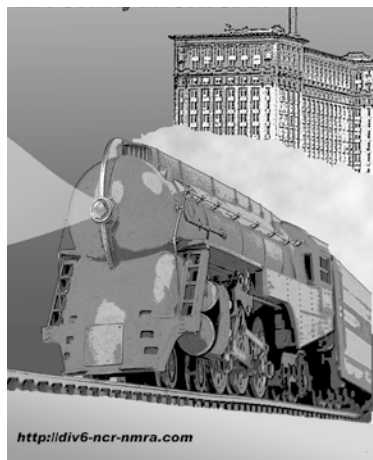
For more information
WWW.HAGRS.COM or 913-406-3400

Division Six of the
NCR- North Central Region of the
NMRA- National Model Railroad Association presents-



NORTH CENTRAL EXPRESS 2010

THURSDAY - FRIDAY - SATURDAY - SUNDAY
OCTOBER 21-22-23-24, 2010
LIVONIA, MICHIGAN, USA



<http://div6-ncr-nmra.com>

WELCOME to the NCR Model Railroad Convention, ***NORTH CENTRAL EXPRESS 2010!***
 The convention is being hosted by DIVISION SIX, located in the western Detroit metro area. We are planning a great weekend of model and prototype railroading, just for YOU!

EVENT HIGHLIGHTS INCLUDE-

- * Operation sessions available Thursday, Friday, Saturday
- * FREE bag of model railroad "stuff" first 200 registered
- * Extra Best in Show and Participants Choice Contest Awards
- * All-you-can-eat Pancake Breakfast on Sunday morning
- * Keynote speaker, Art Fahie of Bar Mills Products on Sunday morning
- * Special event HO & N scale billboards on sale
- * 15+ Workshops on
- * Prototype tours available on Friday
- * NMRA Model and Photo contests
- * Limited special event shirts on sale
- * Online Registration available, see website!
- * EVERYONE welcome to attend!

Friday and Saturday

- * 20+ model layouts to visit
- * Door Prizes awarded Friday and Saturday
- * Silent Auction Fund-Raisers!
- * Special DAY PASS entry available!
- * Event site- Livonia Marriott, Laurel Park Mall

For more information or questions answered, contact - Barry Hensel 734-397-5182 (5pm-10pm) email- barry76Lt@wowway.com, OR Glenn Joppich 734-464-6004 (5pm-10pm) email- steambigot@yahoo.com and visit our web pages at- www.div6-ncr-nmra.com

THE SWITCHING LIST

FOURTH QUARTER 2009 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, and OK). To list your event, send it to: garyonho@cox.net, or Gary Hemmingway, 3201 SW Stone Ave., Topeka, KS 66614. To subscribe, or unsubscribe, to The Switching List send an email to the above link. Look for us on the MCoR web site: www.mcor-nmra.org.

DIVISION MEETINGS

KANSAS CENTRAL DIVISION Meetings 1pm. Full schedule: MCoR website or email: garyonho@cox.net. Next meeting February 13. Tom Katafiasz host: 2105 Northwood Ln, Salina, KS: Turn off I70 south on Ohio St, turn Left (east) on Iron St, go to top of hill, turn Right (South) on Marymount Road go past the stop light, turn left (East) on Northwood (first street past stop light) Tom's house is on the corner (first one on your left (north) once you turn onto Northwood.

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

TURKEY CREEK DIV. (KANSAS CITY, MO & KS) monthly meetings 4th Tuesday, 7pm. Johnson County Offices, NE Branch, 6000 Lamar, Shawnee Mission, KS (DMV Building on SW corner of Lamar and Martway).

WESTERN HERITAGE DIVISION (OMAHA, NE/COUNCIL BLUFFS, IA) meets second Saturday (except June and December) at noon. Sump Memorial Library, corner of Washington and 2nd St. in Papillion (across from Runza). Visit www.whdnmra.org for more info and a map.

KATE SHELLEY DIVISION now meets the 4th Thursday at the Ames Public Library, 515 Douglas Ave., Ames, Iowa. 7-8:45pm, in the upstairs meeting rooms. All welcome

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

St. (Just east of Memorial) in Tulsa, OK. 9:30-12:30pm. Various presentations from clinics, to slide shows. Member layout tour after the meetings. Info: Dave Salamon at drs_rr@yahoo.com.

PLATTE VALLEY DIV. (HASTINGS, GRAND ISLAND, KEARNEY, NE) meets 2nd Tuesday of each month at 7pm. in members homes on a rotating basis. Info: John O'Neill, MMR, Div. Dir., 308-384-5011 or jponeill@computerconcepts.com.

WESTERN KANSAS DIVISION (GARDEN CITY, KS) Meets every Mon. evening from 7-9pm. at 4091/2 N. Main St. (second floor above "Stage" department store) 7 layouts on display (2-HO, 5-N) Operating sessions available Info: Robert Simmons, Division Director (620) 521-3591 or ras@odsgc.net.

TRAIN SHOWS & MEETS

MAR 27, THE JOPLIN MUSEUM COMPLEX MODEL RR SHOW AND SWAP MEET 7th and Schifferdecker Streets in Schifferdecker Park between the golf course and swimming pool; 9-3; several operating train layouts, over 65 tables; admission: \$3, adults; 12 and under admitted free w/pd adult. All proceeds at the door go to benefit the Joplin



ABOVE: Blue Island, Illinois, played host to myriad Rock Island freight cars representing various eras. The last year that the Rock showed a profit was 1964; the starving railroad endured to 1980 when this image was captured.

Museum Complex. Swap tables are \$15 each. Info: Rick Gardner, (417) 673-4888; e-mail: rickgardner@sofnet.com; or visit: www.tristatemodelrailroaders.com

APR 11, SPRINGFIELD TRAIN FAIR, Illinois State Fairgrounds Orr Bldg., Springfield, IL, 10-4, Admission \$4 kids 10 and under free! Contact Tracy Bailey - springfieldmodelrailroadclub@yahoo.com

TOTOTRAINS, LLC

SPECIALIZING IN EUROPEAN TRAINS
MÄRKLIN/TRIX/LGB/ROCO/FLEISCHMANN

EVERY DAY DISCOUNTS ON
WALTHERS CATALOG ITEMS: 20%-35%

HOURS: WED-SAT: 10.00AM-4.00PM
OR BY APPOINTMENT

785-766-0467

WWW.TOTOTRAINS.COM

INFO@TOTOTRAINS.COM

1031 VERMONT STREET, SUITE A
LAWRENCE, KS 66044

APR 17, THE OZARKS MODEL RAILROAD ASSOCIATION TRAIN SHOW

9-3, Springfield Catholic High School, 2540 S. Eastgate, Springfield, MO. Swap tables, model contest, clinics, and layout tours. Admission: Adults 13 & up \$5; Children 12 & under FREE w/Adult. Info: Co-Chairmen - Dale Irvine Email: bowlanmrr@mchsi.com or Ted Beresky: tberesky@hotmail.com, 417-459-6042. Vendor info: Gary Mills 417-725-1433.

APR 24-25, WESTERN HERITAGE DIVISION TRAIN SHOW

Burke High School (just off Dodge St) Omaha, NE \$6 admission with \$1 off for food donation. Children 12 and under free. Sat 9-5 Sun 10-4 Info: Barbara Lundquist, Clerk & Show Committee Chairman: blundquist1@cox.net

APR 24-25, 16TH ANNUAL TRAIN SHOW, NEBRASKA WEST-CENTRAL DIVISION:

D&N Event Center, 501 East Walker Rd, North Platte, NE, Sat: 9-5, Sun: 10-4 p.m., Admission \$3 adults, Children under 12 \$1, Children under 5 free w/adult. Vendor tables \$10 each till April 1, then \$15. Union Pacific tours extra fare item on Saturday only. Info: Gene Tacey P.O. Box 485, Sutherland, NE 69165, 308-386-2489, taceys@gpcom.net

***MAY 2, 9, 16, 23, TOM STOLTE MISSOURI PACIFIC OPEN HOUSE**

1-3 PM EACH SUNDAY; 26550 227th St., McLouth, KS 66054 913-727-6649, Tom is the owner of Odd Ball Decals. Refreshments available.

JUN 10-13, THE CROSSROADS OF IOWA MIDCONTINENT REGION CONVENTION CEDAR RAPIDS 2010, HOSTED BY EASTERN IOWA DIVISION, MCoR, NMRA

Clarion Hotel & Convention Center, 525 33rd Avenue SW, Cedar Rapids, IA and Official Convention Site Kirkwood Community College Center for Continuing Education 7725 Kirkwood Blvd. SW, Cedar Rapids, IA, Info: eid.mcor-nmr.org.

AUG 7, 25TH TURKEY CREEK DIV. TRAIN SHOW & MEET

Lenexa Community Center, 13420 Oak Dr., (Pflumm & Santa Fe) Lenexa, KS, Adm: \$4 advance, \$5 at door for NMRA, \$6 at door non-NMRA, Tables \$20 vendor setup 8/6 5-9pm; fees and admission payable to Turkey Creek Show, mail to Bob Jeffers, 6000 W. Richards Dr., Shawnee, KS 66216-1721; Contests, clinics, door prizes; Layout tours 3:30-9 pm; Info: Louis Seibel, l-seibel@comcast.net

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 club's name, contact address and scale interest. Listings in this section are free of charge.

Big Bend Railroad Club
8833 Big Bend Blvd
Webster Groves, MO 63119
(O)

Capital City Model Railroaders
PO Box 243
Jefferson City, MO 65102
(HO)

Central AR Model RR Club
P.O. Box 1825
Conway, AR 72033-1825
Daniel Gladstone 501-269-3030
www.artrains.org
(all)

Claremore & Southern
3049 Clover Creek Dr
Claremore, OK 74017
(HO)

Columbia Model Railroaders
410 Camelot Dr
Collinsville, IL 62234
(HO)

Eastern Jackson County Mainliners
Model Railroad Club
Outlet Mall, Odessa, Mo
www.easternjacksoncountymainlines.com

Greater Omaha Society of Model Engineers
Post Office Box 67
Council Bluffs, IA 51502
402-895-0296 or 402-491-3692
GOSOME@TheHistoricalSociety.org

Green Valley Baptist Model RR
11993 County Rd 162
Savannah, MO 64485
Nancy Adams 816-262-0304
nadaams@bi-vetmedica.com

Kansas Area N-Trak
2046 S Elizabeth #1306
Wichita, KS 67213
(N)

Kansas Central Model
Railroad Club
530 E Third St
Hutchinson, KS 67501
(HO)

Kansas City Garden RR Society
David Roberts
24595 Hedge
Paola, KS 66071
GScalefun@hotmail.com
913-406-3400

Kansas City O-Scale Modulares
10334 Ash
Overland Park, KS 66207
(O)

Kansas City Soc. of Model Engineers
John Teeple, President
9539 Perry Ln.
Overland Park, KS 66212
913-492-4142
jsteep@aol.com

Manhattan Area Rail Joiners
1223 Pierre St
Manhattan, KS 66502-4331
Contact: Don Clagett
dclagett@ksu.edu
785-587-9075

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

Southern Illinois Train Club
PO Box 1633
Mrión, 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)

Warren County Modular Railroaders
HO Scale, Transition era. RI & CB&Q
Iowa's only 100% NMRA club
John Averill 515-961-3018
14910- 92nd Lane
Indianola, IA 50125
WCMR1@cs.com

Wichita Model Railroad Club
PO Box 48082
Wichita, KS 67201

MODEL RAILROADERS NEVER FORGET...

PART II: THE PAYBACK

BY PATRICK G. LANA, MMR

EDITED BY ALLEN MERTA

This is a true story. The names have *not* been changed to protect the guilty. My name is Patrick Lana. I am a model railroader.

Part I was about “The Creston Railroad Tie Incident” (see 4th Quarter, 2009 CK). In 1977, Allen Merta instigated a practical joke on Ted Hauser and me in Creston, Iowa, when he arranged for the police to pick us up as we were carrying two railroad ties to my house. It was a good joke but I was unable to return the favor because Allen, Ted, and I went our separate ways by the end of 1978. We lost track of each other even though we tried to stay in touch. All our careers and families were growing, so other priorities became more important. Allen moved to Bismarck, North Dakota, then Des Moines, Iowa, and finally Cedar Rapids, Iowa. Ted moved to Southern Illinois, then to north-

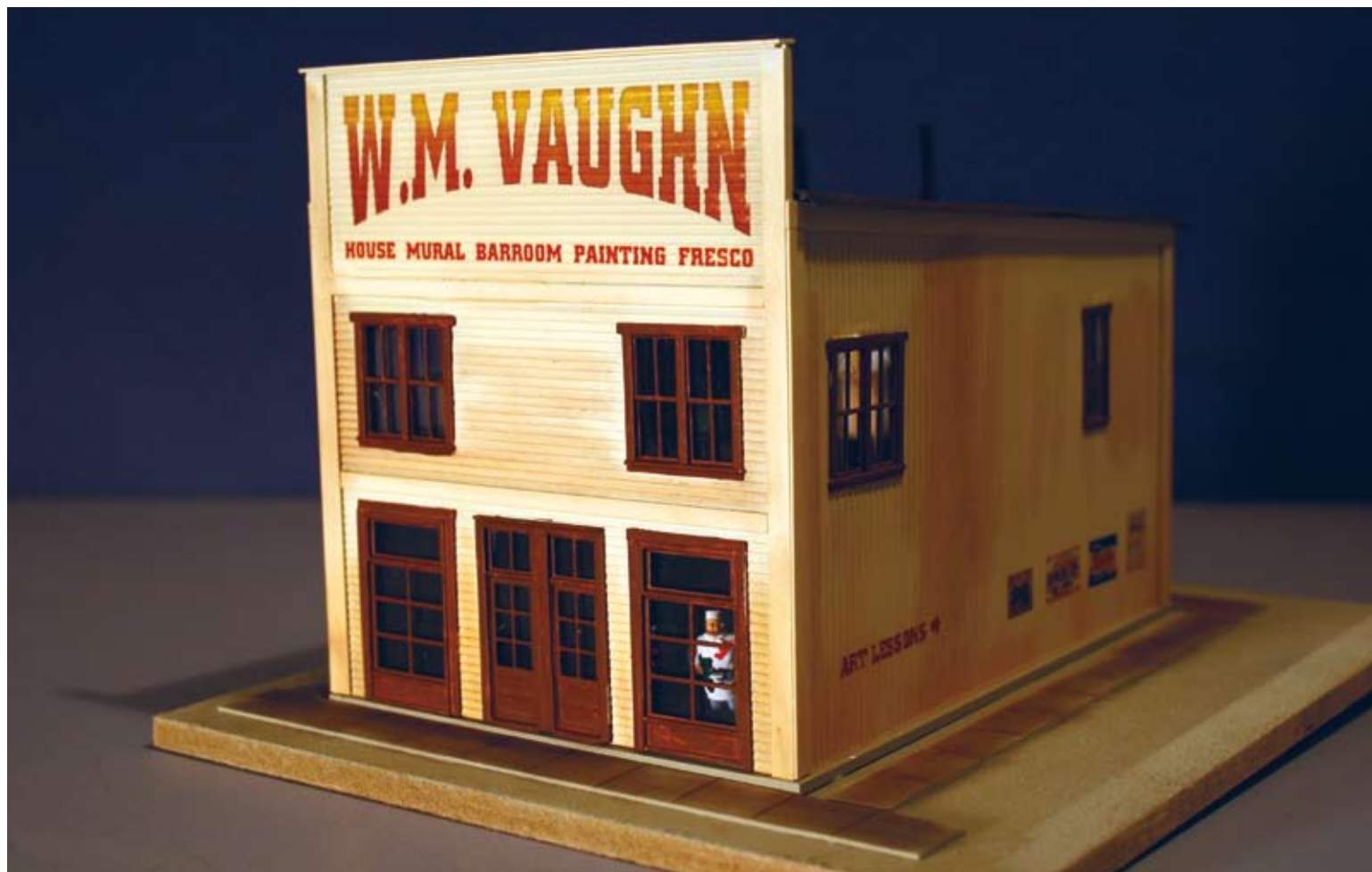
western Kansas. I moved to Des Moines, Iowa, then Kansas City, Missouri, and finally Denver, Colorado. I have lost track of Ted now but Allen and I became reacquainted at a 2003 NMRA Mid-Continent Region meet in Olathe, Kansas.

When in Creston, I had not realized that Allen was so interested in model railroading. In Olathe, I learned Allen was working on his Master Model Railroader and trying to set up an Eastern Iowa Division. Always an instigator, I knew he could pull off both of his goals. He asked me some questions about the Achievement Program and MMR because I had already earned my MMR. I tried to give him a few suggestions. When I visited my mother in Cedar Rapids in the following years, Allen would occasionally take me around to see railroad sites and model railroads. I was happy to see all the

leadership he was providing in the region and that he was working toward his MMR, albeit slowly.

To my chagrin, Allen also told everyone, *everyone* we encountered about the Creston railroad tie incident. By the time 2009 rolled around, I suspect most of our mutual friends and many other model railroaders I didn’t know knew the story. Yes, it was funny but I also wanted to pay him back. But how?

The opportunity presented itself in June 2009. I had e-mailed a number of MCoR friends who were attending the Wichita, Kansas, convention to encourage Allen to complete his MMR. I wrote, “We are good friends and I will never be able to repay him for the jokes he pulled on me. But I would like to try. I’d like to orchestrate a lot of har-



assessment (er, peer pressure) on Allen as he pursues his MMR." I was pleased to hear that he won 1st place in Wichita's off-line structures contest with his "W. M. Vaughn Painting," a two-story false front building or what Marty Vaughn called the "Porno Paint Shop." When I e-mailed Allen to ask about how in the world he won with a porno paint shop, his reply was full of brimstone and fire, defending the structure, the judges, and everything else. Ah-ha! I had hit a nerve. Allen also said he was trying to finish his MMR by August 1. I vowed to keep the pressure on.

I e-mailed some MCoR friends asking if they would help me pressure Allen a little more and explained my plot. Almost everyone came back and said, "You are evil or terrible... count me in!"

So on June 24, 2009, Phase 1 of Operation Pressure-Treated began. MCoR AP chair Marty Vaughn e-mailed Allen:

"How likely are you to get everything done [on your MMR] by [August 1]? The reason I ask is that I have gotten a inquiry from a past Region secretary with some concerns, questions and issues... [On your AP and MMR]. Right now I am trying head this off, but if it gets pushed then I may have to open an actual inquiry (which I'm not thrilled about but may not have any choice in the matter). Assuming you can get your MMR finished by August 1 and I am able to keep the lid on this for a while then it becomes a mute point if we present them with a completed action."

Allen responded the next day with a 90-minute telephone call to Marty! Marty did a masterful job at getting Allen focused on completing his MMR by August 1 rather than letting out too much information on the inquiry. In Marty's words, "...boy did that pressurize him! We discussed his August 1 MMR completion date and Allen was reluctant at first but by the end was thinking of ways he might complete it by then."

Knowing that Allen was very intense and tenacious, we had a contact (Tony Bowen, MMR) that was close to Allen who reported on June 26, "Oh, Allen was a little ticked. He said several times he is going to keep working on his MMR but would like to know who the person is who is having this problem." Tony also reported that Allen had contacted Whit Johnson to find out who had

been an MCoR secretary. Luckily, Whit was out of town and promised to get back to Allen. In the meantime, Marty made contact with Whit and told him to wait in reporting to Allen until he had contacted Marty. We also learned that Allen had contacted Peter Jaynes to research how the NMRA handled inquiries and what Allen's recourse was to "protect his good name."

Marty and I conferred and decided to de-escalate the situation a little. On June 28, Marty emailed Allen, "As to the inquiry issue, I think I might have that resolved or eased up a bit at least... I am looking at my own loop hole (you've taught me well grasshopper!). It would still be best if you could finish by August so we can get this taken care of... just in case my loop hole collapses, but for now don't worry about it."

On June 29, Marty received an e-mail from Allen on the subject that looked like Allen was worried about keeping his reputation intact, focusing too much on the inquiry and not enough on the Achievement Program. Allen's e-mail ended with, "Being in the dark is torture!"

So, on June 29, Marty and I, concerned that Allen might have a heart attack or stroke over this, decided to end-game. That evening I wrote an e-mail to Allen entitled, "Got Ya!" It read:

"Allen,

So "being in the dark is torture!" Do you feel pressure-treated like the Creston railroad ties?

You see, I am the person that asked Marty to do an imaginary inquiry as to why is it taking so long to get your MMR? After Marty e-mailed you, we just let your imagination run wild! There was/is no inquiry in progress. With the help of Marty and others, I got partial revenge for the railroad tie incident in Creston! 8<))

We are not done yet pressuring you, so keep working on those AP certificates.

*Good Luck,
Pat and friends*

On June 30, Marty and I received the following e-mail from Allen.

"Okay! Okay! You guys got me! I give up!

That was a good one, I admit it! A really good one! I never would have guessed it was a conspiracy woven by you!

I was downstairs putting the steps on my bay window caboose when Rita came down and said an email arrived that I needed to read right away. She wouldn't say who it was from or what it was about, just that I had to read it because it was important.

You guys are dirty rotten scoundrels! Of course, I deserved it! Oh man! You really, really got me on this! I can't tell you what stress this was causing me! Geez! It was tremendous! Here, I was thinking I might not ever get my MMR. That I was going to have to do twice as much, twice as good as anyone else to get this done.

You did a very good job, especially involving as many people as you did without having somebody blow it.

Nice one! You got me big time! BIG TIME!

Allen

P.S. - Maybe we should team up to do this sort of thing? ... Nah! I think I just learned a BIG lesson!

Well, after 32 years I feel some vindication for the Creston railroad tie incident. However, as I write this, Allen still needs to finish his MMR. Perhaps we need to implement phase 2 of Operation Pressure-Treated.

I am really looking forward to attending the 2010 MCoR Regional Convention in Cedar Rapids, Iowa, and I hope to see a lot of my MCoR friends in what is my boyhood home stomping ground. Knowing some of the members of the Eastern Iowa Division and many of the numerous railroad and modeling opportunities in Cedar Rapids, the convention will certainly be a success. I hope you can attend and at least say "Hi."

Knowing Allen, he will get his MMR, and I hope to be one of the first to congratulate him. I hope you get a chance to congratulate him, too, as reaching MMR is a wonderful, rewarding milestone. Now, who else in MCoR is working on their MMR that we can pressure? Marty and I work great as a team and I am sure you don't want us pressure-treating you... Complete that AP certificate and get that MMR!





16TH ANNUAL TRAIN SHOW

**SPONSORED BY THE NEBRASKA WEST-CENTRAL DIVISION OF
THE NATIONAL MODEL RAILROAD ASSOCIATION**

LOCATION: D&N EVENT CENTER

501 East Walker Road

North Platte, Nebraska

APRIL 24th AND 25th, 2010

HOURS: 9:00 A.M. - 5:00 P.M. SATURDAY THE 24th

AND 10:00 A.M. - 4:00 P.M. SUNDAY THE 25th

ADMISSION: \$3.00 CHILDREN UNDER 12 \$1.00

(under 5 with paid adult free)

TRAIN LAYOUTS AND DISPLAYS,

VENDOR TABLES SELLING RAILROAD ITEMS

**NOTE TO VENDORS: TABLES ARE \$10 EACH TILL APRIL 1ST, AFTER APRIL 1ST THEY
ARE \$15**

**UNION PACIFIC TOURS WILL BE AVAILABLE AS AN EXTRA FARE ITEM
(Saturday only)**

FOR ADDITIONAL INFORMATION CONTACT:

Gene Tacey

P.O. Box 485

Sutherland, NE 69165

308-386-2489

taceys@gpcom.net

DEALER DIRECTORY



River Eagle HOBBIES
Mike Duncan
301 Main Street • Boonville, Mo. 65233 •
660.882.2326 • rivereaglehobbies@hotmail.com

Model Trains • RC Cars • Boats • Planes
Metal Detectors • Paint Ball • Slot Cars • And More

BUILT-RITE MODELS




Jim Dimatteo
190 Western Ave.
Branson, MO. 65616
Home 417 239 0436
Cell 417 559 3973
jbdimatteo@aol.com

SPRING CREEK MODEL TRAINS, LLC

Visit us in DESHLER, NE at "Deshler Electric"
4TH & Railway 402-365-7292
Hours: 9-12, 1-5 M-F and by appointment
CALL us at 402-365-7628

Dave and Deb Zucker 610 7th St, PO Box 304
Deshler NE 68340

e-mail dzucker@gppcom.net
www.springcreekmodeltrains.com



Digital Command Central, Inc.



Custom DCC Decoder & System Installations
RAY UHLICH
6416 W. 100th Street - Overland Park, KS 66212
(913) 322-4223
www.dcc-by-dcc.com dcc_by_dcc@yahoo.com

Miles Hale
Provost

Model Railroadng University

5608 North Mercier Drive
Kansas City, MO 64118
Ph. 816-746-1567
www.modelrailroadinguniversity.com

DEALER FOR

North Coast Engineering DCC	20% Disc
Soundtraxx Decoders	20% Disc
DCC Specialties - Auto Reverser & Cir. Breaker & Hare	20% Disc
NorthWest Short Line Parts & Tools	15% Disc
Circuitron & Tortoise Switch Machines	20% Disc

Decoder Installations, DCC wiring & consulting

Bill Weaver
7A Clover Ln.
Holiday Island, AR 72631
479 253-9325 whipwill@cox.net

Services Available:

- Custom DCC Motion & Sound Decoder Installation
- CTC *80 Mobile Receivers Installation
- Mechanical Repair (most major brands)
- Cleaning & Lubrication

Fun & Games
"the people people"
www.scalefigures.com

P. O. Box 243
1040 Myrtle Ave.
Jefferson City, MO 65102
Telephone: 573-635-6163
FAX: 573-635-9680
allen@scalefigures.com

Allen Pollock
owner

Branline Sales



www.e-model-railroading.com

Dennis Brandt

1004 South 3rd Street
Norfolk, NE 68701
402-992-2415
Branline2000@yahoo.com

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.

Ad description	Approx. size	Cost per year
----------------	--------------	---------------

COMMERCIAL ADS:

Full page	9.5" x 7.25"	\$120.00
Half page	4.75" x 7.25"	70.00
Quarter page	4.75" x 3.5"	38.00
Eighth page	2.5" x 3.5"	22.00
Business card	2" x 3.5"	15.00

DEALER DIRECTORY:


Business card	1.375" x 2.375"	10.00
---------------	-----------------	-------

PIKE REGISTRY:

Business card	1.375" x 2.375"	5.00
---------------	-----------------	------

PIKE REGISTRY

D & EM Railroad
 Dianne Mullins 706 Dockside Cove
 Conductor & Co-Owner Hastings, NE 68901
 Earl Mullins, MMR 402-463-0343
 Engineer & Co-Owner emullins@nebraska.com




HARRIMAN-HILL SYSTEM
 OLIVER DEE JOSEPH, CEO 618-397-0823

FRISCO (417) 883-5350
 RJWILLIAMS1@MCHSI.COM

RON WILLIAMS, MMR
 PRESIDENT

ST. LOUIS - SAN FRANCISCO RAILWAY COMPANY
 3129 S. CHAMBERY AVE SPRINGFIELD, MO 65804

C&RM RR
 Canyon & Rocky Mountain RR

President **Randolph P. Meyer**
 156 Ladue Oaks Dr.
 Creve Coeur, MO 63141



Barry M. Quensel
 President

480 SE Lasso Loop Lawton, OK 73501 Phone: (580) 351-2037
 e-mail: QuBert1@aol.com


The Alton Route

Missouri Pacific Lines
 White River Division

DAVID BOGARD
 District Superintendent
 Maumelle, Arkansas
 Phone 1-(501)-851-6278
 MoPac55@hotmail.com



PR & SR RR
 Pleasant Ridge and Shelter Rock Railroad



Thomas B. Dole
 President and Owner

1796 Commodore Walk Worden, Illinois 62097 (Holiday Shores) HO Scale
 (618) 659-0684
 tbd1945@aol.com

The Baltimore & New York Rwy.

Western 14050 N 246 Road O Scale
Offices Okmulgee OK 74447
Two Rail



Edward F. Bommer General Manager
 918-759-0705 edb8391@eccewb.com
"Unparalleled Rail Transportation"

NEBRASKA & SOUTHERN RAILROAD



"Links The Gulf Coast" "The Way South"
GENE R. TACEY
 SUPERINTENDENT
 P.O. BOX 485 SUTHERLAND, NE 69165
 308-386-2489 taceys@gpcom.net

UNION PACIFIC RAILROAD



CHARLIE STAPLETON
 General Superintendent
 Kansas Division

1411 N. 79th St. HO Scale
 Kansas City, KS 66112 913-299-2923




Leavenworth Lake Railway & Navigation Co. Sn3

Peter B. Smith
 Receiver


4317 Mahogany Lane, Belleville, IL 62226
 Tel. 618 277 5518 E-Mail: smithpb@sbcglobal.net

Reserve your space today!
 contact Louis Seibel at
 l-seibel@comcast.net

Delaware & Hudson Model Railroad
 Susquehanna Division



John A. Shaw
 Superintendent
 225 Wasatch CT NE
 Cedar Rapids, IA 52402
 (319) 265-8122



MR. DENNIS O. SMITH

DEERBROOK & SALTERN RAILWAY CO.
 THE IRON ROAD

665 SOUTH YORK COURT
 Springfield, MO 65802

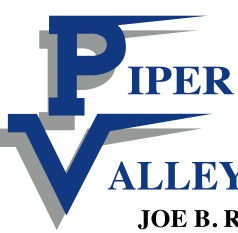
WINTER QUARTER OFS
 P.T. BARNUM & D. SMITH RAILROAD CIRCUS



THE BRIDGE LINE
 HO SCALE CLUB
 6060 NW WAUKOMIS
 KANSAS CITY, MO 64151
 PH: (816) 436-5156

MEMBERSHIPS OPEN
 CLUB MEETS WEDNESDAY 7PM
 CONTACT: LENNY OHRELL (PRESIDENT)

PIPER VALLEY RAILROAD



CO-OP HEADQUARTERS
 912 RIDGE DRIVE
 BELTON, MO 64012
 (816) 331-2773

JOE B. ROBERTSON, MMR
 PRESIDENT & CEO



PASS
 No. 3311

TO: WEAVERVILLE
 WHISKEY CREEK &
 WESTERN RR
 WAY OF THE
 WEAVING
 WOBBLE
 WOBBLE
 BUG

LIFE 3311



WESTSIDE SHORT LINE
 LOGGING
 CO. INC.
 SERVING
 ALL
 LOGGING
 ROADS

HO SCALE
 SHOP FOREMAN • BILL WEAVER • PHONE 479-253-9325
 7 A CLOVER LANE, HOLIDAY ISLAND, AR. 72631

FORKS CREEK AND CENTRAL RAILROAD
 "ROUTE OF THE COUGARS"

Ron Morse, MMR
 8324 Hall Dr.
 Lenexa, KS 66219
 913-894-6472
 ronmorsemmr@gmail.com



PHONE: 913-649-3530

Division of C.R.H.
Equipment Co.

CHARLES R. HEYING
PRESIDENT



10209 BROADMOOR
OVERLAND PARK, KS 66212

RI MASON ROAD SPURS a division of the ROCK ISLAND LINE

Gene Coffman 541 N. Mason Rd.
314-469-4882 St. Louis, MO 63141



PSEUDO-SOO LINE

"The Swamp Level Route"

Home of the Swamp Gas
Gang

Bob Johnson—Head Gasser
St. Peters, MO 63303 (636) 922-2507
bjohnson2000@earthlink.net

PENNSYLVANIA RR



Kansas City Div.

Jim Flynn Supt.

(816) 331-6539

PURGATORY & DEVIL RIVER RAILROAD

SERVICE TO THE HIGH COUNTRY

MOUNTAIN RAILROADING IN HON3

<http://www.purgatoryanddevilriver.com>

PAUL RICHARDSON, MMR - PURGATORY DIVISION
DUANE RICHARDSON, MMR - EL LOBO DIVISION

Mark Juett
Cincinnati Division Superintendent



Louisville & Nashville Railroad Company

1910 NE Lake Dr., Smithville, MO 64089

Telephone (816) 866-4422

Radio Phone (816) 536-9421

Facsimile (816) 866-4422

Email jjjuett@kc.rr.com



Stephen M. Priest Superintendant
Cynthia A. Priest CFO

Reserve your space today!

contact Louis Seibel at

l-seibel@comcast.net



Kansas Arkansas and Ozarks Railroad
Parsons Kansas

Bob Wintle MMR President



Paul W. Myers
President & CEO
10904 N. Harrison Street
Kansas City,
Missouri 64155

816 734-3719
paulwmyers@kc.rr.com



Missouri Kansas Texas
Railroad

N-Scale Dallas Sub Division
Parsons Kansas

James M. (Mike) Peters
President and CEO



Remembering the Katy



SHELTER BAY RAILWAY
CORPORATE HEADQUARTERS
9331 FARLEY LANE
OVERLAND PARK, KANSAS
66212

(913) 888-4080

G. PATRICK HARRIMAN, MMR
PRESIDENT
CHIEF OPERATING OFFICER

MCoR



NMRA

Clear Creek & Quicksilver
"The Mountain Goat"

Allen Pollock
General Manager

P.O. Box 243
Jefferson City, MO 65102



WESTERN PACIFIC

Industrial Switching
In Northern California

Steve Newland
Yardmaster

303 W. 1st Ave.
Garnett, KS 66032
(785) 448-1627

Missouri Pacific Lines



Robert Joseph Amsler, Jr.
5630 Arenas Drive
St. Louis, MO 63116

St. Jacques Northern Division of Great Northern Pacific Railway

John Hardy
Division CEO *The Big River Line*
2528 Wild Valley Drive Telephone
High Ridge, MO 63049 314-677-8270



Kansas City Northern

6060 NW Waukomis Drive
Kansas City, MO 64151
Features three vintage 16" gauge
passenger carrying trains.
Open weekends
May to September

Mid-Continent Region, NMRA
5106 NW Waukomis Suite A
Kansas City, MO 64151

TIME-DATED MATERIAL
PLEASE DO NOT DELAY

Non-Profit Org.
U.S. POSTAGE
PAID
Pontiac, Illinois
Permit No. 592

eid.mcor-nmra.org

THE CROSSROADS OF EASTERN IOWA

EID
MCoR
NMRA

June
10-13

- two days of informative clinics
- model judging, contest, and display
- 100-table train show
- prototype and industrial tours
- 15 home, club, & garden layout tours
- excursion on the Iowa Interstate RR
- banquet speaker: MR's Cody Grivno
- rail and non-rail sightseeing guides
- state of the art convention facility



CEDAR RAPIDS 2010

Presented by the Eastern Iowa Division

Join us in celebrating the 60th anniversary of the Mid-Continent Region!