

Caboose Kibitzer

4TH QUARTER 2010

VOLUME 60, ISSUE 4



- THE JORDAN SPREADER
- B&CC ROLLING STOCK PART 1

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WAYBILL

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FEATURES

BUILDING THE ROLLING STOCK OF THE BLACKHAWK & CENTRAL CITY, PART I 6

By Ryan Moats

THE JORDAN SPREADER 11

By Stephen M. Priest, MMR

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• THE JORDAN SPREADER
• B&CC ROLLING STOCK PART I

On the Cover:

The entire Rock Island crew on board this Jordan spreader greeted photographer C.H. Humphreys in central Kansas (because that is where C.H. photographed) but the exact location is unknown. The spreader is a rebuilt early "Type A" because of the truss work behind the front plow and the wooden plow. — C.H. Humphreys photograph, Stephen L. Hottle collection

THE HEAD END

BY PAUL RICHARDSON, MMR

MCOR PRESIDENT

Winter has arrived as our northernmost members can confirm. Now that cooler weather has arrived and it is not comfortable to be outside, this is the perfect time to turn your attention to the layout you have been planning or perhaps have started building. I fall into the second category and hope to make considerable progress over the winter months.

As I build the layout, I have planned it so the items I need to complete Civil Engineering certificate and Prototype Modelers will be achieved as well. If you are in the planning stage or even in the building stage, give some thought to doing the same.

I received notice recently from the CK Editor that stated Cinthia Priest will be resigning after the 1st quarter issue 2011 due to

other obligations. Do we have a member who is interested in performing this role? As Editor you would accumulate time toward Association Volunteer at the Region level so if you are interested, contact me right away and I will put you in contact with Cinthia so you can coordinate the transition.

In a matter of a few months we will be turning our attention to the next MCoR Convention and if you are interested in helping contact Dennis Brandt. You can find his contact information on the MCoR web site.

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



Stephen Lane Hottle Photograph

CONDUCTOR'S CALL

BY CINTHIA PRIEST, EDITOR

You probably have noticed that this issue of Caboose Kibitzer is late - very late. I apologize, but this is a sign that I have too much on my plate and must start trimming back the number of irons in the fire. Therefore, it is with great sadness that I must announce my resignation as editor. It's been fun producing this magazine for the past two years, but all good things must come to an end and the next CK, 1st Quarter 2011, will be my last.

The CK is a great little magazine with many eager contributors, so taking over the reigns will be a relatively painless endeavor for the next volunteer. The NMRA is made up of so many great volunteers from National all the way down to each Division. Now it's *your* turn to step up to the plate. Contact our Region president, Paul Richardson, MMR, right away and let him know that you want to offer your talent and skills as editor. It truly is a rewarding endeavor.

Cinthia

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BUILDING THE ROLLING STOCK OF THE BLACKHAWK & CENTRAL CITY, PART I

BY RYAN MOATS

This article is intended to be the first in a series covering my experiences scratch-building all the rolling stock of my basement road, the Blackhawk & Central City. As the name implies, this small road (about 70 square feet using HO scale) is a late 1860s/early 1870s narrow gauge shortline in the Colorado Rockies inspired by the north Clear Creek branch of the Colorado Central and the Gilpin Tramway. In my alternate history, the Gilpin Tramway was constructed as a full three-foot narrow gauge road and connected to the Colorado Central at Forks — in other words, what was to become the entire north Clear Creek branch of the Colorado Central.

In doing research, I selected this time period so that I could do some different things: link and pin couplers, arch bar trucks, basic Westinghouse brakes, and radial roof house cars, just to name a few. After some thought and an initial transportation plan, I decided that I would need 16 cars — three flats, two gondolas, six house cars, two combines, two cabooses, and an excursion gondola. In addition, I decided that all the rolling stock for the B&CC would be constructed in the railroad's shop on top of surplus USMRR 30-foot flat cars. This would allow me to build all the cars on the same base, and this article covers the steps in building these bases.

BASIC PLAN

Figure 1 shows the basic plan for the car base. Each car has link and pin end sills attached to a wooden frame with four torsion bars, Westinghouse brakes with air pipe and emergency hand brake, and arch bar trucks.

STEP ONE: ASSEMBLING THE END SILLS

The first step in building the car bases is assembling the end sills. I purchased my end sills from Comstock Carshops (www.comstockcarshops.com). A set of end sills includes two white metal cast end sills, two

pockets, a drawbar, and two straight pins. Photo 1 shows an example set (without the straight pins).

Since the end sills include two cast NBWs, I decided to add two additional 2½-inch Grandt Line NBWs to act as the end bolts for the four torsion bars that each car would have. Figure 2 shows the detail plans for the end sills.

Assembly consisted of using a small drill and pin vise to ensure a good fit between the pocket and end sill and CA as the adhesive. Photo 2 shows a sample set of assembled end sills with the extra NBWs.

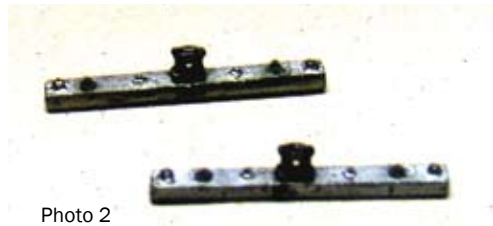


Photo 2

STEP TWO: CONSTRUCTING THE WOODEN FRAME

The outside of the wooden frames are constructed from two 8x8-inch pieces of lumber for the long members and two 6x8-inch pieces of lumber that will be adjacent to the end sills. The length of the 6x8-inch pieces is determined by the length of the end sills, filing down the wood pieces to fit. I used white glue to assemble these pieces and Photo 3 shows a sample frame with the end sills being used to fit size.

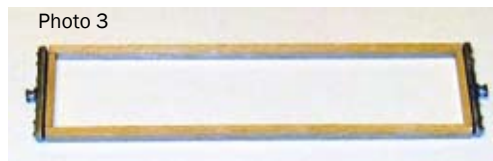


Photo 3

The inside beams are four 6x8-inch pieces cut to fit. I used 10x8-inch stock as spacers and removed them with a hobby knife after gluing the inside frame members with white glue. Photo 4 shows the frame with inside beams added.



Photo 4

At this point, the next step is to mark positions for the center line of the frame (on the top side of the frame), the torsion bar support beams and truck beams (on the bottom of the frame), and holes for the torsion rods (on the ends of the frame). These are shown in Photos 5 and 6.

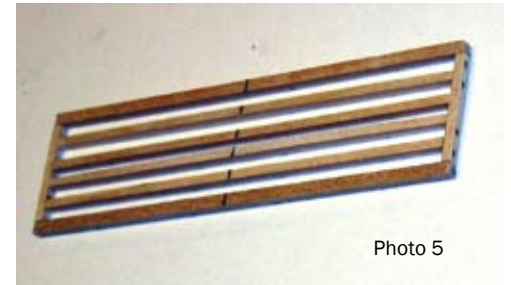


Photo 5

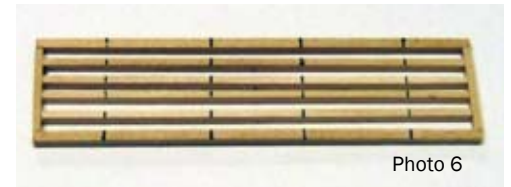


Photo 6



Photo 7

STEP THREE: DRILL END SILL HOLES

Having marked each frame, the next step was to drill the holes for the torsion rods at the points shown in Photo 5. To do this, I used a pin vise with a No. 67 size bit — while the brass wire I used for torsion rods would fit in a No. 68 size hole, I wanted a little extra play to avoid binding during installation later. Photo 7 shows a hole being finished.

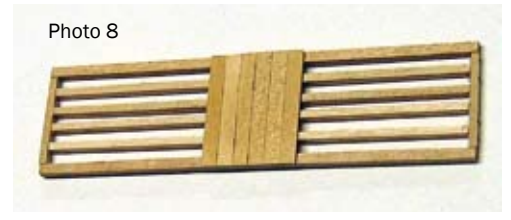
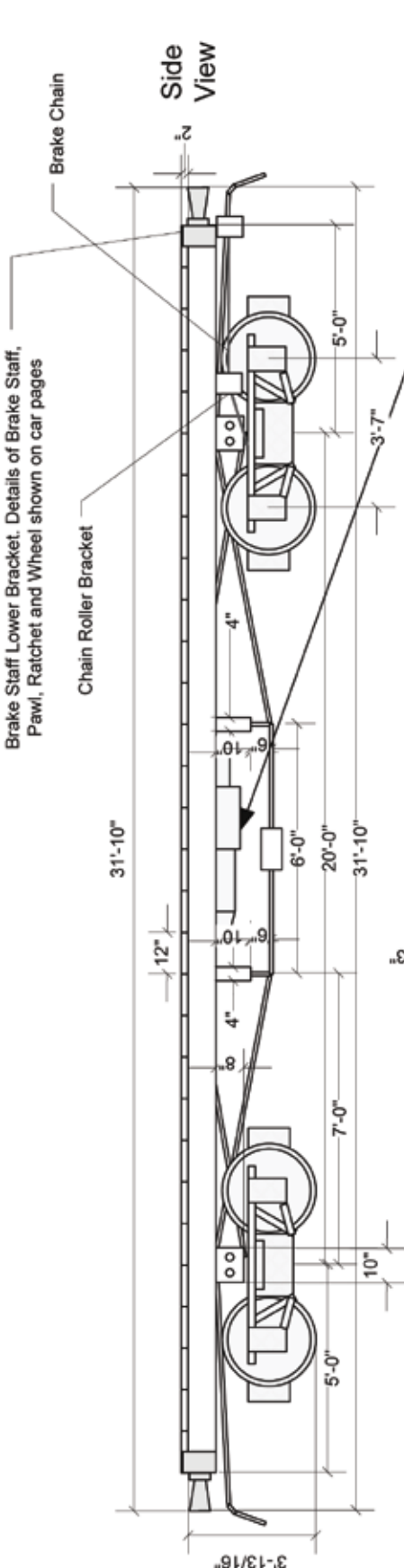
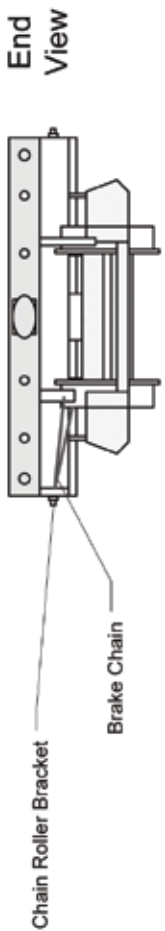


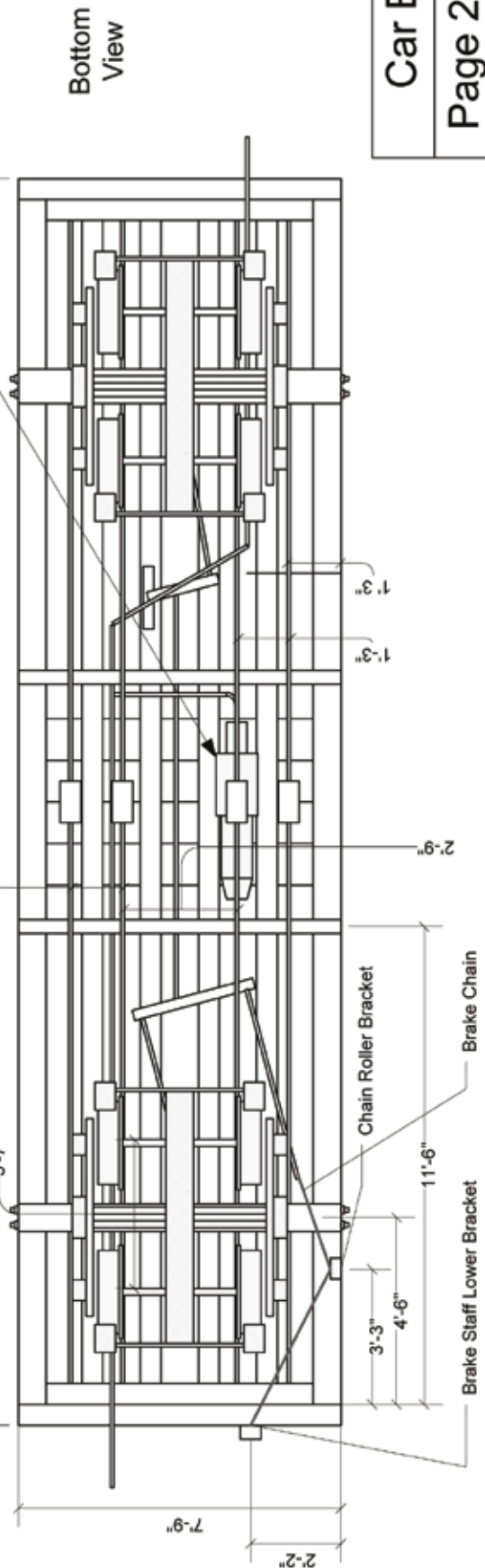
Photo 8



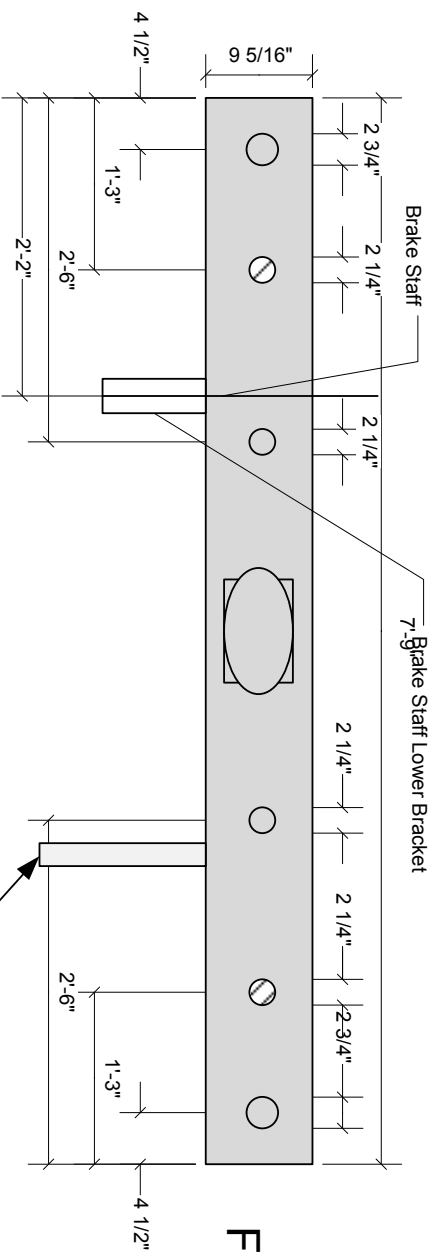
Photo 1



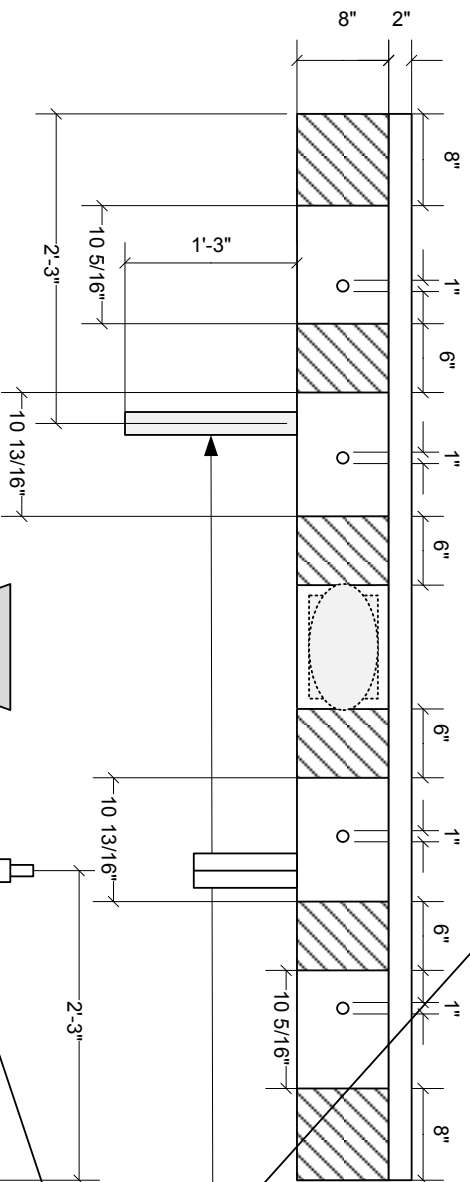
For details on Westinghouse brake rod connections see File Grandt-5040



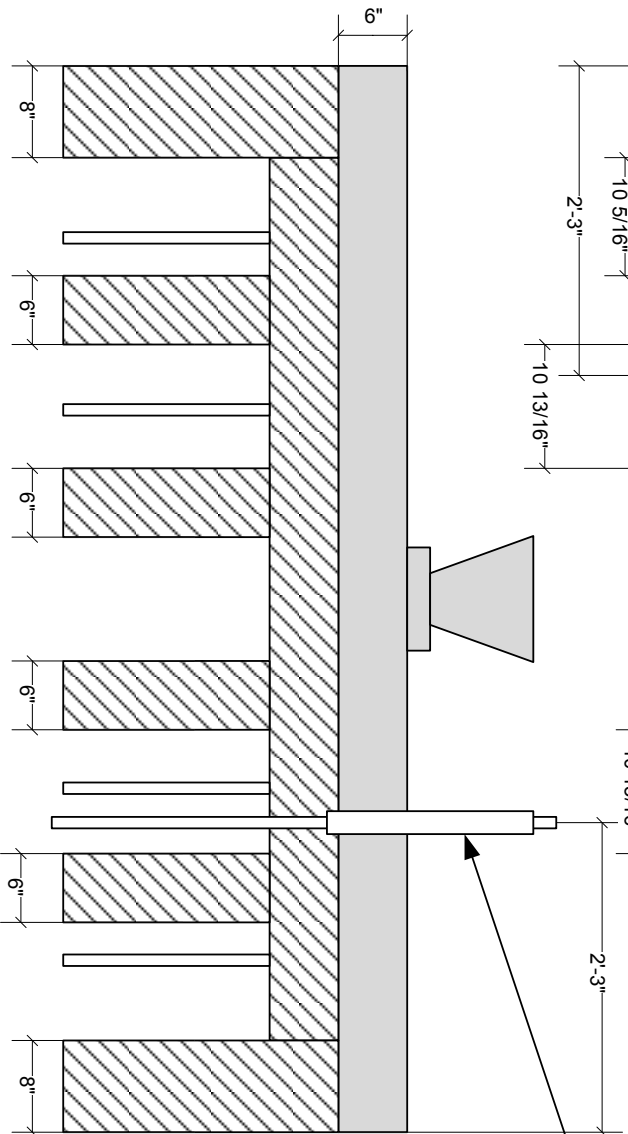
Car Base	
Page 2	of 3
Scale 1:48	



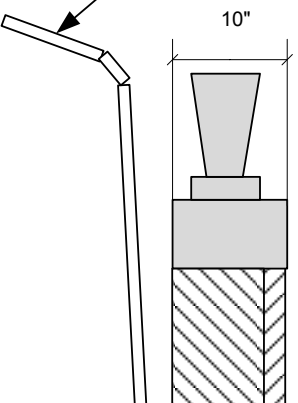
Front View



Back View



Bottom View

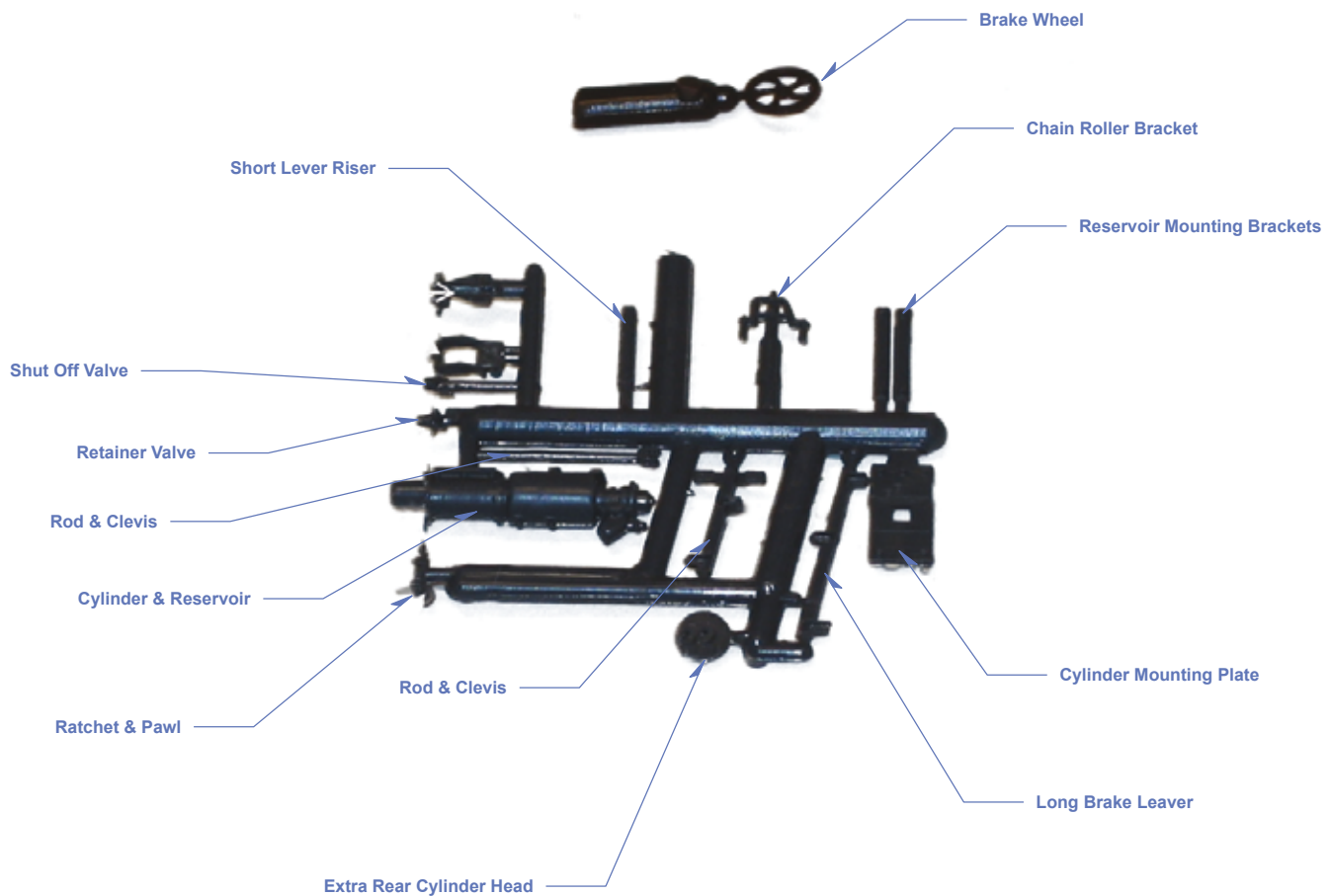


Side View

Note: Anglecock/Gladhand dimensions are nominal, for specific details, see File Precision-3307

End Sill Detail	
Page 3	of 3
Scale 1:16	

Photo 9



STEP FOUR: ADD THE CENTER SECTION OF FLOORING

Before adding the brakes, I added six feet of flooring centered on the frame's center line as shown in Photo 5. This provides support for the brake system. After cutting the 2x12-inch stock to length, final trim is done using sandpaper and micro files and white glue acts as the adhesive. Photo 8 shows a frame at this step.

STEP FIVE: ADDING INITIAL BRAKE PARTS

At this point, it's time to add brakes. I used Westinghouse brakes from Grandt Line, which consists of the necessary parts for Type K breaks. Photo 9 identifies all the parts that come in a brake set.

Fred Carlson who worked with me to figure out how all these parts could be used — together we came up with the identifications shown in Figure 3.

Brake assembly used 0.015-inch piano wire for rods and CA for adhesive. The first sub step is to attach the brake cylinder rod/clevis to the cylinder and reservoir assembly (see Photo 10).

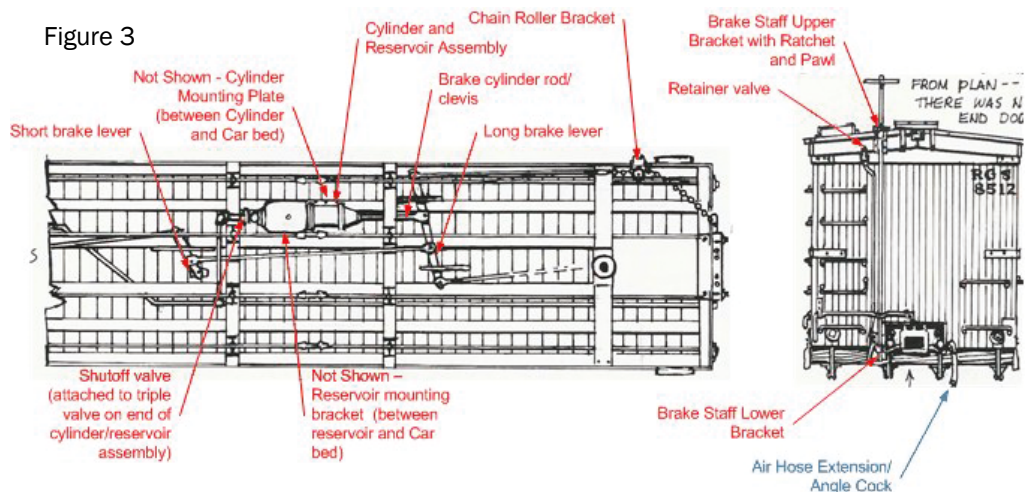


Photo 10



Photo 11



This assembly is mounted to the underside of the center floor section using CA as shown in Photo 11

Next the long and short brake levers are attached with a rod (Photo 12).

Obviously, there are a lot of parts and Grandt's instructions are pretty cryptic about what exactly goes where. Many thanks go to

Photo 12



Photo 13



This subassembly is mounted to the underside of the frame, mating the end of the clevis to the long brake lever such that the rod is parallel to the frame beams (Photo 13).

Photo 14



STEP SIX: ADDING AIR HOSES

For air hoses, I decided to use 0.028-inch brass wire. These were bent into shape using wire loop tools (I found a nice set from Micro Mark). First, the air hoses from the reservoir were added (Photo 14).

Photo 15



Then the main hose run was bent into shape and put in place. At this point, the wire is not cut to length — that will be done when the gladhands are added (Photo 15).

Photo 16



STEP SEVEN: ADD TORSION SUPPORT BEAMS

The torsion support beams are constructed from 4x10-inch stock cut to fit the width of the frame. Notches are filed to allow these beams to clear the brake rods and air hoses. Lastly, a No. 67 bit was used to drill holes in the edge of the beams for the torsion bar V brackets. While I was able to find plastic V brackets, I decided to make mine from 0.028 brass wire to provide better support. A sample car frame at this point (with the torsion bar support beams and V brackets added) is shown in Photo 16.

Photo 17



STEP EIGHT: ADD TORSION BARS

Next, the torsion bars (made from 0.028 brass wire) are added. Each car gets four of these, so take your time and use the end sill holes to help adjust the fit. Rather than use a jig to ensure that the torsion bars were uniform, I bent them freehand to give them some variability. Torsion bars are attached to the V brackets with CA. Lastly, each torsion bar gets a turnbuckle (I got mine from Precision Scale) attached to the bar with CA. Photo 17 shows a car with torsion bars added.

Photo 18



STEP NINE: ADD TRUCK BEAMS

Truck beams are constructed out of 8x10-inch stock cut to fit the frame width. As with the torsion support beams, notches are filed to ensure the truck beam clears the air hoses and torsion rods. The trucks I used attach with a screw, and so I used a 1/16-inch bit to drill a pilot hole in each beam. Once these beams are glued in place with white glue, the rods from the small and large brake levers to the trucks can be added — these are 0.015-inch piano wire and CA is used for their assembly. Lastly, the hand brake rod is added with CA and just left open at this point. The brake chain will be added later. Photo 18 shows a frame with both truck beams and all brake rods added.

Photo 19



STEP TEN: ATTACHING THE END SILLS

Finally, we can attach the end sills to the frame. At this point, we file down/cut the ends of the torsion bars so that they no

Photo 20



longer extend past the ends of the wooden frame, and then attach the end sills with CA (Photo 19 shows a car frame at this point).

STEP ELEVEN: ATTACH GLAD HANDS TO AIR HOSES

With the end sills attached, they now act as guides for trimming the air hoses so that the glad hands fit appropriately. I purchased the glad hands I used from Precision Scale and attached them to the air hoses and end sills with CA (Photo 20).

Photo 21



STEP TWELVE: ADD TRUCKS

For trucks, I used arch bar trucks available from Blackstone Models. To provide clearance of the torsion bars (so that the truck can follow a curve), I cut a spacer from 3/32-inch ABS tubing and sanded it down to a nominal six-inch scale length. The spacer is left floating and the truck attached to the beam with the supplied screw in the previously drilled pilot hole.

STEP THIRTEEN: ADD FLOOR BOARDS

The last step is to add the floor boards to the top of the car frame. These boards are cut from 2x12-inch stock, sanded down to proper size, and the outside floorboards further shaped as necessary to fit to the end sills. A finished car frame base is shown in Photo 21 and 22.

INTERMISSION

At this point in construction, there are lots of identical basic car frames sitting around, all of which form the starting point for building the various car types used on the B&CC. Next time, we'll walk through the steps to turn this car base into a fully finished nine-pocket flat car — other car types will follow in future articles.

Photo 22



THE JORDAN SPREADER

BY STEPHEN M. PRIEST, MMR - ALL PHOTOS FROM PRRP COLLECTION

Maintaining the right-of-way on any railroad is challenging. Keeping ties in good condition means draining water from the sub-roadbed. Regulating ballast and creating a manicured ballast profile has always been a challenge to the maintenance-of-way department. To make matters worse, keeping the trackwork in pristine condition while avoiding shutting down the mainline for a period of time is of utmost importance. Enter the spreader. While several companies besides Jordan have manufactured spreaders, Jordan has maintained dominance in the field since 1905.

Oswald F. Jordan invented the spreader in the late 1800s or early 1900s (nobody knows for sure). At the time, he worked for New York Central subsidiary Canada Southern as a roadmaster. The first Jordan spreaders, manufactured in the railroad's shops, were crude devices — basically flatcars with a pair of adjustable wings on their sides. A locomotive would push the car and the wings would do the work plowing the shoulders of the right-of-way to a predetermined contour. Jordan was so impressed with his idea and the railroad's interest in his machine that he assembled a group of investors, purchased a plot of land in East Chicago, Indiana, and set up shop. Sadly, Jordan passed away shortly after launching the business. His partner, Walter J. Riley, took the reins and operated the company successfully until 1960, when Harsco Track



Right: AT (ATSF) 199255 sat at Emporia, Kansas. The high snow blade is impressive from this angle. The red lever is used to pull the pin on the coupler. Stephen M. Priest, photo

Technologies purchased Jordan and the company became known as Jackson Jordan. The new company manufactured all sorts of track equipment, and the Spreader fit perfectly into the company's catalog. Pandrol International Ltd. purchased Jackson Jordan in 1990, along with Speno Rail Services and Dapco. This new company was known as the Track Maintenance Division, a branch of Harsco Track Technologies. Another merger in October 1999 between Fairmont Tamper and Pandrol Jackson, Inc. again saw restructuring of the company. It is now comprised of the main offices and manufacturing facility in Ludington, Michigan; the grinder re-manufacturing and operations facility in Syracuse, New York; and the rail flaw detection research and manufacturing facility in Danbury, Connecticut. Jordan and its subsequent business forms have produced over 1,600 spreaders of differing models. Harsco still offers parts and service for the Jordan Spreaders and will build any new spreader model upon special order.

JORDAN SPREADER LINEAGE AND HISTORY

The exact history and lineage of machines is very hard to trace because they were in a nearly constant state of development. Oswald's original wooden flatcars were upgraded to all steel and the wing designs were perfected with joints that allowed a contour to be created. The addition of a front plow allowed the Jordan to remove snow and other debris from in front of the spreader. Incorporation of air-automation into the design permitted pneumatic cylinders to lift and manipulate the heavy steel, bank sloping wings.

Locomotives initially provided the air to the spreader. Modifications eventually led to car-mounted compressor equipment, making the cars self-sufficient but still requiring a locomotive to push. Pneumatically-controlled air locks became an off-the-shelf item. These are always in the lock position until the operator steps on a pedal in the cab sending air pressure to raise the plunger releasing the lock. These locks supported all the force while work was being conducted. A single under-the-cab-mounted air cylinder would open and close the sloping wings. Pneumatic cylinders also adjusted the front blades allowing various heights to be set. The high snowplow models used a front cylinder mounted at a 23 degree angle and all others used a vertical-mounted one. The cylinder was attached to a cable on the high



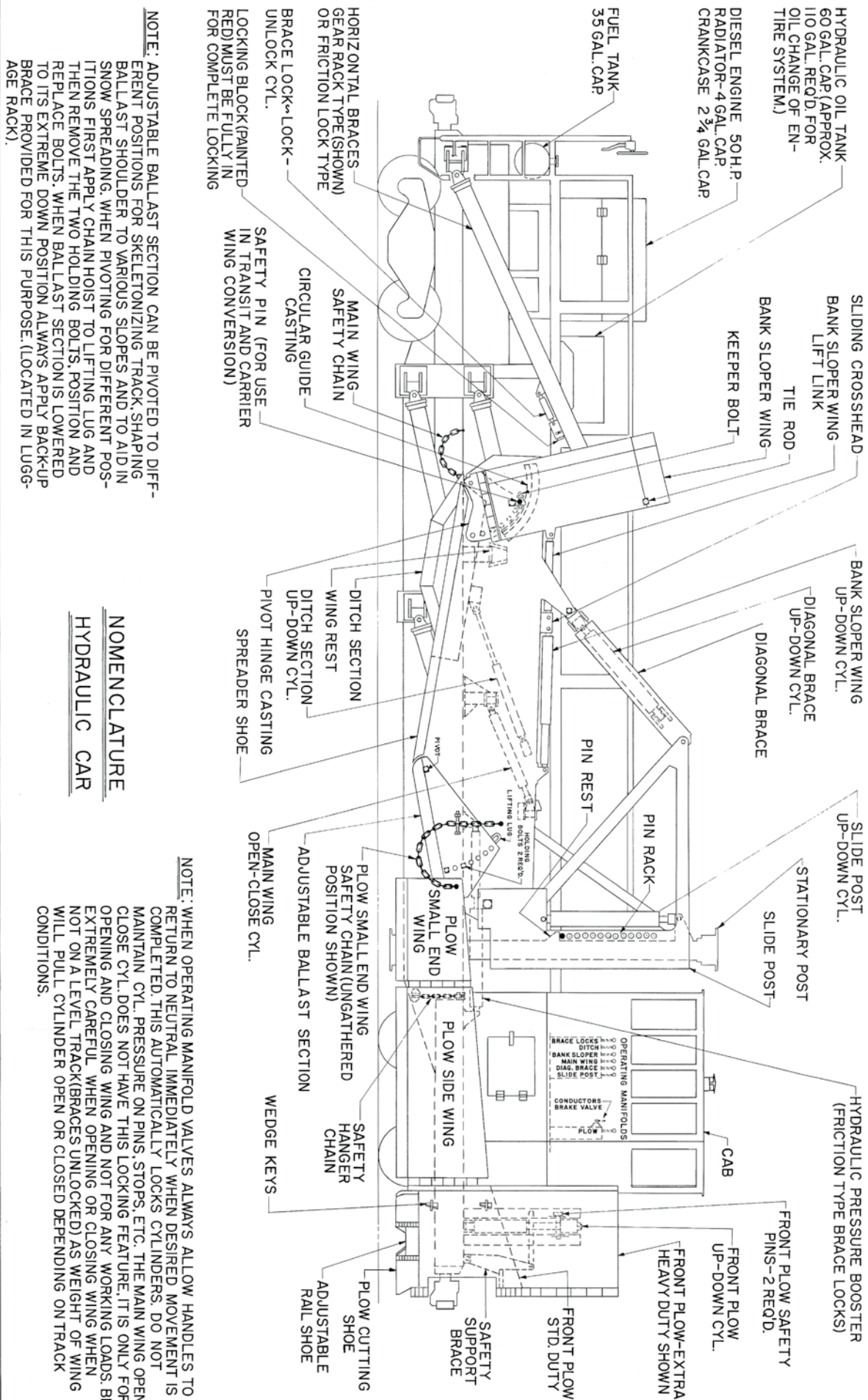
All Above: BN 972619 sat at Murray Yard in Kansas City in 2004. This is a "Standard model 2-200" and had been well-maintained by the railroad. Its upgrades include roller-bearing trucks and a modernized cab. Notice the rear-mounted air reservoir and the center-mounted cab. A sharp eye will pick out the extra air hose on the rear of the spreader used to tie into the locomotive air system to charge the pneumatic tank on the spreader. That means this spreader depends on the motive power to operate. Stephen M. Priest, photos



ABOVE: AT (ATSF) 199255 is a Type-J with a raised rear deck and complete self-contained hydraulic system. The front cab and high "snow blade" options are also visible. Stephen M. Priest, photo

Below: CNW 11967 appears to have been recently rebuilt and painted. This is also a "Standard 2-200" model with a horizontal air reservoir and a split sloping wing. Notice the journal access doors on the side of the front plow. Tom Farrell photograph





blades, and a chain on low blades. These mechanisms lowered the rear edge of the plow concurrently with the front edge. Early variations of this spreader had vertical post cylinders mounted at the top of the braces just in front of the cab, with the later spreaders carrying the cylinders at the base. Early models also featured a vertical air reservoir, although this might have been a user-requested option. Some plows also featured a shallower angle on the nose blade (for the high snowplow models), this too may have been a customized option.

STANDARD TYPE

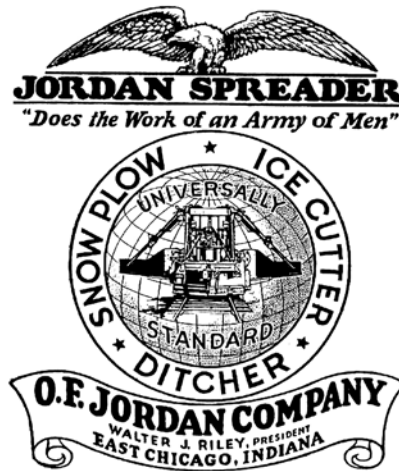
The “Standard Type” Jordan spreaders had four basic model designations. Model 2-150 used straight wings and the small ballast blade for use in spreading ballast and light snow. Model 2-180 also featured articulated wings, but did not have the tall snow-fighting blade. Model 2-200 featured a high front snowplow with articulated wings. The front snowplow was capable of clearing very large drifts. The blade was designed for summertime as well, featuring an upper portion that could be removed providing better visibility for ballast work. Model 2-210 could also be ordered with the tall snow-fighting blade. Spreaders with the articulated wings provided much greater control. Railroads had the option for a ditch casting. This casting cut a unified ditch along the right-of-way to the railroad’s specification. This contour worked in conjunction with the bank sloper (the articulated portion of the blade).

The “Standard” line of Jordans also offered the “carry wing” option. Basically, the bank sloper could be swung forward and attached to a brace mounted on the vertical post. The bank sloper drags material and fill toward the trackwork — very useful in wash-out situations. All the standard models had the option of ice cutters — thick teeth mounted to a brace that attached to the nose plow — capable of scraping out solid ice. Another option included truck bearing doors, either one large door, or a pair of smaller ones. This option was more critical on solid (friction) bearing trucks than on later roller bearing designs. All models in the “Standard” series had identical diagonal bracing that spanned from the vertical post to the end of each wing. Standard models were often rebuilt from original scissor-style machines, having their chassis lengthened and new wings and braces added.

THE TYPE A SPREADER

Introduced around 1923, the longer

“Type A” spreader was produced alongside the “Standard” spreader. These spreaders were designed from their inception to have pneumatically controlled wing surfaces. The “Type A” had a larger, stronger diagonal brace compared to earlier models, addressing increased locomotive horsepower. These braces were more cylindrical in appearance compared to earlier models. The design also incorporated a raised upper rear deck particularly useful in snowy conditions. Over time, design changes crept into production



of the “Type A”. Earlier models had the wing control cylinders mounted above one another and located in front of the vertical brace. The air cylinders were attached to a Y brace with a tube that covered the rod that raised and lowered the end wing. These spreaders also featured a new wing design. A new front blade was designed to be adjustable so that it could be rotated to either side. This allowed only one side to be plowed at a time if the operator wished — a feature useful in clearing double-track mainlines from snow, allowing the plow to move the snow to one side off the right-of-way away from the adjacent track. Late models featured cylinders mounted behind the wings that opened and controlled the wings. Other upgrades included welded cab construction and front cabs instead of the earlier center-mounted designs.

Additional blade options included broken wings that could be articulated to a variety of slope contours. Railroads could even order specialized designs that matched the desired ballast contours in essence creating railroad-specific ballast and sub-roadbed profiles. The next spreader innovation spreader centered around the power-plant used to manipulate the heavy spreader

wings. The entire system was beefed up, including larger air cylinders and increased frame member cross-sections. This adaptation was a response to more capable motive power and the need to plow faster to limit the amount of time the spreaders spent on the mainlines delaying revenue trains.

THE “TYPE J” SPREADER

Introduced in 1955, the revolutionary “Type J” spreader was the first model to be offered with all hydraulic controls. An on-board diesel power plant made the spreader self-sufficient in terms of powering the wings and lighting. However, it still required a locomotive and crew to propel it. The “Type J” also featured the new front cab. This cab contained all the controls, thus providing the operator greater visibility. The “Type J” still featured typical Jordan options such as various blade heights and type of wings.

THE ROAD MASTER SERIES

The final type of Jordan Spreader was the “Road Master” — essentially an upgraded “Standard” model with either a central cab (early design) or front cab (later models). This series appeared in the catalog from the early-1950s to the mid-1960s and featured some options including a new raised rear deck design. Like other models, the sealed cabs held the wing controls. Road Master Spreaders still kept the pneumatic operations, trading out the hydraulics for air. These spreaders used the same wings and diagonal braces as all the standard models, but some models received redesigned front blades, including the small low style common with the A and J spreaders and a high snowplow attachment, with the lower half of the blade able to swing to one side or another to better control flanging or spreading. The small ballast blade was another type of blade and was identical to the standard 2-180 blade. As with other models, the Road Master could be ordered with articulated or straight wings. Some Road Masters had a small storage locker under the frame capable of storing re-railing shoes, chain, and the like. As a side note, Jordan built 42-inch narrow gauge spreaders for Canadian National. These looked just like the standard gauge spreaders. It appears that Jordan marketed the Road Master Series different body styles as “small,” “medium,” and “large” because these styles have overlapping production and fabrication dates.

REBUILDS

In the late 1960s, Jordan began offering major rebuild programs for older spread-

ers. These rebuild programs upgraded earlier models with new parts, cabs, features, trucks, and machinery. Original Spreaders with the original folding wing locks could be retrofitted with new diagonal braces. These locks and braces were concurrent with those used on the Standard line. This rebuilding process held true for all spreader types, upgrading them to a "modern" status.

CURRENT STATE

The Jordan Spreader line was never discontinued. New orders lagged because the original models were so rugged and well-built the railroads tended to run the Spreaders for decades. In additions, older models required a locomotive and train crew to operate and therefore could not be brought into a work area on roads. This meant that they had to arrive by rail, which required crew and locomotive utilization planning. Many truck-mounted spreaders and graders are now available, nullifying the need for locomotives and train crews.

Jordans are not extinct by any means. In 2001, Alaska Railroad ordered a brand new "Type J," built to the railroad's upgraded specifications for snow service. The new Spreader included a sealed cab and all the tall blade modifications. It is operated by a joystick, which controls all the wing surfaces. Enhanced electronics were also added to the design creating a state-of-the-art spreader. Many railroads have rebuilt their own spreaders, creating many unique adaptations and appearances. Jordan Spreaders continue to labor on many railroads in just about every service task they were designed to do. This includes snow removal, ditching, ballast spreading, and myriad other tasks. The Jordan Spreader is truly a remarkable machine and a testament to the ingenuity of its creator.



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March 18, 19 & 20

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In conjunction with the LDSIG and OPSIG

Location:
Shriners Temple
2808 South Sheridan Rd.
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Workshop Presentations

Saturday March 19th from 8:00am-5:00pm

- Tony Koester – 2 presentations
- Doug Gurin – 2 presentations
- Riley Triggs – 1 presentation
- Keith Robertson – 1 presentation
- Check web page for more information on presenters....

- ✓ Layout Design Challenge – See web page for additional details
- ✓ Bring your trackplans, photos, display boards and mockups to share with everyone, great place to solicit feedback on your layout!
- ✓ Panel discussion
- ✓ 3 Operating sessions with several layouts available for each session

Local layout operating sessions:

Friday March 18th from 6pm-9pm

Saturday March 19th, 7pm-10pm

Sunday morning March 20th from 10am to 1pm

(Register early to secure spots as an operator on the layouts.)

Visit our web page to register using Pay Pal and for updated information;

<http://ldopsigmeet.tulsanmra.org/>

We look forward to seeing you in Tulsa!

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. Tom Katarfiasz 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.

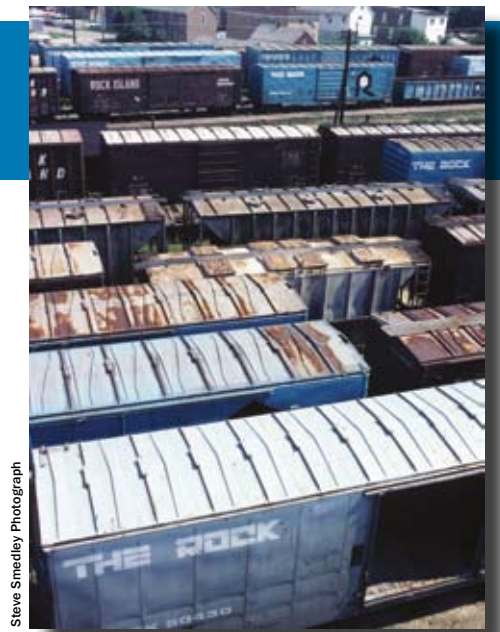
St. (Just east of Memorial) in Tulsa, OK. 9:30-12:30pm. Various presentations from clinics, to slide shows. Member layout tour after the meetings. Info: Dave Salamon at drs_rr@yahoo.com.

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

FEB 12-13—WICHITA TRAIN SHOW & SWAP MEET, CHISHOLM TRAIL DIV., Cessna Activity Center, 2744 George Washington Blvd., Wichita, KS, Sat: 9-6, Sun: 11-4, swap tables, modular layouts, switching contest, model contest, photo contest, live clinics & much more; Adm: \$6 for both days, advance table registration includes 2 ad-



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.

mission tickets, 8 foot tables are \$25 each, Info: Phil Aylward, 603 Chestnut, Halstead, KS 67056-2302 or aylward1@cox.net

FEB 19—10TH ANNUAL LAWRENCE MODEL RAILROADERS TRAIN SHOW, Douglas County Fairgrounds, 2120 Harper St., Building 20, Lawrence, KS; Info: James Taylor, jimforegolf@hotmail.com.

FEB 26—SUGAR CREEK MODEL RAIL-

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ROAD AND HISTORICAL CLUB 8TH ANNUAL GREAT NWA MODEL TRAIN & HISTORICAL MEMORABILIA SHOW, Clarion Hotel and Convention Center 211 SE Walton Blvd Bentonville 72712, I-540, Ext 85 go west 1.3 miles on the right, 9-4, Adm: Adults \$6 and Children 12 and under FREE \$5 with one nonperishable food item, Info: Bill Wright, P O Box 3113, Bella Vista, AR 72715, 479-426-1544 (Cell), Email w5mth73@cox.net, www.railroadclubssugarcreek.org

MAR 12—BOEING EMPLOYEES' RAILROAD CLUB-ST LOUIS RAILROAD SWAP MEET Greensfelder Rec. Complex at Queeny Park 550 Wiedman Rd., St. Louis, MO 63011; 10-3, Tables \$15 each, Adm: \$3 sellers' setup at 8 am, Info: Wayne Schimmel after 6:30 pm Central Time (636) 668-6313 or 733 Hwy Y, Winfield, MO 63389-2206, e-mail wmschimmel@gmail.com

MAR 18-20—INDIAN NATIONS DIV & LD-SIG & OPSIG LAYOUT DESIGN AND OPERATIONS CONFERENCE, Shriner's Temple, 28th & Sheridan, Tulsa, OK, Info: www.tul-sanmra.org Superintendent - Dave Salamon (918)272-5512 or drs_rr@yahoo.com

MAR 19-20—BOOT HILL MODEL RR CLUB TRAIN SHOW, West Pavilion Building Finney County Fairgrounds, 601 Lake Ave., Garden City, Ks, Sat: 10-6, Sun: 11-4, Adults \$4, Family \$10, Kids 10 and under free Tickets good both days, Several operating layouts in different scales, Vendors, Door Prizes, Lunch counter, Info: Robert Simmons, ras@odsgc.net

APR 9—OZARK MODEL RAILROAD ASSOCIATION 33RD ANNUAL SPRING RAILROAD SHOW, Springfield Catholic High School, 2340 S. Eastgate Ave, Springfield, MO.65809, 9-3, clinics, swap meet, operating portable model railroads, home layout tours, door prizes, food, refreshments and much more, Info: Ron Williams MMR at 417-883-5350 or by e-mail at rjwilliams1@mchsi.com.

JUN 16-19—MID-CONTINENT REGION'S ANNUAL REGIONAL CONVENTION, Hosted by the Cowboy Line Division, Official Convention Site: Northeast Community College Life-long Learning Center, 801 E Benjamin Ave. Norfolk, NE 68701 Official Convention Hotel: Rodeway Inn 2206 Market Lane Norfolk, NE 68701 (402) 371-9779 or www.roadwayinn.com. For more information and registration forms contact: Dennis Brandt, Div. Dir. 402-992-2415 or dennisbrandt44@gmail.com.

REGION CLUB ROSTER

This roster was created for the benefit of members of the Mid-Continent Region. It identifies those clubs that are presently active in MCoR. Any group that wishes to be included in the listing should send the Editor the 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
Charles Moll
3106 Tulane Place
Hutchinson KS 67502
c.moll@sbcglobal.net
H) 620-663-8167
(HO)

Kansas City Garden RR Society
David Roberts
24595 Hedge
Paola, KS 66071

GScalefun@hotmail.com
913-406-3400

Kansas City Module "O"
Jack Ferris
10334 Ash
Overland Park, KS 66207
fhs1955@gmail.com
(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 Scales
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
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)

Warren County Modular Railroaders
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John Averill 515-961-3018
14910- 92nd Lane
Indianola, IA 50125
WCMR1@cs.com

Wichita Model Railroad Club
PO Box 48082
Wichita, KS 67201

JUN 21-27—27TH ANNUAL NATIONAL GARDEN RAILWAY CONVENTION, Overland Park International Trade Center, 115th & Metcalf, Overland Park, KS, hosted by Kansas City Garden Railway Society, Info: Dave Roberts, gscaleisfun@hotmail.com

AUG 6—TURKEY CREEK DIVISION, MCoR, NMRA, MEET, Lenexa Community Center, 13420 Oak (Pflumm & Santa Fe Dr.), Lenexa, KS, 8:00 to 3:00, Layout Tours 3:30-9:00, Clinics Starts 9:00, Model & Photo Contests, Door Prizes, Display Layout, Swap Tables and Railroad Groups, Two registrations with each vendor table rental additional registration \$4.50. Table rental \$16.50 ea if paid for by January 31, 2011 after that date \$22.00 ea. vendor set up Friday August 5th 5pm to 9pm. For information on tables and special requests contact Robert Jefferis at jeffbobj@everestkc.net or 913-634-4441. Scout Troop 92 will have food and refreshments available during the show. Additional door prizes will be set aside for advance registrants. Advance Registration: \$4.50 by July 10, 2011, full registration: \$7.00 (\$6.00 NMRA member) at door, children under 12 free with paid registration (All rates include

Sales Tax). For more information contact: Louis Seibel L-seibel@comcast.net, 913-927-6850, 913-393-3495 (Home). Make checks payable to 'Turkey Creek Division' and mail to Turkey Creek Show, c/o Larry Diehl, 11229 Nall, Suite 140, Leawood, KS 66211

SEPT 17—2011 FRISCO CONVENTION, Frisco Building, Springfield, MO, Info: Ron Williams MMR, rjwilliams1@mchsi.com

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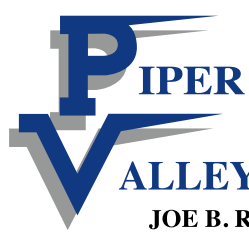
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