

Caloose Kibitzer

Back On-Track

VOLUME 67, ISSUE 4
4TH QUARTER 2017
OCTOBER • NOVEMBER • DECEMBER

The Official Newsletter of the Mid-Continent Region of the **NMRA**



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Submissions

The **Caboose Kibitzer** welcomes articles, photographs, and other model railroad or railroad-related contributions. Contact the editor for additional 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 Mid-Continent Region or the NMRA.

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Any NMRA Member that resides within the Mid-Continent Region is a member.
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Front Cover

- Created by Editor, Dr. Alan A. Aagaard
North of Sedgwick County Park (1 mile)
Wichita, KS

Back Cover (page 98)

- Created by Editor, Dr. Alan A. Aagaard
Caboose & Garden RR Layout of
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Wichita, KS



HEAD END

NOTES FROM PRESIDENT HANK KRAICHELY

4TH QUARTER 2017

Fall is here! It is so hard to believe that summer is over. This is such a beautiful time of the year and a great time for a live steam ride. I was lucky enough to participate in a joint, day long, event with the Gateway Division and the National Railroad Historical Society.

Our day started at 8:00am, as we boarded the bus for a 45-minute ride to the “Iron Spike Model Train Museum” located in Washington, MO, a small town outside of St. Louis. The displays were dominated by two very large N and HO scale layouts donated to the museum. The museum has a 501-c3 tax classification, which encourages donations. Joint activities like this with the NRHA and other organizations based on their interest in railroads make renting a 48-passenger bus possible.

Our second stop was an enormous 15” gauge railroad. The 480 acres of land was owned by Mr. John Woods who used it for hunting turkey and deer. Mr. Woods had a lifelong interest in trains and elected to build a fabulous railroad with a total of 18 miles of track and a 3-mile ride. The ride included two tunnels, beautiful pink granite ballast, working RR signals with actual RR signals at all road crossings. There was a 12-track round house (6 elevated) and a 4-track car barn large enough to hold 4 complete trains. The 3-story brick signal tower contained a gift shop on the 1st floor, a railroad museum on the 2nd floor and the Dispatcher’s office on the 3rd floor. The railroad is open, by invitation only, to groups having a planned activity. For just \$15.00 an adult can spend the day riding trains; one pulled by diesels and one by a 4-8-4. Lunch was included in the admission!

Well Hank, you had a nice day. What is the point of this account of a day you enjoyed? The point is that neither of these groups could have hosted the day alone. It was only through the joint effort of the NRHS and the Gateway Division that made it possible. We need to team with the NRHS, and/or other model railroad clubs or groups of rail fans to find other opportunities such as this.



In closing, I want to remind you that November is “Model Railroad Month.” We have a great hobby, so let’s share it! Is your Division sponsoring a show or a swap meet? You can use it to recruit new members. How about a display at the library or community center? We still have the \$19.95 Passport giving an individual a 6-month period to try out the NMRA and join your group. This is the peak season for model railroading, take advantage of it!

To you and yours, I wish a very merry holiday season.

Hank



Hank Kraichely
President
Mid-Continent Region of NMRA

NOTES FROM THE EDITOR'S DESK

This issue is INCREDIBLY late due to complications in my personal "home-life". Please accept my "professional and personal" apologies. Right after my computer "melt-down" my wife was hospitalized with a rare form of blood and bone marrow cancers. It has taken several months to stabilize and regulate her ("chemo") medication(s), but the **Largest** change was for 43 years she has been a very independent person...and after almost losing her (bleeding out) she has become very "clingie" and wanting me to spend more and more time with and around her (which is a good thing!). Now, several months after the major "derailment" I'm back in the publication business.



Next, please realize just how "Old-Fashioned" I am. You will be receiving several issues in a shortened period of time. There will NOT

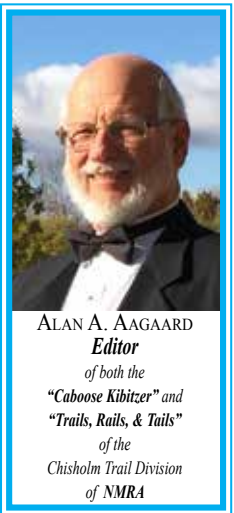


be a gap in the history of this publication.

In fact, I have all four quarters of 2018, begun and have space planned out for timely events/information,

and activities plus ALL of your articles and photographs. (YES, ALL of your submissions.)

So, bring 'em on.



ALAN A. AAGAARD
Editor
of both the
"Caboose Kibitzer" and
"Trails, Rails, & Tails"
of the
Chisholm Trail Division
of NMRA

Also, in keeping with the "motto" below:



Please Welcome

GENE BOWERS

as our newest Associate Editor



WORKING TOGETHER

Coming together is a beginning,

Keeping together is progress,

Working together is SUCCESS.

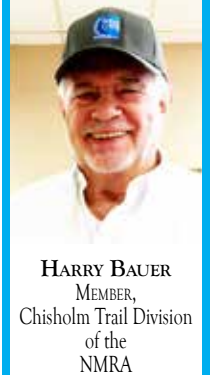
2017 --- NMRA National Convention and Train Show

July 30th - August 6th

Yes, the Convention was held last year, but the following is the follow-Up/wrap-Up for your further edification.



- Broadway Limited:
- Warehouse tour (right)
 - Shipping room (below)



HARRY BAUER
MEMBER,
Chisholm Trail Division
of the
NMRA

My week began by attending an off site tour with several “newly made friends”





Also, I took advantages of as many “Clinics” as I could cram into my schedule.

My apologies for my photos being “soft focus” but my iPad was acting up. Please compare my photo to that of the NMRA Magazine’s.





Oh, My! “we’re NOT in Kansas anymore, Toto”

The Contest room was an incredible “trip”



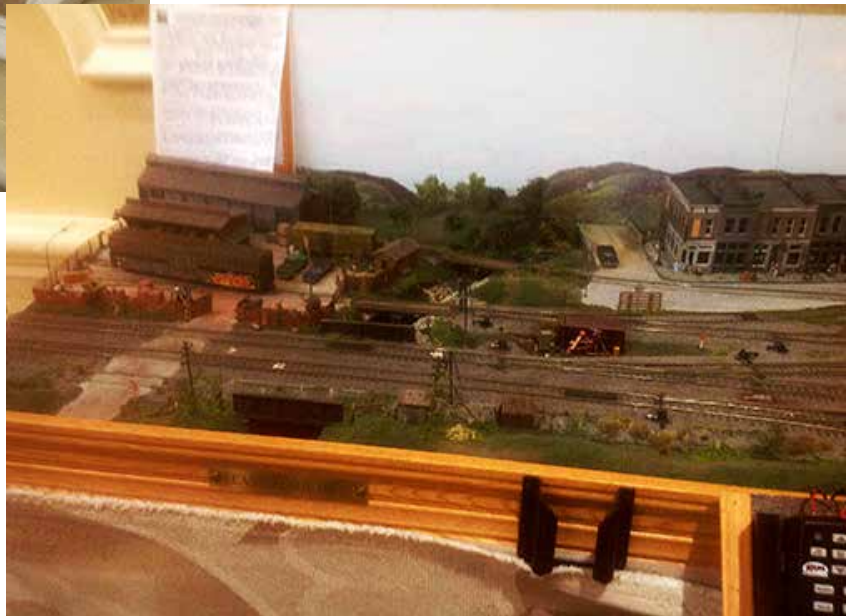
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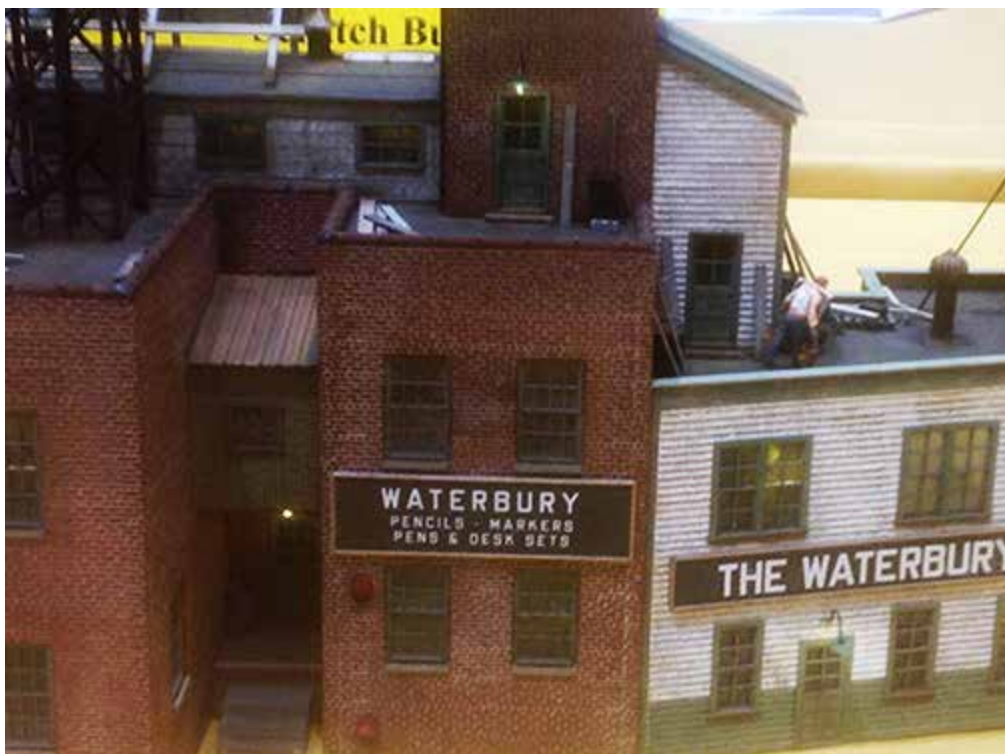
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Contest Room



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Layout Tours





Oh, what a fantastic time I had while visiting the many and varied Layout Tour sites. Thank you all for opening up your homes to us all.





Yes, the 2018 Kansas City Convention just finished, and will be covered in the 3rd Quarter issue of the Caboose Kibitzer.



Photography courtesy of
Harry Bauer
Member of
Chisholm Trail Division within MCoR
NMRA

...booths announcing the upComing National Conventions





August 30th - September 2nd 2017

- 37th National Narrow Gauge Convention (Denver, CO)
Wednesday - Saturday
- Marriott Denver Tech Center Hotel

Learn more at:

<http://37nngc.com/index.html>

Photography courtesy of
Jim Marlett
Steen Mortensen, &
Lind Wickersham
Members of MCoR of the NMRA



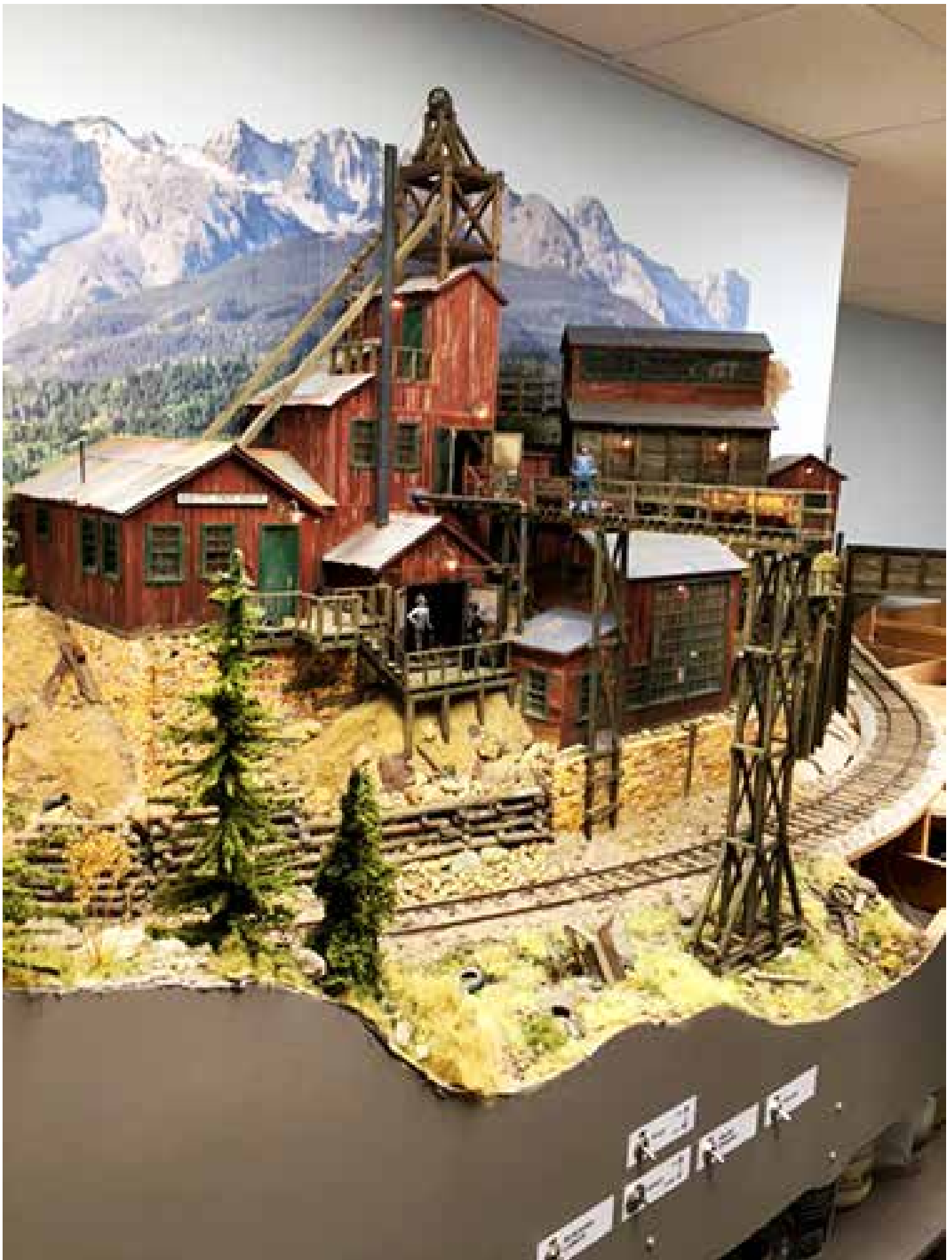


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Photography courtesy of
Lind Wickersham
member of
Indian Nations Division within
MCoR NMRA





LIND WICKERSHAM
*very active member
of the
Indian Nations Division
of NMRA*



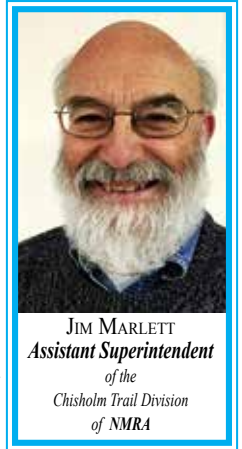


2017 NATIONAL NARROW GAUGE CONVENTION

The 2017 National Narrow Gauge Convention was held in Denver, Colorado. Since I retired in 2012, and reduced the conflicts that kept me away when I worked, I have vowed not to miss any more of these fantastic events. The format is clinics in the mornings and layout tours in the afternoon. Then it is back to the host hotel for more clinics in the evenings. Venders normally set up in two rooms unless an unusually large space is available. Contest entries fill another room. Modular layouts complete the package and normally fill whatever space is available.

The Denver area is rich with railroad history and for many a slim gauger, Colorado is the narrow gauge center of the universe. Trips to museums, hobby shops, and operating railroads were certainly available and rather than try to schedule such things in an organized manner, attendees were allowed to visit them on their own. Since there was no way for me to partake of everything in the time I had, it is lucky that I have been able to spend years taking in the sights on our family vacations.

The other thing about having such a jam-packed convention is that it is hard for me to whittle it down to one short article. Rather than relying on self-discipline, I am going to do it in three parts spread over three editions of the Kibitzer. The first part will be the various tours my wife Patty and I took on the first two days of the convention. I find layout tours to be especially valuable, even when it is one of those broad gauge layouts I don't relate to very well. We started with the Colorado Railroad Museum because it was available before the official layout tour start time and went from there. I hope you enjoy our tours and pick up a little something from them. I know I did.



COLORADO RAILROAD MUSEUM

Having been there any number of times, the highlight for me was riding a Galloping Goose, which I had never done. Wichitan Bill Robinson and his cousin were there also. Patty and I managed to get two rides, one in the tourist section and one in the front passenger section.



Rio Grande Southern Galloping Goose #7 was giving rides the day we visited the museum.

Photography courtesy of
Jim Marlett,
Assistant Superintendant of
Chisholm Trail Division within
MCoR of the NMRA



*The motorman's view from inside
Goose #7.*





Turntable and roundhouse at the Colorado Railroad Museum.

The Denver HO Model Railroad Club has built and operates an HO scale layout in the basement of the museum that features quite a bit a narrow gauge.

LAYOUT TOURS

Paraphrased from the layout tour guide:

FRED OSTER D&RGW

HOn3

10'x25'

Era: 1930s

Control: Dynotrol DC

Photography courtesy of
Jim Marlett,
Assistant Superintendant of
Chisholm Trail Division within
MCoR of the NMRA

This is a proto/freelanced layout featuring Sargent, Ute Springs, and Pandora. It features the west side of Marshall Pass from Sargent to the pass.

Notes:

There were some pretty clever ideas on the model. I would soon learn that the Marshall Pass line is popular among Denver



area narrow gaugers.

Sargent represents the main yard of the railroad.

I liked the manually operated alignment tab on the turntable. The plastic plate is simply slid into position with your finger. Blocks on the ties keep it from sliding too far. This isn't too much unlike devices I have seen on prototype turntables and with a little ingenuity an even closer to prototype device could be built on the same principle.



An operating cable line brings ore from the mine high above...

...to the mill down below.



The “see through” Marshall Pass depot and snow shed were very clever representations of these icons.



These mills, obviously inspired by the real things, identify this as Pandora. Pandora was the final stop on the Rio Grande Southern's Telluride branch.



Jim Trowbridge

COLORADO AND WESTERN RAILWAY

On3

26'x32'

Era: 1930s

Control: DC

100% Complete

Paraphrased from the layout tour guide:

A double deck narrow gauge layout with 300' of mainline. It connects the standard gauge D&RGW and Colorado Midland in Aspen to the narrow gauge D&RGW and C&S in Gunnison. It features mostly hand laid track with many scratch built structures.

Notes:

Jim Trowbridge is probably best known for organizing special freight photo excursions on the Cumbres and Toltec Railroad in which locomotives and cabooses were re-lettered for the Denver and Rio Grande Western.

Coming down the stairs to the layout, visitors are treated to a very pleasant view of the double deck layout.



The layout pierces walls to encompass more than one room. There is a change from the scalloped valance on the left and ceiling lights on the right, but the wall kept me from noticing it until I looked at the pictures when I got home.

These peninsulas have track that would run beyond the layout, but the dead ends are contained within scenic elements that make them less conspicuous.





Operators have plenty of space in the generous aisles.

This area appeared to be available as a crew lounge. Jim is the fellow on the left.

Notice the multiple levels of trackage at the mill.



This model of the Como roundhouse was a pleasant departure from the usual brick and/or wood structures usually seen on model railroads.



Track diagrams are painted on the fascia.

This unusual wye caught my eye. It connects farther behind the viewer as can be seen in the previous photo. One does wonder how this was wired.



Dennis Hagen

WOLF CREE SOUTHERN

Scale/gauge: Sn3

Size: 21'x25'

Era: 1930s

Control: Lenz DCC

Paraphrased from the layout tour guide:

Freelance based on the Rio Grande Southern. Most structures and rolling stock scratch built.

Notes:

I found it amusing that this railroad did not try to duplicate a prototype, but most names were phonetically the same as real places, such as Vann's Junction, and the railroad map was virtually that of the Rio Grande Southern's Telluride branch with different names applied and an additional branch line. I thought this was an interesting approach to creating a fictitious model railroad.



Aisles wide enough to allow operators and guests to pass each other easily is an excellent plus.



I was not particularly fond of the dramatic difference in lighting between levels. However, since this is clearly a work still in progress, I suppose this could change with time.



I've seen stand-in structures before, but I think this stock pen is a first for me.

Photography courtesy of
Jim Marlett,
 Assistant Superintendent of
 Chisholm Trail Division within
 MCoR of the NMRA

Swing gates allow trains to pass where access is necessary.

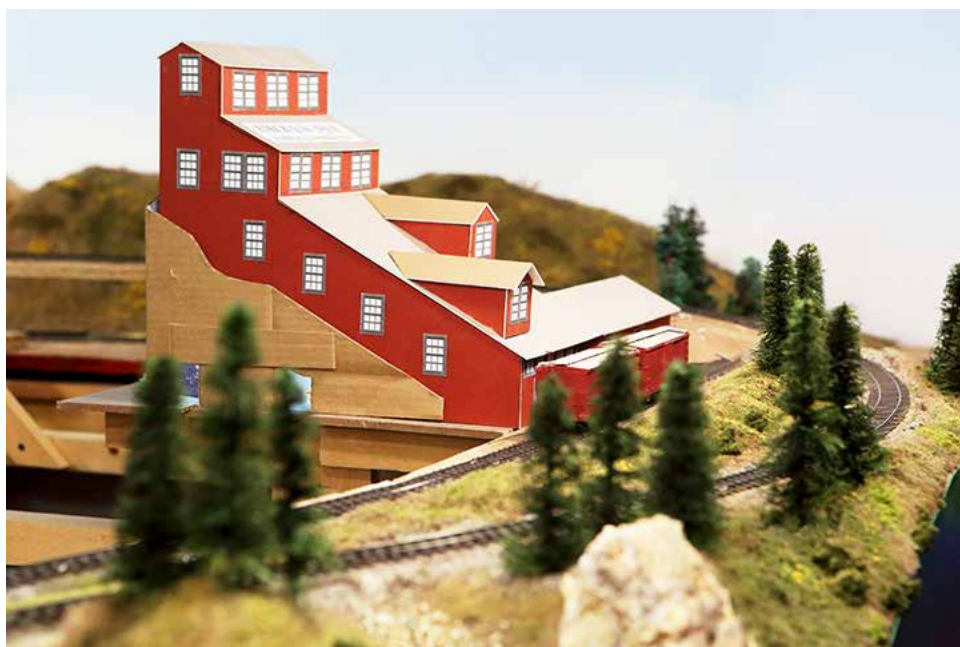


This picture shows how the swing gates were latched and shows red rosin paper scenery base, a technique in which thick rosin paper, a building material, is saturated with glue and used to form a scenery base.



I thought this was an easy and unobtrusive way to support the upper level.

There were a large number of stand-in or place-holder buildings as one might expect of a railroad under construction, but these impressed me since so many were made of what appeared to be matte board that represented the colors one might expect in the finished product. I think I'll be stealing that idea.



I'm not used to seeing OSB used as a base rather than genuine plywood. I wonder how well this will hold up over time? I assume the black plastic lighting valance was a quick way to get something up before guests arrived – kind of a clever idea.



Kevin Strong

TUSCARORA RR

Fn3 Garden Railroad

30'x65'

Controls: Battery R/C Dead Rail DCC

Paraphrased from the layout tour guide:

300' of track. Structures a mix of commercially available kits and scratch built. Rolling stock mostly kit-bashed or scratch built.

Notes:

This garden railroad was patterned after the East Broad Top. At least some of the track appeared to be hand laid.



I thought this was a very practical method for directing visitors to the correct location.

As with most garden railroads, landscape plays an important role.





This is a loop-to-loop track plan with Ne-elyton being at one loop. The trackwork is complex enough to allow some interesting operation.

Outdoor railroads require functional grade crossings.

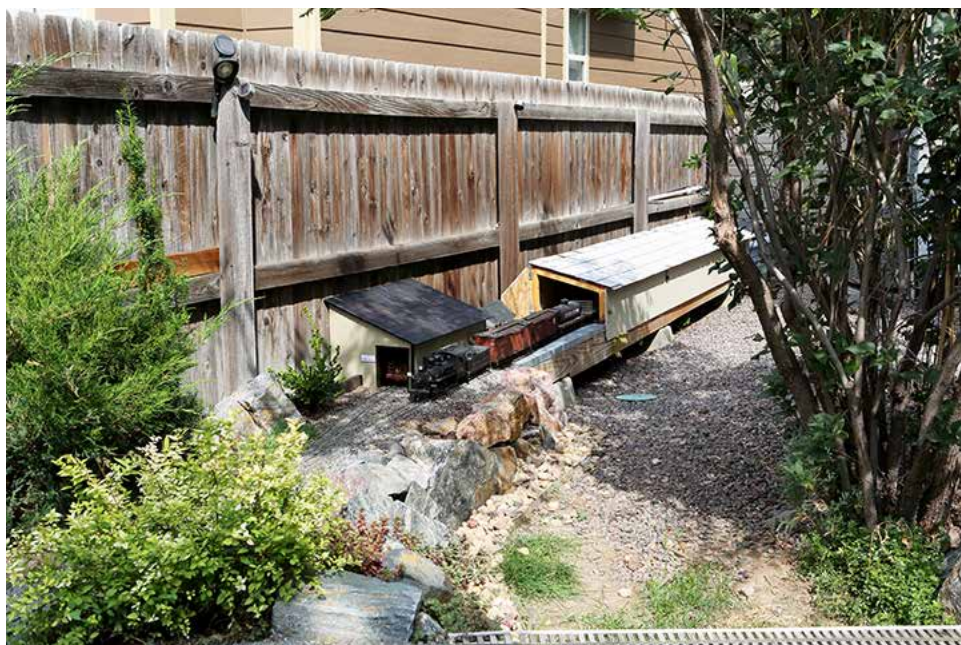


The loop at the other end of the railroad, again with switching opportunities.



A Tuscarora locomotive with East Broad Top Cars in tow.

Garden railways need protected storage.



Kevin Strong is the fellow in the middle with the radio control throttle in his hand. The “dead rail” trains ran flawlessly while I was there.

What appears to me to be a hand laid turnout. I don't know if this is a kit, ready made, or scratch built, but it looks really nice.



Steve Mann C&NW

Scale/gauge: HO standard gauge

Size: 25'x45'

Era: 1990s

Control: Digitrax DCC

Photography courtesy of
Jim Marlett,
Assistant Superintendant of
Chisholm Trail Division within
MCoR of the NMRA

Paraphrased from the layout tour guide:

Represents a route from Chicago through Iowa to Wyoming coalfields. It features CTC dispatching with operating signals and detection and uses a car card and waybill operating system.

Notes:

This was a very nicely done double-deck standard gauge layout clearly designed with operations in mind. I took many measurements of level separation here because of the track complexity on the lower level and what appeared to be adequate room to reach in. The part that I was particularly interested in was round 14" to 15" from the lower level track to the bottom of the upper fascia with the lower level track being about 35" above the floor and the upper level track being about 56" from the floor. That works out about right for the design of the double-decked portion of my own layout.



One “end” of this railroad is in this loop, although it isn’t really the end since track penetrates the wall to a staging area in a separate room. Since other wall penetrations were pretty well camouflaged, I suspect the hole will be better concealed some day.



The staging area is pretty extensive and easily reached through a door, which we are looking through. No duck unders, no cramped space. If I recall correctly, this was also the room with the workbench.

*The other end of the staging area.
Both yards were double ended
if I recall correctly.*



Car card boxes in staging.

The mirror trick is visible under the highway overpass on the left. The track leading to the tunnel is the exposed portion of the helix between levels.





The lower track enters the helix. The middle track on the left is the exposed midpoint of the helix. The upper track is the upper part of the helix. Notice that the scenery transitions from the Midwest on the lower level to the West on the upper level. Time in the helix is just time it takes to get half way across the country, albeit somewhat compressed.

An access hatch provided by a swing out section. The tunnel on the left leads to the helix.



Photography courtesy of
Jim Marlett,
Assistant Superintendent of
Chisholm Trail Division within
MCoR of the NMRA



This large coal strip mine is on the upper deck.

This is something you can do with that porcelain jackalope you bought at the tourist trap last summer.



One of the most delightful parts of the layout was this block of houses. Each residence was loaded with personality.



These folks were having their house painted. Clearly, they started from the top and are working their way down.

I thought the Mann Power Company was quite the catchy name, especially considering they layout owner's name.

Inside the helix. Notice the plastic sheeting keeping the tunnel entrances dark. This is the section where the track goes out and is visible on the exterior of the helix for about half a lap.



Rick Huntrods

SAN JUAN SILVERTON

Scale/gauge: HOn3

Size: 12'x15'

Era: Fall 1940

Control: DCC

100% Complete

Photography courtesy of
Jim Marlett,
Assistant Superintendant of
Chisholm Trail Division within
MCoR of the NMRA

Paraphrased from the layout tour guide:

Proto-freelanced. Features scratch built structures and photo backdrops. Has been featured in Narrow Gauge and Shortline Gazette and the HOn3 Annual.

Notes and Impressions:

This layout was well worth the drive from Denver to Colorado Springs. It is relatively small, but beautifully done. The background mountain cutouts are pretty much what I wanted to do with my own railroad. One feature is some of the best looking deciduous trees I have ever seen on a model railroad, including aspens and what I believe are cottonwoods.



The entire railroad can be seen in this one view. Clearly it is autumn in the Rockies.



The influence of the D&RGW and the RGS is obvious. The engine facilities on the right are reminiscent of Ridgway.



Ridgway yard. The building behind the depot is the RGS office.



Drop leaf for access.

Latches for drop leaf.

Silverton is right around the corner from Ridgway.



I really liked this representation of Vance Junction.



Of course, the still standing coaling pocket had to be represented.



Ophir Loop is represented and in the valley is Red Mountain's National Belle Mine.



The mountains behind Bridge 45A, the famous high trestle at Ophir Loop, are cutouts done in the same manner I intend to do on my layout.



Photography courtesy of
Jim Marlett,
Assistant Superintendent of
Chisholm Trail Division within
MCoR of the NMRA

Scenic Line Modelers

D&RGW

Scale/gauge: HO, HOn3

Size: 26'x38'

Era: 1940s (circa 1926-1955)

Control: Digitrax DCC

Paraphrased from the layout tour guide:

This is a club layout. The members are Lockheed Martin Employees, retirees, and family members. Models Rio Grande standard gauge through the Royal Gorge to Salida and narrow gauge to Monarch, over Marshall Pass to Gunnison, and on to Crested Butte. It is about 1/3 standard gauge and 2/3 narrow gauge.

Notes:

This was a large layout in its own free-standing building. The use of Rio Grande Gold standard gauge passenger colors on the fascia was interesting as well as lettering in an approximation of the Rio Grande "speed" lettering for stations and other information on the fascia. Although construction was still underway, it was complete enough to be plenty satisfying.



The Scenic Line Modelers' layout occupies a separate building on the Lockheed Martin property that is outside the restricted area. The small white addition is the workshop.



The first view after entry is standard gauge with standard gauge with standard gauge staging below. This view to the left shows the entrance to the shop area through the garage door.



I raised my camera over my head to record this panorama of the narrow gauge Monarch Branch from Poncha Junction, Mears Junction, the switchbacks up to the limestone quarry, and the quarry itself. Operators stand on a bench to work the upper section here.



(a glimpse of Patty Marlett)

Going right from the entrance and rounding the corner leads you to the Royal Gorge, still under construction. Standard gauge rails to staging run on the lower level.

The famous "hanging bridge" in the Royal Gorge.





Beyond this point, standard gauge becomes the lower level and is viewed through windows below the narrow gauge.



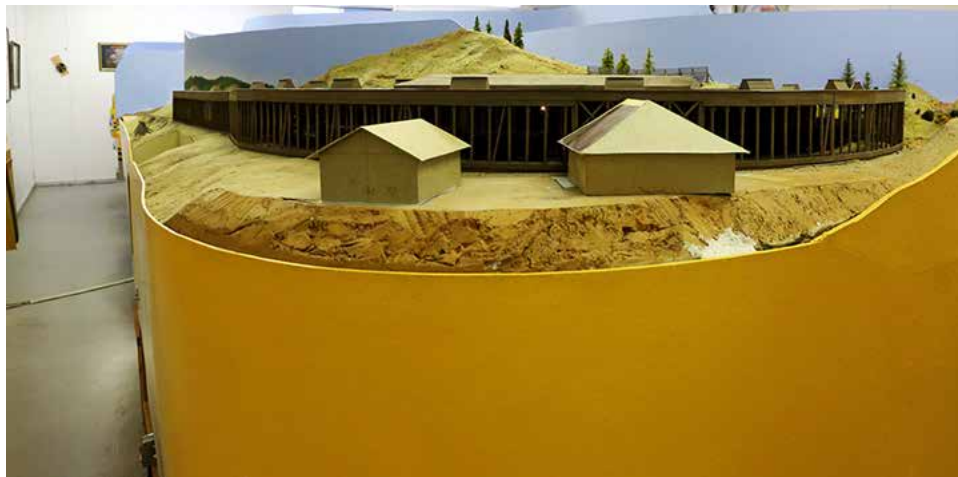
The tracks to Cimarron were on this drop down gate with a novel double-hinged support that rested on the two adjustment screws seen on the lower left side. The narrow strip hanging on the wall is the tail track of the large coal mine near Crested Butte to the right. It is supported by the blocks and bolts seen on each side of the passageway.



This view of Gunnison shows the cut-away round house and the typical control panel set-up. Note the end of track bumper behind the caboose.



Station names are easily read on the fascia. Shawano's control panel is in the inset directly behind the name.



The Marshall Pass snow shed is an impressive structure. The cut-away sides were not a feature of the original except where it might have needed repair, but lets visitors and operators have a good view inside.

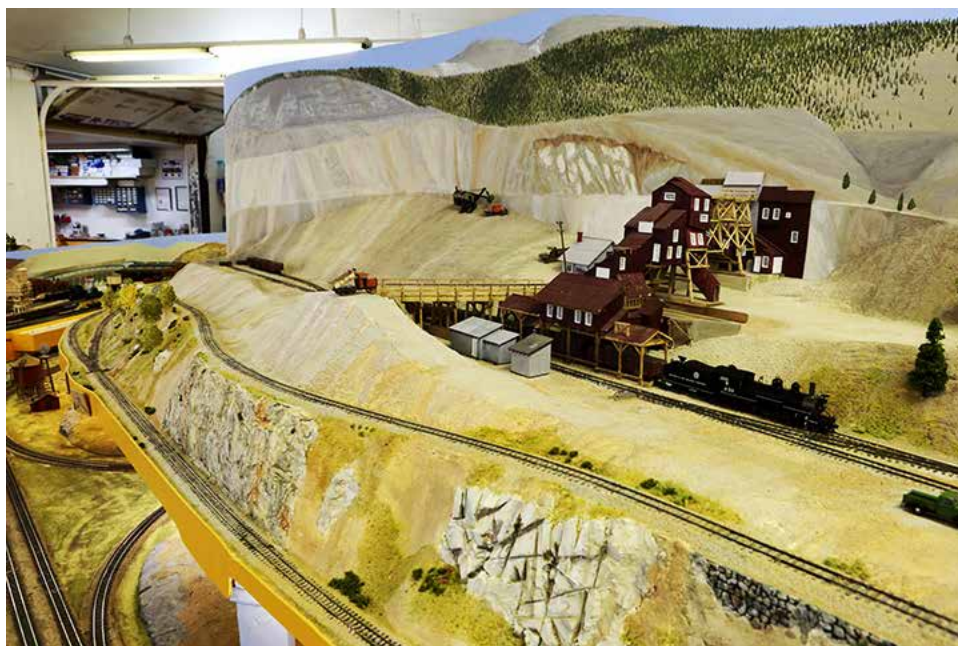


*The dispatcher's desk is inside this loop descending from Marshall Pass.
I think the openings in the snow shed roof are prototypical as I understand there were panels that were removed in summer to let the smoke out and the light in.*



Mears Junction is where the Monarch Branch left the mainline between Marshall Pass and Salida. The switchbacks on the Monarch Branch were the only switchbacks on the D&RGW.

The Poncha Junction depot allows interior detail to be seen. To the left is the line to Mears Junction, Marshall Pass and Gunnison. To the right is the line to Salida. The Monarch Branch and limestone quarry is above Poncha Junction.



The limestone quarry produced limestone for use in the smelting process in Pueblo.

It was transferred to standard gauge cars at Salida.



This step helps operators access the Monarch Branch.



*This is part of the extensive dual gauge yard at Salida.
At the far end, just around the slight bend to the right, is a mockup of the rotary car dumper for transferring limestone to standard gauge cars.*



Salida is in the background, the rotary transfer mockup is visible on this end, and around the corner is Cleora. The building's entrance door is just beyond the fan on the wall and the work room is on the right.



The stock yards at Cleora are mock-ups now, but should be pretty impressive when modeled.



And that brings us back to where we started just beyond Red Hill with the staging track on the lower level.

Art Lort

D&RGW THIRD DIVISION

Scale/gauge: HO/HOn3

Size: 30'x30'

Era: 1928

Control: NCE DCC

Paraphrased from the layout tour guide:

Models prototype standard gauge along the Arkansas River in the vicinity of Salida and the narrow gauge to Montrose over Marshall Pass and through the Black Canyon of the Gunnison. Hand painted backdrops and many scratch built and kit bashed structures.

Notes:

By the time I got to this layout, I began to realize the popularity of the D&RGW's third division rather than the more typically modeled fourth division. Most of the model railroads we visited were clearly set up for operation and this was no exception. I don't know how accurate the layout size is as printed in the tour guide, but if it is accurate, my hat is off to Mr. Lort because it seemed much larger.



I am used to seeing artwork on the walls in and around train rooms, but this was a cut above the average. I have no idea about the origin, but I thought it was beyond cool.



Howard was the first town I photographed on this model railroad.

It is located east of Salida on the standard gauge. At each station on this layout was labeled on the fascia, including real life elevation, and east and west are indicated often the destinations in those directions. You probably can't read it, but under east is Pueblo and under west are Salida and Minturn.



The approach to Salida includes the Cleora stock transfer and the rotary dumper.

The extensive Salida dual gauge yards. Every turnout within reach is manually operated.



The white tabs between the rails in the Salida yard displayed track numbers, if I recall correctly. Beyond the roundhouse is the Ohio and Colorado Smelter.



Although I was focused on the cold storage warehouse in the back, where the standard gauge rather effectively goes through the background, in the foreground the narrow gauge departs over the bridge in the left.

Photography courtesy of
Jim Marlett,
Assistant Superintendant of
Chisholm Trail Division within
MCoR of the NMRA



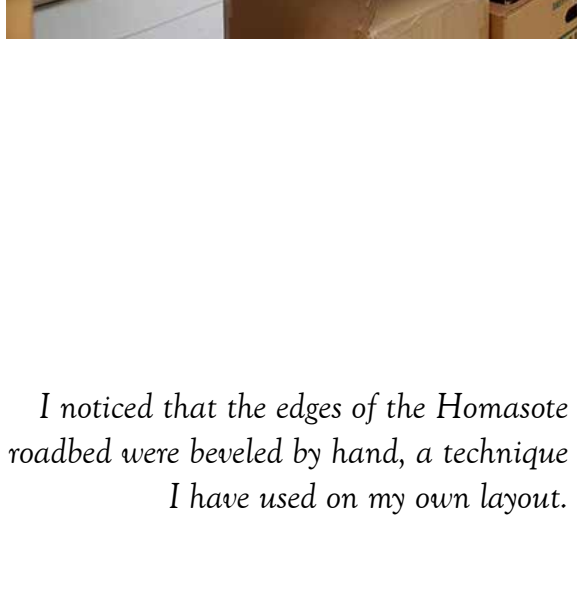
West Salida is undergoing development.



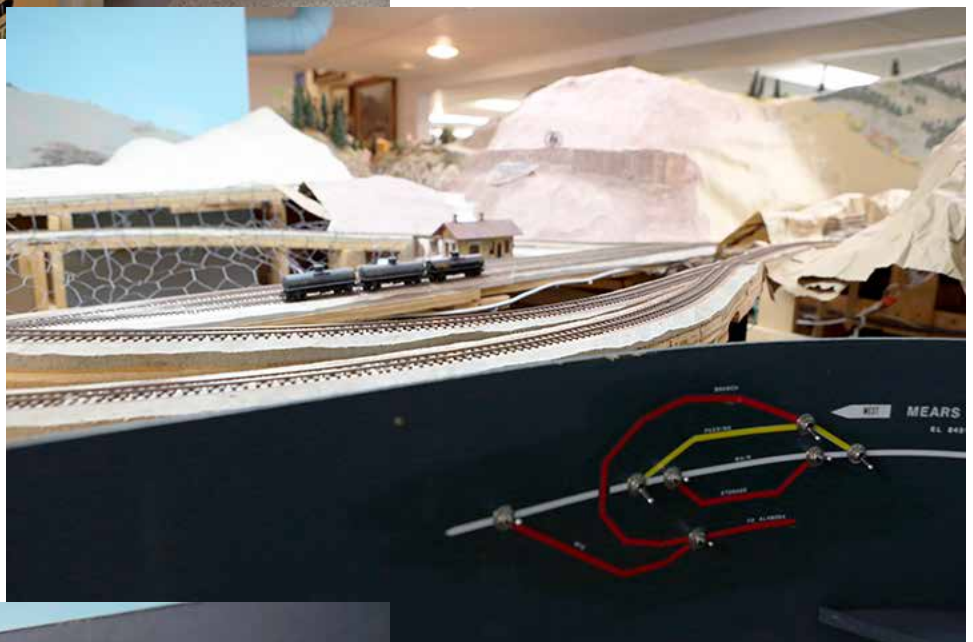
This view of Mears Junction (in the rear) and Shirley shows a variety of scenery construction methods.



I'm always interested in bench work construction and wiring. In this case the bench work was L-girder, my preferred method. The lower control panel is for the hidden staging yard representing Minturn.



I noticed that the edges of the Homasote roadbed were beveled by hand, a technique I have used on my own layout.



Alamosa is represented by the visible staging yard in this window.



Soundtraxx's George Bogatiuk (left) is conversing with layout owner Art Lort (right).



As the tracks approach Marshal Pass, the layout climbed until steps were needed to operate the layout or even view it, depending on your height.

Photography courtesy of
Jim Marlett,
Assistant Superintendant of
Chisholm Trail Division within
MCoR of the NMRA



Marshall Pass was missing it's iconic snow shed and depot. Perhaps these are a future addition.



When completed, the Black Canyon section should be spectacular.



The Curecanti Needle will be a prominent feature. Once an advertising icon of the D&RGW, the needle now sits at the edge of Morrow Point Reservoir and the rail-road grade has disappeared below water.

Coming out of the Black Canyon is the town of Cimarron.



Leaving Cimarron, the line will disappear through some trees to reach the lower level Montrose yards seen under Gunnison on the left. This wide view was made by holding the camera as high over my head as I could reach.



The work area is handily adjacent to the railroad, yet does not intrude on it.



I thought this was a very handy job board for a complex model railroad, although it appears that clips take a beating.

EDITOR'S COMMENT:

According to **Jim Marlett**,
Assistant Superintendent of
 this is just part 1 of his photos and
 is unsure if you the readers care for more
 Sooooooooooooo, folks, Please
 eMail me and voice your opinions
alan.a.aagaard@gmail.com

Here are a few (small, but valued) images from the “Contest Room” taken and shared by Dr. Steen Mortensen, member of Chisholm Trail Division within MCoR NMRA

Photography courtesy of
Steen Mortensen
member of
Chisholm Trail Division within
MCoR NMRA



STEEN MORTENSEN
very active member
of the
Chisholm Trail Division
of NMRA





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Photography courtesy of
Steen Mortensen
member of
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tales from the road



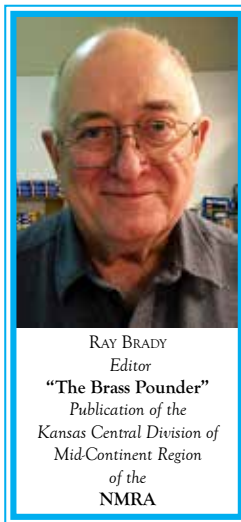
...ah, a Joint Venture between two “NMRA Divisions” within the State of Kansas
(Kansas Central Division and Chisholm Trail Division)

NMRA Meeting at Ray Brady’s (6/11/16 @ 1:00pm)

Below: View as you enter the layout room with Ogden, UT yard (near top left), Soldier Summit, UT (near top right), and Salina, KS (far distant bottom left) visible.



Below: Looking towards Cedar Point, CO (bottom left), Hermost, WY (upper left), Green River, UT (far wall upper), and Gibbon Junction, NE (far wall lower) visible.



Becoming a Master Model Railroader (MMR)

“Settings”

by David Heinsohn (not an MMR)

Welcome back. That last course of our “MMR Banquet” must have had some turkey in it, as I really needed a nap afterward. Wait it was dessert, “Service to the Hobby”, so it must have been a sugar high I was recovering from. In any case we’re back at the banquet table and ready for the next course, “Settings”.

As a quick reminder to complete the “MMR Banquet” you have to complete at least one item from each of the four courses:

- Model Railroad Equipment,
- Settings,
- Engineering and Operation, and
- Service to the Hobby.

In addition to those four you must complete at least seven total menu items. So you get to pick three or more in addition to the minimum from the four courses. Like eating an elephant, this banquet is completed one bite at a time. So let’s have a look at the offerings for this course. The introduction to the MMR Banquet is found here:

<https://www.nmra.org/education/achievement-program>.

The list of all menu items is here:

<https://www.nmra.org/categories>.

With detailed descriptions of each menu item available from that page.

Master Builder – Structures

The detailed requirements for this AP are found here: <https://www.nmra.org/structures>.

I like the description in the second and third paragraphs quoted here:

“Structures are just about anything on the layout that was man made and doesn’t fit into one of the other Master Builder categories. These are just some examples of the types of ‘structures’ that you could build to earn this certificate: buildings (all kinds), factories, bridges (all kinds), signal towers, oil derricks, docks, power line towers, cranes (stationary or mobile), ships, etc.

Of course, there is a certain level of complexity expected to qualify for a merit award. If you take a plank and put it across a drainage ditch and call it a bridge, it is unlikely to score 87-1/2 points no matter how nicely modeled a plank it is!”

Hey, that talked about points! I don’t want to enter a contest!

You don’t have to enter a contest, but at least six of the structures have to be evaluated for points. I’ll get to that in a minute or two.

1. You must construct at least 12 structures. OK, that’s 12 man made things to go on a layout.
2. You must have at least six different types of structures. You may need 12 houses to fill up that residential block across the tracks, but if they’re all wood frame houses that’s only one type. Now if you throw in a brick residence that’s a different type. Look at the list in that first paragraph from the intro to the AP, then add that different construction methods, wood vs stone, etc. count too.
3. One of the six must be a bridge or trestle. Notice the comment about the highly detailed plank. There’s a note in the description to remind us that our bridge does not have to be on our layout, it can be a separate model. That’s actually true of all of these structures.
4. Six of our structures must be scratch built. There’s a link to a definition of scratch built in the description. The main consideration is that 90% of the structure is scratch built. You can use basic shapes such as clapboard panels as a starting point. Some other things are excluded from the scratch build requirement, electronics to include light bulbs, paint, decals, and figures.
5. The remaining six can be either scratch built or super detailed. One area where you can add lots of super detailing is by adding an interior.
6. You must earn 87.5 points (75%) from an evaluation of six of the structures. The evaluation can be at an NMRA contest or an AP Merit Award judging by your division or region’s AP chair, or designated MMR. The remaining six structures need not be judged, only described on the Statement of Qualification, (SOQ).
7. You have to submit a SOQ. It will include a description of the 12 structures with details of sources etc. It will also include photocopies of your six Merit Awards. Photos of the structures help, but are not required.

To add to the fun, if you want, the 12 structures can be of different scales, eras, locations, and certainly don't need to be on the same layout, or any layout.

For some tips and techniques on building the structures for evaluation read **Gil Freitag's** article here:

<https://www.nmra.org/building-inspector>.

For more good hints and information read **Jim Packer's** article here:

<https://www.nmra.org/master-builder-structures>.

When you go to a show or contest don't focus too much on the Best in Show 110+ point structure, take a good look at some of the lesser structures and how many points they earned. Remember 87.5 points is only 75% of possible points.

Master Builder – Scenery

Again a quote from the introduction to the AP seems appropriate. *"The intent of this category is for you to demonstrate 'the prototypical rendering of scenic effects from the ground up.' The type of scenery that you choose to model is entirely up to you. An urban landscape involves just as much scenery (if not more) as a mountain or desert landscape."* Detailed requirements are located here:

<https://www.nmra.org/scenery>.

The basic requirement is to construct a completed section of a model railroad. For **HO** it must be at least 32 square feet. That's a 4'*8' sheet of plywood. Other scales must be proportional to the 32 square feet. As an example **N** scale would be 18 square feet. The section need not be contiguous. However, each section making up the total must be at least eight square feet. Everything needed to complete the scene must be present. That might include land forms, track, grass, houses, lights, roads, trees, you name it, if it should be in the scene to make it complete it must be included.

You say you're a garden railroader? You too can use your railroad for the scenery, but it must represent a railroad scene, not a train through your spouse's rose bed.

The scenery must earn 87.5 points, 75%, based on this judging sheet:

https://www.nmra.org/sites/default/files/2006-jf-mbsc_0.pdf.

Structures: What? Structures again! Well yes, but no. The structures themselves are not graded. They are for their scenic effect. One point is that all structures must be "IN" the ground not on the ground. Like the Structures AP, anything manmade counts.

Background: Oops, 25 points is a lot to lose if you use a Freemo module for your scenery AP! So build a clamp on background to use for the evaluation and when your Freemo module is set against a wall at home. There really is lots of flexibility here. Beyond the Freemo "problem" pretty much any background that works with your scene

to continue the illusion to the horizon and sky works.

Lighting: This does not mean that you must have some electric light on your scene. A fully daylight desert scene may qualify. Certainly, it'll be easier to get points if you can do day/night and have other things lit up. Remember, that the lights on your loco and in your caboose or passenger cars *do* count.

Realism: Simply how well you accomplished your scenic goal. Keep in mind that you need only a few square feet of complete scene. Just block off any unfinished areas of your model railroad during judging.

The last five steps in the AP are the documentation. These are not hard steps. Take pictures or video of the scene. Describe the scene and how you included the structures, background, lighting and realism in the scene. Earn 87.5 points, 75% in an evaluation. Fill out the form. And submit them.

If you have "finished" a portion of your model railroad you've probably gotten all the stuff done to complete this AP. Why not document it and get that certificate on the wall?

Master Builder – Prototype Models

This is both the newest and probably the hardest of the Setting APs. Unlike the Scenery AP this one evaluates how well you create a scene from the prototype.

In addition to checking out the requirements here:

<https://www.nmra.org/prototype-models>,

you need to check out the judging form as well:

<https://www.nmra.org/sites/default/files/2006-jf-mbpm.pdf>.

There is no minimum size, nor does the model have to be animated. But, it must contain at least six models of prototype equipment. And those six models must include at least one each of:

- rolling stock,
- railroad structures,
- a caboose or passenger car, and
- motive power. Note: the judging form requires

photos or prototype plans.

One of the things that strikes me as making this AP a bit difficult for those modeling the modern era, is the requirement for a caboose or passenger car to appear in the scene. If you can't find historic photos of a scene you want to model, finding a place and time in today's environment to take an appropriate photo will be a challenge. It's not impossible to do. I've found two such scenes near me.

To quote from the AP requirements, "Construct an animated or static model of a prototype scene containing at least six models of prototype equipment or structures." The evaluation is very similar to the Scenery AP, so I'll not repeat myself.

If we compare the Scenery AP and the Prototype Model AP with our meal, the Scenery is a good roast beef. The Prototype Models AP is Beef Wellington. Both beef and both tasty, but very different in complexity.

We've now had a good look at three of the four courses of this MMR banquet. The final course is the trains themselves, **Model Railroad Equipment**.

A Closing Thought

The very minimum to make a train "layout" work involves four elements: a locomotive, some cars, track, and power for the locomotive. Even the loop under the Christmas Tree needs these elements. Last time we covered the track and electrical parts. Next time we'll cover the motive

power and cars parts. Just the bare essentials can earn four of the seven needed APs for an MMR banquet. So, next installment we'll cover the final course of the banquet, **Model Railroad Equipment**.

In the meantime remember there is more valuable reading at the NMRA.org website. Try:

<https://www.nmra.org/masters-articles-updated-2009>, for the **Masters Articles**, and

<https://www.nmra.org/frequently-asked-questions-faqs>, for the FAQs.

Now, go have some fun modeling your favorite railroad or just watching your trains run.



Calendar of Events

December, 2018

- December 1st & 2nd (Saturday, 9am - 5pm • Sunday, 10am - 4pm) **OKLAHOMA CITY TRAIN SHOW**, The Pavilion within the State Fairgrounds, Gordon Cooper Blvd., Oklahoma City, OK 73107 ~ For Ticket & other information, Call (405) 424-8222 or

www.okcTrainShow.com or

<https://www.OklahomaRailwayMuseum.org/events/okc-train-show/>

- December 15th & 16th (Saturday & Sunday) **THE GREAT TRAIN SHOW** (Overland Park, KS) Overland Park Convention Center • For more Information:

<http://GreatTrainShow.com/>



2019

January

February

- February 2nd & 3rd (Saturday, 9am-5pm • Sunday, 11am-4pm) - **THE WICHITA TRAIN SHOW & SWAP MEET**, Cessna Activity Center, 2744 George Washington Blvd., Wichita, KS For further information contact Phil Aylward: call (316) 259-5190 (or) Mail to 603 Chestnut, Halstead, KS 67056-2302 (or) eMail Aylward1@cox.net
- February 9th & 10th, 2019 (Saturday, 9am - 5pm • Sunday, 9am - 3pm) **LAWRENCE 18TH ANNUAL TRAIN SHOW** (Lawrence, KS) Crown Toyota Used Car Kingdom For further information contact <http://LawrenceModelRailroadClub.org/TrainShow.html>

March

April

May

June

- June 20th - 23rd (Thursday - Sunday) **2019 MID-CONTINENT REGION CONVENTION OF NMRA** (Wichita, KS)
- June 29th & 30th (Saturday, 9am - 5pm • Sunday 10am - 4pm) **SPRING CREEK MODEL TRAINS - TRAIN SHOW**, Thayer County Event Center & Store, 304 East Bryson Avenue (Deshler, NE) For additional information: call (402) 365-7628 or

www.SpringCreekModelTrains.com

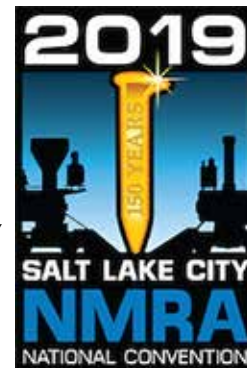
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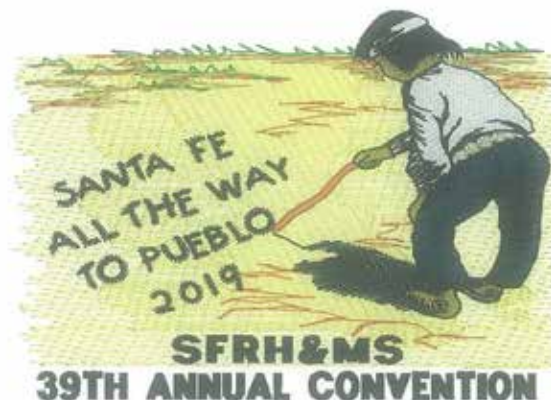
July

- July 7th - 13th (Sunday - Saturday) **2019 NMRA NATIONAL CONVENTION**
(Salt Lake City, UT) Little America Hotel
For additional information:

<http://www.nmra2019slc.org/>

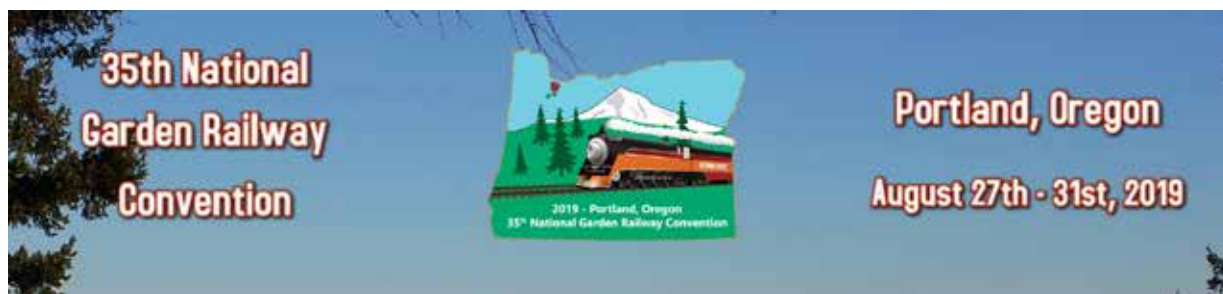


- July 24th - 27th **SANTA FE RAILROAD HISTORICAL AND MODELING SOCIETY**
(Pueblo, CO) Pueblo Convention Center



August

- August 7th - 13th (Sunday - Saturday) **2019 NMRA NATIONAL CONVENTION**
Learn more at: <http://www.nmra2019slc.org/>
- August 27th - 31st • **35TH NATIONAL GARDEN RAILWAY CONVENTION** (Portland, OR)
Learn more at: <https://2019ngrc.wildapricot.org/>



September

- September - **39TH NATIONAL NARROW GAUGE CONVENTION** (Sacramento, CA)
Learn more at: <http://nngc-2019.com/>

October

November

December



LONG RANGE PLANNING

CLUSTERED BY ORGANIZATIONS

Garden Railway National Conventions

- 2020 National Garden Railway Convention ()

NMRA Conventions

- 2020 St. Louis - NMRA National Convention



National Narrow Gauge Conventions

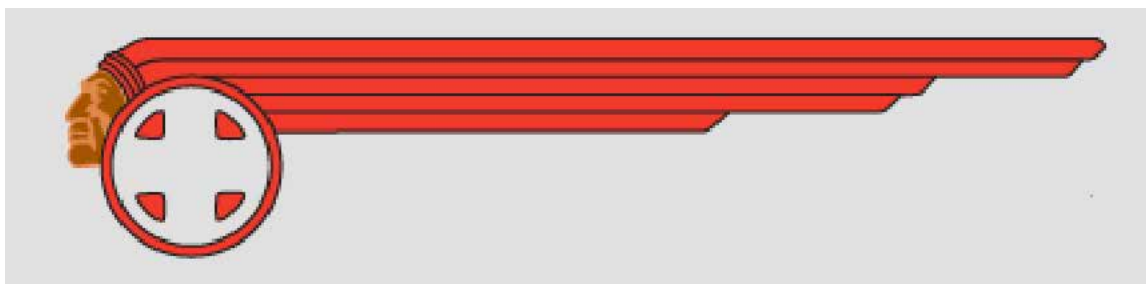
- September - 40th National Narrow Gauge Convention (St. Louis, MO)
Learn more at: <http://nngc-2020.com/>
- 2021 - 40st • Hickory, NC



Santa Fe Historical and Modeling Society Conventions

2020: June 17-21: Albuquerque, NM, contact Dave Traudt

2021: Kansas City, MO



Sn3 Symposiums in conjunction with National Association of S Gaugers (NASG)

Sn3 Symposium

The annual Sn3 Symposium is kind of an odd creature. It is a fantastic annual event focused around Sn3 modeling, but there is no overseeing organization that puts it on every year. It is organized quite organically by a group of modelers that propose to hold a particular year's Symposium in their town.

An Sn3 Symposium is quite similar to the NMRA or NASG Conventions. It is held for several days, offers how-to clinics, contests, vendors, local layout tours, etc., and provides a place for modelers from all over North America (and even abroad) to gather and share ideas. The "Sn3" part in the title should be taken lightly, because you will find other scales' narrow-gauge layouts and modelers at an Sn3 Symposium. So, it really turns into more of a pure modeling-focused mini-National Narrow Gauge Convention.

The NASG is not directly involved with Sn3 Symposiums, but we still wanted to have a page dedicated to this annual event. If you are interested in Sn3, bookmark this page, so that you can always find the latest.

Learn more at: <http://www.nasg.org/>

2019

Location:
Bellevue, WA

2020

Location:
Pasadena, CA

2021

Location:
Albuquerque, NM



The 2019 National Association of S Gaugers (NASG) Convention

Learn more at: <http://www.nasg.org/>

The 2019 NASG Convention “Queen City Express” will be held from July 30 through August 3 in Cincinnati, Ohio. It will be hosted by the Central Ohio S Gaugers club

Learn more at: <https://2019nasgconvention.com/>

The 2020 NASG Convention

No formal decision has been finalized as to who will host this Convention.

Learn more at: <http://www.nasg.org/Events/Convention.php>



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SWITCH LIST

FOURTH QUARTER - 2017

SWITCH LIST - Fourth Quarter 2017

The Switch 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 information please

eMail: alan.a.aagaard@GMail.com

or

“Snail-Mail” your Information:

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→ www.MCoR-NMRA.org

Please put me in your newsletter



DIVISION MEETINGS *(alphabetically)*

Chisholm Trail Division (Wichita, KS)

Meets the 1st Tuesday of every month at

Olivet Baptist Church

3440 West 13th Street North • Wichita, KS 67203-4560
(13th Street North & High Street)

- Begin gathering 6:45pm
- NMRA meeting & program(s) 7:00pm - 9:00pm

Information: Alan A. Aagaard, Division Editor

eMail: alan.a.aagaard@GMail.com

Cowboy Line Division (Norfolk, NE)

Meets the 3rd Thursday of every month at

HyVee East, upstairs meeting room.

Corner of 1st Street and Norfolk Avenue

Information: Dennis M. Brandt

Telephone (402) 992-2415

eMail: DennisBrandt44@GMail.com

Eastern Iowa Division (Iowa City, IA)

For other division activities check out our website monthly at:

<https://sites.google.com/site/easterniowadivision/>

or the division's Facebook™ page at: Eastern Iowa Division

Information: Tom Persoon, Superintendent

eMail: PersoonT06@msn.com

Gateway Division (St. Louis, MO)

Meets the 3rd Monday each month at 7:00pm.

Odd numbered months at:

Trinity Lutheran Church

14088 Clayton Road at Woods Mill Road

(Hwy 141), Ballwin, MO

Even numbered months:

VFW Hall O'Fallon, IL

Information:

<http://www.gatewaynmra.org/division.htm>

Indian Nations Division (Tulsa, OK)

Meets at the new *Hardesty Library*

8316 East 93rd Street

(just east of Memorial Road in Tulsa, OK).

The library opens at 9:00am and the meetings start at 9:30am

Information found on our web page:

www.tulsanmra.org

Contact: Dave Salamon, Superintendent

Telephone: (918) 272-5512

eMail: drs_rr@yahoo.com

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Kansas Central Division(Elmdale, KS)

Meets the 1st Saturday of even numbered months
meeting starts at 1pm
For the full schedule check the MCoR website or
Contact: David Heinsohn
eMail: kd0r@fhrd.net.

Kate Shelley Division~ (Ames, IA)

Meets the 4th Thursday of every month
(*except November which we meet the 3rd week and*

at the Ames Public Library

515 Douglas Avenue • Ames, Iowa

- Business meeting starts at 6:00pm and
- Social gathering at 7:00pm (anything railroad goes)

Contact Kate Shelley Division through the NMRA web site

Oklahoma Heartland Division (OKC, OK)

Meets in the even numbered months in the Oklahoma
City area. All who are interested in Model
Railroading are welcome.

Information:

www.okcnmra.org

Platte Valley Division(Hastings, Grand Island, & Kearney, NE)

Meets quarterly in members' homes on a rotating basis
or at sites of interest.

New members are always welcome.

Information: Todd L. Petersen, Division Director

Telephone: (308) 832-2200 or

eMail: todd@gtmc.net

Turkey Creek Division (Lenexa, KS)

Meets 4th Tuesday of every month at 7:00pm at
Lakeview Village

9000 Park Street

Eastside Terrace Building

Lenexa, KS 66215-3306

Exceptions:

- No meeting in July due to "Train Show"
- December's meeting on the 12th for
their annual "Holiday Party"

Information check the Division Timetable:

<http://www.tc-nmra.org/TC-Calendar.html>

Contact: Louis Seibel

Telephone: (913) 393-3495

or (913) 927-6850

eMail: L-seibel@comcast.net

Western Heritage Division(Omaha, NE/Council Bluffs, IA)

Meets on the 1st Saturday (*except June and December*)

at 9:00am at the *Sump Library*

2nd & Washington Streets in Papillion (across from Runza). ~~~~~

Information visit the division web page:

<http://www.whd.mcor-nmra.org>

for more information and a map

Western Kansas Division(Garden City, KS)

Meets every Tuesday evening 6:30pm to 9:00pm

4091/2 North Main Street

(second floor above "Stage" department store, rear

~~December~~ings have

6 layouts on display (1-O27, 2-HO, 3-N)

Operating sessions available

Contact: Robert Simmons, Division Director

Telephone: (620) 521-3591 (C) or

(620) 272-0444 (H)

Quad Chapter Meeting(Wichita hosting)

More information at a later date

Wichita Toy Train Club~~~~~(Wichita, KS)

130 South Laura Street

Saturday 10:00am - 5:00pm

Sunday 1:00pm - 5:00pm

\$5.00 adult, children up to 12 free

Weekend N'gineers~~~~~(Olathe, KS)

16624 West 126th Street

Every Sunday 1:00pm

Information: Ken Clark

eMail: hap-heart@swbell.net

Mid Kansas Model Railroaders,~~~~~

(McPherson, KS)

1130 West Kansas Avenue

Every Sunday 2:00pm - 5:00pm

Information: John Snell

eMail: jSnell@cox.net

Garden City Model Train~~~~~

(Garden City, KS)

408 North Main Street (*back entrance*)

Every Tuesday 6:30pm

Information: Robert Simmons

eMail: trainman55@hotmail.com

MCoREGION CLUB ROSTER

16" Gauge Park Train----- (Kansas City, MO)

Kansas City Northern Miniature Railroad
NM 60th Street & Waukonis Drive
Kansas City, MO

Meets 1st Wednesday
each month at 7:00pm

Contact: W. Ohrnell
Telephone: (816) 746-5663
Information: www.KCNRR.com

F/G scale----- (Topeka, KS)

Northeast Kansas Garden Railway Society
(NEKAN-GRS)
1308 SW Caldon Street
Topeka, KS 66611-2412

G scale----- (Olathe, KS)

Kansas City Garden Railroad Society
"Mall of the Great Plain"
Olathe, KS 66061
Open Thursday & Friday ~~~ 7-9 pm
Saturday & Sunday ~~~~~ Mall Hours
Contact: David Roberts
24595 Hedge Lane
Paola, KS 66071-5444
Information:
gScaleFun@hotmail.com
and
<http://www.kcgrs.com>
or
Telephone: (913) 406-3400

2-Rail O Scale (1/4" to the foot)~ (Webster Groves, MO)

Big Bend Railroad Club, Inc.
8833 Big Bend Blvd.
Webster Groves, MO 63119-3731
Information:
www.bigbendrclub.org
Facebook™
secretary@BigBendRRclub.org

O Scale----- (Jefferson City, MO)

Capital City Model Railroaders
PO Box #3243
Jefferson City, MO 65102-3243

O Scale----- (Overland Park, KS)

Kansas City Module "O"
Contact: Jack Ferris, Secretary/Treasurer
10334 Ash Street
Overland Park, KS 66207-3910
fhs1955@gmail.com

HO Scale----- (Des Moines, IA)

Central Iowa Railroad Club
Iowa State Fair Grounds
Contact: David Briely
PO Box #118
Des Moines, IA 50301-0118
Telephone: (515) 266-8899
Meets: 1st Tuesday each month
Open House: 4th Friday each month
Information:
<http://www.facebook.com/centraliowarailroadclub>

HO Scale----- (Conway, AR)

Central AR Model RR Club
PO Box #1825
Conway, AR 72033-1825
Contact: Daniel Gladstone
Telephone: (501) 269-3030
Information:
<http://www.ARtrains.org>

HO Scale----- (Collinsville, IL)

Columbia Model Railroaders
410 Camelot Drive
Collinsville, IL 62234-4715

HO Scale----- (Odessa, MO)

Eastern Jackson County Mainliners
Model Railroad Club
"Outlet Mall"
Odessa, MO 64076-
Information:
www.EasternJacksonCountyMainlines.com

HO Scale----- (Kansas City, MO)

Greater Kansas City Model Railroad Club
Contact: Walter L. Ohrnell, President
6060 NW Waukomis Drive
Kansas City, MO 64153-
eMail: wOhrnell@kc.rr.com

HO Scale----- (Council Bluffs, IA)

Greater Omaha Society of Model Engineers
Contact: Brian Wiaters
Post Office Box 67
Council Bluffs, IA 51502-0067
Telephone: (402) 895-0296
or (402) 491-3692
Information:
SOME@TheHistoricalSociety.org

HO Scale----- (Overland Park, KS)

Kansas City Society of Model Engineers
Contact: John Teeple, President
9539 Perry Lane
Overland Park, KS 66212-5153
Telephone: (913) 492-4142
eMail: jsTeep@aol.com

HO Scale _____ (Kirkwood, MO)
Kirkwood Railroad Association
 Meets every Thursday 7:00 - 9:00pm
 Contact: Rich Velten, Treasurer
 100 North Sappington Road
 Kirkwood, MO 63122-4845
 rmVelten@swbell.net
 Information:
<http://www.krra-stl.org>

HO Scale _____ (Manhattan, KS)
Manhattan Area Rail Joiners
 Contact: Don Clagett
 1223 Pierre Street
 Manhattan, KS 66502-4331
 eMail: dClagett@ksu.edu
 Telephone: (785) 537-7624

HO_{N3} Scale _____ (Saint Peters, MO)
Modular HO Narrow Gauge Society
 914 Summer Leaf Drive
 Saint Peters, MO 63376-7065

HO Scale _____ (Olathe, KS)
MO-KAN Rail Joiners
 Contact: Louis Seibel
 1069 North Logan Street
 Olathe, KS 66061-6321
 Telephone: (913) 393-3495
 or (913) 927-6850
 eMail: L-seibel@comcast.net

N Scale _____ (Wichita, KS)
Kansas Area N-Trak
 2046 South Elizabeth Street
 Apartment #1306
 Wichita, KS 67213-3427

N Scale _____ (Harlan, IA)
Nishna Valley Railroad Society
 1303 Eighth Street
 Harlan, IA 51537-1640

HO Scale _____ (Marion, IL)
Southern Illinois Train Club
 PO Box 1633
 Marion, IL 62959-7833

HO Scale _____ (Kansas City, MO)
Southern Kansas City Model Railroad Historical Society
 Meets 2nd Monday each month 7pm
 Open house Sat. & Sun. 12 to 5pm
 8600 Ward Parkway • Suite 2030
 Kansas City, MO 64114-2643
 Contact: Richard Boone
 Telephone: (816) 996-1534
 eMail: rBoone@traintown-kc.com
 Information:
<http://www.traintown-KC.com>

HO Scale _____ (Bella Vista, AR)
Sugar Creek Model Railroad & Historical Society, Inc.
 PO Box #5452
 Bella Vista, AR 72714-5452

HO Scale _____ (Indianola, IA)
Warren County Modular Railroaders Transition era. RI and CB&Q
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 Contact: John Averill
 Telephone: (515) 961-3018
 14910 92nd Lane
 Indianola, IA 50125-7261

HO Scale _____ (Wichita, KS)
Wichita Model Railroad Club
 PO Box #48082
 Wichita, KS 67201-8082
 eMail: WCMR1@cs.com

HO Scale _____ (Glen Carbon, IL)
Metro East Model Railroad Club
 Work/run meetings _____ 6:30pm
 every Thursday at Club House -
 180 Summit Avenue
 Glen Carbon, IL
 Business Meetings first Thursday
 each month.
 Visitors always welcome!
 Contact: Bill Davis or Bob Gibson
 eMail: memrrc@gmail.com
 Information:
www.trainweb.org/memrc

N Scale _____ (Hutchinson, KS)
Kansas Central Model Railroad Club
 Contact: Charles Moll
 3106 Tulane Place
 Hutchinson KS 67502-2481
 eMail: c.Moll@sbcglobal.net
 Telephone: (620) 663-8167

N Scale _____ (Fenton, MO)
Mississippi Valley N Scalers
 20 Apostle Court
 Fenton, MO 63026-
 eMail: mvns@railfan.net
 Information:
<http://mvns.railfan.net>

N Scale _____ (North Kansas City, MO)
Missouri Northern Railroad Society, Inc.
 PO Box #12591
 North Kansas City, MO 64116-2591

N Scale _____ (Oklahoma City, OK)
Oklahoma N-Rail
 Contact: Bruce Alcock, President
 PO Box #96131
 Oklahoma City, OK 73143-6131
 eMail: info@oknrail.org
 Information:
<http://www.oknrail.org>

N Scale _____ (,)
Layout at Crossroads Mall
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(next to where Macy's used to be)
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Sunday, Noon to 6pm

N Scale _____ (Kansas City, MO)
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8600 Ward Parkway
Kansas City, MO 6814
Meets 3rd Sunday at 11:30am
Contact: Richard Boone
Telephone: (816) 966-1534
eMail: rBoone@traintown-kc.com
Information:
www.traintown-kc.com

N Scale _____ (Hastings, NE)
Tri-City Model Railroad Association
607 South Shore Drive
Hastings, NE 68901-2609

HO Scale _____ (Springfield, MO)
Ozark Model Railroad Association
424 West Commercial Street
Springfield, MO 65803-2650

N Scale _____ (Springfield, MO)
Northwest Kansas Model Railroad Club
603 South Smokyhill Avenue
Oakley, KS 67748-2321

G, HO, N Scales _____ (Little Rock, AR)
Southwest Independent Modular Railroaders
3107 West Capitol Avenue
Little Rock, AR 72205-5832

**STANDARD, G, O, S, HO Marklin, HO, N, Z Scales
and Wooden Trains** _____ (Kansas City, MO)
Union Station Kansas City Model Railroad Society
30 West Pershing Road
Kansas City, MO 64101-1701
9:00am - 5:00pm
Contact: Ted Tschirhart
Telephone: (816) 816-3449
eMail: TedTschi@kc.rr.com

G, O, HO Scales _____ (Savannah, MO)
Green Valley Baptist Model Railroad Club
11993 County Road 162
Savannah, MO 64485-8155
Contact: Nancy Adams
Telephone: (816) 262-0304
eMail: GreenPetticoat@yahoo.com

All Scales _____ (Claremore, OK)
Claremore & Southern
3049 Clover Creek Drive
Claremore, OK 74017-

All Scales _____ (Cherryvale, KS)
Parsons Model Railroad Engineers
Cherryvale Depot
Cherryvale, KS 68335-

All Scales _____ (Fremont, NE)
Nebraska Railroad Museum
1835 North Somers Avenue
Fremont, NE 68025-2958
Contact: Dave Fachman
Telephone: (402) 727-0615
eMail: fevr@FremontRailroad.com
Information:
<http://www.FremontRailroad.com>

All Scales _____ (Wichita, KS)
Wichita Area Model RailRoders
(WAMRR)
Meets 2nd Thursday each month
11:30am

Spears Restaurant
4323 West Maple Street
Wichita, KS 67206
Contact: Lionel A. Smith, Jr.
Telephone: (316) 239-1174 - Home
(816) 518-9050 - mobile
eMail: LionelSmith@hotmail.com

You will locate the invoice for the Caboose Kibitzer on the very next page.

I have changed some prices on the cost of ads to give a better price for vendors to advertise for a year and half. For the last 2 issues of 2016, and all of 2017. They will be getting a half a year free.

That also applies to the pike ads and NMRA Dealer ads.

Louis O. Seibel
Advertising Manager
Caboose Kibitzer
1069 North Logan Street
Olathe, KS 66061-6321
(H) (913) 393-3495
(C) (913) 927-6850



Caboose Kibitzer

Caboose Kibitzer
 Louis O Seibel
 1069 N Logan, Olathe Ks. 66061
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 l-seibel@comcast.net

DATE:
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TO

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QTY	COMMERCIAL ADS	DESCRIPTION		COST PER YEAR 2016-2017	SINGLE ISSUE RATE	LINE TOTAL
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	Eighth Page	2.5" x 3.5"		25.00	\$11.00	
	DEALER DIRECTORY					
	Business Card	1.375" x 2.375"		\$15.00		
	Pike Registry					
	Pike Registry Business Card	1.375" x 2.375"		\$5.00		
					Subtotal	
					TOTAL	
					PAIDED CASH	
					PAIDED BY CHECK NO.	
					TOTAL	

Make all checks payable to Mid-Continent Region

Thank you for your business!

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DEALER LISTING

Branline Sales



www.e-model-railroading.com

Dennis Brandt

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



Jim Dimatteo

Owner

150 Western Avenue
Branson, Missouri 65616

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Cell: (417) 559-3973

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jbDimatteo@aol.com



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Owner/Operator

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Email: AxleShultz@yahoo.com

I can also repair any TMCC equipped locomotive:
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Sgt. Shultz Train Repairs
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MCoR PIKE REGISTRY



Barry M. Quensel
President

The Altamont Route

480 SE Lasso Loop
Lawton, OK 73501

Phone: (580) 351-2037
e-mail: QuBert1@aol.com



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PRESIDENT

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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

The Hartland RR
HO INSIDE &
G OUTSIDE

President Ted Tschirhart
Kansas City, MO
816-861-3449



The Pectate Route

Kansas Arkansas and Ozarks Railroad
Parsons Kansas
Bob Wintle MMR President



Kansas City Northern

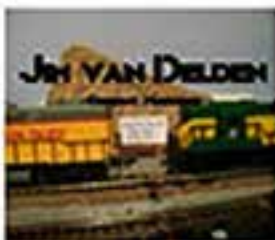
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Long Pine Valley



128 Pages, 11x14
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Sn3

Peter B. Smith
Receiver

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Mark Juett
Cincinnati Division Superintendent



Louisville & Nashville Railroad Company

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Email jjzett@kc.rr.com

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James M. (Mike) Peters
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St. Louis, MO 63116

Missouri Pacific Lines

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DAVID BOGARD
District Superintendent

Maumelle, Arkansas
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MoPac55@Hotmail.com



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Missouri Pacific Lines

Robert A. Simmons
Superintendent

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paulwmyers@kc.rr.com

PR & SR RR

Pleasant Ridge and Shelter Rock Railroad



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President and Owner

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tbd1945@aol.com



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Bob Johnson—Head Gasser
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ROCK ISLAND REPORTER

This newsletter is free to e-mail addresses.

To sign-up, go to: <http://eepurl.com/Ut8UL>

Please pass the above link to anyone who may be interested in the Rock Island. Back issues available. E-mail updates appreciated. Stories and smaller articles welcome. Send to Editor Tom Brugman, tbrug@aol.com.

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CABOOSE KIBITZER is *“back on track...”*
...items to look forward to...

2019 • First Quarter Edition

(January, February, March)

Topics to include:

- “Here Today; Gone Tomorrow” (2 articles)
- 2018 Oklahoma City Train Show
- 2018 Indian Nations Meet
- 2018 Kansas City Narrow Gauge Annual gathering

sponsored by Turkey Creek Division

2019 • Second Quarter Edition (April, May, June)

Topics to include:

- Santa Fe Historical and Modeling Society 2019 Convention
- 2019 Wichita Train Show and Swap Meet
- 2018 National Garden Railway Convention
- Life after Retirement



2019 • Third Quarter Edition (July, August, September)

Topics to include:

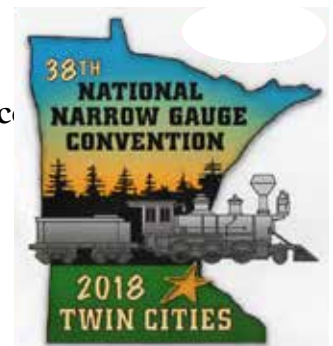
- 2018 NMRA National Convention
 - MCoR Board of Directors meeting
- 2018 National Train Show
- 2019 MCoR Convention (Wichita, KS)



2019 • Fourth Quarter Edition (October, November, December)

Topics to include:

- 38th National Narrow Gauge Convention
 - Minneapolis, MN - September 5 - 8, 2018
- 21st Annual Wichita Area Garden Railway Tour
 - Wichita, KS
- 39th National Narrow Gauge Convention
 - Sacramento, CA • Learn more at: <http://nngc-2019.com/>



Request for articles and photos

from any and all of you who may have attended:

Wanted!

Articles of Activity!

What have YOU been doing?

Anything railroad



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