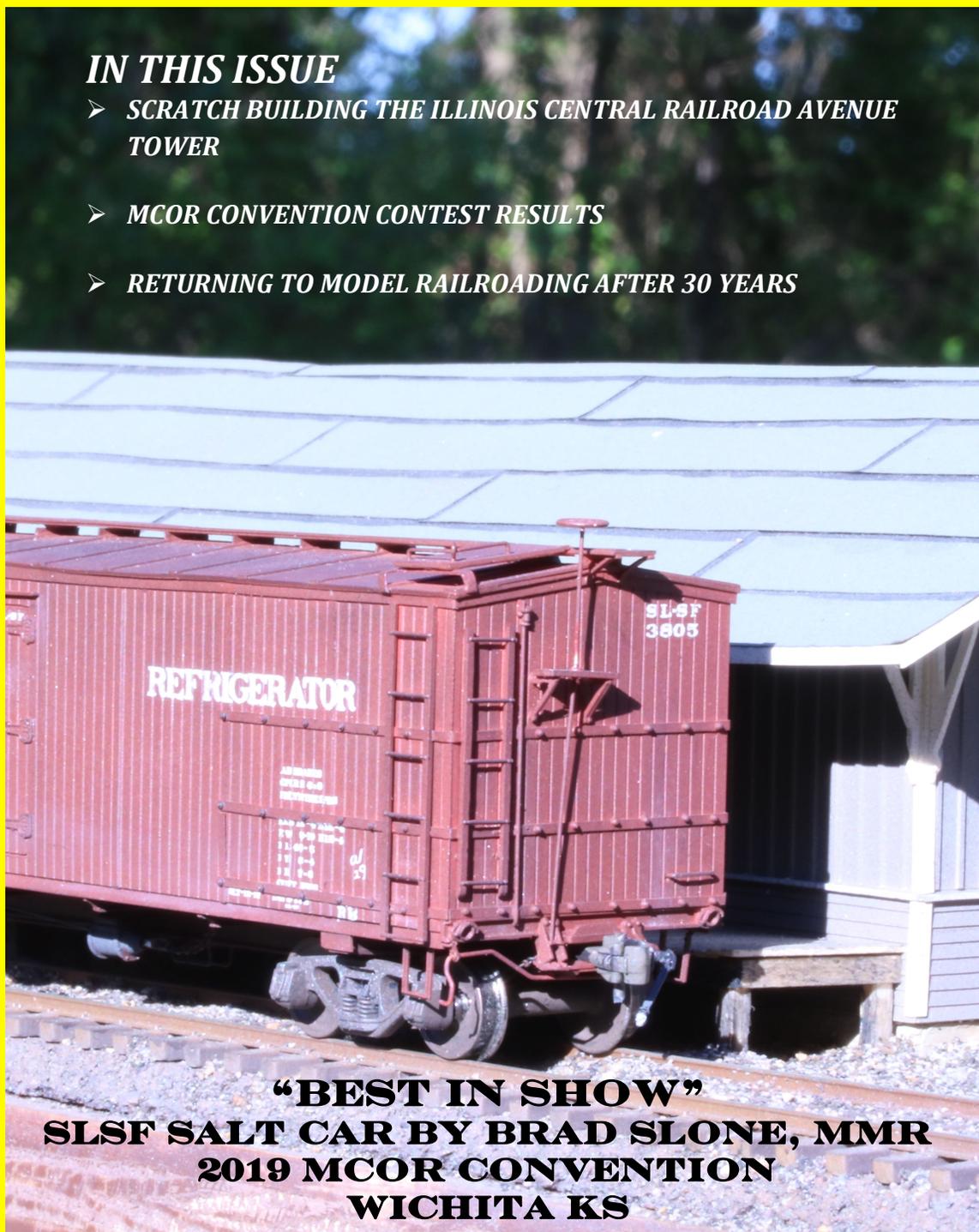


CABOOSE

K I B I T Z E R

IN THIS ISSUE

- *SCRATCH BUILDING THE ILLINOIS CENTRAL RAILROAD AVENUE TOWER*
- *MCOR CONVENTION CONTEST RESULTS*
- *RETURNING TO MODEL RAILROADING AFTER 30 YEARS*



**“BEST IN SHOW”
SLSF SALT CAR BY BRAD SLONE, MMR
2019 MCOR CONVENTION
WICHITA KS**



Volume 69, Number 4
4th Quarter 2019 October – November – December
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The **Caboose Kibitzer**® is the official publication of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA). Subscription to the **Caboose Kibitzer** is free. All NMRA members automatically receive electronic distribution by e-mail; non-NMRA members may request electronic distribution by going to this web page and subscribing:

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Deadline: All items submitted for publication must be received before the dates listed below to be included in the next issue. The Editor will attempt to include the information in the next issue, but there may be a delay because of a backlog

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Coming In The Next Issue

Bug Slap in Iowa
By Mike Barkhurst

**Returning to Model
Railroading Part 2**
By Charles Laggan

Track Authority
by Russ Boelling

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Due Dates **Content**

<u>Issue</u>	<u>Due Date</u>
First Quarter	December 1
Second Quarter	March 1
Third Quarter	June 1
Fourth Quarter	September 1

Ads/Pike Listings/Publicity

<u>Issue</u>	<u>Due Date</u>
First Quarter	November 15
Second Quarter	February 15
Third quarter	May 15
Fourth Quarter	August 15



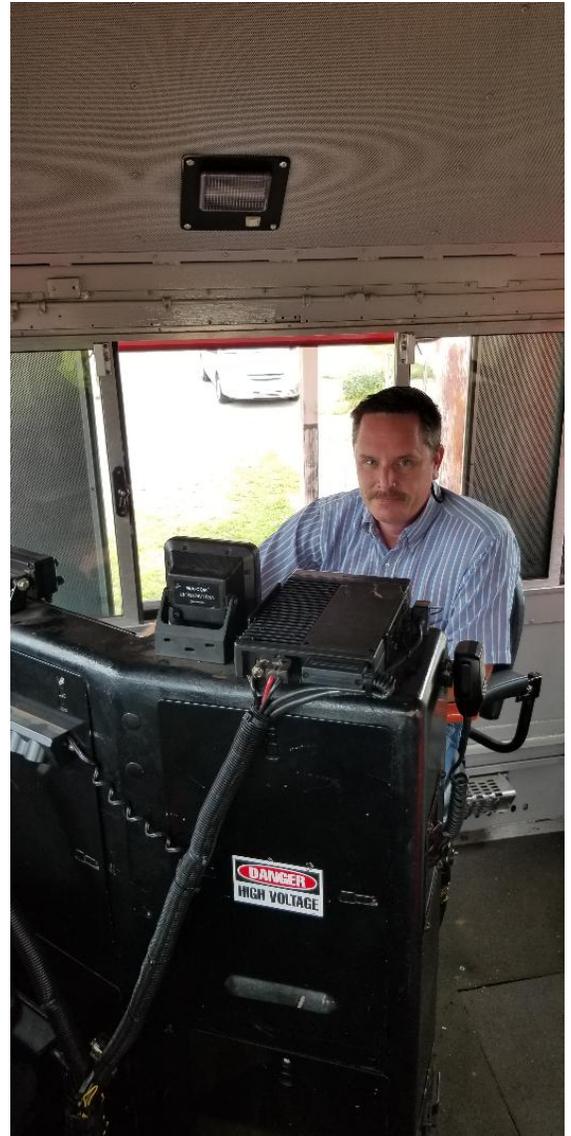
The Head End

By Brad Slone, MMR, President MCoR
Happily Modeling the Frisco

First off I would like to thank Hank for his last four years of service to the Mid-Continent Region. It is my hope that I can serve you as well as he has. Next, let me introduce myself. My name is Brad Slone and I live in central Missouri with my wife Gwen and son William. My wife Gwen has learned to put up with my railroad habit over the years and I think I might even have her convinced to do some scenery work at some point down the road. My son William, who is 8, is developing an interest in trains and is already shown interest in operating. He has already mastered the ability to operate trains prototypically and at scale speeds.

I've had an interest in trains from a very early age and, unlike many who have taken breaks at various points, model railroading has always been a constant in my life. Like many, I can recall my first Tyco train set and the many hours I spent watching it run in circles on a 4x8 sheet of plywood. Today I model the Frisco railroad between St. James and Lebanon MO during the war years of 43-44 with the primary power being steam. I had always been focused on the Frisco. I fondly remember my grandpa taking me up to the tracks to watch the train go by back in the 70's. He helped foster my interest in trains. I think he was a railfan - we just didn't know what a railfan was at the time. I had planned to model those years, but when the St. Louis guys started running the 1522, the steam bug took hold and that has been the direction I have gone ever since.

One of the questions I have been asked a lot lately is: "What is my agenda for my term - what would I like to accomplish?" First off, I think we need to maintain Hank's effort to reach out to the young folks within our boundaries. There has been a considerable amount of ink burned up talking about how the hobby is dying. From my perspective this is not the case. It is shrinking some, changing and evolving to be sure, but dying: no! If there is anything I have learned from watching the various podcasts on YouTube and attending RPM events is that there are a large number of folks that are hard-core model railroaders of all ages. The question is: how do we reach out to them, dispel any preconceived notion



they have about our organization, and prove the organization's value and relevance. This is a big question that will require a variety of answers and a will from National. But it's not just a National job either. It is up to us to show folks what a great organization we have. I would like to challenge all of you, if you have an idea big or small, on how we can

reach out to folks interested in model railroading. Let me know how much fun we have.

One of the topics I touched on while speaking at the recent Regional Convention in Wichita (for those who missed it, we had a great time) is the camaraderie we have within our group. It's hard to package in some kind of glossy advertisement what a huge part of belonging to the organization this is. The thing that I value most about belonging to the NMRA by far is the lifelong friendships I've made with folks over the years. As one can imagine growing up in rural Missouri, it wasn't exactly a hot bed of model railroading activity. Being able to reach out to a network of modelers has proven to be a tremendous asset over the years. One of the things I enjoy the most about our Conventions is visiting with everyone, catching up, listening to what they've got going on, and a little bit of good hearted ribbing now and then!

As I wrap things up for this edition, I do want to mention a couple of things that we're working on. With the National Convention in St. Louis next year we will not be having a Regional Convention. But that's not to say we won't necessarily get together - we've got some ideas and as they start to take shape, we will let everyone know the details. On a separate note regarding the National being in St Louis, the folks putting it together will need help with all kinds of aspects during the event. So I would encourage everyone to consider helping out a little if you can. It's a great way to meet new

people, network and learn new skills, and get to know your fellow modelers. We're also looking at options for our 2021 Regional Convention. We've got some exiting ideas for that, but also beyond looking for venues for the 2022, it's never too early to start planning.

One other thing I will mention is that the special election for the National Western District Director is coming up. Be sure and make your vote count. Along with this, I want to welcome Doug Whetstone on board as the new South Central Missouri Area Director. Doug moved here from Utah a few years back and was very active out there and, I think, will do his Area a great job here as well. I would also like to thank Joe Braddock for a job well done heading up the Area for the past several years. While we may be giving Joe a break, he has been a tremendous asset to the Region both in his knowledge and willingness to help out in any way and I'm sure we will see him back involved in some capacity in the not-too-distant future.

I look forward to serving you for the next two years and don't hesitate to reach out and contact me with any questions or concerns. As my schedule and time allows I look forward to meeting as many of you as I can in the coming years.

Till next time!

Brad Slone MMR

Mid-Continent Region President



Gateway 2020

NMRA National Convention

July 12-18

Ball Park Hilton, St Louis, MO

Information/Registration @ gateway2020.org



Some Thoughts Upon Leaving Office

By Hank Kraichely, Outgoing MCoR President

Happily Modeling the CB&Q

It seems hard to believe that my four years as Region President has ended. A good friend of mine Phil Bonson who was serving as Vice President, called to ask to if I would run for President of the MCoR Region. After thinking it over I agreed to run. The race was close, I was elected and now my opponent, Brad Slone, is your new President. I enjoyed these four years, but it would not have been possible without the generous help of so many members who always said yes when I asked for help. And a special thanks to:

- Whit Johnson, my predecessor, who spent hours explaining the position, open issues and, most importantly, assisted in completely re-writing the outdated MCoR Regulations.
- Vice-President Robert Simmons, who handled annual membership verification. He represented MCoR at the Denver Train Show. And finally, he established MCoR's electronic presence on YouTube and Facebook.
- Treasurer Robert Folkmann, who is quite an unassuming man that can be counted on. Bob always has the Division NMRA refund checks at the Board meetings plus he maintains he oversight of the Region's investments and bank accounts. He has been able to quickly provide special reports when requested.
- Brad Slone, our new President, who is a man I am proud to call my friend. He has the GOD-given trait called *common sense*, which allows him to go to the heart of the matter. Brad has a high level of energy, as exhibited when he organized and ran the Jefferson City MCoR Convention. And after that he submitted an outline of what it takes to run a successful convention!
- John Garavaglia, our Region Attorney, who worked to restore the Regions 501-c3 non-profit status with the IRS. This allows MCoR to sell items without collecting sales tax plus encourages donations both financial as well as

train collections. Two donation contacts have been referred so far this year.

- Ryan Moats, our Webmaster, who has not only maintained and updated the Region's website but has initiated a complete redesign simplifying navigation. He also employed the color green for the site - an unusual but very fitting for our site.
- Finally, for two Turkey Creek Division members, Larry Alfred and Larry Diehl, who have taken on important duties and never asking for or receiving any recognition.

This is my last column, thank you for your assistance these four years. I hope to see you in St. Louis next year.

Hank

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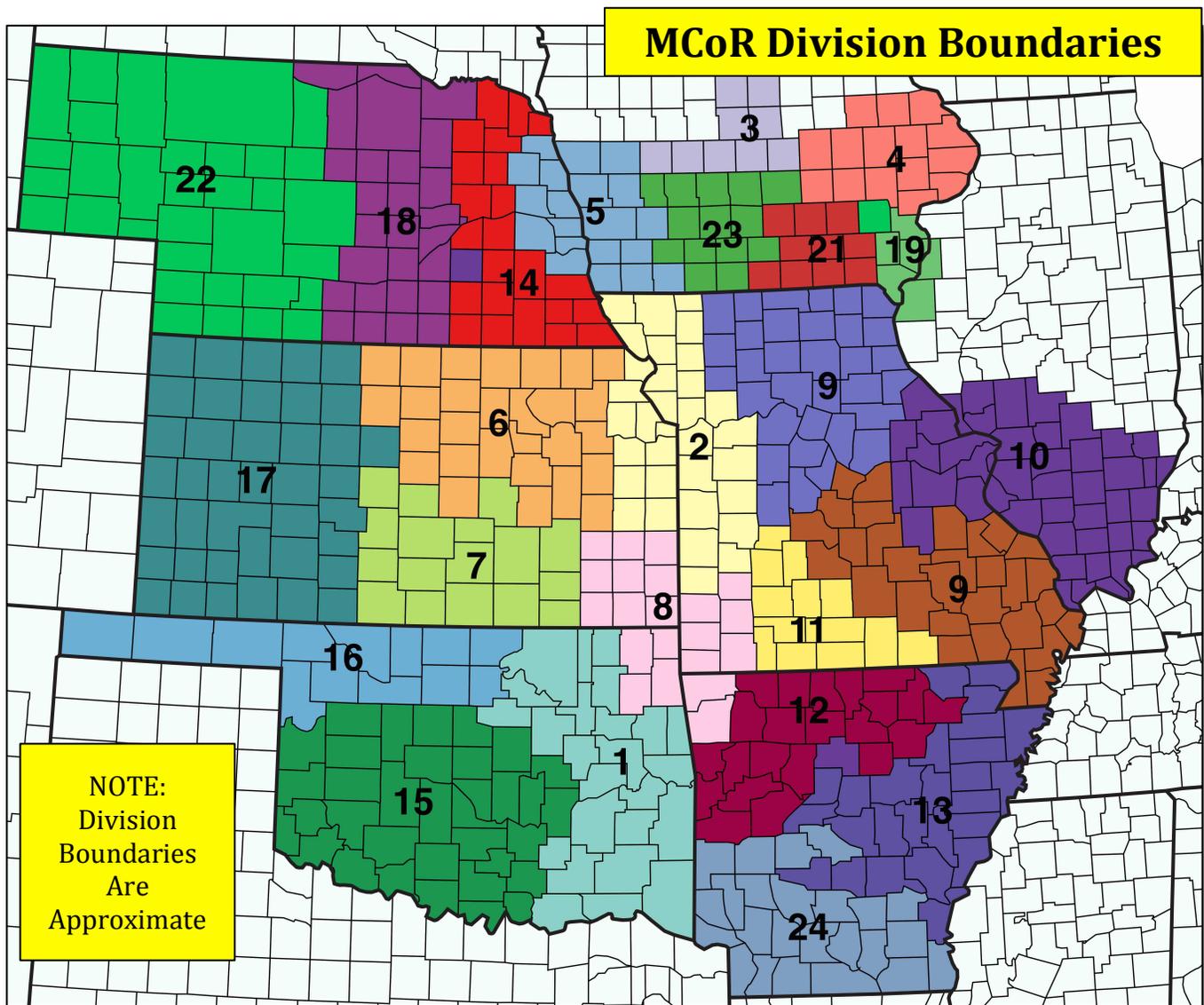
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Division	Division/Area Name	Director	E-mail	Division	Division/Area Name	Director	E-mail
1	Indian Nations Division	James Senese	dir-2901@mcor-nmra.org	13	Little Rock Area	William Hobbs	dir-2913@mcor-nmra.org
2	Turley Creek Division	John Fales	dir-2902@mcor-nmra.org	14	Cowboy Line Division	Dennis Brandt	dir-2914@mcor-nmra.org
3	Kate Shelley Division	Richard Liebich	dir-2903@mcor-nmra.org	15	Oklahoma Hartland Division	Kurt Konrath	dir-2915@mcor-nmra.org
4	Eastern Iowa Division	Tony Bowen	dir-2904@mcor-nmra.org	16	Northern Oklahoma Area	--	
5	Western Heritage Division	Bruce Hochberger	dir-2905@mcor-nmra.org	17	Western Kansas Division	Robert Simmons	dir-2917@mcor-nmra.org
6	Kansas Central Division	Ray Brady	dir-2906@mcor-nmra.org	18	Platte Valley Division	Todd Petersen	dir-2918@mcor-nmra.org
7	Chisholm Trail Division	Phil Aylward	dir-2907@mcor-nmra.org	19	Illowa Rails Area	Michael Worley	dir-2919@mcor-nmra.org
8	Maple Leaf Area	--		21	Fallen Flags Division	John Rietveld	dir-2921@mcor-nmra.org
9	Central Missouri Area	Doug Whetstone	dir-2909@mcor-nmra.org	22	Nebraska West Central Division	Gene Tacey	dir-2922@mcor-nmra.org
10	Gateway Division	David Lowell	dir-2910@mcor-nmra.org	23	Great Midwestern Division	Whitney Johnson	dir-2923@mcor-nmra.org
11	Ozark Mountain Area	--		24	Southern Arkansas Area	--	
12	Northern Arkansas Area	--					

DIVISION MEETINGS

Division 1: INDIAN NATIONS DIVISION (Tulsa OK): Unless otherwise specified all Indian Nations NMRA meets are held at the new Hardesty Library, 8316 E. 93rd. St. just east of Memorial Rd. in Tulsa, OK. Library opens at 9:00 am and the meetings start at 9:30 am: Superintendent - Dave Salamon 918-272-5512 or drs_rr@yahoo.com Web page: www.tulsanmra.org

Division 2: TURKEY CREEK DIVISION (Kansas City Area): 4th Tuesday every month at 7:00PM except Dec Holiday Party (Dec 17, 2019), Lakeview Village, 9000 Park Pl., Eastside Terrace Bldg., Lenexa KS; For current information: Louis Seibel, L-seibel@comcast.net or 913-393-3495 or 913-927-6850; or the Division Timetable <http://www.tc-nmra.org/TC-Calendar.html>

Division 3: KATE SHELLEY DIVISION (Ames Area): 4th Thursday of every month except: 3rd Thurs in Nov and no meeting in Dec; 6PM Business and 7PM get together; anything railroad goes. Ames Public Library, 515 Douglas Ave, Ames IA

Division 4: EASTERN IOWA DIVISION: Mike Barkhurst, superintendent; e-mail: cmbarkhurst@gmail.com For division activities check out our website monthly at: <https://sites.google.com/site/easterniowadivision/>

Division 5: WESTERN HERITAGE DIVISION (Omaha NE/Council Bluffs IA): 2nd Saturday (except June and December) at noon in the Sump Memorial Library at 222 N Jefferson St. (2nd & Washington Streets) Papillion NE (across from Runza). Visit www.whdnmra.info for more info and a map. The new web site is found at <http://www.whd.mcor-nmra.org>

Division 6: KANSAS CENTRAL DIVISION: 1st Saturday of even numbered months. Meetings start at 1PM. For the next meeting's location and program please email kd0r@fhrd.net.

Division 7: CHISHOLM TRAIL DIVISION (Wichita KS): 1st Tuesday each month at the Olivet Baptist Church, 3440 West 13th St, Wichita, KS 67203 (13th Street North & High Street). Gathering-6:45PM; NMRA meeting 7:00 - 9:00PM Information Alan A. Aagaard email: alan.a.aagaard@gmail.com

Division 10: GATEWAY DIVISION (ST. Louis, MO) 3rd Monday each month, 7:00 PM, Odd numbered months: Trinity Lutheran Church, 14088 Clayton Road at Woods Mill Rd (Hwy 141), Ballwin, MO; Even numbered months: VFW Hall, O'Fallon, IL; Info: <http://www.gatewaynmra.org/division.htm>

Division 14: COWBOY LINE DIVISION (Norfolk NE): 3rd Thursday each month, 7:00 PM at HyVee East upstairs meeting room. Corner 1st Street and Norfolk Ave, Info: Dennis M. Brandt, Phone 402-992-2415, email dennisbrandt44@gmail.com

Division 15: OKLAHOMA HEARTLAND DIVISION (Oklahoma City, OK) meets in the even months in the Oklahoma City area; Contact OHD Director at dir-2915@mcor-nmra.org All who are interested in Model railroading are welcome.

Division 17: WESTERN KANSAS DIVISION (Dodge City, KS): Meetings pending a new location. Info: Robert Simmons, Division Director, 620-521-3591(C) or 620-272-0444(H); Facebook page "Western Kansas Division"; e-mail: trainman55@hotmail.com

Division 18: PLATTE VALLEY DIVISION (HASTINGS, GRAND ISLAND, and KEARNEY NE): Meet quarterly in members homes on a rotating basis or at sites of interest. New members are always welcome. Info: Todd L. Petersen, Division Director, 308-832-2200 or todd@gtmc.net



Editor's Musings

By Ray Brady

Happily Modeling the Union Pacific, D&RG, and Colorado Midland

Hello, and welcome to the 4th Quarter 2019 issue of the **Caboose Kibitzer**. As you can tell, there is a different look to the CK this time. There is a new Editor onboard, and let me introduce myself to you.

My name is Raymond Brady, and I am a member of the Kansas Central Division (KCD) NMRA. I am currently serving as Director for the KCD and also editing the Brass Pounder – the KCD bi-monthly publication.

My model railroading started sometime in the 4th or 5th grade when I received the proverbial “round the tree” 027 Lionel train set. At the time, my friend next door also received a model train set – again 027 but by Marx. That did not deter us from pooling our resources – I can remember setting up a combined tabletop layout in my basement. We built a bridge between the two tables. At that time, we were not strong into prototype modeling and the bridge consisted of 4’ of track spanning the distance between tables – just track. No structure to support it! Using old clunkers engines, we enjoyed watching the track swing and sway and the loco crashing to the ground...

Later, at about 12 or 13, I enjoyed the model railroad articles in Boy's Life magazine, and designed a “Switching Layout” that would have totally covered a 4X8 sheet of plywood. I don't think there was more than 5 square inches that did NOT have track covering it. I soon realized that design was ridiculous.

But then other interests took over. Girl friend (and future wife), College, Job, Career, Moving, Career, Retirement; you know the story... The career took me from my birthplace in Wichita KS to Pratt & Whitney in Connecticut (think Jet Engines) and then to Steuben Maine for retirement. Then, events occurred that resulted in me getting back into model railroading back home in Kansas.

I currently have a layout in my basement representing the Union Pacific, Denver & Rio Grande, and Colorado Midland stretching from Topeka KS to Ogden UT via 2 routes – through Denver or Cheyenne. We can explore that sometime in the future. If you want, do a YouTube search on [JOYCOVE1](#) for some videos.

But right now, I would like to talk about the Caboose Kibitzer. I see the CK fulfilling a number of needs for the Region.

1. The CK exists to fulfill the mission of the NMRA of being an “Educational” publication. I hope to include educational material in the Caboose with model railroading “How-To's”, prototype events and experiences, events and happenings throughout the region, and looking back at our Region's history (it is easy to forget the past and wind up reinventing the future...)

2. The Caboose also exists to celebrate the achievements of the NMRA members. Whether it is achieving MMR status or honorable mention in a modeling competition, each is an important event for us in the hobby.

3. The Caboose is addressed to the 900+ members of the Region covering a 7 state area. We cover a large, sometimes sparsely populated, area. And we are diverse railroaders – we each approach the hobby differently.

4. And finally, the Caboose exists for each of us to express ourselves. If you have thought about writing an article, I welcome your comments. If you have thoughts or comments, I welcome them. This issue does not have a “Letters to the Editor” section, but I will enthusiastically include those in the future.

Well, enough of my thoughts. On to the **Caboose Kibitzer** Magazine....

Ray Brady



Achievement Awards

By Brad Morneau MMR
MCoR AP Chairman

The year started off really good with three new MMR's. We also have seen a steady number of merit awards and other AP Certificates get processed for MCoR, especially from the annual MCoR Convention.

MMRs Awarded

Turkey Creek Division

Shelden Levy MMR on 1/1/2019

Cars - 1/1/2019

Structures - 8/13/2010

Scenery - 8/13/2010

Civil Engineering - 4/23/2007

Electrical Engineering - 4/23/2007

Volunteer - 2/25/2011

Author - 4/6/2009

William Scheerer MMR on 1/24/2019

Cars - 1/24/2019

Structures - 8/20/2018

Scenery - 8/20/2018

Civil Engineering - 2/24/2015

Electrical Engineering - 10/16/2010

Chief Dispatcher - 2/24/2015

Volunteer - 2/24/2011

Indian Nations

Edward Bommer MMR on 2/18/2019

Motive Power - 10/16/2001

Cars - 10/1/1998

Structures - 9/9/2010

Scenery - 9/9/2010

Civil Engineering - 11/14/2018

Association Official - 6/24/2009

Author - 10/1/1998

AP Awards in process at National

Kate Shelley

Doug Harding: Structures, Electrical Engineering, and Association Official

Turkey Creek

Andy Luchen: Volunteer

Eastern Iowa

Todd Summers: Volunteer



The Last Ride

In Recognition of Those NMRA
Members That Have Passed

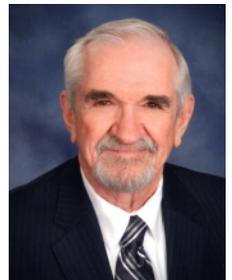
Tim Stout passed away December 19, 2018. Tim was an active member of the Gateway Division, serving as Superintendent from 2013 to 2015 and most recently as Contest chairman. Tim had a great love of model trains and was also a member of the Litchfield Train Group and the National Model Train Association.



John Paul Evans, Jr. passed away January 17, 2019. He was an active member of the Turkey Creek Division. He also belonged to the Rio Grande Modeling & Historical Society. Last year at the 2019 NMRA National in Kansas City Paul gave several clinics including Colorado Railroad, Street Cars of Kansas City, and Making Trees From Natural Plant Material. One of Paul's passions within our hobby was research. That made his clinics great sources of information.



Paul Myers, MMR passed away August 16, 2019. He was an active member of the Turkey Creek Division. He was born in Kansas City, Kansas and was a long-time resident of Kansas City, Missouri. Paul began working on the NMRA Achievement Awards and became Master Model Roder #381. He enjoyed photographing trains and family events. He was always willing to share his knowledge.





Board of Director's Meeting Summary Mid-Continent Region – June 22, 2019

Meeting called to order by Hank Kraichely on June 22, 2019 at 9:15AM.

- Last Train Ride: Western Nebraska Division: Harvey Hinz (not a current member)
- Treasures report by Bob Folkman. Bob Folkmann distributed the rebate checks.
- MCoR section of Kalmbach Library is now in California. A secondary library will be maintained in Tennessee.
- Convention Managers Report: Rob Neises. 67 attendees the Wichita Convention. Activities have continued until 11pm each night. Whit Johnson is working with Tulsa for 2021 and that we are working to do something in conjunction with the 2020 National in St Louis. Looking for conventions in 2022 as well as 2023.
- Election Report: Whit Johnson: Reported the results of the election (**Brad Slone, MMR: President; Robert Simmons: Vice-President; Ryan Moats, MMR: Secretary, Roger Folkmann: Treasurer**) and how these results compared with previous years reports. These results yielded some of the highest response we have seen in many elections. Whit Johnson recommends that the results be certified. Curt Konrath made the motion; motioned passed.
- Publications Report: Alan Aagaard commented on how he was going to wrap up his duties as the editor to catch up on the back issues. Hank Kraichely stated that he has been talking with Ray Brady on picking up the editor responsibilities. Ray Brady had some questions: specifically why we have the Caboose Kibitzer. Alan Pollock responded that it is the only contact many members have with region activities. Whit Johnson

said the Kibitzer is a method to share hobby activities to the membership at large. It is a free publication and that it can reach out beyond the ranks of the MCoR membership. Joe Braddock points out that many members live in rural areas and that the Kibitzer provides contact for these folks. Ryan Moats spoke about the listing of clubs as well as the Pike lists are beneficial for people to visit while traveling. Hank Kraichely pointed out that the chances of an article getting published is much greater with the Kibitzer as opposed to a national magazine. Ray Brady went on that the editor's position is greater than one person can handle and that for him to accept that position he would like to have several Associate Editors to assist him with this responsibility. Joe Braddock asked if we could make it the responsibility of the Directors to be a point of contact for the Editor. Ray Brady passed around a signup sheet for folks to sign up as points of contact. Hank Kraichely touched on his rolling into the Advertising Manager for the Kibitzer. Ray Brady asked why we need to sell Ads. Hank Kraichely stated that many people are as interested in reading the Ads as they are the articles. Whit Johnson stated that a different approach might be to allow sponsorships where they could submit material to be published.

- Robert Simmons commented that the Region now has a presence on Facebook and he encouraged folks to add material to these pages.
- Whit Johnson indicated the spike in membership from the Kansas City convention has not fallen off as expected.

Whit Johnson stated that the Region average membership was at 967.

- Boy Scouting Report: Bob Folkmann had 650 boys at the Scout camporee. Next one May 2023.
- Old Business: Study of the Division/Area boundaries, asked if anyone had worked on this. Cowboy Line, Kansas Central and Central Missouri had both looked into identifying their boundaries. Whit Johnson stated that these need to be finalized with the results submitted so that any changes can be made.
- Robert Simmons spoke about a junior engineer program to involve kids at Train Shows.
- Joe Braddock stated that he would be stepping down as the Central Missouri Area Director later in the year, but that an individual would be stepping up to replace him.
- Motion to adjourn; 1st Bob Folkmann, 2nd Joe Braddock, motion passed

Meeting adjourned at 10:45AM.



New Members

By Whit Johnson, MMR
MCoR Membership Chairman

Indian Nations Division

Michael Heggen

Turkey Creek Division

Richard Koch
David Carl
Jerry Blackwell

Western Heritage Division

Imogene McGovern

Kansas Central Division

Gregory Schneider

Cowboy Line Division

Mark Watson

Chisholm Trail Division

Duncan Family
Gale Meek

Central Missouri Area

Rick Chandler

Gateway Division

James Stancil
Lorie Knox
Vern Tracy
Michael Swederska
Edward Smith
Ben Jordan
Greg Rowley
Brenda Masters-Stout

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Chisholm Trail Division
Phil Alyward
Cowboy Line Division
Craig Drenkow
Eastern Iowa Division
Tony Bowen
Gateway Division
David Lowell
Kansas Central Division
Chris Heinsohn
Oklahoma Heartland Division

Kurt Konrath
Turkey Creek Division
Greg Ohlmacher
Western Heritage Division
Bruce Hochberger
Western Kansas Division
Robert Simmons

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MMR/AP Chairman
Brad Morneau
Advertising/Pike Registry
Hank Kraichely
Membership Chairman
Whit Johnson
Operations Column
David Heinsohn
Switch List Manager
Louis Seibel



Scratch Building the Avenue Tower

By David Lowell

Happily Modeling the Chicago & Illinois Midland Railway

At the 2019 MCoR convention in Wichita, David Lowell's scratch-built Avenue Tower took first place in the Structures Category. The article that follows gives the background and construction details of how David built the model.

HO

Avenue Tower Built at LowellCoMotive Works (LCMX), Crestwood, MO

In North America, the accepted railroad definition of *interlocking* is: "An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence".¹ Interlocking plants first came into being in England around 1840 and made their first appearance in the US in 1875. Due to the uniqueness of many of the crossings and interchanges, a great variety of tower types emerged to manage them including mechanical, electro-mechanical, relay and several others. Their complexity also varied greatly in relation to the complexity of the crossings and Interchanges they guarded.

The subject of this article is the Illinois Central Railroad's Avenue Tower Interlocking Plant located in the southeastern quadrant of Springfield Illinois (Figs. A-1, A-2, and A-3) at a complex intersection between the Chicago & Illinois Midland (C&IM), Baltimore & Ohio (B&O), Gulf Mobile and Ohio (GM&O) and Illinois Central (IC). It was complex because it consisted of the intersection of main lines, branch lines, joint trackage right passenger terminal leads, sidings, and mine tracks. I have not been able to find any info on when it was constructed and put into service (my guess is very early in the 20th Century based on its architecture)

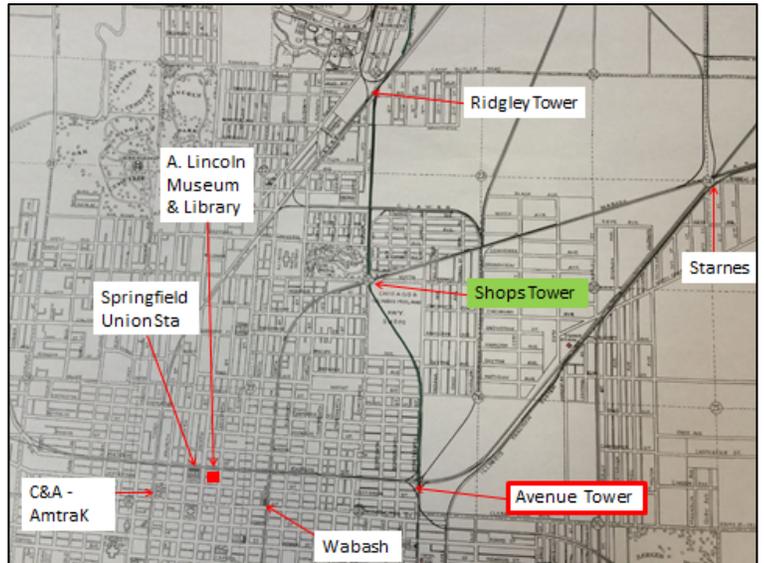


Fig. A-1: Map of Springfield Illinois with location of Avenue Tower in relation to other key landmarks.

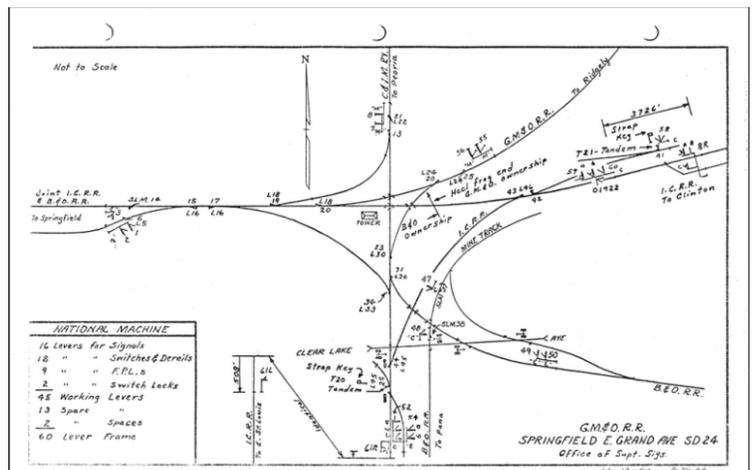


Fig. A-2: Avenue Tower Interlocking diagram. GM&O RR 1958.

¹ Josserand, Peter; Forman, Harry Willard (1957). *Rights of Trains* (5th ed.). New York: [Simmons-Boardman Publishing Corporation](#). p. 5. [OCLC 221677266](#). Definitions.

but I have found several references as to its demise, sometime between 1993 and 1995.

Information on this particular tower is scarce. I, of course, used all the resources available to me via my personal “Frank S. Breed Library” here at my private LCMX (LowellCoMotive Works) complex. Frank S. Breed was my maternal grandfather who also worked for the C&IM from 1927 to 1961 in the Mechanical Department. Those resources include the following.

Chicago & Illinois Midland, Golden West Books; Wallin, Stringham, Szwajkart.

Chicago & Illinois Midland Railway In Color, Morning Sun Books; Ryan Crawford & James E. Lewnard.

Central Illinois Rails Color Pictorials, 1950s – 1970s, Four Ways West Publications; R.R. “Dick” Wallin and J. David Ingles.

Central Illinois Rails Volume Two, 1950s – 1970s, Four Ways West Publications; J. David Ingles and R.R. “Dick” Wallin.

In addition, I reference photos on-line as well as several websites.

Once I had completed my research, it was time to establish the physical parameters for the model structure. Based on my knowledge of general building practices and proportions I was able to “scale” certain elements in the photos and thus extrapolate the overall dimensions all the while taking modeler’s license when necessary to keep things “looking right.” I also used some tips from Dave Roeder’s January 2016 presentation on decals presented at a Gateway Division of the NMRA meeting; most specifically that he does most of his drafting in MS XL. After that I set out to create a set of basic plans. **(Figs. B thru E)**

Once the drawings were complete I set out to gather the majority of the materials that I would need. The list of the materials I utilized for the project consisted of:

- Levers for interlocking tower - SKU: 1293 from GCLaser. Qty: 5 kits.
- Windows -part # 8096; 30” x 92” 1/1 Double Hung from Tichy Train Group. Qty: 3 pkgs.

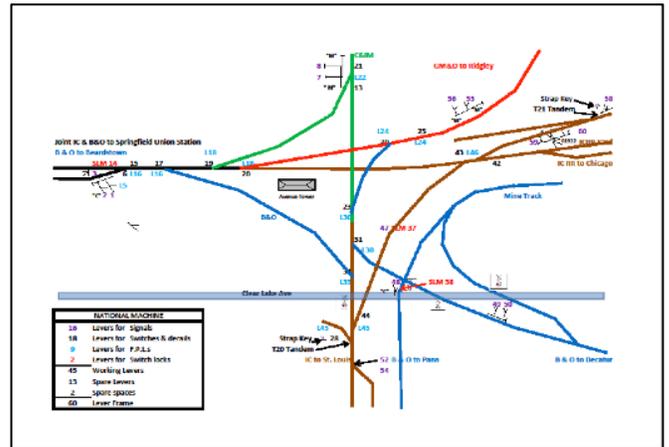


Fig. A-3: Avenue Tower Interlocking diagram with track ownership (diagram about 90% complete, still working out some details and certainly open to feedback.)

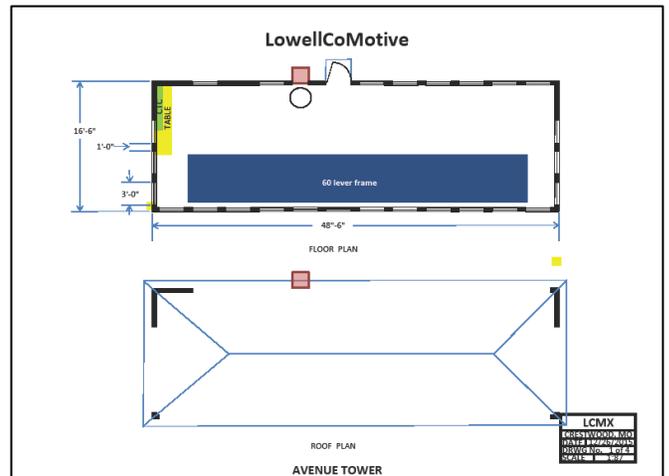


Fig. B: Avenue Tower Floor Plan and Roof Plan.

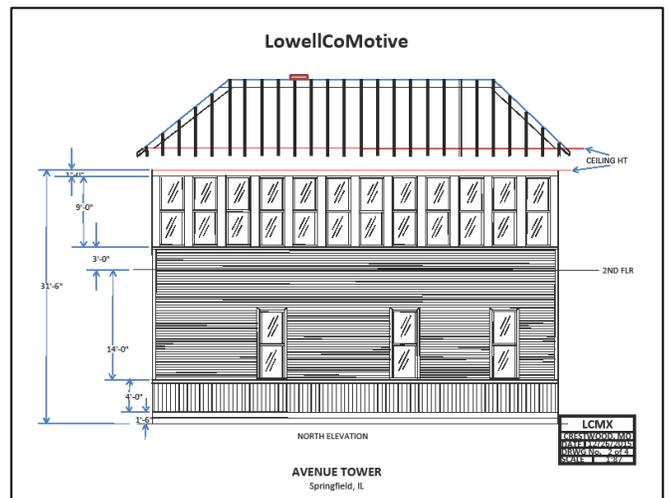


Fig. C: Avenue Tower North Elevation.

- Wood clapboard siding - Item #: 60797X3; 1/16 thick with 1/16 spacing from Micro-Mark. Qty: 1 pkg.
- Wood wainscot - Item #: 60814X3; 1/16 thick with 1/16 spacing from Micro-Mark. Qty: 1 pkg.
- Flooring & lower vertical boards – Item # 60816X3; 1/16 thick with 1/8 spacing scribed sheathing from Micro-Mark. Qty: 1 pkg.
- Dimensional lumber in multiple sizes from local hobby store. Qty: way more than I expected.
- Stairs – part # 6213; turned spindle stair rails w/ stairs from Tichy Train Group. Qty: 2 pkgs.
- Coal bin- SKU # SS2384 from Scale Structures. Qty: 1 pkg.
- Coal scoop shovel- SKU # SS2238 from Scale Structures. Qty: 1 pkg.
- Desk (without blotter) & Swivel Chair Kit - SKU # SS5115 from Scale Structures. Qty: 2 pkgs.
- Office equipment- SKU # SS5166 from Scale Structures. Qty: 1 pkg.
- Potbelly stove- SKU # SS2531 from Scale Structures. Qty: 1 pkg.
- Chimney cap from the scrap pile. Qty: 1.
- Light bulbs- part # CK1010-2; 16V GOW bulb from the stockpile of goodies. Qty: 4.
- Railroad Lantern; SKU # SS2298 from Scale Structures. Qty: 1 pkg.
- Regulator Style Wall Clock with Printed Face Kit; SKU # SS2255 from Scale Structures. Qty: 1 pkg.
- Wall Mounted Extending Telephone, SKU # SS2246 from Scale Structures. Qty: 1 pkg.
- Desktop Candlestick Telephone, SKU # SS2247 from Scale Structures. Qty: 1 pkg.
- OS sheet, cut from copy paper. Qty: 1.

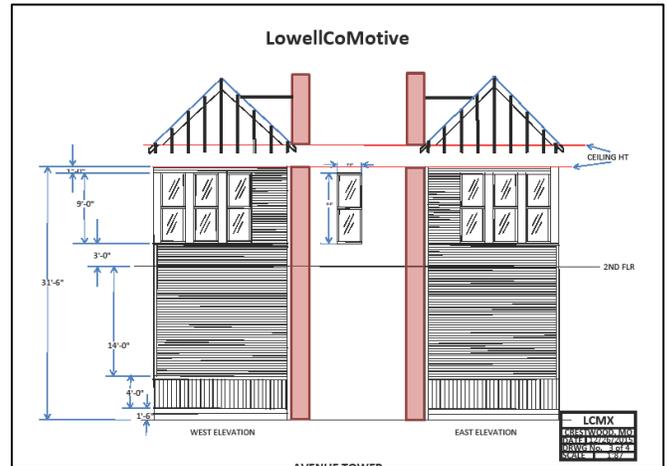


Fig. D Avenue Tower West & East Elevation.

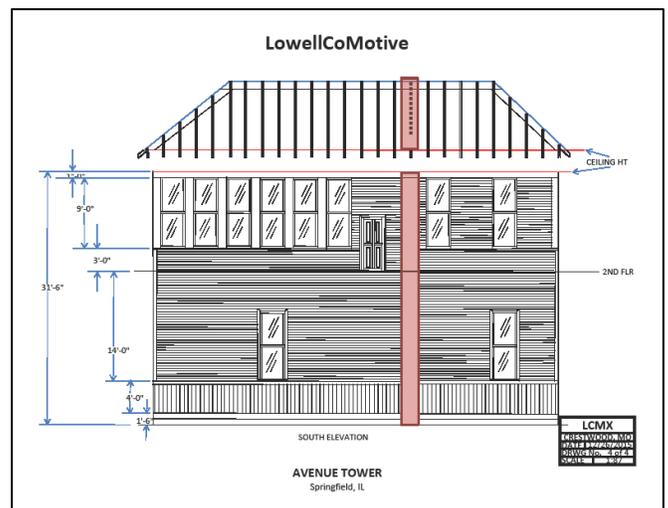


Fig. E: Avenue Tower South Elevation.



Fig. F: South elevation operators level opening layout.

- Misc. paints, glues, tapes, and tools all from stock.

Once I'd chosen my subject, completed the drawings, accumulated some photos to check against, and gathered most of the materials I would need, all I needed was the spark of inspiration to kick me in the rear to get the train roll'n. That spark was not that hard because I had long wanted to build this model and add it to my pike.

First, I started by laying out the window openings on the upper level of the building. It was important to keep the windows aligned and all spacing consistent. Prior to cutting the rough window openings, I double-checked the layout against the drawings. **(Fig. F)** After the openings were laid out, I clearly marked the areas to be removed, drilled #50 holes at each corner, and then used **multiple** sharp # 10 blades to repeatedly score the wood and cut out each opening. I utilized a straight edge for this work to insure that the cuts were true. **(Fig. G)**

It was important that the windows fit snugly into their rough openings and not drift horizontally, vertically or move out of plumb. This was important because on the exterior there would be a mullion between each window that needed to fit correctly by just barely overlapping the window's molded plastic window trim.

So the margin for error was very slim. The alignment on the interior was just as crucial because the windows did not come with a pre-molded interior trim like the exterior. Also, the depth of the windows just matched the depth of the walls exactly and, therefore, would require interior casing that would look best if the windows were plumb and parallel. **(Figs. H-1 & H-2)**

Next I laid out and cut in the machine room level (ground floor) windows. I then glued the upper and lower wall sections together with a butt seam reinforced on the interior by the wainscot. The wainscot was installed to function in three ways; 1) to be prototypical from the under-side of the windowsill to the floor, 2) to be a splice plate for the wall sections, and 3) to provide a stop for



Fig. G: North elevation operator's level openings.

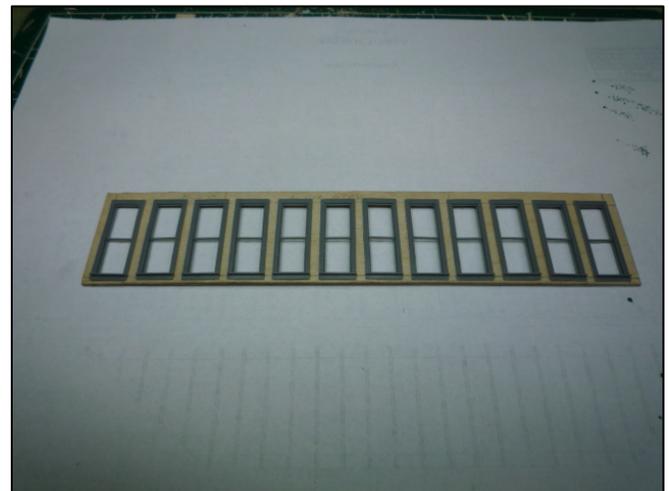


Fig. H-1: Exterior Wall Layout.



Fig. H-2: Exterior Wall Layout.

the lever room floor to slide up against during final assembly. (Fig. I)

On the exterior this seam between the upper and lower wall sections is covered by a horizontal 1"x 12" trim board just below the windows. (Fig. J)

In addition to the horizontal trim below the windows at the splice, the exterior contained a fair number of trim pieces. Above the windows running horizontally was also a scale 1" x 12". It rested on a shim layer that allowed the scale 1" x 12" to overlap the top molding of the plastic window trim and align with the vertical mullions. The vertical scale 1" x 12" mullion covers were installed between the windows from the crown molding down to the windowsills. These mullions also had to create outside corners at the East and West ends of the North elevation where the window band wrapped around the corner.

The gaps below the mullions at the windowsill level were in-filled to give the windowsill a prototypical continuous horizontal shelf appearance. In addition to the trim around the windows, vertical scale 1"x 6" trim was required at each outside corner of the building between the window line and the car siding level to conceal the ends of the clapboard siding. At the union of the horizontal clapboard siding and the vertical car siding another scale 1"x 6" was run horizontally in line with the underside of the window sills on the ground level equipment room. The final horizontal trim pieces were the twin scale 1"x 10" mud sills at the bottom of the 8" vertical siding. On the South side the door received scale 1"x 6" trim as well and a curved scale 1"x 6" head piece over the arched transom windows. Once the two main walls were trimmed out, the same process was followed for both of the end section walls as well.

The interior window trim consisted of an interior sill where the bottom of the windows met the top of the wainscot. Each of the 26 windows and the door were trimmed out with scale 1"x 4" dimensional lumber including mitered corners. To insure the mitered corners fit nicely, I installed the vertical pieces a bit long. I then laid the horizontal top piece across the running ends.



Fig. I: Interior with Wainscot.

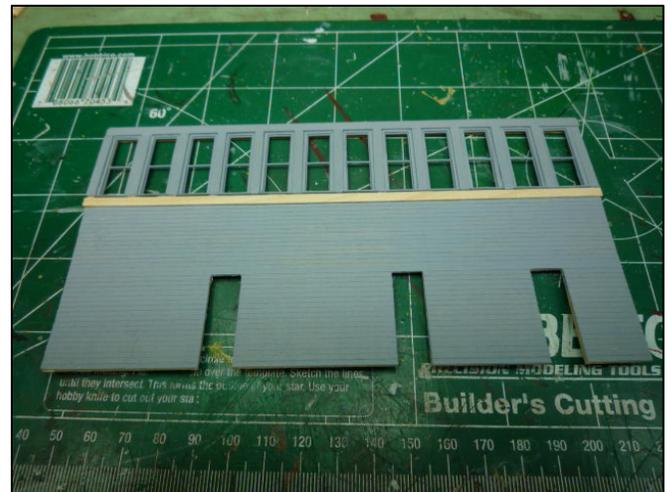


Fig. J: Exterior with 1" X 12" Trim Board.



Fig. K: Lever Installation.

After that, I cut it and the piece below it at the same time to insure exact matches on the miter angle. A sharp knife blade is essential for this so that you get a crisp cut and not a mashed edge.

In a separate operation, while the wall components, glue and paint dried, I assembled the Armstrong levers. The GCLaser kits I used were made of a cardboard material so they were pretty delicate. According to the Avenue Tower Interlocking diagram I garnered from the internet, it was a 60 lever frame manufactured by National Frame and consisted of: 16 levers for signals, 18 for switches and derails, 9 for F.P.L.s (facing point locks), 2 for switch locks, 13 spare levers, and 2 spare spaces.

Each of the lever kits consisted of 14 levers that had to be set between two guide rails affixed to the floor plate (It took 4 full 14 lever units and 4 levers from a fifth unit to get the 60 levers). Each lever handle, guide rail and base plate had to be colored. I colored them in accordance with their function using a combination of paint and fine tip markers. Once all the sub-assemblies were completed, the floor plate sections were glued down to the floor, but only after verifying that the edge distance needed to slide the floor under the wainscott was maintained. **(Fig. K)**

With all the major building components completed it was time to start final assembly. It was of paramount importance to keep the four planes of the building's exterior walls square and plumb. To help accomplish this, I added backing strips from scrap material to the back of the wall panels – again verifying fit prior to final gluing to make sure I did not have a support member in the way of final assembly. **(Fig. L)**

When I glued the braces to the back of the walls I sandwiched the strips and walls between weights and a flat surface to insure the trueness of the walls. I also allowed the glue to dry overnight. After all the bracing was complete, I started to assemble wall sections with squaring jigs and weights. Again, I let the glue cure overnight to avoid any unanticipated shifting.

After the first two walls were together I used the floor section as a gauge to check for square. **(Fig. M)** Once everything appeared to be



Fig. L : Starting Final Assembly.



Fig. M: Installing the Floor.



Fig. N: Final Assembly of the Two Halves.

aligned, I made another sub- assembly utilizing the other two walls. When the glue was cured on these, it was time for the final assembly. I wrapped it with rubber bands to make sure all the corners stayed tight. **(Fig. N)**

It was a great milestone once the basic shell was complete. But there were still several other components left to build.

I tried to figure out a way to build the little toilet room prior to closing up the shell. But I wasn't confident in the outcome so I did it after the shell was together. It consisted of walls, fixtures, shades and a door. To try and keep the wall thickness prototypical, I used some .020 plastic sheet for the walls and added wainscoting on both sides and scale 1"x 4" wood cap trim. The wainscot also helped to give the walls some rigidity when I glued them to the floor and each other. I was careful to keep the walls square to the interior and to make sure the height would work with the ceiling to be added later. I dug through my scrap pile and came up with a toilet, sink, and door. I bent some small scrap wire to represent faucets and a spigot for the sink. I drilled a small hole in the sink for the drain and added a spot of rust on the porcelain to represent an enduring drip. I glued on the door and added some paper window shades that came with the windows to round out the room. **(Fig. O)**

I think the next sub-phase was the hardest, that being building the roof assembly with its hip ends, exposed rafter tails and attached ceiling. I wanted to have a ceiling that was visible through the windows when I lit the tower, and I also wanted it to come off when I removed the roof assembly for interior viewing. I had a feeling it would be difficult so I started out with cardboard patterns for ease of cutting and plentifulness of supply.

Even though I tried very hard to keep all the wall dimensions consistent and the shell square, it was still off just a bit (spoiler alert: most real structures are too). A lot of measuring and math with fractions ensued to try and come up with a successful pattern. As it turns out the old adage, "Third time's the charm," was appropriate. Yet even then there were some slight



Fig. O: Toilet Room.



Fig. P: Roof Pattern.



Fig. Q: Final Roof Sub-Structure.

issues that developed during the actual build. To compensate I invoked modeler's license to rationalize these imperfections as early signs of disrepair carefully incorporated into the finished model. Along with the roof pattern I also made the ceiling that would attach to it. **(Fig. P)**

Once the pattern was worked out including the notch for the chimney, the roof itself was relatively easy to cut and assemble. By fitting together the two main roofs on a 45-degree angle, I was able to run a piece of square wood stock under the ridge to give it some rigidity and consistency. I beveled (coped) the edges slightly to try and get the tightest seal possible at the seams of the hips and ridgeline. When I glued it all up, I used blue painters tape on the top to help hold the seams in place. After the glue had cured overnight, I gave it a test fit and, with only a couple minor adjustments, it married up nicely. **(Fig. Q)**

I used 6" carsing material with the smooth side up for the roof. This provided a smooth surface on which to apply shingles onto and left the carsing visible under the eaves (remember there was no plywood in the early 20th century. All sheathing was individual dimensional lumber boards). I covered the roof with peel and stick shingles. **(Fig. R)**

After all the shingles had been applied to the roof, I painted the white overhang on the under side of the backing black. Next I marked the roof and figured out the location where the ceiling should be. Once accomplished, I trimmed the ceiling down to fit and applied two small runners of material along the underside of the long roof sides. This allowed the ceiling to be popped into place and preserve access to the attic so I could finish wiring the light fixtures in the future. **(Fig. S)**

With the ceiling now in place and the perimeter wall locations known and marked, I added the joist tails that would be visible under the eaves. Individually cut scale 2"x 6"s were glued on with the running end out past the roof edge. After the glue was cured, I drew a line down the tails and used a sharp pair of spru cutters to nip them off evenly. A few came loose and had to

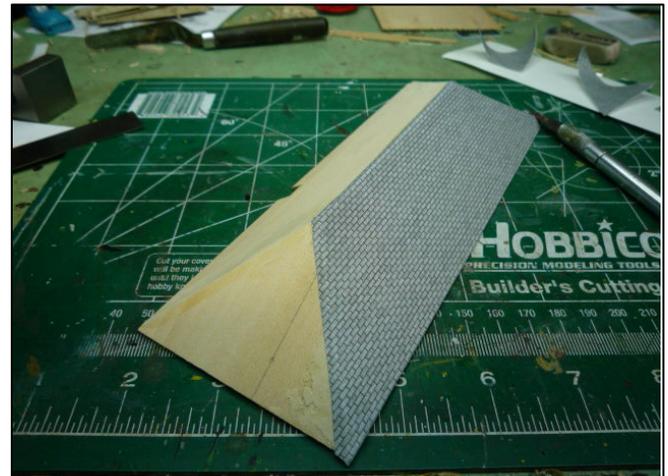


Fig. R: Final Roof Structure With Shingles.

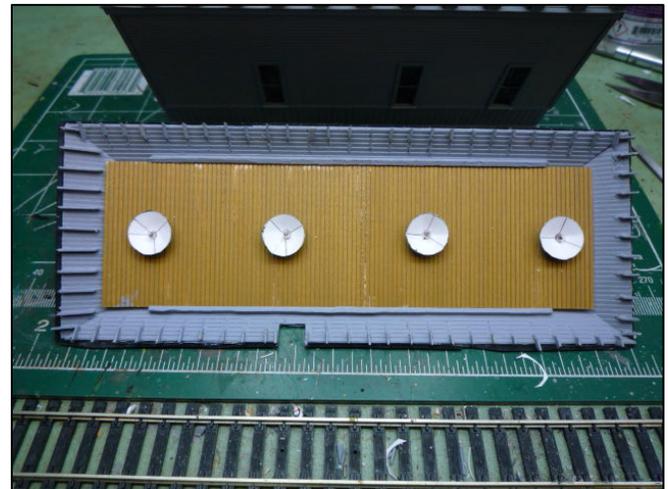


Fig. S: Ceiling Under Roof with Lighting.



Fig. T: Chimney Installation.

be re-glued but this worked out pretty well overall.

I made light fixtures out of 4 x 6 index cards by drawing a circle and cutting them out. I sliced the circles from center to edge and overlapped them until I had the desired shape then added a touch of glue to secured them. I nipped off the apex of the cone to the size of the lightbulb, added some pullman green paint on the top, then inserted a small light bulb to finish the fixture **(Fig. S)**.

The chimney construction was relatively straightforward. First I wrapped a piece of square wood stock in brick paper. Then I used two-sided tape to adhere it to the



Fig. U-1: Super-Detailed.

first side of the square as well as onto the last bit of the paper so that, as I tightly wound it around the square, it stayed to form. I ran my fingers up and down it to set the creases at the corners. I installed a couple of inverted U-shaped wires in the top end of the square stock and slapped a piece out of my scrap bin onto the wires for the rain shield. **(Fig. T)**

The next step was to fit out the interior. Not only did I want the tower to look good from the outside, I wanted the interior to be complete as well. After some shopping on line I had accumulated the desired components including two desks with chairs as well as desk top furnishings including a typewriter, desk lamp, books, trash cans, phones and spittoons. I also acquired a potbelly stove with a brick hearth, flue, coal bucket and a poker made from a strand of 20AWG TTHN wire. I also installed twin coal bins and a shovel. I finished out the interior décor with some lanterns, a clock and an OS sheet on the second desk. I pilfered through my tray of peeps (drawer full of figures) and found 3 volunteers to man the tower. I dressed them up and installed them at their stations. **(Figs. U-1 & U-2)**

I installed glazing at all the windows. All 31 pieces were cut to fit tightly onto their frames and secured in place with Testor's Clear Part

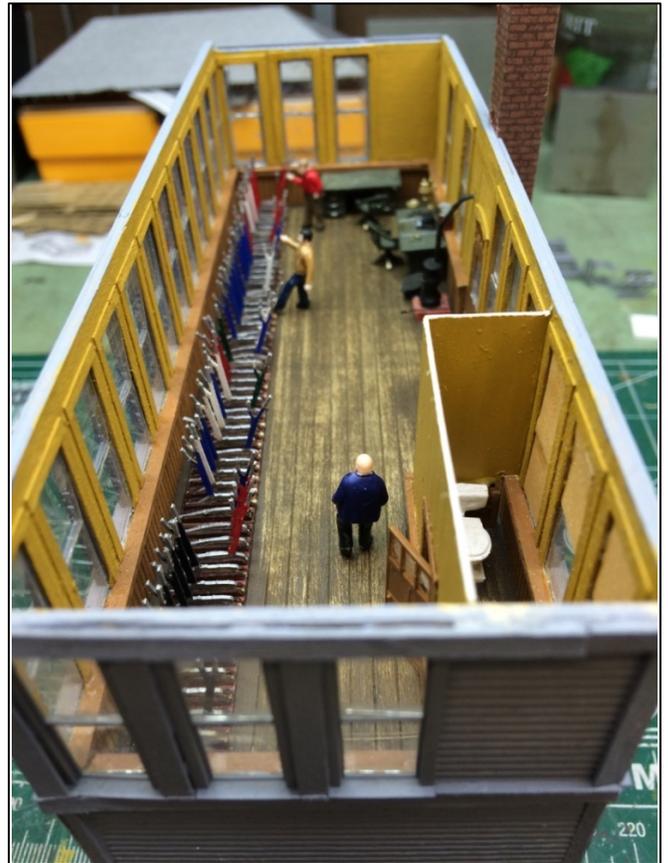


Fig. U-2: Super-Detailed.

Cement & Window Maker. There were 26 on the upper level left clear and 5 on the lower level that were blacked out from behind. The door lite took a little extra effort because I cut and filed it to fit in the frame exactly. Just like the name implies, the Testor's Clear Part Cement & Window Maker worked great for the clear parts because it left minimal glue residue. And it also worked really well for the three small windows on the bathroom door and at the transom above the entry door. All you have to do is just smear it across to create a film and when it dries you have clear windows.

I left the exterior stairs until last for the same reason I do caboose steps last. I only wanted to install them once. Using some of the left over dimensional lumber from the main building, I fashioned an elevated landing on sturdy posts and added some cross bracing. I

spliced together two sections of the stair kit stringers to get a stair that was long enough. After the stair was assembled and in place, I took some of the balusters from the left over sections, cut them out, and then affixed them in between the porch rails I had made around the platform as I had already tied the rails to the top of the stair, posts and building.

With the stairs complete, the last task to accomplish was three simple white signs that read "Avenue Tower." I printed the text out on the computer and used some double faced tape to affix them to a piece of scale 1"x 12". Once this was done I trimmed the paper to match the backing, touched up the edges with a little refer white, and glued them to the clapboard siding on the tower.

Project complete, I set it on my pike and the interchange was protected. **(Fig. V)**



Fig. V: Chicago & Illinois Midland 2-10-2 # 751 Leads a Quiver Turn north through the Avenue Tower Interlock. This point demarks the Taylorville Division from the Springfield Division. It will next pass through shops yard in Springfield II with its sixty 70 ton gondolas in tow. It will continue north tripling the hill at Petersburg and drop its loads at Havana II for trans loading to barges. It will retrace its path south with empties, drop them at sidings and mines on the Taylorville Division, and tie up at the Taylorville roundhouse.



Resources In The Region Online Libraries in the Region



Waiting at the Station

Our NMRA Divisions offer numerous articles and clinic presentations in their online libraries. Check out their offerings here:

Gateway Division <http://www.gatewaynmra.org/model-railroad-article-library/>

Turkey Creek Division <http://www.tc-nmra.org/TC-Library.html>

Indian Nations Division <http://www.tulsanmra.org> and click on “Resources”



The Rear View Recent Division Events and Activities In Pictures



Chisholm Trail Division

Chisholm Trail hosted the *MCoR Regional Convention* June 20-23, 2019 in Wichita KS. Read more about it here:

http://www.mcor-nmra.org/Divisions/Chisholm_Trail_Division/Jul_Aug_2019.pdf

Eastern Iowa Division

Eastern Iowa Division held their annual *Bug Slap Reunion* in Bertram IA on August 3, 2019. Read more about it here:

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

Indian Nations Division

The Indian Nations Division hosted the *2019 ProRail Annual Invitational* May 3-5, 2019 in Tulsa OK. Read more about it here:

<http://www.prorail.org/ProRail/Welcome.html>

Turkey Creek Division

Turkey Creek Division hosted their *Annual Meet and Train Show* in the Kansas City Area on July 27, 2019. Read About it here.

http://www.tc-nmra.org/TC-Library/LS_2019-8.pdf

Western Kansas Division

The Western Kansas Division traveled to Denver CO for the *Rocky Ops 2019* in May. Read about it here:

http://www.mcor-nmra.org/Divisions/Western_Kansas_Division/June_2019.pdf

http://www.mcor-nmra.org/Divisions/Western_Kansas_Division/July_2019.pdf

http://www.mcor-nmra.org/Divisions/Western_Kansas_Division/August_2019.pdf



MCoR 2019 Region Awards

Presented At the 2019 MCoR Convention



The awards listed here are bestowed annually on those deserving recognition for their service to Mid-Continent Region and/or their Division and were presented at the annual banquet at the 2019 Region Convention.

Ken Cline Award

The highest award that the Mid Continent Region can bestow upon an individual is that of the KEN CLINE AWARD. This award, established by the MCoR BOD in June of 1981, is given annually to someone in recognition of service to the Region, the NMRA, and the hobby in general. This award is given by the last three recipients, in recognition of outstanding service to the Mid-Continent Region and to the Hobby of Model Railroading.

2019 Award Phillip Aylward

“Phil has been a long time member of the Chisholm Trail Division of the NMRA. There have been long periods of inactivity but Phil was there to hold things together. About 10 years ago Phil was instrumental in revitalizing the Division. Membership doubled, then tripled. We had regular monthly meetings, home layout tours, and seasonal parties with meals.

“Phil has been a very strong supporter of the hobby by setting up displays at schools, libraries, local museums, and train shows. He is working with the Boy Scouts on the merit badge program. Upon retirement, he purchased the old Arkansas Valley Interurban depot in Halstead Kansas and is in the process of restoring the building which is used for meetings, parties, and displaying his many layouts.

“He has worked on the tourist trains that are run in this area of the state for many years in full uniform. With the use of a speeder he has traveled many a mile on the rails in Kansas and the mountains of Colorado.” By L .Gulick and B. Slone, 2016 and 2017 Awardee’s

President’s Award

This award is given by the President of MCoR in recognition of outstanding service to the Mid-Continent Region and to the Hobby of Model Railroading in memory of K.B. "Kenny" John. Kenny was a charter member of the Mid-Continent Region and was an active participant of every Region Convention from 1949 until his passing in 1963. He was the builder of the Fern Mountain Model Railroad in St. Joseph, Mo, which served as the unofficial meeting place and "club" layout for local modelers around St. Joseph.

2019 Award Robert Simmons

“Robert assumed a very time consuming, tedious responsibility that the President handled for several years. It required the verification of every Officer, the Board of Directors, Region Staff plus all officials at the Division Level. The National Model Railroad Association requests this verification every year to assure NMRA membership in these positions.

“He has also taken his beautiful N-scale layout to Denver promoting membership in the NMRA, our Region and his Division. He has also traveled to Tulsa and a number of smaller shows in Kansas, Nebraska, and Missouri.

“Robert set up MCoR’s electronic present on YouTube, Twitter and other social sites.” By Hank Kraichely, President.

Larry Long Award

This award is given by the last three recipients, in recognition of Larry Long, who served as President, MCoR from 1991-1993 and is best known for his Imagineering Clinics done with Pat Harriman. It is presented to an individual who is known for doing outstanding and entertaining clinics, doing some of the things that promoted the Imagineering Clinics, or involving member and nonmembers to remember that Model Railroading is Fun.

2019 Award W. Miles Hale, MMR

“As the last awardee, I solicited input from the two previous awardees by email. One of the other awardees suggested Miles Hale. The three of us exchanged a few more emails and realized that Miles did a lot for all of us in the hobby, nationally, to make model railroading fun. His tag line for his videos really says it all: “Go down into your basement and let your railroad put a smile on your face.” By D Heinsohn, 2017 Awardee



MCoR Convention Contest Results

Wichita KS 6/20-6/22 2019

By Ryan Moats, MMR



The 2019 MCoR Convention Contest was held from 6/20/19 through 6/22/19 in Wichita, KS. There were sixty-eight model and photograph entries, covering all categories except for Model Black and White photographs.

Before presenting the contest results, I wish to thank those individuals that volunteered their Saturday afternoon to help judge the entries.

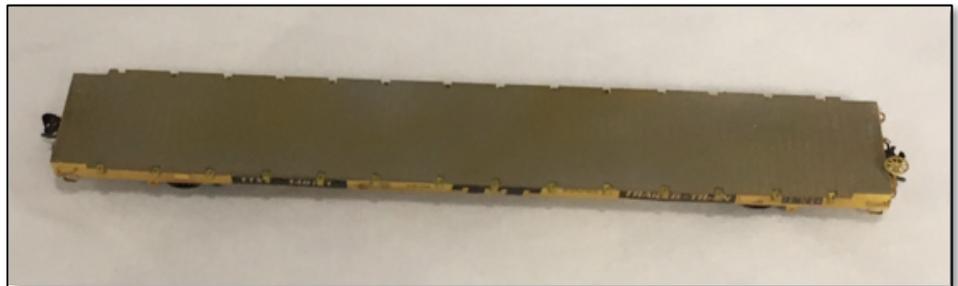
The 2019 contest introduced a new category: that of model evaluation. Rather than have an entry placed into the contest itself, the modeler had the option of having the model evaluated for an AP award. The difference between model evaluation and contest judging is two-fold:

1. In **Contest Judging**, while the modeler may be in the room while their model is being judged, they are unable to answer questions and the judges may only use the documentation provided with the entry. Lastly, the modeler only receives back the comments provided by the judges on the back of the judging form.
2. In **Model Evaluation**, the modeler sits with the evaluators and the documentation acts as the starting point for a conversation about what the modeler was trying to accomplish and what the evaluators are looking for. Further, the model evaluation is not a final process point. The modeler can make adjustments to both the model and the documentation and have the model re-evaluated at some future time.

Model Evaluation

There were four models entered into this category and I'm happy to report that all four of them achieved merit awards:

Craig Drenkow received a merit award towards his car certificate for his TTX 140181 Flat Car.



Craig also received a second merit award towards his car certificate for his BN 439034 Covered Hopper.





James Hogben received a merit award towards his car certificate for his Hawaiian Philippine Co. Flat Car.



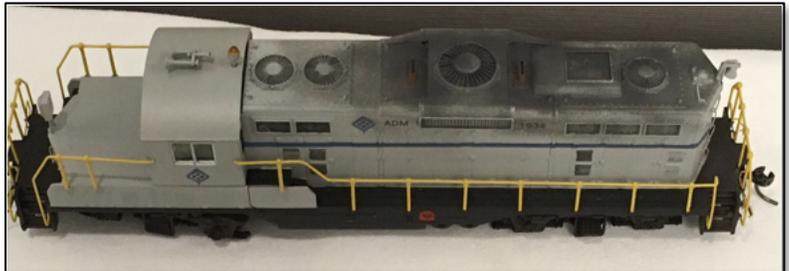
James also received a merit award towards his motive power certificate for his Hawaiian Philippine Co. Sugar Cane Plantation Loco (On30). My understanding is that with this award, James has completed the requirements for his motive power certificate.

Contest Judging

Diesel and Other Motive Power

While there weren't a lot of entries in this category, there were enough to award all three places.

Dave Roeder, MMR won First Place for his ADM 1934 GP9R engine, which also scored high enough to earn a merit award.



Dave Roeder also won Second Place for his CRGX 2 Railsver D35 engine.



And Dave Roeder won Third Place for his Whitcomb 20 Ton (Red) engine.

Freight Cars

“Freight cars” was one of the two most popular categories with thirteen entries. As such, all three places were awarded.

Brad Slone, MMR was awarded First Place for his SLSF Salt Car.



Dave Roeder, MMR was awarded Second Place for his SG&N #13 30' Bulkhead Flat.



Dave Roeder, MMR was also awarded Third Place for his St Louis Northern Short Line Wood Gondola #1828.

Non-Revenue Cars

The non-revenue car category only had enough entries to issue second and first place awards.

Brad Slone, MMR was awarded First Place for his SLSF Scale Test Car, which also scored high enough to earn a merit award.



Dave Roeder, MMR was awarded Second Place for his CHTX 8 250 Ton Crane.



Caboose

The Caboose category also had thirteen entries and the models in this category were, as a whole, the best in the contest. Besides the three awards, there were four additional honorable mentions for models that achieved merit awards.

First Place went to Dave Roeder, MMR for his Pend Orieville Valley #10.



Second Place went to David Lowell for his C&IM #34 Transfer Caboose.

Third Place went to Dave Roeder, MMR for his Kewash #9.



Honorable Mention



Webster Grove and Fenton #4004 by Dave Roeder, MMR.



White Water Valley #1901 by Dave Roeder, MMR.



PRR #492401 Work Caboose by Dave Roeder, MMR.

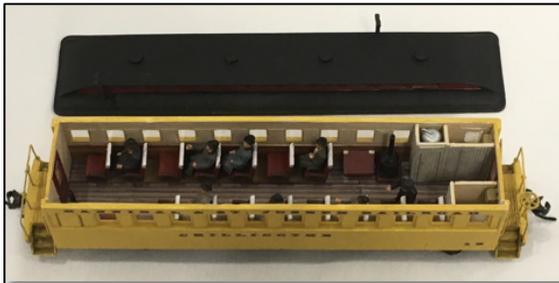


BN #10991 by Dave Roeder, MMR.

Passenger Cars

Passenger cars were another lightly-entered category, but there were enough entries to award all three places.

Dave Lowell received First Place for his Chicago and Illinois Midland #1 business car (which also received a merit award).



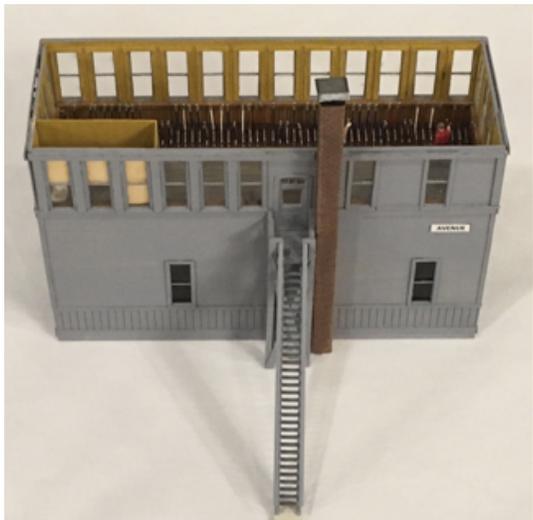
Dave Roeder, MMR received Second Place for his Chillicothe car, which also received a merit award.



Dave Roeder, MMR received Third Place for his PPCX #800490 private car.

Structures

The structures category was also lightly entered, but all three places were awarded.



Dave Lowell received First Place for his Avenue Tower (which also earned a merit award).

Dave Roeder, MMR received Second Place for his Davenport Beaver Wood Fibre #3 (non-motive).

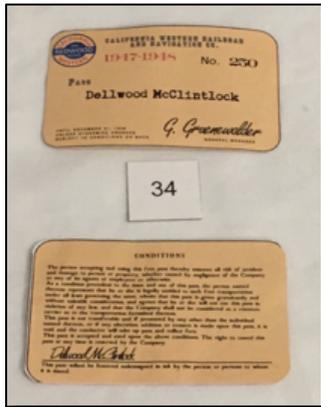


Dave Roeder, MMR received Third Place for his Plymouth 25-Ton #7 diesel (non-motive).

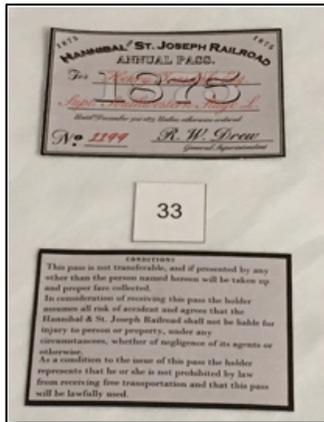


Railroad Pass

The regional contest also had enough entries in the railroad pass contest to award all places.



Dave Roeder, MMR was also awarded First Place for his California Western RR & Navigation pass.



Dave Roeder, MMR was awarded Second Place for his Hannibal & St. Joseph pass.



Craig Drenkow was awarded Third Place for his DC&H railroad pass (small).

Displays

All three display places were awarded.

Peter Ellis received First Place for his Pro Patria Mill.



Larry Alfred, MMR received Second Place for his Colorado Feed.



Dean Lippincott received Third Place for his Gargoyle Oil.

Black and White Prototype Photographs



In a bit of a surprise, there were enough black and white prototype photographs. It award all places.

Gary Webb took First Place for his photograph "End Of Line."



Gary also took Third Place for his photograph "Fading Fast."

Gary also took Second Place for his photograph "No Excess Baggage."



Light Iron

For those that aren't familiar, the Narrow Gauge Light Iron Award was initiated in 2003 to recognize narrow gauge modeling at the Mid-Continent Region's Annual Convention. It was hoped that this award would promote increased interest in narrow gauge railroading and, therefore, increase the number of narrow gauge entries in the Convention's model contest. This is a privately sponsored award, with the sponsors selecting the winning model at each convention. The selection

guidance is simply stated on the award plaque as "Narrow Gauge Light Iron Award - Awarded For the Mid-Continent Region Contest Model that Most Exemplifies the Spirit of Narrow Gauge Railroading." The award sponsors encourage all Convention attendees to consider building and entering a narrow gauge related model in these contests.

Color Model Photographs

For Color Model Photographs, only First Place was awarded to Terry Ross for his photo BNSF "Stacks."



The 2019 Light Iron award was given to James Hogben for his Hawaiian Philippine Co. Sugar Cane Plantation Loco (On30).

Color Prototype Photographs

Of the photographs categories, color prototype was the most populous, with all three places being awarded:

Pam McPhail took First Place for her photo "Speeder in Eureka Springs."



Pam MacPhail took Second Place for her photo "Just a Hoppin' Along."

Terry Ross took Third Place for his photo "Winter Steam."



Best In Show

Each regional contest, the "Best-in-Show" plaque is awarded to the model that scored the highest across all categories. This year there were several excellent models that scored over 100 points, but the Best in Show model was awarded to Brad Slone's SLSF Salt Car - a truly outstanding model, scoring 116 out of the 125 possible.





Model Railroad Operations

By David Heinsohn
Happily Modeling the ATSF

The editor of the Caboose Kibitzer asked me to moderate a periodic column on model railroad operations. I agreed. Fortunately for you readers, I'll not be the only author for the column, or hopefully not a frequent author. For all those readers interesting in the operations side of model railroading, please consider writing up any operations topic of interest to you, let me know of a good article from your

division newsletter, or ask for more information to be presented on an operations topic. Send your requests to ckeditor@mcor-nmra.org and put in the subject block "Operations."

In the next issue of the Caboose Kibitzer, our inaugural article will be from the Kansas Central Division's newsletter, the Brass Pounder. The author, Ross Boelling, recently retired as a dispatcher for BNSF and is developing a home pike with operations firmly a part of the plan. Ross's background certainly gives him good authority to write about track authority.

David



MCoR Pike Registry

Kansas



UP - D&RGW - Colorado Midland

Topeka to Ogden – Two Routes in N-scale
Raymond G. Brady, Superintendent

740 N Brookville Rd
Brookville KS 67425

YouTube Search
JOYCOVE1

785-225-6622
joycove@wilsoncom.us

Missouri

CB&Q RR-Hannibal Division

The K line. STL--Hannibal & a branch Old Monroe to Mexico, MO are modeled on a DD deck layout 425' of main and a 75' branch in code 83 with DCC controlling 18 trains plus 5 locals & coal & Cattle trains. Featured is a 22' long Cement plant, a quarry 5' W X10'L X 3' D + large foundry & Brick plants. Plus 5 towns with fuel dealers, grain elevators and other small shipper

Hank Kraichely-Div.Sup. to contact:

Email: hkraichely@sbcglobal.net



Gateway Division 2019 Fall Meet

Saturday, Nov 2nd 9am - 4pm

Trinity Lutheran Church, 14088 Clayton Rd, Ballwin MO
Info: www.gatewaynmra.org or modeltrainnut@gmail.com



Union Pacific's Heritage Fleet

By Craig Drenkow

With all the attention around the début of Union Pacific's 4014 locomotive, there have been a lot of comments about the cars attached to the engines, particularly the tail car behind the 4014.

Back in June of 2016, the MCoR Region had a convention in Council Bluffs, Iowa, and one of the convention excursions was a tour of the Union Pacific's Heritage car fleet based in the shops in Council Bluffs. Attached are some photos I took on that tour, together with some information given about the cars.

Figure 1 shows the outside of the tail car *Idaho* (Theater Inspection Car) from the side. If you look through the windows you can see the seats in the theatre configuration. The tail car is used by the Railroad execs when they do track inspections. It is the car with the big square window in back. There is a roll down door that can be lowered to protect the window.



Figure 1

Figure 2 shows the seats looking from the rear window back into the car.



Figure 2

Figure 3 shows some of the communication equipment by the superintendent's seat. We were told that there was one Superintendent that would bring a bowl of candy on the train and set it on the ledge by that window. The track foreman for the district they were looking at better hope that bowl didn't fall off the ledge or he had some explaining and a lot of work to do.

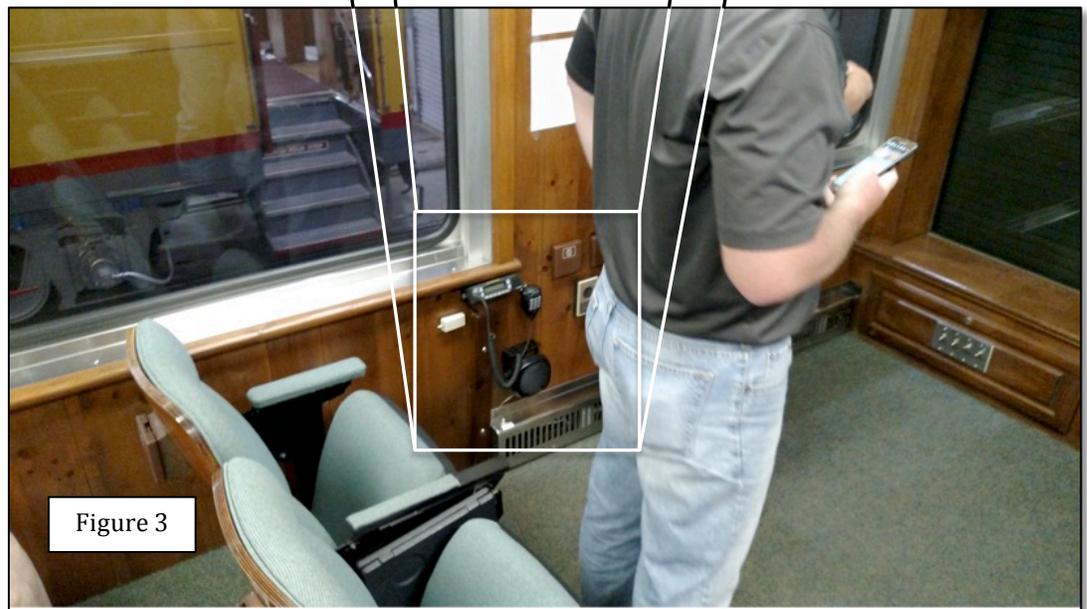


Figure 4 shows the inside looking from the seats. There are two monitors over the window that they can put information on. We were told that they generally put a video feed from the head end on one and a live map showing where they are located on the other.



Figure 5 is a picture of Willie James, a longtime chef who worked for Union Pacific. When he retired, they renamed the crew car *Cabarton* to *Willie James* after him. Now that's respect! We were shown a chair on the car and were told that that was his chair. Nobody sat in that chair when he was on the train, even the CEO.



Figure 6 shows the galley where he worked. Not a lot of space but lots of great food came out of that space.

The fleet also includes fancy lounges – Figure 7





Returning to Model Railroading After 30 Years

By Charles Laggan

Happily Modeling the New York, Akron, and Western Railroad

HO

I was 7 years old in 1955 and loved to visit my favorite aunt and uncle in New Jersey – mostly because their only son Joey had a train "layout". I use the term "layout" loosely as it was a simple HO scale collection of tracks on a 6' x 8' plywood tabletop with 2 tracks running around the perimeter. In the back half of the table the tracks went inside a plaster covered, screen and wood-frame mountain and one track went up a very steep incline to the upper level. [Author's Note: I recently read that multi-level layouts didn't come about until the 1980's making my cousin ahead of his time in the 1950's].

There were a few rather Spartan buildings, about 3 or 4 Mantua and Penn Line locomotives as I recall and a bunch of cars; mostly Athearn, MDC, Mantua or Varney with the old hook and loop couplers (such as the old metal Mantua hopper shown at the right that I still have today).

DC power came from a homemade box that contained a 5-amp transformer, rectifier, and three rheostats (one for each main track and the third for the upper level). My uncle was a machinist so the control console had 2 meters, old carbon-spring circuit breakers, and numerous toggle switches and indicator lights.

There was no operating plan. We just made up trains and ran them around the main line. Occasionally one went to an industry. But I was hooked on running the trains.

During this same period my Dad worked in train service for the Erie Railroad; other members of our family also worked for the Erie. I didn't know it at the time, but we were a *railroad family*. Nor did I have any idea that I would become a career railroader carrying on the family tradition (more on that later).

My family continued to visit my aunt and uncle mostly on the holidays when I immediately dove into the basement with my cousin to run trains. That was until my cousin, who was 6 or 7 years older than me, diverted his interest from trains to girls and cars.

One day when I was about 12, my uncle asked if I had interest in Joey's layout as it was



Hopper car made by Mantua circa 1950

just collecting dust in their basement. Did I? What a silly question. We cut it apart and hauled it over to our house in the family station wagon not too long afterward. I reassembled it and operated it for the next 5-6 years as I worked my way through junior high, high school and a few summer jobs. I didn't expand the layout but I did acquire more equipment and built a few buildings.

The railroad bug had seriously infected me. When I graduated from high school in 1966, and keeping with our family tradition, I accepted a job in the passenger department with the Erie Lackawanna Railroad in Hoboken, NJ. I was honest with EL when I hired on that I was more interested in a *Summer* job to earn money for college in the Fall. They said "Okay, let's see what happens".

In the Fall of 1966, I advised EL that I had been accepted to Newark College of Engineering (NCE) and would be leaving. While EL didn't hire part-time employees, they asked if I would be available for "extra

work" if needed. I agreed and during my first year at NCE, I worked many evenings and weekends, mostly filling in for other employees either sick or on vacation.

The pace of a full-time college schedule and heavy part-time work at EL was not a good match. So, I did the only reasonable thing: I quit NCE and continued full-time with the railroad. Probably not a bad decision since it led to a very interesting 49 year career that ended when I retired in 2015. I will go into some detail of what I did during my railroad career in the last part of this series.

Unfortunately, I had no time to pursue my model railroad either. I began dating my wife and we married in 1970 (we are still married yet today). There was no room in our first apartment for a layout and when our kids started arriving and we bought our first (small) home, again, there was no space for a layout. I did, however, in this inactive modeling period, read *Model Railroader* magazine fairly regularly to gather ideas for the layout I would build some day.

When EL-successor Conrail transferred me to their Northern Region Headquarters in Detroit in 1978 we finally had a new home with space for a layout! Along with my four sons we built a fairly large modular layout around 1980.

Conrail kept me very busy traveling across the region (Chicago to Buffalo), leaving little time for modeling. By the mid-1980's, our sons had graduated into their teen years and it was apparent the model railroading bug had not bitten any of them. Also, Conrail had transferred my family and me to Ohio to manage a Conrail subsidiary company there. So, in effect, my active modeling activity came to a halt around 1985.

In the ensuing years until retirement in 2015, my professional railroad career was largely involved in developing a variety of railroad properties and business opportunities. For roughly 30 years I devoted my time to my company and career and set model railroading aside. Can any of you relate to my situation?

Thirty years between my times

modeling had me wondering if I could catch up with all the changes in the hobby? Should I consider this DCC I'm reading about? Can I



Erie Lackawanna Passenger Terminal, Hoboken, NJ - my first railroad job

hook up decoders? Will I be able to relate to the use of all the new-fangled electronics? I modeled in HO years ago as that scale seemed to have the most options - but now I see a tremendous amount available in N scale. Should I consider converting to N?

During the period I was inactive in modeling, I continued to read *Model Railroader* mainly for 2 purposes: (1) to stay abreast of the hobby and (2) to gather ideas I could incorporate into a new layout when I had time to get back into the hobby.

In the early 1980's I read the series of articles written by Keith Gutierrez about CTC-16 and thought "Wow, that takes operations from running trains through a series of blocks into the prototypical world. What a great idea!"

I also visited large club-size and private layouts across the country and participated in many operating sessions. The operating session that we all know today was the missing element when I had my layout. We ran trains and that was it. There was not a purpose-driven plan - a snapshot of history in action. A way to display what a railroad truly does.

So, that's my story. And now that I am retired and have some time to get back into my favorite hobby, where do I start?

That's the subject of Part 2 in the next edition of *Caboose Kibitzer*. See you next issue.



MCoR Region Club Rosters

By Louis Seibel

Clubs in the Region (NMRA or Non-NMRA) wanting to be listed contact
Editor, Caboose Kibitzer at ckeditor@mcpr-nmra.org

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

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

AR, Little Rock G, HO, N Scales
Southwest Independent Modular Railroaders
3107 West Capitol Avenue, Little Rock AR 72205

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

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

IA, Harlan N Scale
Nishna Valley Railroad Society
1303 Eighth Street, Harlan IA 51537

IA, Indianola HO Scale
Warren County Modular Railroaders
Transition era. RI and CB&Q
Contact: John Averill, 14910 92nd Lane, Indianola IA 50125
(515) 961-3018
Iowa's only 100% NMRA club

IL, Collinsville HO Scale
Columbia Model Railroaders
410 Camelot Drive, Collinsville, IL 62234

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

IL, Marion HO Scale

Southern Illinois Train Club
PO Box 1633, Marion IL 62959

KS, Augusta HO Scale
Augusta Model Railroad Club, 6th & School Sts.,
7:30. Information: info@augustahorrclub.org

KS, Atchison
North East Kansas Model Railroaders
12" scale, 1440 N. 6th St., Atchison, Sat. 10:00-4:00,
Sun. 12:00-4:00. Information: Otto Wick 913-367-7536

KS, Cherryvale
Leatherock Hotel, 2nd floor, 420 N. Depot St.,
Cherryvale, Information: John R. Dhooghe,
john@cvmrc.com or www.cvmrv.com

KS, Cherryvale All Scales
Parsons Model Railroad Engineers
Cherryvale Depot, Cherryvale KS 68335

KS, Ellis HO Scale
Kansas Pacific Model Railroad
Ellis Museum, 911 Washington, 10:00. Lunch at a
restaurant afterward. Information: Tom Robinson,
rrailway@gbta.net

KS, Frankfort
Frankfort Subdivision
416 W. 1st St., 10:00-3:00. Information: Joe McAtee,
joem@bluevalley.net

KS, Garden City
Garden City Model Trains
408 N. Main, back entrance, 6:30. Information: Robert
Simmons, trainman55@hotmail.com

KS, Hutchinson N Scale
Kansas Central Model Railroad Club
16 E. 3rd, Hutchinson, 11:00-4:00. Information:
www.kansascentralmodelrailroaders.org

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

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

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

KS, Overland Park O Scale
Kansas City Module "O"
 Contact: Jack Ferris, 10334 Ash Street, Overland Park
 KS 66207
 Email: fhs1955@gmail.com

KS, Olathe
Weekend N-gineers
 16624 W. 126th St., Olathe, 1:00. Information: Ken
 Clark, hapheart@swbell.net

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

KS, Topeka N Scale
Topeka N-Track Associates
 At member's home, 7:00. Information: Bob Wright,
 785-273-7835

KS, Topeka F/G scale
Northeast Kansas Garden Railway Society (NEKAN-GRS)
 1308 SW Caldon Street, Topeka KS 66611

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

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

KS, Wichita
Wichita Toy Train Club
130 S Laura, Wichita

KS, Wichita
Wichita Area Garden Railway Society
 At member's home, Information: Nancy Marin,
nanmarin@att.net

KS, Wichita All Scales
Wichita Area Model RailRoders (WAMRR)
 4323 West Maple Street Wichita, KS 67206
 Contact: Lionel A. Smith, Jr., (316) 239-1174 or (816)
 518-9050
 eMail: LionelSmith@hotmail.com
 Meets 2nd Thursday each month 11:30am Spears
 Restaurant

MO, Fenton N Scale
Mississippi Valley N Scalers
 1684 Harbor Mill Dr., Fenton MO 63026
 eMail: mvns@railfan.net

Information: <http://mvns.railfan.net>

MO, Jefferson City O Scale
Capital City Model Railroaders
 PO Box #3243, Jefferson City MO

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

MO, Kansas City 16" Gauge Park Train
Kansas City Northern Miniature Railroad
 NM 60th Street & Waukonis Drive, Kansas City MO
 Contact: W. Ohrnell (816) 746-5663
 Information: www.KCNR.com
 Meets 1st Wednesday each month at 7:00pm

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

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

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

MO, Kansas City
Kansas City Narrow Gaugers
 Members Homes, Information: Dean Windsor,
On3@worldnet.att.net

MO, Kansas City Standard, G, O, S, HO
 Marklin, HO, N, Z Scales and Wooden Trains
Union Station Kansas City Model Railroad Society
 30 West Pershing Road, Kansas City MO 64101
 Contact: Ted Tschirhart, Telephone: (816) 816-3449
 eMail: TedTschirhart@kc.rr.com

MO, Liberty
Heartland N-Trak Of Greater Kansas City
 131 S. Water St., Liberty, MO, 1:00. Information: Bob
 Osborn, 816-452-9227

MO, Lawrence
Lawrence Model Railroad Club
 Bridge Pointe Community Church, 601 W. 20th
 Terrace. Information:

www.lawrencemodelrailroadclub.org

MO, North Kansas City N Scale
Missouri Northern Railroad Society, Inc.
PO Box #12591
North Kansas City, MO 64116

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

MO, Saint Peters HOn3 Scale
Modular HO Narrow Gauge Society
914 Summer Leaf Drive, Saint Peters MO 63376

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

MO, Springfield N Scale
Northwest Kansas Model Railroad Club
603 South Smokyhill Avenue Oakley, KS 67748

MO, Springfield HO Scale
Ozark Model Railroad Association
424 West Commercial Street, Springfield MO 65803,
Information: Ron Williams,
rwilliams3129@gmail.com

MO, Webster Groves 2-Rail O Scale (1/4" to the foot)
Big Bend Railroad Club, Inc.
8833 Big Bend Blvd., Webster Groves MO 63119
Email: secretary@BigBendRRclub.org
Information: www.bigbendrrclub.org

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

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

OK, Claremore All Scales
Claremore & Southern
3049 Clover Creek Drive, Claremore OK 74017

OK, Oklahoma City N Scale
Oklahoma N-Rail
Contact: Bruce Alcock, President PO Box #96131,
Oklahoma City OK 73413
eMail: info@oknrail.org
Information: <http://www.oknrail.org>

OK, Tulsa
Tulsa Garden Railroad Club
Free Will Baptist Church. 1190 N Mingo Rd,
Information: info@tulsarailroadclub.org



Blast from the Past

Reprinted From the Fall 1994 issue of the Caboose Kibitzer

By Larry Long, MMR

Ten Years Ago - Fall 1984: Rails to the Heartland, the NMRA National Convention, held Aug 7-12 is now history. The Kansas City area, as well as the entire Mid-Continent Region, can rightfully be proud of this outstanding event. As of August 1, 1984, the NMRA membership stands at 25, 138 (According to the latest figures, that is only 378 FEWER than we currently have ... ten years later.)

Twenty Years Ago - Fall 1974: Sec/Treas Ken Kline reports that the Little Rock Area has recently concluded their very first Area Meet. He indicates it proved to be a great success. MCoR President Larry Leupold reports that there are approximately 1,200 NMRA members living within our Region Boundaries, but only 568 are MCoR members. National membership stands at 25,575 (only 19 less than we now have.)

Thirty Years Ago - Fall 1964: Glancing through the Convention issue of the Kibitzer, it is interesting to note, by those excellent Ken Taylor photos, that nearly all of the members in attendance are wearing coat and tie. Duane Durr, in his report on the MCoR Convention held in Kansas City, tells us that the Kansas City Terminal Railroad provided a new diesel switcher, baggage car, two coaches, one open gondola, and a transfer caboose for an interesting rail tour of the local Kansas City Terminal. Those were the days, huh...! NMRA membership stands at 14,592.