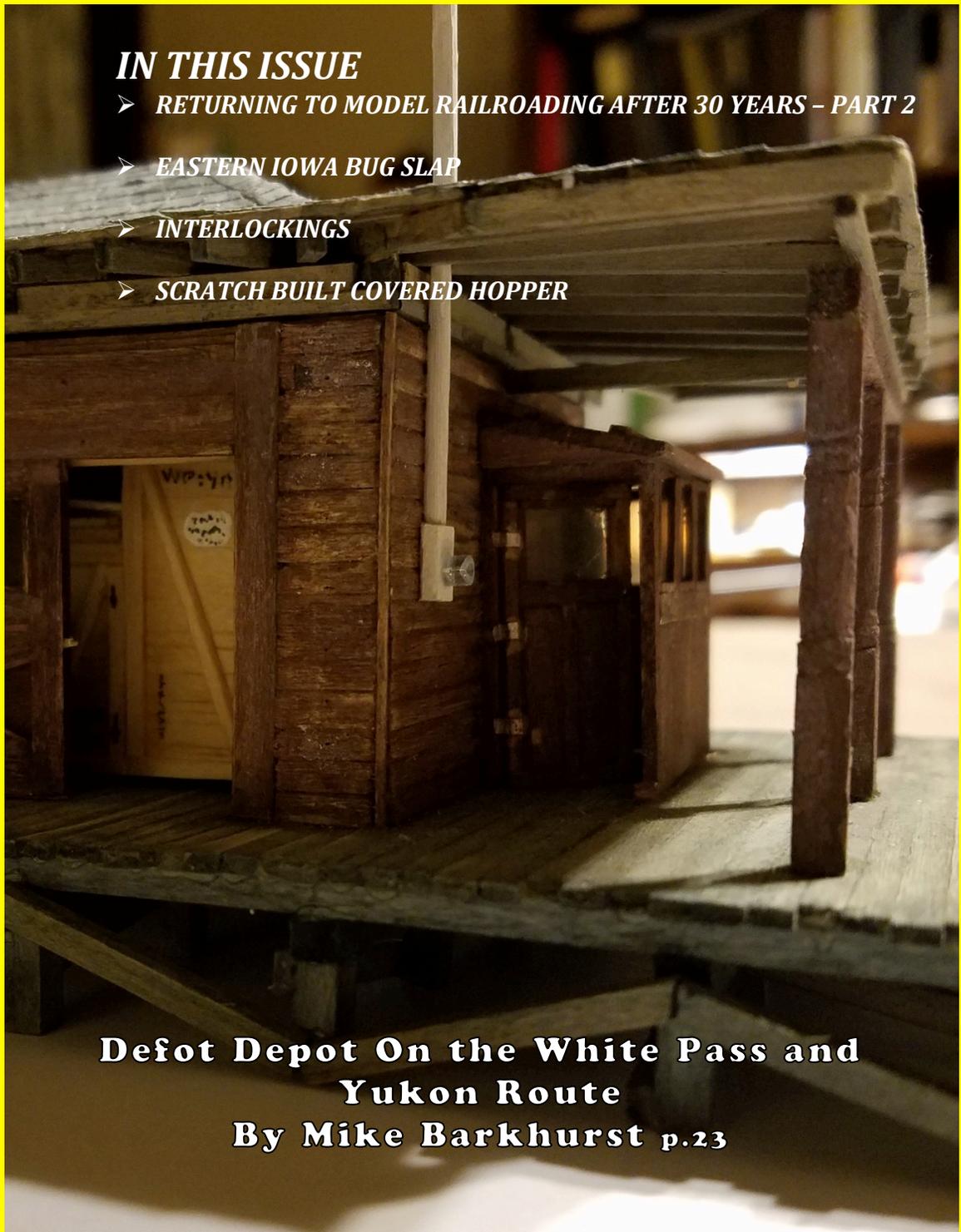


# CABOOSE

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## *IN THIS ISSUE*

- *RETURNING TO MODEL RAILROADING AFTER 30 YEARS - PART 2*
- *EASTERN IOWA BUG SLAP*
- *INTERLOCKINGS*
- *SCRATCH BUILT COVERED HOPPER*



**Defot Depot On the White Pass and  
Yukon Route**

**By Mike Barkhurst p.23**



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### Bug Slap in Iowa Part 2

By Mike Barkhurst

### Returning to Model Railroading Part 3

By Charles Laggan

### Railfanning in Europe

By Thomas Gaffuri

The **Caboose Kibitzer**® is the official publication of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA).

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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

#### Content

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

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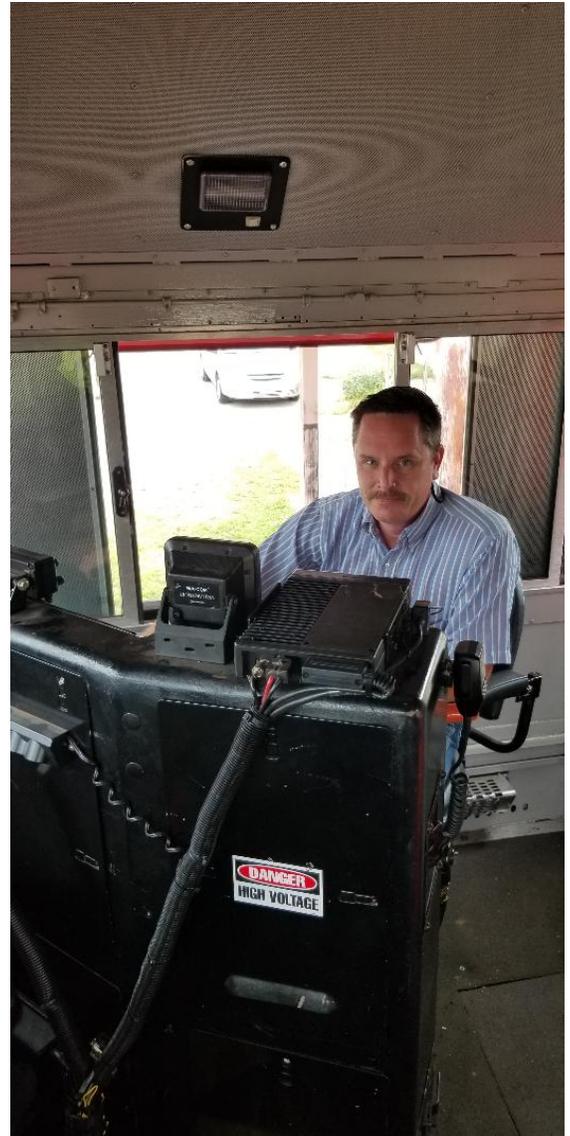
# The Head End

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

Well folks, once again we have had our two weeks of fall and now winter is upon us. But the change in the seasons signals a change in the way we spend our spare time. It seems like, for myself, I get a lot more modeling done in the winter months than I do during the warmer months. So, hopefully, you will also dust off some of those projects that have been sitting all summer, get them wrapped up, and start a new batch!

Also with winter coming upon us, so does Christmas. Like many, I tend not to think much about this until I look at the calendar and remember how fast time goes by these days. But I will give you a little background as to why I bring this up. Back in November my son (William) and I went to the Gateway Division meet in St Louis. I must say, as a whole, folks at train shows today are way more receptive to kids than they were some thirty years ago. Overall, everyone at the show was very encouraging to William and other folks his age. Out of the entire show we only encountered one dealer who was luke-warm. As we walked around looking at the railroad stuff for sale, it occurred to me we are not just entering the Christmas season, but also getting into prime time for getting kids, youth, and parents into the hobby. Amid the onslaught of holiday programs on TV (I swear my wife Gwen wears out the Hallmark Channel – and I would appreciate you not mentioning I said this) is a number of shows that pave the way for us – Polar Express being on the top of the list.

I recall a few years ago, while spending a period of time in St Louis, I decided to go to Union Station and enjoy an evening meal. Upon arriving I found it next to impossible to find a place to park. There were people everywhere. I finally found a place to park opposite the train shed and as I walked toward the station there was a lengthy passenger train. As best I can recall, it was long enough to require it be split in two sections led by a pair of TRRA locomotives. It turned out to be St Louis's version of the Polar Express. To say there were families everywhere would be an understatement. I don't think I have personally seen as many people there before. As I



watched it occurred to me that this would be an ideal setting for exposing folks to the world of model railroading as the minds of young and old are both wide open.

As for William, he has played with the cars he was given ever since the train show. He has commandeered some of my flex track and has laid it out on the basement

floor. (Bring back memories for anybody other than me?) I can't say for certain, but I've got a pretty good line on what Santa will be bringing this year. I would say that the old Plywood Pacific will be rolling again in the very near future.

To wrap things up for this edition I would like first to tell our editor Ray Brady what a wonderful job he has done with the Caboose Kibitzer and how much I appreciate his efforts. Second, I would like to announce that as of January 1<sup>st</sup> our AP Chairman Brad Morneau MMR will be stepping down. I would like to convey how much we have appreciated the work Brad has done for the Region and for those he has helped while in this position. If you, or anyone you know, would be interested in looking into filling the AP-Chair vacancy, be sure and get in touch with me as it is a great opportunity to help others, meet folks, and

learn all kinds of new things for yourself along the way.

I look forward to seeing all the Directors at the Winter Board meeting. If you have anything you would like to have discussed at the meeting be sure and pass it along to your Director. Also, on that note we have four MCoR Areas that have vacant Director positions. After the first of the year I am going to start reaching out to folks within those areas to see if we can find some folks interested in representing those corners of the Region.

Get those projects completed as we have a busy summer within our Region boundaries next year.

Everyone have a Merry Christmas and a Happy New Year!

*Brad Slone MMR  
Mid Continent Region President*

<https://www.gateway2020.org>

**Gateway 2020**  
**ST. LOUIS NMRA**  
**July 12-18**

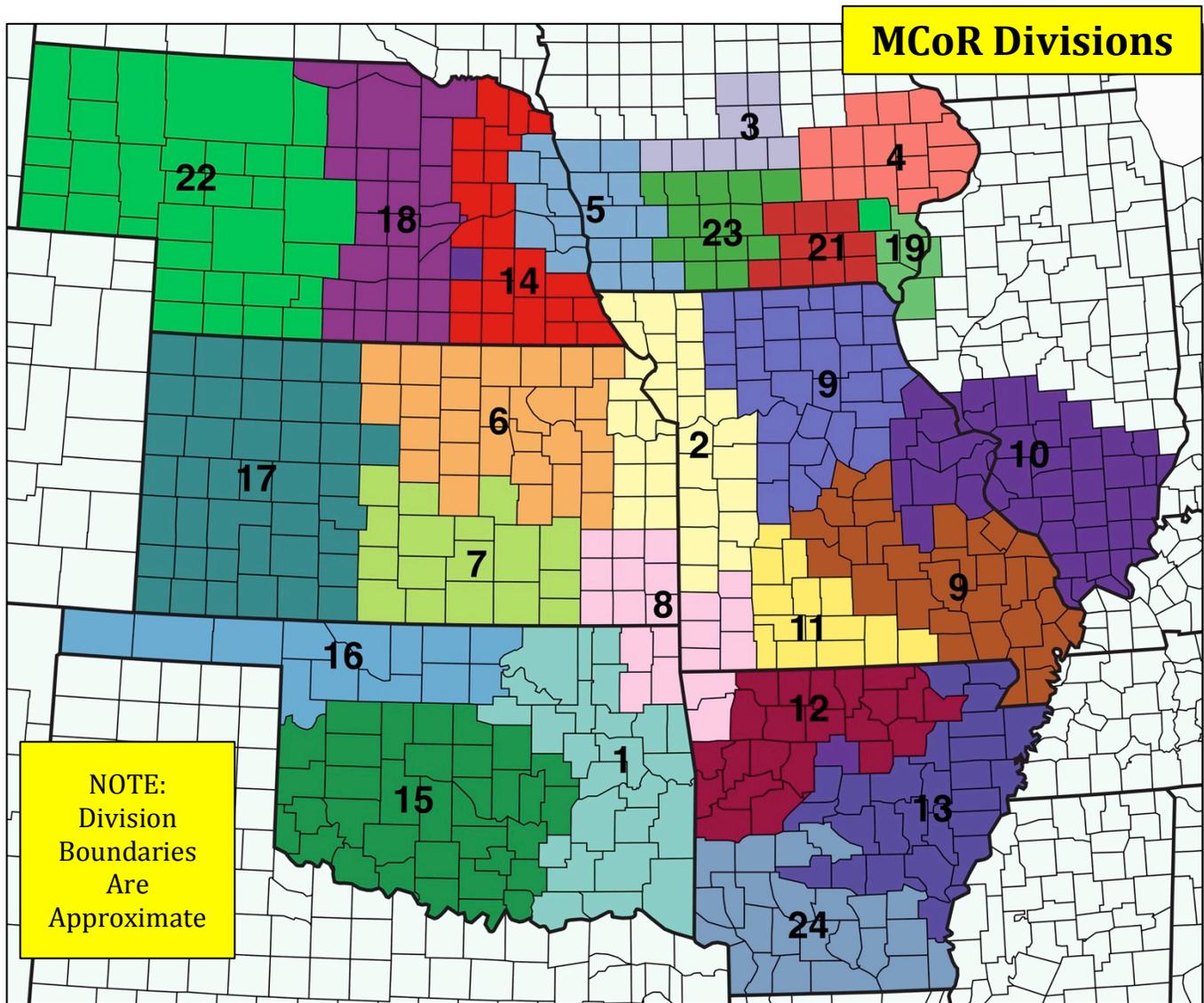
Clinics  
Model Room  
Silent Auctions  
Special Interest Groups  
Company Store  
Layout Tours  
Prototype Tours  
Non-Rail Tours  
Project Linus

National Clinicians  
(to name a few)  
Tony Koester  
Michael Gross  
Ken Patterson  
Fred Headon  
Bill Neale

Held in Conjunction with the O-scale National Convention

St. Louis Area Clinicians  
(to name a few)  
Dave Roeder  
Randy Meyer  
Gregor Moe

**It is in our own back yard!!!**



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2	Turley Creek Division	John Fales	<a href="mailto:dir-2902@mcor-nmra.org">dir-2902@mcor-nmra.org</a>	14	Cowboy Line Division	Dennis Brandt	<a href="mailto:dir-2914@mcor-nmra.org">dir-2914@mcor-nmra.org</a>
3	Kate Shelley Division	Richard Liebich	<a href="mailto:dir-2903@mcor-nmra.org">dir-2903@mcor-nmra.org</a>	15	Oklahoma Hartland Division	Kurt Konrath	<a href="mailto:dir-2915@mcor-nmra.org">dir-2915@mcor-nmra.org</a>
4	Eastern Iowa Division	Tony Bowen	<a href="mailto:dir-2904@mcor-nmra.org">dir-2904@mcor-nmra.org</a>	16	Northern Oklahoma Area	--	
5	Western Heritage Division	Bruce Hochberger	<a href="mailto:dir-2905@mcor-nmra.org">dir-2905@mcor-nmra.org</a>	17	Western Kansas Division	Robert Simmons	<a href="mailto:dir-2917@mcor-nmra.org">dir-2917@mcor-nmra.org</a>
6	Kansas Central Division	Ray Brady	<a href="mailto:dir-2906@mcor-nmra.org">dir-2906@mcor-nmra.org</a>	18	Platte Valley Division	Todd Petersen	<a href="mailto:dir-2918@mcor-nmra.org">dir-2918@mcor-nmra.org</a>
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8	Maple Leaf Area	--		21	Fallen Flags Division	John Rietveld	<a href="mailto:dir-2921@mcor-nmra.org">dir-2921@mcor-nmra.org</a>
9	Central Missouri Area	Doug Whetstone	<a href="mailto:dir-2909@mcor-nmra.org">dir-2909@mcor-nmra.org</a>	22	Nebraska West Central Division	Gene Tacey	<a href="mailto:dir-2922@mcor-nmra.org">dir-2922@mcor-nmra.org</a>
10	Gateway Division	David Lowell	<a href="mailto:dir-2910@mcor-nmra.org">dir-2910@mcor-nmra.org</a>	23	Great Midwestern Division	Whitney Johnson	<a href="mailto:dir-2923@mcor-nmra.org">dir-2923@mcor-nmra.org</a>
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](mailto:drs_rr@yahoo.com) Web page: [www.tulsanmra.org](http://www.tulsanmra.org)

**Division 2: TURKEY CREEK DIVISION (Kansas City Area):** 4<sup>th</sup> 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](mailto: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):** 4<sup>th</sup> Thursday of every month except: 3<sup>rd</sup> 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](mailto: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):** 2<sup>nd</sup> 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](http://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:** 1<sup>st</sup> Saturday of even numbered months. Meetings start at 1PM. For the next meeting's location and program please email [rkboelling@gmail.com](mailto:rkboelling@gmail.com).

**Division 7: CHISHOLM TRAIL DIVISION (Wichita KS):** 1<sup>st</sup> 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](mailto:alan.a.aagaard@gmail.com)

**Division 10: GATEWAY DIVISION (ST. Louis, MO)** 3<sup>rd</sup> 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):** 3<sup>rd</sup> Thursday each month, 7:00 PM at HyVee East upstairs meeting room. Corner 1<sup>st</sup> Street and Norfolk Ave, Info: Dennis M. Brandt, Phone 402-992-2415, email [dennisbrandt44@gmail.com](mailto: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](mailto: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](mailto: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](mailto:todd@gtmc.net)



## Upcoming Division Events

### First Quarter 2020

*The BEST TRAIN SHOW IN WICHITA*

**The WICHITA TRAIN SHOW & SWAP MEET**

**Saturday February 1, 2020 9am - 5pm**

**Sunday February 2, 2020 11am - 4pm**

**-TWO FULL DAYS OF EXCITEMENT-**

**-OPERATING LAYOUTS-**

**-OVER ONE HUNDRED**

**VENDOR TABLES-**

Cessna Activity Center; 2744 George Washington Blvd, Wichita KS

Hourly Door Prizes – Modeling Contests and Clinics – Kid's Play Area

Admission: \$8.00 for both days; Children 10 & under free with paid adult

Scouts in uniform in free

\$1.00 off with non-perishable food item.

Sponsored by the Chisholm Trail Division  
NMRA

### South Central Nebraska

#### Model Train Free-Mo Event

Thayer County Fairgrounds

Deshler NE

**March 27-29, 2020**

H0 and N Scale Free-Mo Layouts

Sponsored by Spring Creek Model Trains

Organized by the Western Heritage Division  
NMRA

### Second Quarter 2020 and Beyond

**April 18-19, 2020: North Platte NE;** 26<sup>th</sup> Annual Train Show; D&N Event Center, Saturday 9-5, Sunday 10-4. Admission \$4.00 - Children under 12 \$1.00 (under 5 free with paid adult); Largest show between Lincoln and Denver; Vendor tables \$12.50 until April 1, after April 1<sup>st</sup> - \$20. For more information contact Gene R. Tacey, P.O. Box 485, Sutherland, NE 69165, 308-386 2489, or [taceys@gpcom.net](mailto:taceys@gpcom.net); Sponsored by the Nebraska West Central Division, NMRA

**May 2-3, 2020: Herington, KS;** Herington Railroad Days; Herington Community Building, 810 South Broadway, 785-258-2842; Sponsored by the Kansas Central Division NMRA and the Herington Historical Society & Museum

**November 7, 2020: Ballwin MO;** 2020 Fall Meet; Trinity Lutheran Church, 14088 Clayton Rd., [www.gatewaynmra.org](http://www.gatewaynmra.org); Sponsored by the Gateway Division NMRA



# Editor's Musings

By Ray Brady

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

*"Something Old..... Something New..... Something Borrowed..... Something Blue..... And A Sixpence In Your Shoe."* Where have we heard his Old English Rhyme that names the four good-luck items (plus a sixpence to bring prosperity)? Yes! Weddings!

And, what does it have to do with Model Railroading (or Railroading in general)? I got to thinking about the mix of things that are included in the Caboose Kibitzers. In this issue, we have:

**Something Old!** This issue and last I have included a look back at earlier issues of the CK. There are nuggets of wisdom in our corporate history that speaks to us today just as they did to our past NMRA members.

**Something New!** Throughout this issue, there are new, original, articles that grace the pages. Where would the CK be without the exciting stuff that our MCoR members are doing? And, as Editor, I am grateful for the enthusiasm these members have in sharing their activities with the community

**Something Borrowed!** This issue includes a borrowed article on "Interlockings" from the Kansas Central Division's *Brass Pounder*. Author Ross Boelling, retired dispatcher from the BNSF, blessed the Kansas Central members with his knowledge and expertise of prototype railroading. This CK borrows that knowledge and passes it on to all MCoR members. Look for more in the future.

**Something Blue!** For weddings, the wearing of "blue" was meant to deflect the Evil Eye. For us Model Railroaders, that can mean that the Caboose Kibitzer gives us information so that we can learn from each other and, hence, avoid the evils having to reinvent the wheel or from going down the wrong path. I, personally, do not like "Do-Overs." We can learn from each other so we can avoid "Do-

Overs."

As for the "Sixpence," I submit that there is prosperity in the corporate history that exists in the 950+/- members of MCoR. Just look at the models we build, the layouts we create, the fellowship we enjoy, and how much we learn from each other by participating in this hobby. I challenge each of you to go back into the Caboose Kibitzer history via the links on page 35 of this issue.

In these first two editions of the Caboose that I have edited, I am extremely grateful to Hank Kraichley for his help. With his, and all of the Staff on page 10, the Caboose is what you see in these pages.

In the future, I see the Caboose Kibitzer as continually evolving with your help. In my working career, I was always the happiest when I was learning something new. So too now, as there is so much that I do not know about railroading, either in the prototype or the modeling world. It is up to you, the MCoR members, to "educate" me and in turn the rest of the community on all the aspects of our chosen hobby.

I welcome Letters to the Editor. I welcome your thoughts on what you would like to see in the CK? What are your thoughts about the articles you read in the CK? And, I welcome articles for publication in the CK. For article guidelines contact me at [ckeditors@mcpr-nmra.org](mailto:ckeditors@mcpr-nmra.org).

And, the community welcomes you to participate in the Pike Registry. The registry, found on page 39 of this issue, is intended to let us share with each other the great modeling efforts that are occurring throughout the Region.

New and great things are happening in the Model Railroad Community. I look forward to sharing things with you in the future...

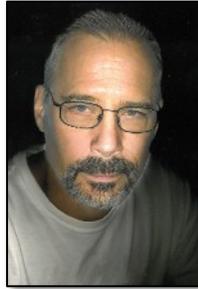
*Ray Brady, Editor*



## The Last Ride

In Recognition of Those NMRA Members That Have Passed

**Don Ayres** passed away September 22, 2019. He joined the NMRA in 1998 and was an active member of the Gateway Division, serving as Assistant Superintendent, Clerk, and Publicity Chairman. At the time of his death, he was nearing completion of a layout based on Santa Fe's Cajon Pass between San Bernardino and Victorville, CA. In recent years Don spearheaded the Division's education programs. He planned events for young



modelers at St Louis' National Museum of Transportation and basic model railroading education at Mark Twain Hobbies in St. Charles MO for those just getting into the hobby. Don's energy, enthusiasm, and passion for model railroading will be greatly missed.

**Philip Rader** passed away October 6, 2019. He joined the NMRA in 1975 and was a member of the Little Rock Arkansas Area. He was retired from the military and was a retired truck driver.



## Ellsworth Kansas - June 2019

Ex Union Pacific 2509 wood cupola Class-CA, built around 1910, is now at the Ellsworth County Museum in Ellsworth Kansas.



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## New Members

By Whit Johnson, MMR  
MCoR Membership Chairman

### *Turkey Creek Division*

Jason Barringer  
Don Lewis  
Marlon Medina  
Tim Merkel  
Patrick Ronfeldt

### *Gateway Division*

Richard Brandon  
Walter Brennan  
Kenneth Haller  
Gary Kilb  
Mike Musick  
Paul Steinberg  
Miller Family

### *Maple Leaf Area*

Shirley Hogben

### *Northern Arkansas Area*

Mark Kulak

### *Central Missouri Area*

Charlie Colozza  
Tom Hourigan  
John Johnson  
Brad Kennedy  
Jim Mangram  
Marty Oetting  
Marcus Shaddox

### *Oklahoma Heartland Division*

Robbie Miller

### *Platte Valley Division*

Paul Bartlett  
Linda England

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## Returning to Model Railroading (Part 2)

By Charles Laggan

Happily Modeling the New York, Akron, and Western Railroad

*In the last Caboose Kibitzer, Charles Laggan started Part 1 of a 4-part series about his model railroad layout. In this issue, Charles talks about his concept and design criteria for his layout.*

HO

In **Part 1** of this series I told you about my love of model railroading that now spans over 60 years and how family and work commitments caused me to set aside my hobby during the last 30 years of my railroad career. Retiring in February 2015, I thought "if I am going to get back into this hobby, it's now or never as I'm not getting any younger".

I gathered up the notes I made over prior years about what I would like to see in a new layout.

- ❖ It would have a main line operation, a few branch lines, a strong emphasis on switching 30-40 industries, a few intercity passenger trains as well as abridged commuter operations on the branches.
- ❖ There would be one main classification yard, interchange with several carriers, a signal system, DCC control system and be located in a separate train room.
- ❖ The layout would be purpose-driven and be influenced by my own 49-year career on Erie Lackawanna and Conrail from the areas I lived and worked.
- ❖ It would be loosely based upon the Erie Railroad's operation between Chicago and Jersey City, NJ.
- ❖ Many people that are totally unfamiliar with the hobby and the role railroads play in the North American economy visit layouts. My layout would be designed to encourage novices to visit and see a railroad industry in action.
- ❖ We will have some operating rules (the absence of which would lead to chaos) but the operational session needs to be a fun experience. I have operated on some model railroads where the rules are so strictly enforced that I would have no interest in returning - it was a frustrating experience.

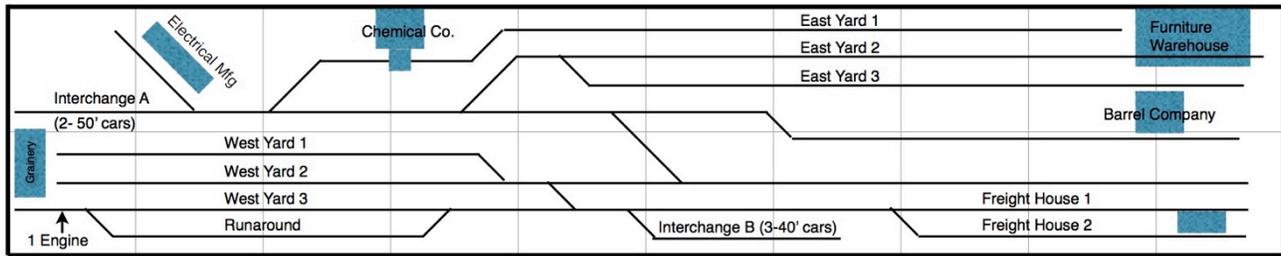
So, there you have my Givens and Druthers. It looked like a tall order for me before I began serious planning, but a good starting point.

With quite a bit more time on my hands, I joined NMRA in March 2015 and attended several of the National and Regional conventions in 2015 and 2016 to gather information. At the 2015 National Convention in Portland, Oregon I found the clinics a great way to catch up on new products and ideas if one is new to the hobby (or getting back into the hobby as I am).

I was usually in some clinic room in Portland by 8AM and many days staggering out of the last clinic at 11PM. I attended 41 clinics in all that week! Not quite the schedule I would recommend for the faint of heart, but it worked for me.

Additionally, I sought out invitations to private and club layouts and to such events as Bay Rails. I have as much fun operating as I do just observing the techniques other modelers use that I might adapt to my planning. I am always amazed at the high quality of construction I see in action.

I should mention that in the couple of years immediately prior to my retirement, I began to convert my thoughts outlined above into a pencil and paper plan. I even built the train room I spoke about earlier and a 10-foot switching module (**Figure 1**) to try out some of the equipment I hadn't used in many years as well as some new items I had picked up.



**Figure 1: Switching Layout**

As I built and operated the switching module with modern 21<sup>st</sup>-century equipment, I was amazed at what had changed in our hobby. All changes for the better! My Top Ten 10 favorite improvements, not in any particular order are:

- ❖ The operational flexibility and prototype ability that **DCC** affords.
- ❖ The **Internet** for layout planning research and locating sources of supplies.
- ❖ Training **videos** online.
- ❖ The variety of **glue** options available.
- ❖ The wide selection of **buildings and structures** now produced.
- ❖ **Scenery** options.
- ❖ Choices and quality in **track** structure components.
- ❖ **NMRA Clinics**.
- ❖ Variety of **engines and rolling stock** available and in so many scales.
- ❖ The Light Emitting Diode (**LED**) and what a great saving in heat and cost.

I soon realized I probably needed to try one of the railroad-design CAD programs as they were an excellent way to design and revise. I bought one program, but could never get the hang of using it. This was very disappointing to me.

In March 2015, I engaged Stan Sweatt from California to develop a plan based upon my refinement of the outline above. Stan models the Erie Railroad and we fluently spoke about points and branches on the old Erie (and later Erie Lackawanna and Conrail) whose features I wanted to incorporate into my plan. This was becoming a good partnership!

It could be debated whether building a train room first to help define useable space is a plus or not. When I first mentioned to Stan the size of the room I built was 16' x 22', he said "it will be tough to get everything you want into that space." I fully expected to do some give and take on what would be included and what would not.

During one of our early phone conversations, Stan asked what was in the next room to which I replied "My wood shop." He asked how big that was and I told him "Hold on - I'll go measure it." I returned and told him my shop was 16' x 39'.

There was a big pause on the phone. Stan finally came back with something like "Ya know, that room together with your train room" would make one heck of a railroad." "Not an option, Stan." was my response.

We decided on to comprise whereby I would reallocate a 16' x 8' section of my wood shop to the train room (in some ways, I felt like the wife I've read about many times trying to keep a little space for the washing machine and dryer).

Stan completed my layout master plan in June 2015 as shown in **Figures 2 and 3**. Please note that these figures do not depict all of the Branch Lines. Those will be described in the next issue of the Caboose Kibitzer

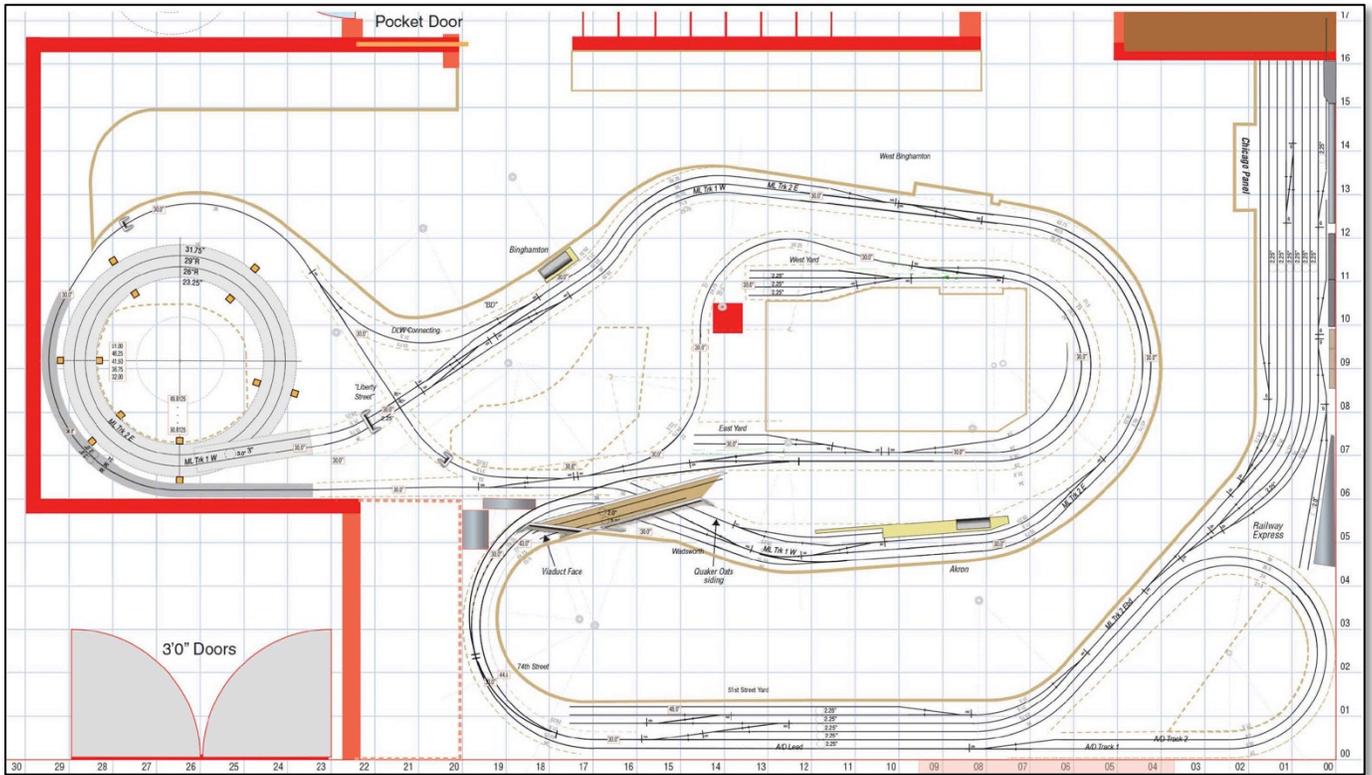


Figure 2: Lower Level - Binghamton to Chicago

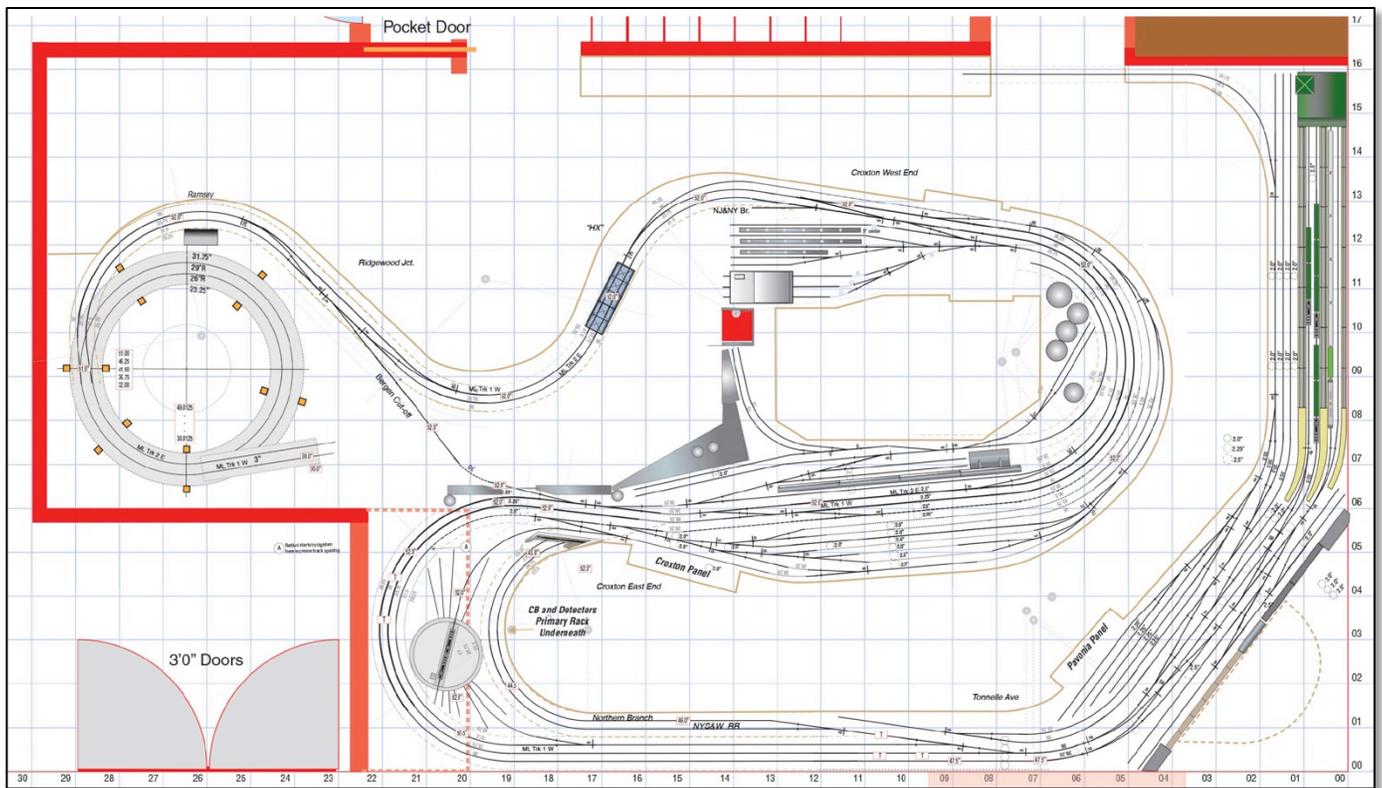
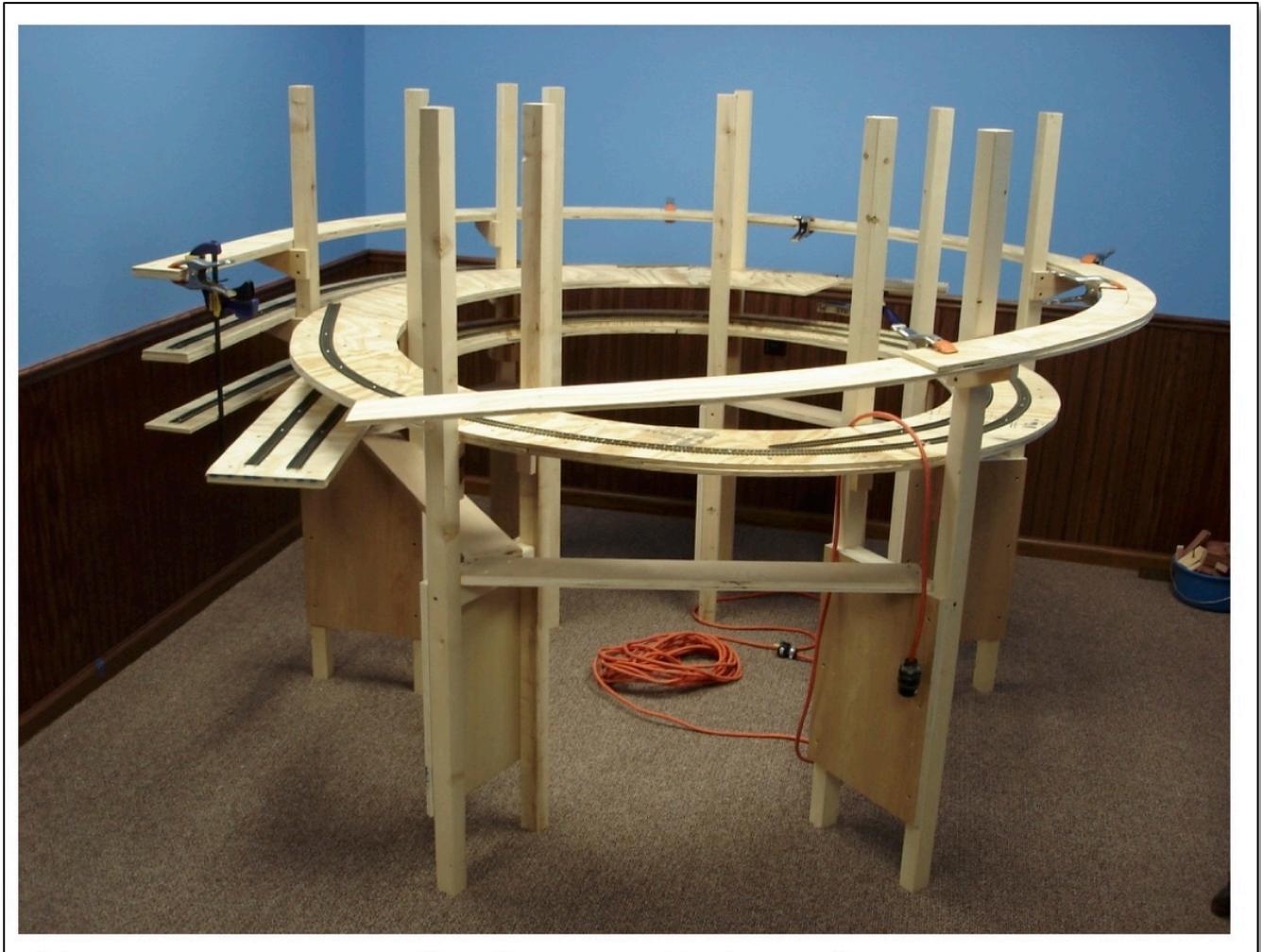


Figure 3: Upper Level - Ramsey to Jersey City

I then began moving all my shop equipment around and tearing down the common shop/train room wall. The reconstruction of both shop and modified train room was completed in August 2015.

Construction on my new layout that I call the New York, Akron & Western Railroad (NYA&W) began September 4, 2015 with the construction of the helix (**Figure 4**). Layout



**Figure 4: Start of Construction of the Helix**

construction is well underway now and I have had mini operating sessions during the construction process.

In **Part 3** (coming up in the next edition of Caboose Kibitzer), I will provide more layout details, operational intent, and pictures. See you then.



# Scratchbuilding a Hannibal and St. Joseph Railroad Inspection Car By David Roeder, MMR Happily Modeling the Webster Groves and Fenton Railroad

HO

I enjoy building models and searching the swap meets for old kits to use as raw material for unusual models. I found a really old Pocher/Rivarossi/AHM antique passenger car kit and began searching the web for a prototype I could use as a basis for a never-before-seen model.

Researching the Fallen Flags site led me to take a closer look at the Hannibal & St. Joseph RR in Missouri. The Hannibal & St. Joseph Railroad ran across Missouri in the 1800's and was taken over by the CB&Q in 1883. The schematic of the route is shown in **Figure 1**.

I began by making a drawing of the car with interior details in 1:48 scale. These are shown in **Figures 2 and 3**, with the Bill of Material in **Figure 4**. It is easier to get scaled down dimensions from a larger drawing.

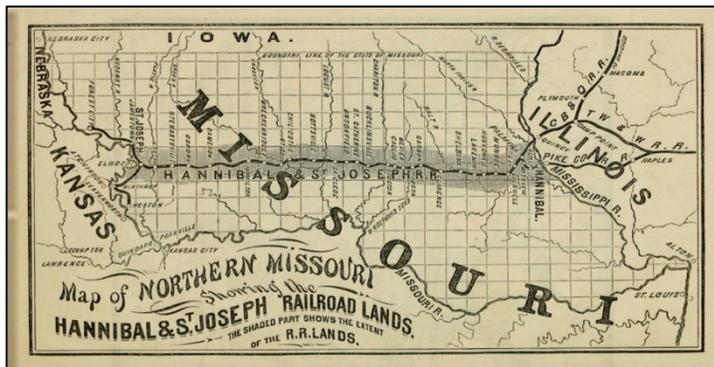


Figure 1

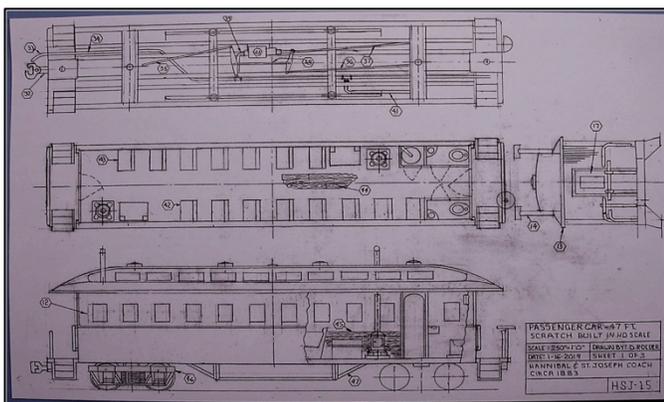


Figure 2

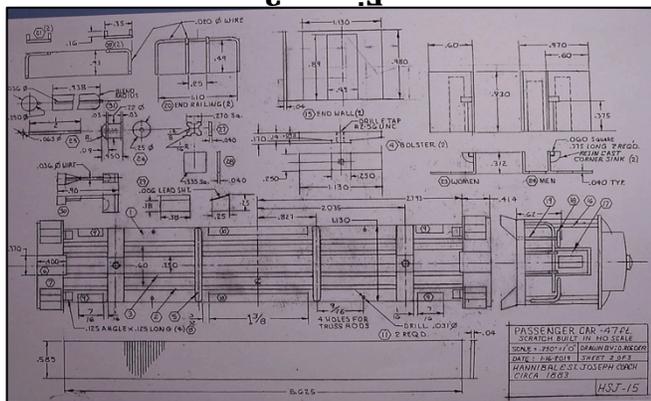


Figure 3

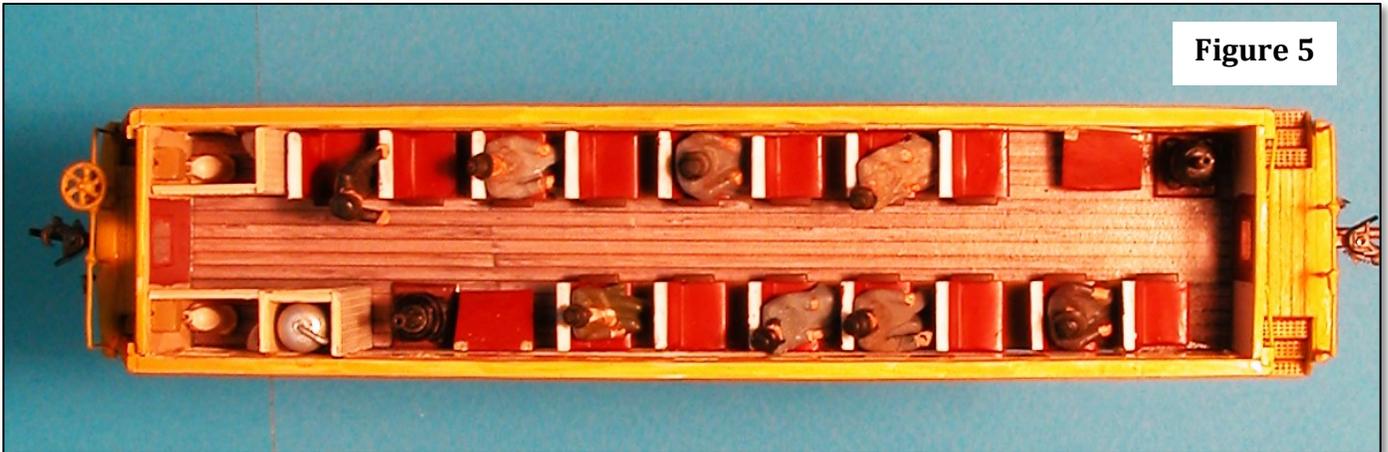
Bill of Materials			Hannibal & St. Joseph Coach # 15	Drawing Sheet 3 of 3
Part no.	Quantity	Material & size	Description	
1	1	Styrene .062X 1.13 X 5.586	floor	
2	2	Styrene .062 X .062 X 5.586	frame member	
3	2	Styrene .062 X .080 X 5.586	frame member	
4	2	Styrene .25 X .25 X 1.130	bolster	
5	2	Styrene Removed from AHM	Queen post - modified	
6	2	Styrene .04 X .37 X .40	coupler shim plate	
7	2	Styrene Removed from AHM	end platform - modified	
8	4	Styrene .13 X .13 X .13 long	angle brace	
9	4	Styrene .13 X .13 X .438	body side mounting block	
10	2	Styrene .13 X .13 X 1.38	body side mounting block	
11	2	Styrene .04 X .585 X 5.625	Lower body - side scribed car siding	
12	2	Styrene Removed from AHM	window strip - modified	
13	1	Styrene Removed from AHM	roof-modified	
14	2	Styrene Athearn caboose	Smoke jack	
15	2	Styrene .04 X .98 X 1.13	end wall - scribed car siding	
16	4	Styrene .062 X .062 X .930	end wall corner	
17	2	Styrene Removed - Bachman	end door - Bachman caboose	
18	1	Metal Ye Old Huff N Puff	brake wheel	
19	1	Metal .02 Dia.X .62	brake wheel staff	
20	2	Metal .02 Dia.wire	end railing assembly	
21	2	Metal .02 Dia.wire	end grab iron L	
22	2	Metal .02 Dia.wire	end grab iron R	
23	1	Styrene .04 sheet	Women restroom assembly - scribed car siding	
24	1	Styrene .04 sheet	Men Restroom assembly - scribed car siding	
25	2	Metal .052 Dia. X .50	Smoke jack for stove	
26	2	Styrene .25 Dia X .45	Stove	
27		Styrene .04 X .27 Square	Sove legs	
28		Styrene .04 X .335 Square	Stove tile base	
29		Wood .25 Sq. X .38 long	Fuel storage box assembly	
30		Resin See Detail	Toilet assembly	
31	1	Styrene .25 Dia. X .938	Water Tank Assembly	
32	2	Purchased KADEE	Kadee Coupler assembly	
33	2	Purchased Hi-Tech Details	Brake Hose	
34	1	Metal .02 Dia Wire	Brake pipe	
35	1	Metal .012 Dia. Wire	Brake rod	
36	1	Metal .012 Dia. Wire	Brake rod	
37	1	Metal .012 Dia. Wire	Brake rod	
38	1	Metal .012 Dia. Wire	Brake rod	
39	1	Metal .02 Dia.Wire	Brake pipe	
40	1	Styrene Type K	Air brake assembly - Tichy	
41	1	Metal .012 Dia. Wire	Water tank pressure line	
42	1	Purchased Pikestuff	seat assembly- modified	
43	1	Purchased Pikestuff	seat assembly- modified	
44	1	Paper .004 inkjet paper	Printed flooring - inkjet paper	
45	2	Paper .004 inkjet paper	Printed side wall covering - inkjet printer	
46	2	Purchased Athearn	Old time passenger car truck	
47	2	Heavy thread	Truss rod	

Figure 4

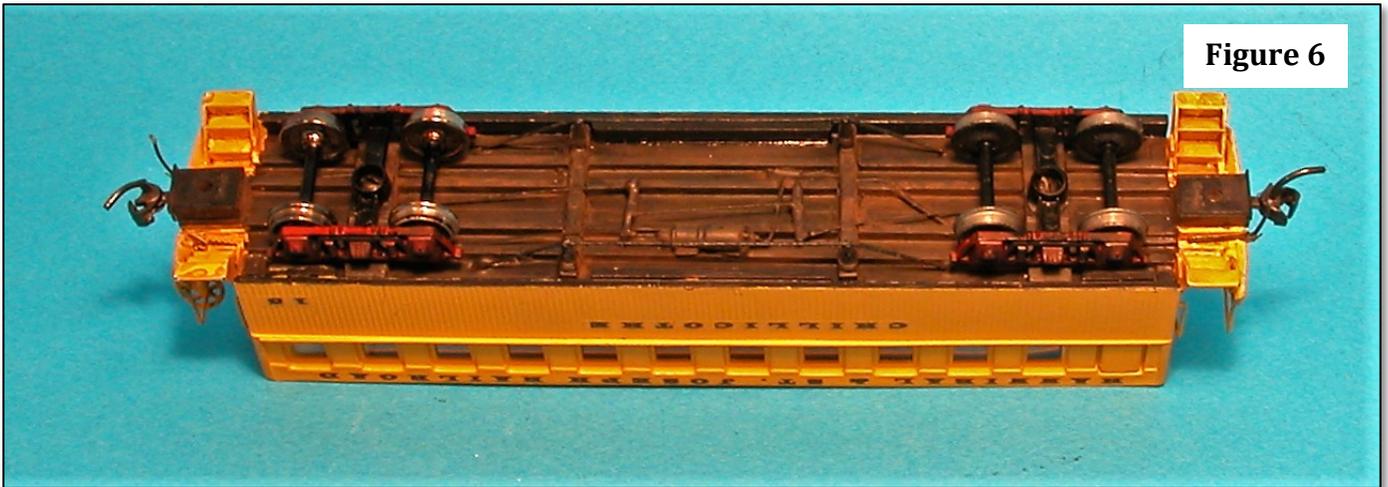
On this model, fitting the restrooms, stoves and wood fuel boxes in required some careful planning. The aisle width and restroom size required me to narrow down Pikestuff coach seat strips to fit everything in and still have end platform doors that were realistic. The end result is a unique model scratch built from Evergreen Styrene sheet and shapes.

I set this car in that time period with HS&J and CB&Q railroad officials inside representing an inspection train running over the newly acquired line. The car has been recently shopped and is in top condition for this trip. It has been up dated with Westinghouse type-K air brakes, restrooms, and reclining seats. Wood stoves are still being used for heat.

I cut apart the old plastic model and re-used the roof, window sections, end platforms and queen posts. The entire chassis, lower sidewalls, end walls, restroom walls and full interior details were scratch built **(Figure 5.)**



I added full underbody details with a type-K brake system **(Figure 6.)** The trucks are Athearn and couplers are Kadee whisker spring. Normally I add weight to bring the models up to



NMRA standards, but in this case I could not do that.

The roof was modified by adding the two Athearn smoke jacks **(Figure 7.)** Though difficult to see, there is a circle of 3D rivet decals around the center hump on the roof. The windows are Microscale Inc. Micro Crystal Klear.

The wood floor is an image from the internet image reduced to HO scale, then printed on my inkjet printer. **(Figure 8.)**



Figure 7



Figure 8

Restroom walls were made from scribed styrene with door details scribed in (Figures 9 and 10.) The sinks are resin castings I made for this project.

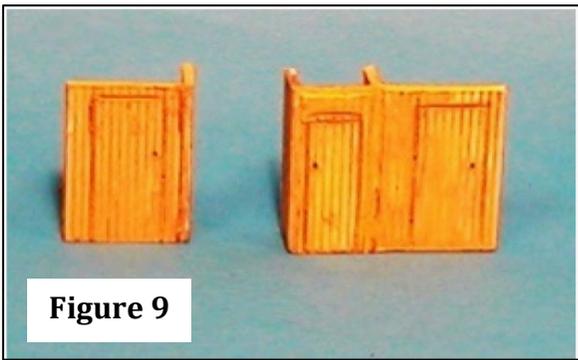


Figure 9

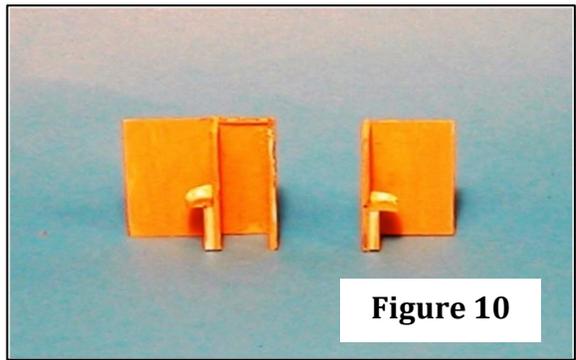


Figure 10

Interior details (Figure 11) include the two scratch-built stoves, wood fuel boxes and vertical water tank. The toilets are resin castings I made for this project.

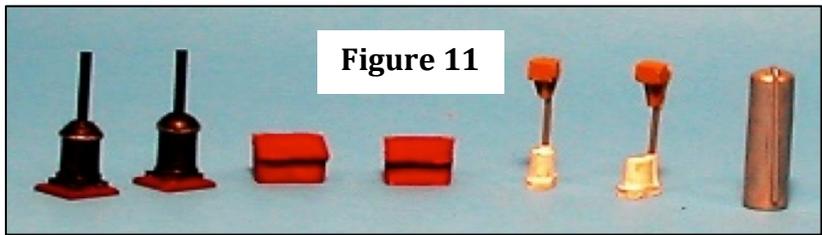


Figure 11

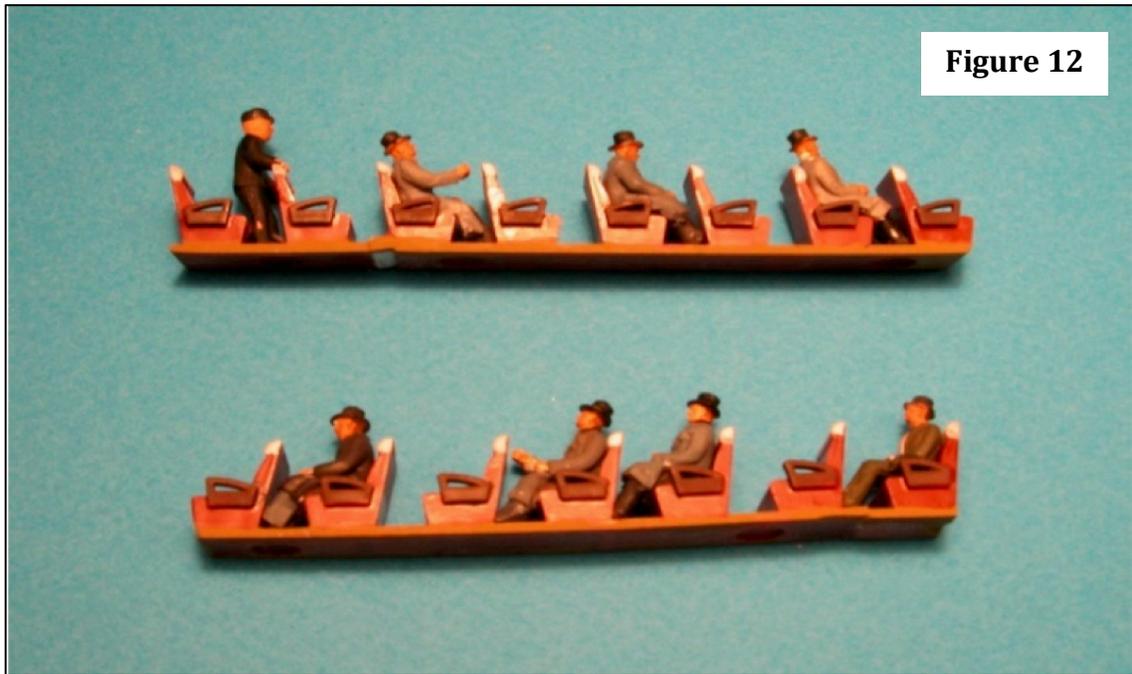


Figure 12

Seating (**Figure 12**) is narrowed Pikestuff #541-4102 Coach Seat. The figures are Prieser old time guys with top hats. The conductor is standing in the rear. And here, in **Figure 13**, is the finished product.



Figure 13

Building NMRA contest model rules require full documentation of entries, so design drawings or sketches as well as prototype information are necessary. Research and documentation are very enjoyable and I am always amazed at the amount of railroad history available on the Internet. Satellite views in Google Maps can be zoomed in to show traces of old railroad right-of-way providing clues to the location of long gone depots, yards, and roundhouses. Searching the history of railroad towns can provide information about what railroads ran through an area.

The best thing about this type of research is you can do it any time of the year at home sitting in front of a screen.



## Resources In The Region Online Division 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 traveled to the Turkey Creek Division’s Train Show and Layout Tour in September. Read more about it here:

[http://www.mcor-nmra.org/Divisions/Chisholm\\_Trail\\_Division/2019\\_Sep\\_Oct.pdf](http://www.mcor-nmra.org/Divisions/Chisholm_Trail_Division/2019_Sep_Oct.pdf)

### **Eastern Iowa Division**

Eastern Iowa Division held their fall meeting on October 26, 2019. Read and see more about it here:

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

### **Indian Nations Division**

The Indian Nations’ *Division Point* publication included September Highlights, Tips and Techniques, and Show and Tell. Read and see what is happening here:

<http://www.tulsanmra.org/dp/DPNov19.pdf>

### **Turkey Creek Division**

Turkey Creek Division’s November 2019 *Lightning Slinger* has an extensive article on “first generation trucks” by Larry Diehl. Read and see more about them here:

[http://www.tc-nmra.org/TC-Library/LS\\_2019-11.pdf](http://www.tc-nmra.org/TC-Library/LS_2019-11.pdf)

### **Western Heritage Division**

Western Heritage’s November 2019 meeting highlights include clinic pictures on chain link fence making and show and tell of cabooses and MOW. Read and see more here

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



## Model Railroad Operations

By David Heinsohn



## Interlockings

By Ross Boelling  
Happily Modeling the Lyona Valley Railroad

*For many modelers, Operations is one of the reasons that model railroads are built. As a means of enhancing the experiences of these modeler's, this article discusses one aspect of Operations – the Interlocking. Ross Boelling is a retired dispatcher from the BNSF. This article is a reprint of an article that ran in the October 2019 issue of the Brass Pounder – a publication of the Kansas Central Division, NMRA.*

### From the **General Code of Operating Rules (GCOR)** glossary:

**Interlocking:** Signal appliances that are interconnected so that each of their movements follows the other in proper sequence. Interlockings may be operated manually or automatically.

**Interlocking Limits:** The tracks between outer opposing absolute signals of an interlocking.

**Interlocking Signals:** The fixed signals of an interlocking that govern trains using interlocking limits.

**Distant Signal:** A fixed signal outside a block system that governs the approach to a block signal, interlocking signal, or switch point indicator. A distant signal does not indicate conditions that affect track use between the distant signal and block or interlocking signals or between the distant signal and the switch point indicator. A distant signal is identified by a "D".

**Block Signal:** A fixed signal at the entrance of a block that governs trains entering and using that block.

**Block System:** A block or series of blocks within ABS, ACS, CTC or Interlocking limits.

**Block:** a length of track between consecutive block signal.

**Automatic Block Signal System (ABS):** A series of consecutive blocks governed by block signals, cab signals, or both. The signals are activated by a train or by certain conditions that affect the block use.

**Automatic Cab Signal System (ACS):** A system that allows cab signals and the cab-warning whistle to operate automatically.

Bored yet? Definitions and glossary terms don't seem too interesting, but they are vital to the very specific phrases used in today's railroading. Our topic this month is a brief discussion of Interlockings.

Look back at the first sentence in the definition of "Interlocking". What exactly does that mean? It means an interlocking is designed to only function as it was designed. It cannot allow any conflicting movements to occur, i.e. line a Westbound train into a siding while at the same time line an Eastbound train down the main track through the same interlocking plant.

In Centralized Traffic Control, is the control point at the east end of Strong City Siding **(Figure 1)** an interlocking?

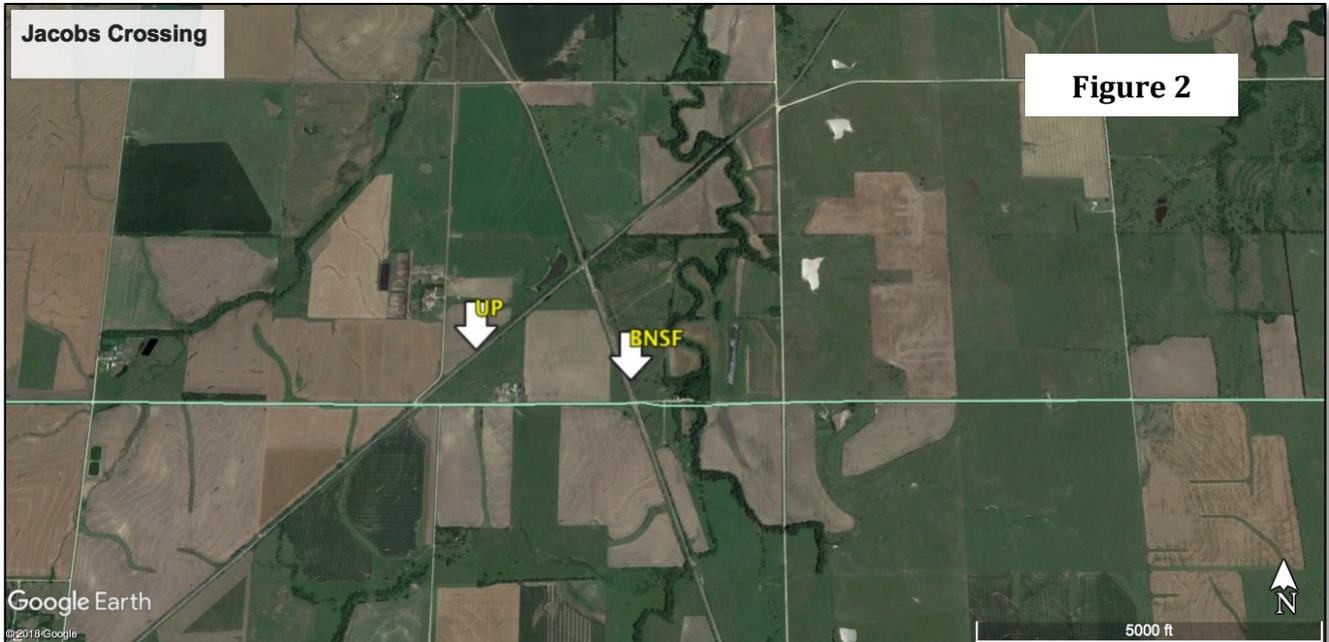
- The control operator requests to put a Westbound train into the siding.
- The East Siding Switch is requested to move to the reverse position.
- The switch machine moves the switch points to the reverse position.
- Contacts on the switch confirm that it is, indeed, lined safely for the siding.
- The Signal is requested into the siding.
- It finds the switch lined and locked and there is no track indication indicating the siding is occupied.
- The absolute signal displays the proper indication for the train to enter the siding.



- Any opposing signal is set to STOP.

These events are all interconnected so there is only one result and only one route possible. The East Siding Switch at Strong City **IS** a manual interlocking.

Is the Jacobs Crossing railroad crossing at grade (**Figure 2**) near Tampa, KS an interlocking? The UPRR crosses the BNSF at grade at this location. It is protected by absolute signals.



- It automatically senses a BNSF train approaching the crossing.
- It checks to see if a UP Train is indicated as already occupying the crossing.
- It checks to see if a UPRR Absolute signal has a proceed indication or is approaching the crossing.

- It checks to see if there is a BNSF train occupying the other side of the crossing.

If nothing is found during all these steps, it displays a proceed signal on the absolute signal for the approaching BNSF train. No control operator is involved. Jacobs Crossing **IS** an automatic interlocking.

But what about where Railroad A crosses Railroad B at grade near Courtland (**Figure 3**).



**Figure 3**

- Where they cross, there is a gate with a “STOP” sign on both sides.
- When the gate is swung across Railroad A, they will see the gate and “STOP” blocking their path while Railroad B will not see a stop.
- When the gate is swung across Railroad B, they will see a “STOP” and Railroad A can continue across the crossing.
- If Railroad B approaches the crossing and sees a “STOP” blocking their path, but there is no Railroad A train closely approaching or occupying the crossing, the Railroad B train can move the gate so the “STOP” now blocks the track for Railroad A; this opens up their route and allows Railroad B to continue on their way.

Is the Courtland crossing an interlocking? By definition, **YES** it is. The gate allows no conflicting movements.

When many folks think of an interlocking, what they are actually thinking about is a railroad crossing at grade, i.e. one railroad crosses physically another without any switches. Yes, that is a type of interlocking, but there are also several different types. CTC Control points are technically an interlocking.

What happens when an interlocking fails? The rules provide for specific actions and verbiage to address such failures. These are fairly common where switches are involved in an interlocking as they sometimes do not indicate mechanically locked because the points have moved due to temperature changes or debris stuck between the point and the stock rail. (Yes, real railroads have switches that do not work!) Because the switch does not indicate locked, the interlocking will not allow a signal to line.



# Eastern Iowa Division's Bug Slap

By Mike Barkhurst

Happily modeling the White Pass and Yukon Route



## BUG SLAP!

We had to call it something! As far as a title for this article, well, **Bug Slap** will work.

But **Bug Slap Reunion**? Why would you want to go do something that the name alone indicates you probably will need two cans of bug spray to get through the adventure? There were times when you heard more slapping than conversation and a few descriptive phrases about the bug's parentage than any other sound.

We once held our "bug slap" in a member's garage on a very hot summer Saturday that required the door to be open, which invited the bugs to join us. It became a matter of who was overcome by the bug spray first, the bugs or us. We now try to go to places that are mostly bug free, but the name "BUG SLAP" stuck.

What if you were offered 8 plus hours free to do nothing but model railroading with other modelers? Or how about 8 plus hours of scratch building with other modelers, or 8 plus hours to do B.O. maintenance, or just 8 plus hours being with like-minded people that enjoy or love the hobby as much as you? Think of all the new ideas and construction tips you could get from other modeler's. I could go on but I think you have got the idea. AND they are going to feed you lunch!

As the Superintendent of the Eastern Iowa Division, I wanted to entice as many modelers as possible to the event, as we haven't held it for a few years. I planned a meet-and-greet start-off and lunch menu that I hoped would attract the "not sure if I want to go" people. We had coffee, juice, water, donuts and goodies to start the day with; and hamburgers, hot dogs, chip and dip, with SUBWAY club sandwiches on wheat or white bread for lunch. How could you pass that up?

We planned our last Bug Slap to be at the Township Hall of the beautiful, quaint, small town of Bertram, Iowa, which was within a block of the Union Pacific dual mainline. The building was a wide open space where each modeler could spread out their goodies on their own 30"X96" table and do some modeling.

I was looking forward to this event for several reasons. First, I had two model structures to be judged. Second, I would get to see a couple of MMR's and a couple of almost-MMR's at work, one of which is excellent at pastel chalk weathering. And third, I get to view modelers that work in different scales than I model.

I will pass on a little background information about myself before I get moving towards the event. I really like to scratch-build. As a "student" of model railroading from the middle 50's, I am working towards my MMR and am always look for new and useable ideas for my Sn3 scale model railroad. I have always modeled for my own pleasure and did not care what other people or modelers thought of my modeling. If I was happy with the results, then that was all that mattered. I remember when I was about 12 years old I read an article in *Model Railroader* by Jack Work about the philosophy of model railroading. In his paragraph about "Desire to create" he summed up all my feelings about why I love to build things from scratch. He wrote "All of us take part in the hobby primarily for the pure pleasure it brings us." That is the whole idea! In other words, it is enjoyable! If you are inclined to read his article for yourself, go to the *Model Railroader* May 1960 article. Like I indicated, I love to scratch-build. Taking little pieces of wood or plastic and making a model out of "stuff" is purely enjoyable to me.

I started my whole MMR process after I read the 2008 articles on how to become a MMR in

the NMRA bulletin Magazine. To me, this looked like an unattainable goal. So, I forgot about it.

After officially retiring, I started my layout and decided the first structure I needed was a freight/passenger station. I had always figured that one day I would build an S-scale version of the Revell freight station from the late 1950's. You know the one I'm talking about. Just about every kid in model railroading of my age knew of this kit and worked mowing yards or doing a paper route just to get this kit. I had one of these kits on my first HO layout many years ago and loved the looks of it. I decided to build one in S-scale.

A few years back, I took pages of measurements and drawings of a neighbor's model of the station. Then I bought a finished model at a swap meet for reference. I built my version without the double roof and added a few more realistic and functional operational features that were different from the original Revell model. I drew plans in S-scale, cut and weathered the wood, and started construction.

During a few rethink periods while building my freight station, I built a Gallows turntable, coal dumpsite, a clean out rack, and an ash pit on my narrow gauge layout. Just by chance I was reading an article in the NMRA Bulletin about the Golden Spike requirements. I thought I had all the items and requirements already and maybe I could at least earn a Golden Spike Certificate. I talked to my Division AP Chairman to see what he needed to have for documentation from me and I supplied what he indicated. I got my Certificate! I was in railroad heaven. Then the AP Chairman sent me an email that changed my life and headed me down the path to MMR.

He asked if the structures on my layout were scratch-built and had I ever thought of submitting them for judging. Well, yes they all are scratch-built, and no I hadn't ever thought of submitting them because I build for my own pleasure. I asked myself, do I want to have my scratch-built items judged by modelers that have met NMRA standards for MMR? Or do I want to just stay in my own lone-wolf world and be happy with what I have? Or maybe now, after all my years of lone-wolf modeling, is it time to have a new set of eyes see what I have done and a few new ideas from other people that enjoy modeling as much as I do?

What the heck! I submitted my Defot (like Depot but with an "f" for the "p") combination freight and passenger station to be judged. I was not the least bit concerned because if they didn't like it, I was no worse off than before. But, it wasn't a matter of "liking it." It was a matter of judging it. I read the judging guidelines published on the NMRA website. I am new to the whole AP concept, but the guidelines look very straightforward to me. These are very specific guidelines the judges follow to establish the score of the model being judged. I accept this system and the small group process that makes it work. Enough said about judging! As it was, I did score enough to get a merit award. I was very happy with the feedback and score of my model. And with that, I was on my way to my Structures Certificate, and maybe, just maybe...

Everything on my layout has a story and that keeps me focused on the whole concept of the layout. The time frame of my layout is from WWII and the following decade. I will be running steam locomotives and a few diesels to supply rail power for my little community.

To run steam trains, there has to be facilities to maintain the steam locomotives. Therefore I will need specific structures to service these locomotives. I will need coal and fuel oil supplies to fire the different locomotives I will be running. I will need an ash pit to clean out cinders and clunkers from the steam locomotive ash pan, and a water supply facility for the steam engines. The diesel facilities will have to keep the bunker fuel oil heated in the frigid northern country for the diesels. The whole point being is to keep the time frame and location in mind when planning or building anything for your layout.

The first structure I needed was a place for all the material and people to congregate when they arrived in Defot, British Columbia. I wanted this structure to be a miniature of a building

constructed in the pre WWII years. It was in the remote area near an old gold mine at Defot that was still eking out a minimum of gold – enough to require supplies and support for the small remote community of miners and inhabitants. It would be the main focal point of supply and export and social interaction of the town. It would have the capability to handle less than carload materials for the community and local town functions along with a small degree of passenger traffic. It would be manned 24/7 with facilities for the Station Master to be fairly comfortable.

I started with the deck, understanding that I start my projects with weathering all the pieces beforehand. The construction, as it were, was from the bottom up with the platform. I weather all my pieces first with either India ink and alcohol, or black shoe dye and alcohol. Then after drying, I stress them with a razor saw, sandpaper and or wire brush. Without repeating seven pages of construction details from the judging form write up, I will summarize and go through a few pictures to save a few thousand words.

The platform is shown with the four walls of the main structure. The deck is already weathered and the walls are built per prototype practice, ready to be raised. The sliding doors are in process of being built. (Figure 1)



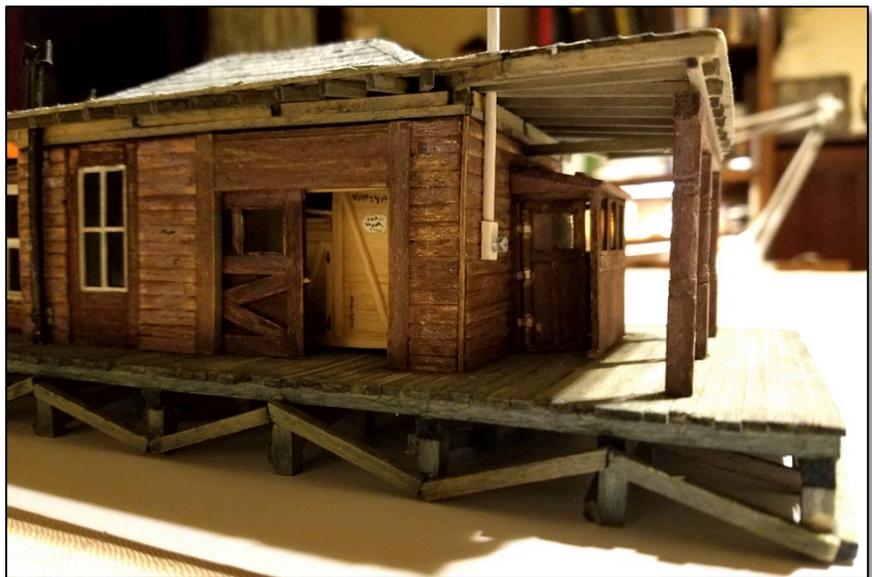
I raised the walls and applied a little scotch tape to get a visual idea of spacing. (Figure 2)

Fast forward quite a bit and the walls of the main structure are weathered and applied as clapboard siding. The roof is in process of being built and the stanchions are in place. **(Figure 3)**



The roof framing is completed, except for the tarpaper and shingles, and the office has a start on construction. **(Figure 4)**

The power box is for whenever the community of Defot gets a town generator on line. The passenger waiting area and some crates are in the main unit. **(Figure 5)**





View from above showing the Station Master's office with Army cot, potbelly stove, (the blue dot is the coffee pot), desk and chair and of course his own bathroom. **(Figure 6)**

The main structure holds a stack of crates (that also hides the 9-volt battery that lights the platform lamp and the lamp over the desk.) The passenger area is mostly a spot to stay out of the weather and a pathway to get into the main part of the building without opening the sliding doors. **(Figure 7)**



The three roofs used on the Depot. **(Figure 8)**



The Defot, BC depot has been installed on my layout and ready for the passengers and freight coming into town



I decided that the next structures the community of Defot needed was a sand house to service the engines and a bucket crane to handle the wet rails of the North. The railroad also has vehicles that will need servicing which will require a garage. These were the two structures I took to the Bug Slap. One of them scored really high and I got my second Merit Award. The other one... I received my third Merit Award, but this is the one where I learned the most. Those will be the subjects of my next article.

The Defot depot was my first structure to be judged; this article is my first too-long-of-a-write up; and this is the story of my venture into the AP world.



# Scratchbuilt BN 439034 Covered Hopper

By Craig Drenkow

Happily Modeling a Freelance BN/BNSF

HO

As part of my requirements for the Cars AP certificate, I scratch built a three bay covered hopper based on prototype pictures of cars 439034 and 439023 (Figures 1 and 2.)

I used a cut sheet for 439034 and one for 439023 that lists dimensions, and capacities. (Figure 3)

I used sheet styrene throughout. The only commercial parts are the trucks, couplers, brake gear moldings, hatch covers, roof walks and ladders. The roof walks were "kitbashed" from Kaydee Apex running boards. (Figure 4) The sides, roof, ends, and bottom hoppers are cut from sheet styrene.

The sill is from sheet styrene and the bottom hatches are from sheet styrene. (Figures 5-7) The ribs, end frame braces and the bottom hatch tracks are Evergreen shapes. Most of the car measurements are calculated from pictures of prototype cars. Brake line piping



Figure 1: BN 439034



Figure 2: BN 439023

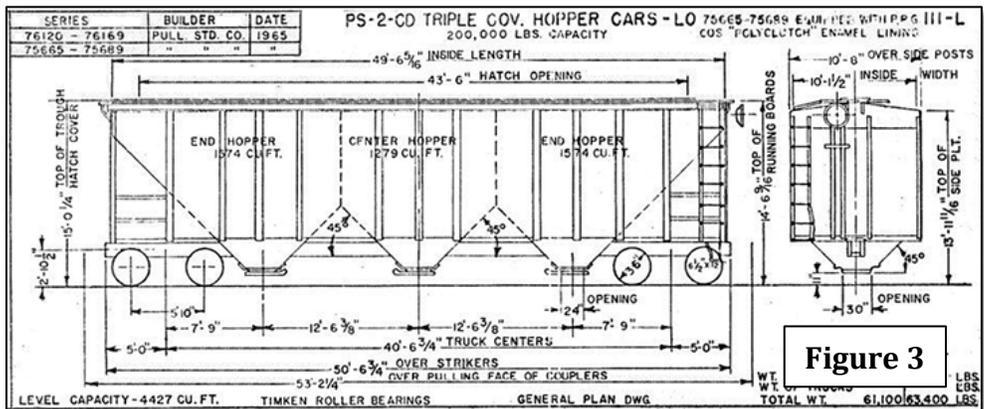


Figure 3

was added based on pictures from several cars and brake schematics but may not be exact to prototype as detailed pictures were not available. Roof walks were pieced together from several pieces designed for boxcars. The top hatches were parts from my scrap box.

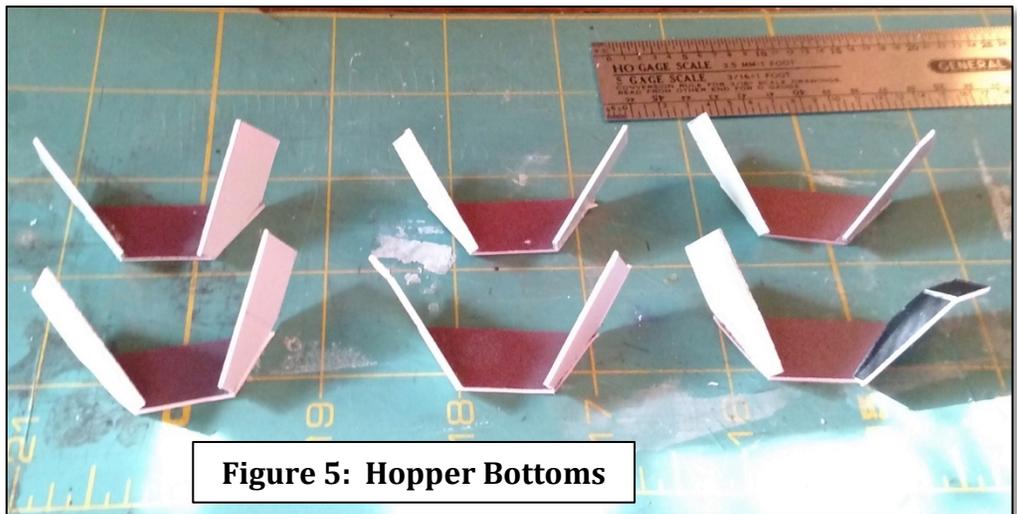


**Figure 4: Running Boards**

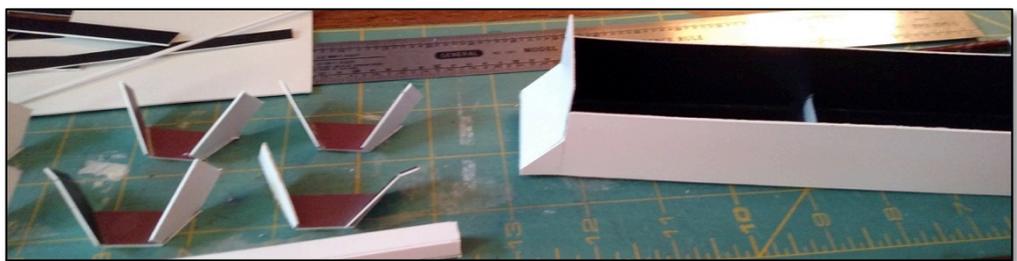
It took me several attempts to get the bottom hatches to look correct. I also remade the upper part of the car twice until I was happy with the results. The final attempt put some long, unused math skills to the test, but the final results were very pleasing. Using a caliper, I resorted to measuring a kit version of a three bay hopper already on my layout to get an idea of the scale measurements. I then compared the ratios I calculated with the ratios in the pictures to verify I had it correct.

This model is airbrush painted with acrylic paint. The lettering is decals from Microscale. The car was weathered with a combination of airbrushed paints and dry brushed paints. I was attempting to replicate the finish on the prototype in **Figure 1**. I started by spraying a primer coat of white, followed by two coats of green. I then sprayed a coat of acrylic gloss in preparation for the application of the decals.

I used a set of Microscale decals and adapted them to the positions noted in the prototype photos. I also added a couple of small graffiti decals on the sides. After an application of Micro Sol to make the decals conform to the ribs and other shapes, I let the model dry and sprayed it with a coat of acrylic dull coat. I then sprayed the model with a diluted coat of brown to give the car a weathered look. Using a brush and a mix of different colors, I attempted to



**Figure 5: Hopper Bottoms**



**Figure 6: Ready to Assemble Hopper Bottoms into Car Body**

replicate the rust patterns on the prototype cars. This is not a prototype model, so I just used the

pictures to get a feel for how these cars weather. This is a skill I hope to improve on as I continue to build models.

The car was built from a styrene sign repurposed from a retail store. Fortunately I have an almost endless supply of styrene sheet



**Figure 7: Car Body Assembled**

material as these signs are usually just thrown in the trash. Additional styrene shapes are from Evergreen Scale Models. This model did receive a merit award in judging at the 2019 MCoR Regional Convention in Wichita.

I have found a lot of pleasure in scratch building and hope to have more projects to share in the future. I have two projects that I currently have on my workbench. One is a large trackside warehouse and truck dock with working lights that is close to completion. I am currently developing plans for a passenger car that will be my next scratch built car. Unfortunately my plans have been put on hold by a serious illness that hospitalized me for two months. My current energy is being directed to rehab, but I look forward to getting back to my modeling soon.



**Figure 8: Ready for Service!**



# A Lighted Coke Machine

By Craig Drenkow  
Happily Modeling a Freelance BN/BNSF

HO

Here is a quick simple project if you are modeling in the modern era.

I picked up a '50-'60s era HO-scale Coke machine at a train show in Omaha. I'm a coke fan so I figured I could use it some way. I also had gotten some of the Woodland Scenics "Just Plug" red and green lights.

Using the Coke machine as an inspiration, I decided to make a more modern era, lighted HO-scale Coke machine for my layout with the red Just Plug light. I went to the internet and searched for images of Coke machines. I found several and printed them off in several different sizes. Using my scale ruler, I found one that I liked and adjusted the size to be correct, and printed it off.

I cut it out and placed it on plain sheet styrene and cut the styrene to the same size. I then went to my trash and pulled out the packaging from something I bought that had clear plastic covering it. I cut a piece the same size as the styrene and the print of the Coke machine.

I then cut strip styrene and formed a box around the styrene back. I cut a notch in the bottom piece for the Just Plug light wire and stuck the light into the back of the box. I placed the picture on the inside of the clear piece and taped it on the front of the box.

I found that the light was too intense, even if I dimmed it to almost off. I opened the box and repositioned the light so that it was on the picture. I then placed the coke machine where there wouldn't be layout illumination on the machine. This proved to be perfect.

I then glued the front to the box. I drilled a hole in the "ground" between two buildings on my layout and placed the machine between the buildings.

I was very pleased with the outcome and it didn't take long to do. It added another lighted feature to my downtown area.





# MCoR Region Club Rosters

By Louis Seibel

This roster is created for the benefit of members of the MCoR Region. Clubs (NMRA or Non NMRA) wanting to be listed contact [ckeditor@mc-or-nmra.org](mailto:ckeditor@mc-or-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](mailto: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](mailto:memrrc@gmail.com)  
Information: [www.trainweb.org/memrc](http://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, 6<sup>th</sup> & School Sts.,  
7:30. Information: [info@augustahorrclub.org](mailto:info@augustahorrclub.org)
- KS, Atchison**  
*North East Kansas Model Railroaders*  
12" scale, 1440 N. 6<sup>th</sup> St., Atchison, Sat. 10:00-4:00,  
Sun. 12:00-4:00. Information: Otto Wick 913-367-7536
- KS, Cherryvale**  
Leatherock Hotel, 2<sup>nd</sup> floor, 420 N. Depot St.,  
Cherryvale, Information: John R. Dhooghe,  
[john@cvmrc.com](mailto:john@cvmrc.com) or [www.cvmrv.com](http://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](mailto:rrailway@gbta.net)
- KS, Frankfort**  
*Frankfort Subdivision*  
416 W. 1<sup>st</sup> St., 10:00-3:00. Information: Joe McAtee,  
[joem@bluevalley.net](mailto:joem@bluevalley.net)
- KS, Garden City**  
*Garden City Model Trains*  
408 N. Main, back entrance, 6:30. Information: Robert  
Simmons, [trainman55@hotmail.com](mailto:trainman55@hotmail.com)
- KS, Hutchinson** N Scale  
*Kansas Central Model Railroad Club*  
16 E. 3<sup>rd</sup>, Hutchinson, 11:00-4:00. Information:  
[www.kansascentralmodelrailroaders.org](http://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](mailto:dClagett@ksu.edu)
- 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](mailto: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](mailto: fhs1955@GMail.com)
- KS, Olathe**  
*Weekend N-gineers*  
 16624 W. 126<sup>th</sup> St., Olathe, 1:00. Information: Ken Clark, [hapheart@swbell.net](mailto: 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](mailto: 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](mailto: 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](mailto: 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](mailto: 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](mailto: 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](mailto: 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.KCNRR.com](http://www.KCNRR.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](mailto: 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](mailto: 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](mailto: rBoone@traintown-kc.com)  
 Information: [www.traintown-kc.com](http://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](mailto: 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: [TedTschi@kc.rr.com](mailto: TedTschi@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. 20<sup>th</sup> Terrace. Information: [www.lawrencemodelrailroadclub.org](http://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](http://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](mailto: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](mailto: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](mailto:secretary@BigBendRRclub.org)  
 Information: [www.bigbendrrclub.org](http://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](mailto: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](mailto: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](mailto:info@tulsarailroadclub.org)



## 20 Years Ago in the Caboose Kibitzer

As our Mid-Continent Region moves into its 50<sup>th</sup> year, what is more appropriate than to reminisce about the legacy that our predecessors have left us. We have corporate memory lurking on our MCoR website that is still as relevant today as it was when it was first published.

(<http://www.mcor-nmra.org/region/CK.html> and [http://www.mcor-nmra.org/region/CK\\_back.html](http://www.mcor-nmra.org/region/CK_back.html))

Case in point is a Clinic your Editor attended at the 2019 National Convention in Salt Lake City. It was a clinic about “Twisted Trees” put on by Alex Vanzanten on July 12, 2019. It was a demonstration of how to make your own trees from wire and twine.

While the clinic was a new way of scratch building trees for most of the attendees, I discovered that it is “old hat.” This technique was presented twenty years ago in the pages of our Caboose Kibitzer. The Caboose Kibitzer back then had a 3-page article by Ron Morse MMR that described exactly what Alex demonstrated in his 2019 Clinic.

That Caboose Kibitzer (Spring 2000) article is presented for your enjoyment on the following three pages as a way passing the information on to the current generation of model railroaders.

And, for those that enjoy a good read, the MCoR website (in the links above thanks to Ryan Moats MMRs’ effort) has compiled an easily accessible library our MCoR history in print. I encourage you, when you have a few minutes, to go to the MCoR website library and see what “new” technology you can pick up from our corporate past.

## BOTTLE BRUSH TREES

By Ron Morse, MMR

The bottle brush tree is certainly not new. In fact it has been around for many years and is often sold in craft stores at Christmas for use as table decorations. Generally these trees look pretty bad from a prototypical point of view. However, there are some variations and enhancements that can make them look "down right good".

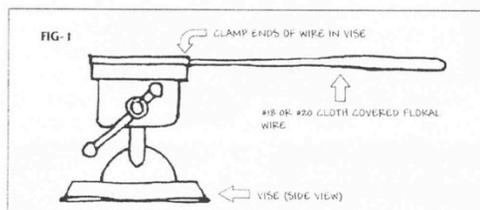
### First the materials needed are as follows:

- Variable speed drill or hand drill
- Twine that is used to bale hay, manila hemp rope or equivalent
- \*#18 or #20 cloth covered floral wire (18" lengths)
- Vise
- Café or cup hook
- Scissors
- Rubber cement and or spray adhesive
- Woodland Scenics Brand Dark Green Course Turf
- Wire cutters
- Clear Acrylic spray or hair spray
- Shallow box lid (shoe box lid)
- Flat Black spry paint
- Gray Primer spray paint

\*Floral wire without the cloth covering will work but it results in a skinnier tree trunk. It is also more likely to break in the twisting step.

Before we get into the enhancements, lets look at the basics of building the bottle brush tree:

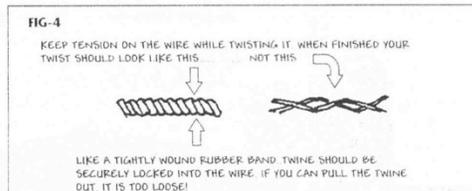
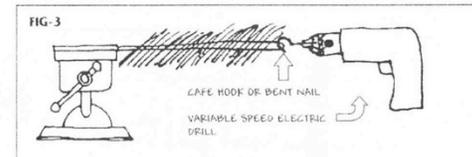
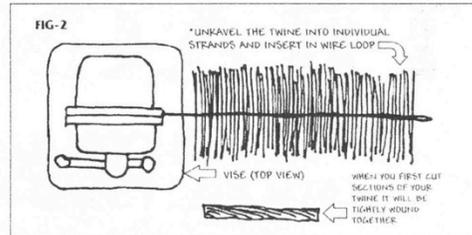
**STEP #1** – Bend a length of floral wire in half and secure the loose ends in a vise (see FIG - 1).



**STEP #2** – Cut enough 2" to 3" pieces of bailing twine to do your tree (6 to 12 pieces). If your twine is twisted you may wish to untwist it so it will fan out better. To eliminate some of the tight twist in your twine soak it overnight in water and then hang it to dry. Place the pieces of twine in between the two halves of the floral wire about 1/2" to 1" apart (see FIG-2).

**STEP #3** – Secure the café hook into the chuck of your drill (see FIG-3). Then carefully insert the hook in to the looped end of the floral wire. Pull the floral wire tight and slowly twist the floral wire until the entire section of floral wire has a consistent tight

twist (see FIG-4). A consistent tension on the wire is necessary. Your tree will reduce in height by about one-third in the twisting process. If you carry the twisting process to far or use too much tension you will prematurely break the wire. After you have made several you will get a feel for the proper tension.



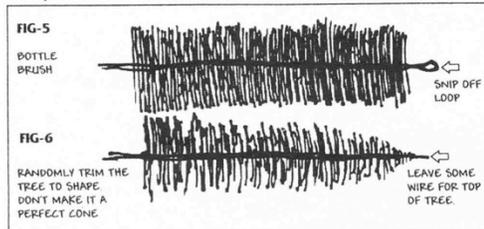
**STEP #4** – With your wire cutters, snip off the end of the tree that has the loop for twisting, about 1/2" above the first branch of twine (see FIG-5). At this point you have made a bottle brush.

**STEP #5** – Using your scissors trim the twine (see FIG-6) to conical tree shape. Proper trimming of the tree is critical to having a realistic appearance. I prefer to do what I call "random tree Hacking". That is, try to keep your trees from all having a perfect shape. Real trees have bare spots, broken branches etc.

You can change the angle of the tree branches by pulling the tree through your loosely closed fist. Depending upon the tree you are modeling some have branches that go straight out, others down, and some up.

**STEP #6** – The next step is to paint the tree a darker color than the twine affords. We prefer to use a flat black color. The key here is to LIGHTLY spray the tree. Allow some of the light color of the twine to show through. It is generally the center of the tree

that you want to be darker in color to create a feeling of depth which makes it more realistic.



**STEP #7** – After the paint has dried you are now ready for the next step which is adding the foliage to the tree. For this step I recommend you clamp the tree in a vise and set the vise in a shallow box lid. This will allow you to easily recover unused foliage. There are several different approaches that can be used in this step:

1. Liberally apply rubber cement to several tiers of branches and then by hand force the foliage material into the branches starting at the top of the tree. Then repeat this on the next group of branches until the tree is finished.
2. Or spray the tree with spray adhesive and then force the foliage material into the branches starting at the top of the tree. Then repeat this on the next group of branches until the tree is finished
3. Or spray the tree with spray adhesive and the sprinkle the foliage material on to the tree.

**STEP #8** – I like to enhance the top of the tree by making it more pointed. I do this by putting a dab of rubber cement or white glue on the top point of the tree and then using my thumb and index finger I squeeze the foliage and glue in to a pointed shape. At this point your tree is fairly fragile so carefully put it into a holding area. A wood block or a piece of Styrofoam with holes drilled into it works well.

**STEP #9** – After the glue has dried we prefer to come back and spray the entire tree with clear acrylic or hair spray. Be sure to do this in a well ventilated area. Allow your tree to dry for about 30 minutes and then give it at least one additional coating of either hair spray or acrylic.

**OTHER ENHANCEMENT TIPS:**

1. Using a very light green or blue color (you may have to mix this and use your airbrush or use ACCENT brand craft spray colors #387 or #376) MIST the tips of the branches by aiming straight down on the

tree. This lighter color on the tips of the branches resembles new growth.

2. Add pine cones to your tree. These can be made by using small sesame seeds or other items painted a rusty brown color. Pine cones are usually most dominant on the top half of the tree.

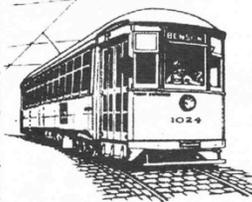
3. Most floral wire comes in 18" lengths which when folded in half and twisted will produce a 6 or 7 inch tree. If you want a larger tree twist the of two 18" pieces of wire together. This will double your tree height.

4. for dead trees use a reddish brown spray on the twine and leave the foliage off. Or use very little and spray the tree gray.

5. Remember not all trees are created perfect. Don't be afraid to experiment. Try a more random arrangement of the twine in your tree armature.

6. These types of trees usually have branches all the way to the ground and therefore do not require any additional work on the base tree trunk. (diagram of basic tree shapes on next page.)

## OMAHA STREETCARS ARE RUNNING AGAIN



As a visual supplement to my 348-page book on streetcars of Omaha and Council Bluffs I now offer a 107-

minute video on the same subject, mostly in color and mostly from the 8mm movies I took in Omaha from 1951 to 1955.

This film story takes you all over the city, in sunshine and snow.

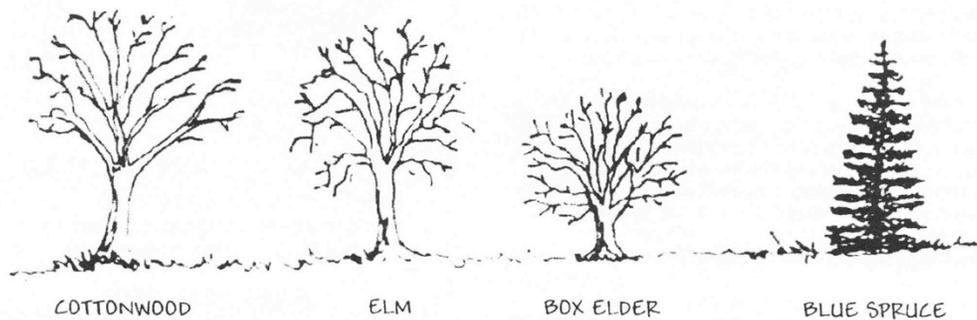
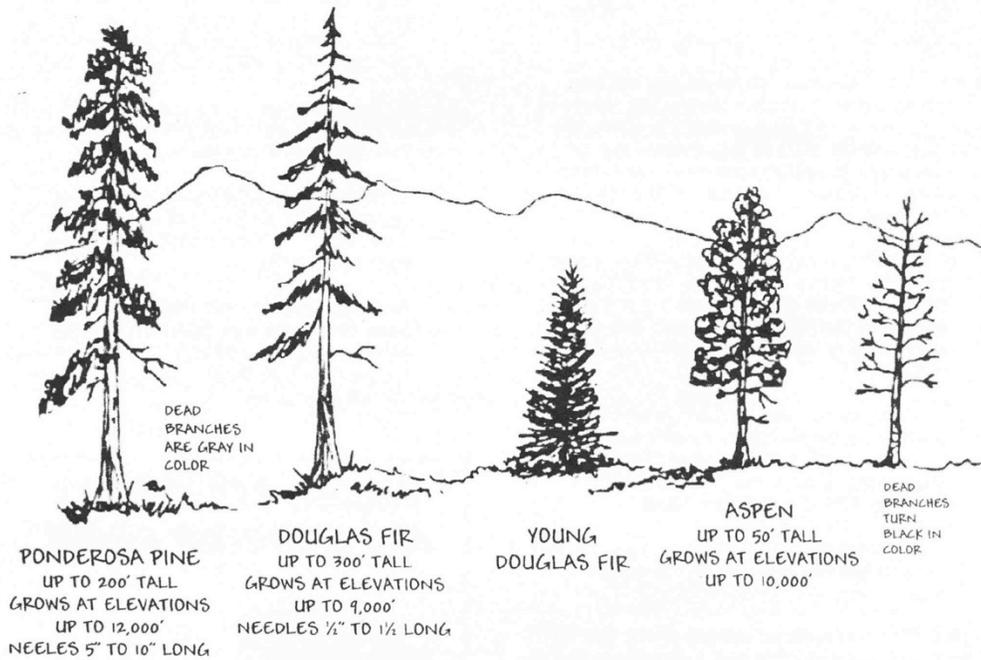
The video . . . \$41.25 postpaid.  
The book . . . \$63.25 postpaid.

**RICHARD ORR**

6506 Western Avenue, Omaha, Nebr. 68132

### BASIC TREE SHAPES

By: Ron Morse, MMR





# MCoR Pike Registry

Kansas

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**UP - D&RGW - Colorado Midland**

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*Raymond G. Brady, Superintendent*

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## 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](mailto:hkraichely@sbcglobal.net)**

## Elkhart Kansas – October 2019

ATSF Caboose 481 (No.999481) was built in approximately 1905 and later rebuilt in San Bernardino. It is now at the Morton County Historical Society in Elkhart Kansas.

