

CABOOSE

K I B I T Z E R

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N-scale Model of Dodge City's Pride Ag Co-op on the Western
Kansas Rails Modular Layout - - p. 19

By Robert Simmons



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The Head End

By Brad Slone, MMR—President MCoR

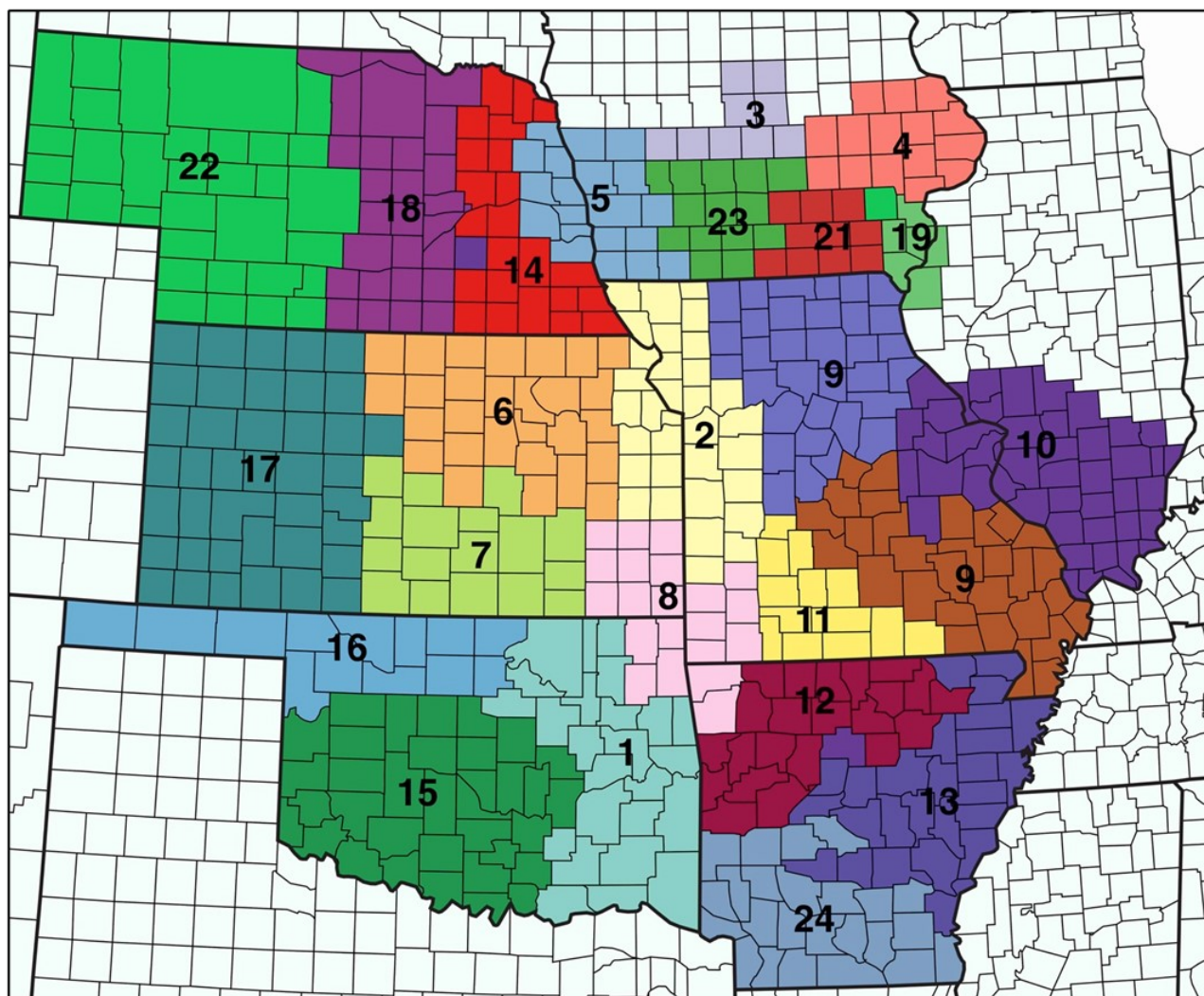
I said it already, but I'll say it again. What looked to be a great summer for model railroading activities within the region sure went south in a hurry. But rather than dwell on the negatives of the situation, let's try to look at the sunny side of things and consider all the modeling time and all the back burner projects that we have been able to complete during this time. This alone is probably the best advertisement of what the hobby has to offer to folks that we could ever write. Instead of being a couch potato watching reruns on Netflix like many, think of all the projects that have been completed and what a fulfilling way to have spent otherwise idle time. The other positive out of the situation has been the development and availability of online clinics and gatherings. For many years these aspects have been floating around looking for an application and, with many stuck at home, it has been the perfect time to try it out.

With the National in St Louis canceled, many have wondered what we will do about our summer BOD and annual meeting. Like many other events, we had not planned to have to deal with this kind of situation so it will be different than anything we have had to do in the past. What we are looking at doing is putting together a ZOOM meeting to cover both. Ideally, we would try to organize a gathering place somewhere centrally located, but with everyone's busy summer schedule and lingering health concerns, I think it's best to go the ZOOM route at this time. We would still like to present Region awards for the year, but, in all likelihood, it will be at a Division level later in the year when meetings resume. While many wonder if life will ever get back to normal (if I can figure out what normal is), I say it will in time - but it will take some time. That being said, we cannot stop planning for the future.

On that note, planning is moving forward with next year's joint convention with Lone Star Region. The host hotel has been chosen and the committee is doing a great job of covering every detail. There are going to be many layouts to visit with operating session being offered on most. The LSR guys are bringing some great ideas and it looks like it's going to be a great and very affordable event. The call has already gone out for folks willing to give clinics. If you would be willing to give one, shoot me an email (President@mcpr-nmra.org) and I will forward it to the folks organizing it. Till next time, keep your hand upon the throttle and your eyes upon the rail!

Brad Slone MMR, Mid Continent Region President





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

NMRA 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), at 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): 1st Saturday (except January) at 9:00 AM in the Sump Memorial Library, 222 N Jefferson St. (2nd & Washington Streets) Papillion NE (across from Runza). For the latest, up-to-date information visit the WHD web site at <http://www.whd.mcor-nmra.org> or the WHD Facebook page, Western Heritage Division, NMRA.

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 rkboelling@gmail.com.

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 at Trinity Lutheran Church, 14088 Clayton Road at Woods Mill Rd (Hwy 141), Ballwin, MO. Even numbered months at 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 railroad-ing 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



The Last Ride

In Recognition of Those NMRA Members that have Passed

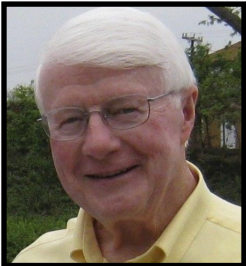
Normally I include "Just the Facts, Ma'am" in the "Last Ride". However, this month I received some very heart felt writeups about fellow NMRA members and I have included the comments in their entirety. Ray B.



Ronald Williams, MMR - I [Brad Slone MMR] had known Ron for many years - so many that I have lost track of exactly when and where we came to know each other. Ron was probably one of if not the first MMR I came to personally know and who was very influential in my desire to obtain MMR myself.

For many years Ron took the lead in organizing the Ozark Mountain Model Railroaders Meet held in Springfield every spring and steering it into the successful show it is today. I can't tell you the number of times I have said to many NMRA officials they should go to the show one time and observe the face of the crowd, because, unlike many shows, it is probably the most consistently kid friendly show I have ever attended.

In addition to his being an example of what an MMR should be, Ron was also an example of what service to the hobby means. He held many positions within the Region and Division over the years including that of region President from 1993 to 1995 and was, in no small part a reason that I chose to run as President myself. Not only his layout, but also his knowledge of the hobby was always open to those who needed his assistance. Ron was a good friend, a fellow Frisco modeler and exemplified the best the hobby and the organization had to offer.

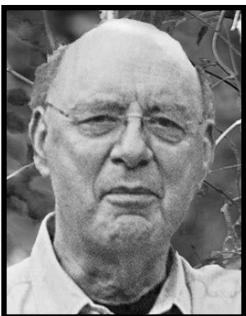


Richard (Dick) Wegner - Many of us [in Gateway Division] have been privileged to have Richard (Dick) Wegner as a personal friend. After a 38-year career with telephone companies, he and his wife, Marion, retired to Chesterfield, MO and he split his time between his many church activities, model railroading and golf. He was an avid model railroader with ATSF & MP being his favorite railroads.

Being a member of the local round robin Thursday night Gandy Dancers group, he constructed an excellent, fully sceniced, freelanced HO DCC layout that was always spotless, as was his workshop. As an excellent craftsman, his layout was outfitted with many detailed scenes including his structures. Some of his motive power and equipment was lettered for his private road, the Kansas City & North Western. About a year ago Dick decided to update his railroad by eliminating all the steam powered equipment and support facilities. When asked why, just before his 90th birthday, he simply said it was time to modernize and he needed something to do.

Dick frequently attended ATSF & MP historical group conventions as well as many of the NMRA conventions and was our "go-to-guy" for info on these railroads. He loved to go to train shows. Dick was a quiet reserved true gentleman who was generous with his time and could be counted on to volunteer for many of the local Gateway Division activities.

When we looked around at ourselves and other model railroaders it was clear that Dick took better care of himself, always looking slim and trim and energetic. This served him well through his 90th birthday in late 2019. Leukemia finally took our friend from us this year on April 8. We will miss him!



Pat Harriman MMR was a strong supporter of the NMRA [per Larry Alfred] at the Division, Region, and National levels and participated in a variety of the organization's programs and events. He would never hesitate to volunteer to help. He was involved with the NMRA Achievement Program, both as an early Master Model Railroader (MMR #168), and continually aided others. He was appointed

General Manager of the National Achievement Program. He served many years in this position, ultimately being awarded an NMRA Honorary Life Member.

The Turkey Creek Division and the Mid-Continent Region have benefitted significantly from Pat's involvement. He was a charter member of Turkey Creek Division and served as the fourth Superintendent in 1989. Pat was always willing to serve on event organizational committees and to present clinics sharing his modeling skills.

Pat was also highly active in the MCoR, serving as Region AP Chairman for many years. Perhaps, one of his most significant accomplishments was as Co-Chair of the 1998 Kansas City NMRA National Convention (Heartland Express). Pat, Larry Long MMR, and Larry Alfred MMR decided to "go for it" in the early 1990s, and made a presentation to the NMRA BOD in 1993. And, after five years of planning, Pat was very instrumental in making the 1998 convention one of the most successful conventions ever.

Pat is well known for his building/structure drawings and published books of these drawings. There is no doubt many structures on model railroads around the world have been built from his drawings. Over the years, he built several home layouts in the bomb shelter of his home, naming his HO railroad the Shelter Bay Railway Company because of this location. Over time, his interests evolved to narrow gauge railroads, leading to the construction of the Oregon Coast Mining and Timber Railroad in On30. Several articles have been published showing his wonderful layout building skills.



Warren Scholl Warren was born April 13, 1942 on the "north" side of Chicago, Illinois, son of Warren and Helen Tomory Scholl. He graduated Lane Technical High School in 1960. Warren's passion was all things railroading, particularly the Atchison, Topeka and Santa Fe Railway. During high school and after graduation, he worked at a hobby shop in Chicago, eventually owning one himself.

In 1964, he was drafted and went into the Army, serving two years in an artillery battery in Germany. There, he met up with a fellow railroad enthusiast and they spent their off-duty hours "chasing" trains around the German countryside. He was honorably discharged in 1966, returning to Chicago.

He returned to hobby shop work, then hired out with the Santa Fe in 1978 as a switchman, initially working in the Santa Fe's Corwith Yard in Chicago. Warren eventually worked his way up to engineer, working in and out of Chicago. He then moved to Ft. Madison in the late 1980s. He became a full-time training instructor in 1992 and moved to the Kansas City area in 1996.

Warren retired from BNSF, the successor to the Santa Fe, in 2011. He continued to do railroad safety training as a contractor, training at various shortline railroads and grain facilities on handling trains.

Warren also collected railroad memorabilia, model trains, and was active in several railroad-related groups, such as the Santa Fe Railway Historical & Modeling Society (as a lifetime member, also a recipient of the Honorary Life Member award for long-term service to the society), the National Railway Historical Society, the Railway & Locomotive Historical Society, the Kansas Historical Society, the Brotherhood of Locomotive Engineers (also serving as an official), the Lexington Group (a transportation historical society) and the American Legion. And, though he grew up in Chicago, he was a lifetime NY Yankees fan.



Gene Brooks 72 year old Pryor resident passed away December 31, 2019 in Wagoner, Oklahoma. Gene was born November 13, 1947 in Loma Linda, California to Edwin & Letha (Winke) Brooks. Gene was retired as Division Chief of the Loma Linda [CA] City Fire Department. He loved to collect and build model trains. He was also a member of the Green Country Model Railroaders Club.



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Editors Musings

By Ray Brady, Editor

Et cetera. Or just a few random thoughts...

Editor of the Caboose Kibitzer. I can't believe this is the 4th issue of the CK that I have edited. It seems like it was only yesterday that I said "yes" to Hank Kraichely at the MCoR Convention in Wichita last year about being Editor of the CK. Time flies! And, yes, it has been fun!!! And, I am deeply indebted to Hank for his leadership in evaluating the "look" of the CK as I was planning the format. Further, without his providing "seed" articles for me, the CK would be a much different publication. Thank you Hank!

Content of the CK. The content of the CK is entirely dependent on the members of the Mid-Continent Region. My immediate circle of members is from the Kansas Central Division, and to a lesser extent from the Chisholm Trail Division, Western Kansas Division, and my fellow Board of Directors from the different Divisions. I cannot know all of what is happening in the Region. But with 914 members in the Mid Continent Region, there are 914 stories that can be told. And that is what the Caboose Kibitzer is all about. I want it to tell the stories of the Region member's journey. So, think about what you are doing with your railroad. Pass it along to your Division/Area Director or send articles directly to me at ckeditors@mcpr-nmra.org. We would love to pass along what you are doing.

Shelter-in-place. As we all shelter in place awaiting the end of the Covid-19 pandemic, there is a lot of model railroading being done in the splendid isolation of our own homes. That could produce a book itself. We see a taste of that in the activities of the Central Missouri Area starting on **page 38** of this issue. But, what other stories are happening with our members and with our Divisions? Even with the cancellation of many train shows, I know of two Divisions that are forging ahead with alternate forms of meetings. ZOOM is a vehicle for allowing interaction between members while allowing social distancing and is being used quite effectively. It seems to be a viable method of becoming a regular, or impromptu socialization for one Division. What is your Division or club doing?

My Modeling. I have been doing some things that I have been putting off—like building the Cheyenne yard on my layout. In the process of getting ready to install 150' of N-scale track and 30+ turnouts, I discovered:

1. A kit for the 650-ton coal bunker that is a faithful representation of the prototype.
2. Which led me to redesign my original track arrangement for the Cheyenne Yard.
3. Which led me to think about how to faithfully model the roundhouse, depot, and other structures.
4. Which led me to think about cardstock construction.

This just reinforces that we are never done learning. My layout is not done. My layout will never be done. But, I am on a fascinating journey as I redirect and learn different model railroad skills and develop new interests. My experimenting and learning process continues.

Different Interests. Each of us have different interests. Some of us collect. Some are about a specific railroad. Some are about scenery. Some are about history. Some are about automation. Some are about operations. And there are many more ways that we engage our "grey matter." How do you do it? That is what this publication is all about. Share your interests with the rest of us.

Well, enough rambling. Let me know your thoughts. Share with me and the community what your model railroading is all about.... How about a "Letters to the Editor" section?

Ray Brady, Caboose Kibitzer Editor

ckeditors@mcpr-nmra.org



Resources In The Region

Online Division Libraries on 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%20Trail%20Division/2019%20Sep%20Oct.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%202019-11.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>



FIRE! The Unthinkable!

By Ross Boelling, Kansas Central Division; Photos courtesy Sam Bailey

As a model railroader, we must overcome a lot of obstacles and make some sacrifices to make our miniature world a reality. Hours and hours of planning, construction, and implementation ARE followed by significant monetary outlay to purchase cars, locomotives, scenery, and electronics (just to mention a few). And then there's that satisfaction when you see your premier train flawlessly traveling through your layout in front of a group of guest railroaders. What could be more satisfying than that? Ahhhh...

So, what's the worst thing that could happen now? **FIRE!!**

Well before I was a Dispatcher with BNSF, I spent 12 years with the Kansas State Fire Marshal's Office. For seven years I managed the Kansas Fire Information System which captured data from local Kansas Fire Departments about their activity. I also worked in the fire prevention division where we tried to keep facility occupants safe from fire. I also have some time as a volunteer firefighter. Through my 'Fire Phase' I saw lots of house fires on the reports that crossed my desk and in person.

This past month my friend Sam Bailey, a retired engineer and former coworker, suffered a house fire at his home in Marceline MO. I do not know if you have personally suffered a fire in your home. I have been lucky and have not.

My friend's fire was as devastating as most. While there was not a lot of actual fire damage to his train room, his layout was damaged by heat, smoke, and water. Smoke is an insidious character. It sneaks into a lot of unexpected places and leaves its mark of ash and other products of combustion and can ruin many things. Heat, too, causes problems. Water, used to extinguish the fire, is applied in abundance as the Fire Department attempts to control and stop the spread of the fire. The damage caused by the fire, heat, smoke, and water can render your home and your belongings unrecognizable (at best) or totally consumed (at worst).



Which brings me to the point of this story. Is **YOUR** railroad firesafe? Do you use NMRA's insurance policy to insure your collection? Could you replace your train collection in case disaster strikes?

While it's not something we modelers consider, when I was working at BNSF we had a safety briefing first thing at any meeting. We pointed out exit locations, identified who is CPR qualified, who will do a head count, who will call 911, etc. Would something like this before an operating session help educate your guests to know what to do and where to go?

When I was Chief of Fire Prevention at BNSF, my staff developed an easy way to explain and enforce fire and life safety to just about anyone. We used the acronym **ENDSS**. **Exiting, Notification, Detection, Separation, and Suppression**. They are in priority order and can be used for just about any building. The following is a quick evaluation of your train room.

Exiting:

Are the exits from your train room easily identifiable and recognizable. This is more important if you have frequent visitors to your layout. “Exiting” includes the pathway, stairs, doors, etc. that take you from your layout room to the outdoors. Because many layouts are in basements, can you see your exits if the lights went out?



Emergency lighting is fairly inexpensive and can be found at most box stores for \$20-50. When the power goes out, it provides lighting for a period of time so you can see to get out of the room. A simple “EXIT” sign (doesn’t have to be illuminated) would help folks know which door or pathway will take them outside.

Notification and Detection:

For our purposes, these two are lumped together. If a fire starts somewhere else in your home, is there a way for you to be notified? Is there a way for a fire to be detected? For us, in a home or small business space, there is no requirements for a fire alarm system. The next best thing is a smoke detector or better yet, interconnected detectors.

Kansas DOES have a smoke detector law requiring an operable smoke detector outside each sleeping area. New construction needs the detector to be electrically connected with battery backup. Existing homes can use a battery operated one. Can you hear your home’s smoke detector in your train room? National recommendations are for a smoke detector on each level of your home. Smoke detectors can also be interconnected (they cost more) so if one sounds, they all sound.

Separation:

The intent of “Separation” is to insure hazardous areas are separated from the occupants. It is typically targeted towards schools, businesses, and healthcare facilities. BUT, I wanted to mention it here, as there are some things that can be done with separation to minimize potential fire loss.

A lot of us have used OSB or plywood as walls or ceilings in our layout room. We also tend to route our layouts through the furnace, laundry, and water heater areas which are some of the typically more hazardous areas of our homes. A good way to separate spaces is to use a sheetrock wall.





Sheetrock provides a good barrier. The sheetrock needs to be facing the hazardous area; in other words, the furnace room is covered on the INSIDE of the wall as well as the outside. If you have a wall and door separating your train room from other spaces, it should be a sheetrock wall (both sides) and a solid core door (also called a 20 minute door). This will give your layout room some protection from an encroaching fire.

It may be worth considering a upgraded storage room (double sheetrock walls) or even a safe for storing your off-layout equipment.

Suppression:

In a perfect world, you would have a

residential fire sprinkler system in your home. This technology has been around for at least 20 years and helps minimize water damage from the fire department. Only the sprinkler heads in the area of the fire activate, and they shut off when the temperature goes down. Most of you probably believe (thanks to TV) that when one sprinkler head activates, every sprinkler head does too. False!!

I'm not proposing that everyone install a residential sprinkler system in their train room. However, if you are building a new home, it is not that much more expensive to install one in your home during construction. They do not require an excessive amount of water; some need only a 50 gallon water-heater sized tank.

Do you have a fire extinguisher in your train room? Probably at least one 2A:10BC extinguisher would be adequate for your train room. (There are YouTube videos on how to properly use one).



SUMMARY

The purpose of this article is for you to consider how your layout would respond to a fire in your home. Is your model railroad collection adequately insured? My **ENDSS** suggestions are offered for your consideration.



Can everyone in your train room see their way to an exit? Can you be notified in your train room in case a fire starts in your home? Have you taken steps to separate your layout from fire risks? Do you have some sort of fire suppression available in your train room?

Do you have an accurate and current list of your equipment for insurance? Do you have it or a copy stored somewhere other than your home? Do you have adequate collection insurance, either as a rider on your home owners policy or from NMRA's plan?





AP Judging at the Eastern Iowa Division's Bug Slap

By Mike Barkhurst,
Happily modeling the White Pass and Yukon Route

*In the last Caboose Kibitzer, Mike discussed the building of his **Defot** Depot at the Eastern Iowa Division's Bug Slap. In this article he talks about his experiences during the judging of the structures he built for the AP Structures Certificate.*

When I arrived at the Bertram Hall for the **BUG SLAP**, the caretaker was there and explained all the amenities of the building and said "Lock the door when you guys leave!" I set up several tables with chairs and laid out the coffee, donuts and juices. I pre-staged the food and drinks for lunch.

The members slowly arrived and staked out their claims on a table and began to work. I put my structures on the judge's table (**Figures 1 and 2**) then I set up my own location and started on my work on the White Pass and Yukon flat car I had brought to the Big Slap.

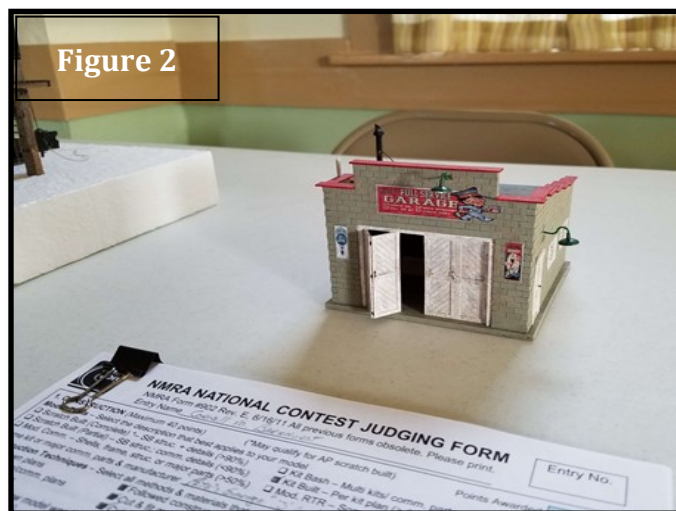
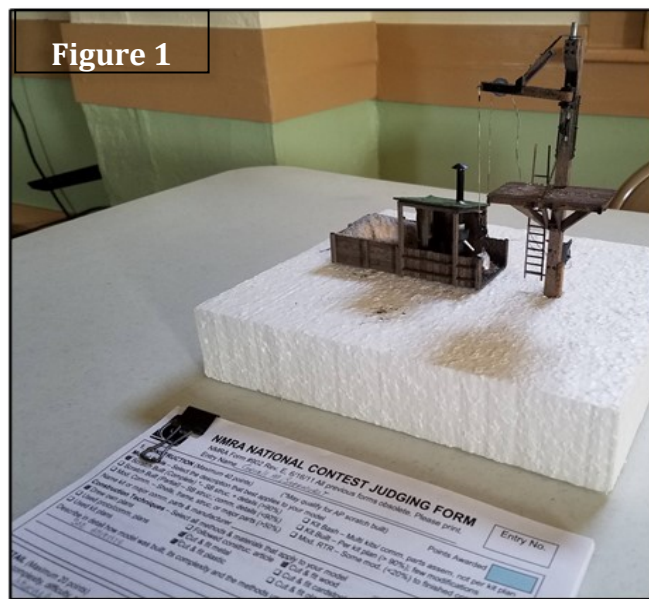
After the appropriate amount of introductions, the judges got to work. It was pretty much a four-man small group process by some of the best modelers in the Division. There were two MMR's and two others real close to becoming an MMR doing the judging – all working together as the Division AP Chairman directed the procedure.

When they were done, the AP Chairman said "Mike, got a minute?" I thought to myself, that isn't good. He told me that both my structures got Merit Awards. I was somewhat relieved at that. Then he showed me the score sheet on the Sand House and Bucket Crane. I just stood there not able to say anything for about a minute. The score was higher than I got on my **Defot** Freight/passenger station [Ed: Discussed in the Last Caboose Kibitzer].

Then he handed me the score sheet on Pete's Garage. WHOA! I got enough to get a Merit Award, but just barely.

I really wanted to know how I could improve the score on the kit built garage. My Division AP Chairman was very helpful and informative explaining that it was partly the structure but mostly the write up. The Construction and Detail section were passable. But the Conformity, Finish and Lettering, and Scratch-building categories were below the 87.5/125 or 70%.

In the **Conformity** category, I thought since it was a kit and not necessarily a prototype



structure, I should tell the judges how I built it a little different than the kit plans. WRONG! That is not what the category is about. The category is to describe how close the model is to a prototype for the era it was to represent. This would have been an easy write up to state the structure was built to represent the typical one stall garage of my modeling time frame and add a few pictures of similar prototype structures. I know I read this somewhere, and sure enough I found it in my own notes in the Structure AP Certificate article of the NMRA, Year of the MMR, April 2008. There was a possible ten more points from this category that I missed out on.

In the **Finish** and **Lettering** category, I had not weathered the roof to match the rest of the building. I had stated that the building was to represent a structure around 10 to 15 years old, but the roof looked like it was just put on! I didn't put on enough weathering. There wasn't enough dirt or moss growing on the lower walls; there was no rust on the hinges, stove pipe, door handles.... What did I forget? I forgot that just because it is a kit doesn't mean I can't mess it up and make it look like a prototype garage with all the normal weathered wear and tear that you expect to see. There just wasn't enough weathering all around.

Scratch-building – my favorite thing to do and I didn't do enough for the garage! I only had a power meter, stove pipe, rain gutter applied to the kit. I etched the cinderblock grooves on the back side of the walls above the roof line and made pull handles for the bi-fold doors and a knob for the people door. I had changed the construction of the vehicle door and decided it would look better if it was a little ajar. The problem is, if the door was open on a real garage, you would expect to see the end of a car, tool bench, or a man working, not just a black hole! It all came down to what the AP Chairman's son said to me: "Where's the pin-up calendar?" Then to my surprise, the quietest modeler in the Division says, "Mike, knowing you, if the door was open, we would expect to see something!" Just like a prototype for that time frame! Finally, how much junk, for a better word, do you see lying around or up against a repair garage? The possibilities for scratch-building items for the garage are endless. I didn't do what I can do best.

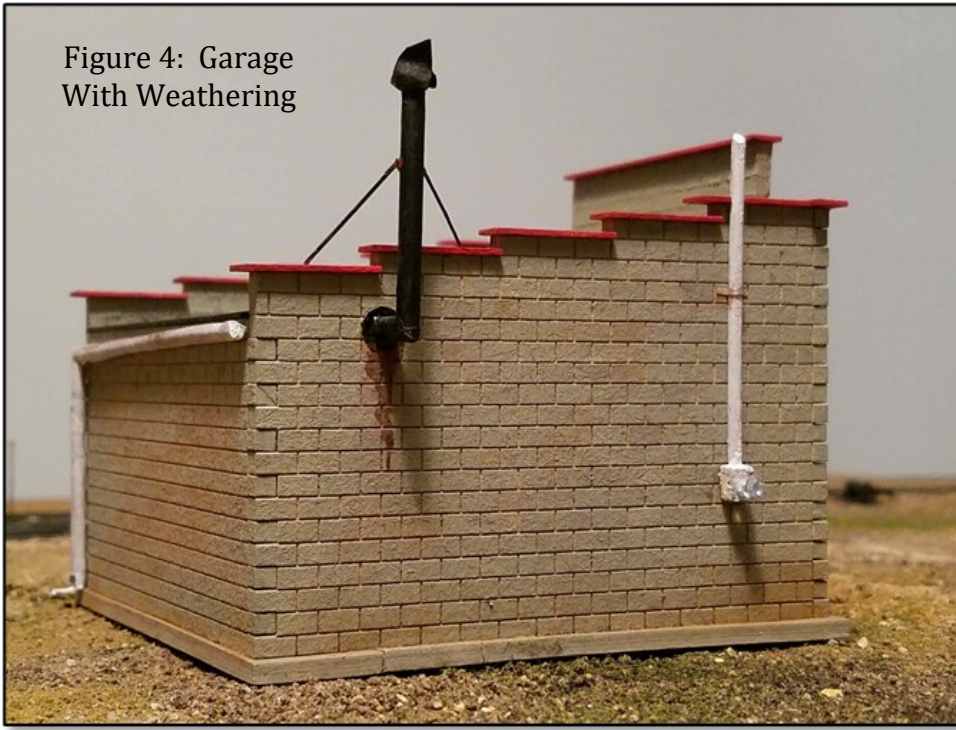
I learned so much from the discussions with my Division AP Chairman, his son, and Todd Summers on how to improve my score on the structure and the write up. While we were talking, I quit thinking about points and started thinking about the recommendations and suggestions on improving my modeling and skills. I got a Merit Award on the garage, so there were enough points, but just barely.

After lunch, I asked Todd Summers to show me how he weathered his structures with pastel chalks. I had seen Todd's results on several of his models and they are nothing less than outstanding. I had never used pastel chalks before. After he demonstrated his technique to me, I



Figure 3: Garage With Weathering

Figure 4: Garage With Weathering



grabbed my garage and started weathering it with his technique. I couldn't believe how much better a few dabs of dark brown around the base and a few choice locations made the structure look more like what I wanted it to be. Maybe you can see the difference in the photos **(Figures 3 and 4)**.

Thanks Todd! I guess this old tar can learn new tricks.

The Bug Slap was now over and I took my structures home to their place on my layout. I installed the sand house and bucket crane **(Figures 5 and 6)**.

I was planning on having Pete's Garage "up graded" for this article, but once I got it into my head what I wanted to see, I am still scratch-building and adding to the list of items I need. Maybe sometime it will be ready for a future article.

I found a new set of eyes, a couple to be exact. These eyes love every aspect of the hobby as much as I do. These eyes see differently than I see, but above all else, these eyes are not afraid to mentor. These eyes share their knowledge, motivate and inspire me to move up to new and higher

Figure 5: Sand House and Bucket Crane



levels of craftsmanship in model railroading. These eyes are the NMRA Judges for the AP contests.

One of the judges said my Sand House and Bucket Crane is the best scratch-built structure he has ever seen. How can I improve on that? I have to try! I am old school! I will always try to do better.

The motivation to get me out of my lone wolf modeling and into the Achievement Program is primarily because of one person's efforts. His first email to me about the NMRA's Achievement Program was the most motivational, up lifting, inspiring words I had ever heard about my models. If I had never received a Merit Award or Certificate, his email would and will always be my inspiration. If the NMRA ever gives an award for outstanding Achievement Program Chairman, they should give Allen Merta, MMR the Life Time Achievement Award.

Keep Them On the Rails!



Figure 6: Sand House and Bucket Crane



Prairie Skyscrapers in Kansas

By Robert Simmons

*The following article is republished from the January 2020 issue of the Western Kansas Division publication **MAIN LINE** and provides insight and detail information for modeling grain elevators, as well as operations opportunities.*

Early in December I made the trip between Dodge City and Great Bend in Western Kansas and noticed several interesting grain elevators along the way. So on the return trip I stopped in each town and took a few quick pictures. I then got to thinking that as modelers, it is easier to model a scene if you have a picture of a similar scene, as well as background information, of how the industry operates.

I then did some research on the internet to find the history surrounding grain elevators in Western Kansas and came across a wonderful file from the Kansas Department of Revenue entitled **"GRAIN ELEVATOR APPRAISAL GUIDE FOR THE STATE OF KANSAS—2018"**. I have pulled excerpts from the nearly 200-page report, and each is labeled **GEAG** as I do not claim authorship, I have also included comments relative to modeling. All photos by Robert Simmons.

GEAG What are Prairie Skyscrapers?

"Prairie Skyscrapers" are Kansas grain elevators. In most areas of Kansas, you can see at least one elevator off in the distance. Every town has at least one and, in some cases, the elevator is still standing (and may even still be used) even if the town has been abandoned. Grain elevators were built when very few Kansas farmers could build enough storage at their farms to store their entire wheat crop. In the early days of Kansas, each farmer hauled his wheat to town with a horse and wagon. Most Kansas towns, and grain elevators, were not very far apart. Grain elevators were built alongside railroad tracks, as were most Kansas towns. The wheat from area farms was collected at the grain elevator and then shipped by rail car to flour mills. In recent years, more and more Kansas wheat has been shipped by semi-trucks from the local grain elevators to larger elevators, flour mills, or to ports. Two-thirds of the wheat grown in Kansas is exported to other countries.

Simmons Modeling:

Grain elevators are not just about modeling Kansas, they can be found in numbers in states across the mid-west and across the country. Elevators can make a great scene on any model railroad that uses grain cars.

GEAG BASIC GRAIN ELEVATOR OPERATIONS

Elevators were designed to serve as assembly points to load grain for shipment. The basic product flow for the elevators may be described briefly as: receiving; cleaning and distribution; drying, if required; storage; and shipping. In addition, necessary maintenance and office functions are included.

Receiving:

Elevators receive grain by truck. Upon arrival, trucks are weighed on a platform scale, and the loads are sampled with a mechanical probe sampler. The sample is evaluated while the truck proceeds to the truck dump pit. Grain is conveyed from the receiving pit to a bucket elevator leg which is installed within the elevator or is a free-standing structure.

Simmons Modeling:

The picture on the next page is of one of the scale houses at the Garden City Co-Op. The scene features a small metal building (sometimes they are attached to the office structure), the platform scale, a raised walkway, and (not shown) a sampling probe. At some elevators with

high volume, the samples are taken with a mechanical sampling probe. The device is controlled remotely from the building. The samples are collected for analysis to determine the value of the grain and any necessary treatment.

GEAG Cleaning and Distribution:

From the head of the bucket elevator the grain flows over a gravity cleaner to remove pieces of stalk, stones, and other foreign material. The grain then may move by gravity or conveyor to bin distribution, drying, or directly to load-out.

GEAG Storage:

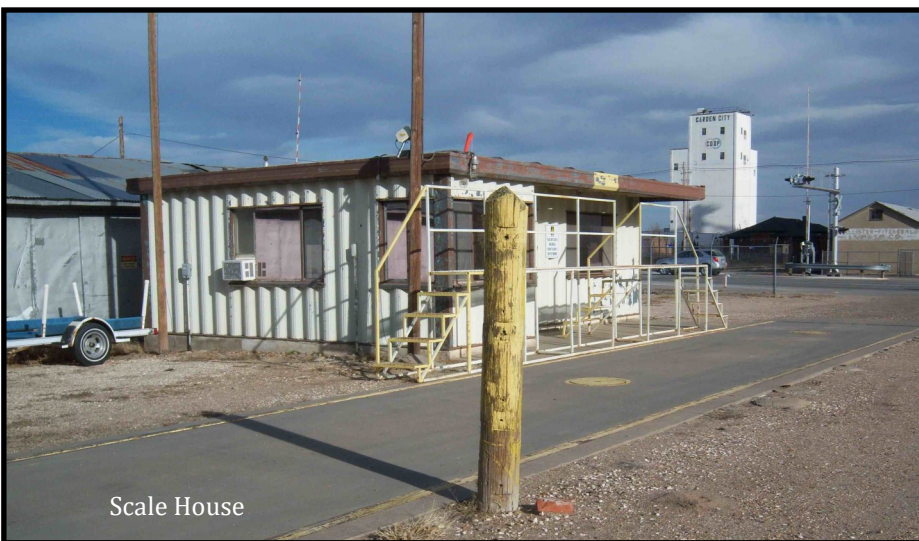
Storage bins accumulate grain for load-out. Aeration, fumigation, and temperature monitoring systems are incorporated for grain quality maintenance.

GEAG Shipping:

Grain exits from bin bottoms and moves by gravity or conveyor to the shipping leg(s) (bucket elevator(s)). The grain then flows from the elevator head(s) to a surge bin ahead of the shipping scale. After weighing, the grain is sampled with a diverter mechanical sampler before entering the truck, rail car, barge or ship. Elevators which handle corn and/or soybeans are equipped with a scalper that precedes the scaling surge bin. The scalper removes stalk or cob material that is disallowed in some markets to control certain insects. The shipping system may include a pit and receiving conveyor in the rail load-out system so that grain may be unloaded. This system is intended to be used as a rail receiving unit.

GEAG Changes in Transportation:

Kansas ranks third in the US in the total road mileage which allows for easy grain transport with trucks. However, as time has evolved, so has the method used to transport grain. Several decades ago, trucks were the mainstay for transporting grain. Today, the railroad is the main transport of grain due to its ability to haul several thousands of bushels at once. In amount of railroad mileage Kansas ranks in the top ten states in the US with over 2,400 miles of Class I track and 1,900 miles of Class III (short line) track. The notion that size makes a difference is part of the grain shuttle program established in the late 1990's by the Burlington Northern Santa Fe (BNSF) railroad, one of the four major rail carriers in Kansas. Using shuttle trains, consisting of 100-110 cars, grain haulers get rate reductions. Shippers also need to commit to fixed numbers of trips over given periods of time, while both port elevators and country elevators must be able to load or unload the 110-car shuttle train in no more than 15 hours. Extensive trackage is also a requirement at the origins and destinations, i.e. one train of 112 ton covered hopper cars is 6,700 feet long (about 1.3 miles) and requires an open track of about 7,300 feet. Therefore, 25 car terminals are no longer competitive. The railways say they can't make a profit from short trains, and it's the



rail rates that are driving this type of expansion.

GEAG Shuttle Train Facility Requirements:

BNSF has a number of requirements for shuttle train-loading locations:

- The facility must have sufficient trackage to allow the entire 110-car train plus three locomotives to arrive and depart without decoupling any railcars.*
- The facility must be able to load or unload the train in a maximum of 15 hours.*
- The facility must be able to generate origin weights and grades.*
- The facility must have a minimum of 440,000 bushels of upright storage in order to fill a BNSF shuttle train.*
- Shuttle Train elevators (effective 2017) on the BNSF:*
 - Abilene: Gavilon Grain, LLC*
 - Concordia: AgMark, LLC*
 - Coolidge: The Scoular Company*
 - Dodge City: ADM Grain*
 - Ensign: Dodge City Coop Exchange*
 - Garden City :Wind River Grain, L.L.C.*
 - Hugoton: United Prairie AgLLC*
 - Hutchinson: ADM Grain Co. (Elev I), ADM Grain Co. (Elev J)*
 - New Cambria: ADM Grain Co.*
 - Salina: Cargill, Inc*

Simmons Modeling:

Grain cars not only serve elevators, but also the relatively new industry of ethanol production. On the list above, Wind River Grain in Garden City is not an elevator but a storage facility for the ethanol plant next to it. In this case, Wind River Grain receives loaded cars of grain instead of shipping the grain out, another possible layout industry which would also include a fleet of ethanol tank cars as well.

GEAG Grain Crops Grown in Kansas:

- Wheat*
- Corn*
- Oats*
- Barley*
- Sorghum &*
- Soybeans*

GEAG TYPES OF GRAIN STORAGE (ELEVATOR) CONSTRUCTION

Crib Elevators:

Crib elevators are a North American invention which first originated about 100 years ago. Cribbed wood elevators are still common in the grain producing areas on the plains of Canada and the United States. Grain elevators have evolved and have been modified through the years, but the basic function of grain elevators remains the same – to receive, collect, blend and store grain between the time of harvest on the farm and when grain is marketed, shipped, processed or fed.

Simmons Modeling

The crib elevator would be at home on most model layouts, either



as an active elevator if the layout is set in an earlier time period, or with various stages of weathering, would look at home on a more modern layout as a reminder of times past. I believe Walther's has a kit for a crib elevator.

Steel bins:

Steel bins were first introduced over fifty years ago as an alternative to wood crib elevators. The first steel bins had plate metal bolted or riveted together. These bins have been replaced by galvanized corrugated steel bins. Typically, these bins do not have a built-in elevator leg. Grain is loaded into these type bins by an external (free standing) elevator leg or is transferred from an adjoining elevator.

Simmons Modeling:

(Right) Some of the grain storage facilities of Wind River Grain, LLC in Garden City, KS. The locomotive is an ex-Canadian Pacific SD40-2. Wind River uses the steel bins for temporary grain storage as they serve the ethanol plant in front of them (far left of photo), while on the far right of the photo you can just see the lead track and storage yard for the grain and ethanol cars. Rix Products has several kits for bins like these.



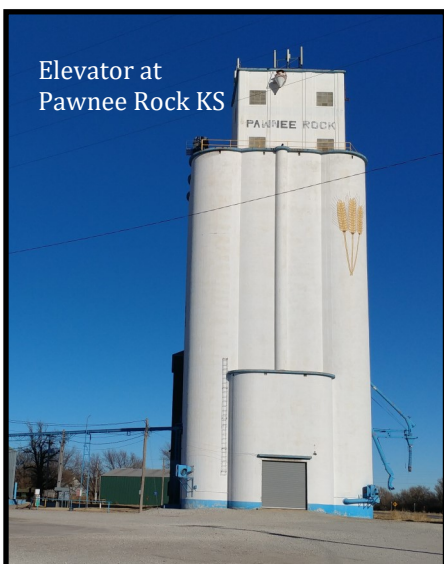
Crib Elevator



Steel Bins

Concrete elevators:

Concrete elevators were constructed as a safe alternative to the wood crib elevators that were subject to fire and/or explosion. Concrete elevators are the most expensive to construct but have the



Elevator at
Pawnee Rock KS



Concrete
Elevator
Elevator in Larned KS

longest physical life. Concrete elevators come in many designs and configurations. Older concrete elevators consist of a head house, galley, tunnel, numerous bins, interstices, work areas, elevator shafts, etc. Newer concrete bins are being designed as free-standing structures with external elevator legs.

Simmons Modeling:

In Pierceville KS. they added several new silos to expand storage, and this picture shows the construction of the third silo with the concrete forms in place. Pelle Soeborg recently did several Facebook posts on how he scratch-built some modern concrete silos just like the ones above.



Simmons Modeling:

The Walther's Grain Elevator kit is the basis for most model railroads. However, the kit is based on a grain mill where grain is milled into flour products. It is not a grain elevator which stores grain for extended periods, but it could be easily modified or used as a grain mill which receives car loads of grain and ships out processed flour. If you choose to scratch-build your elevator, they come in all shapes and sizes from the small elevator found in Pawnee Rock to the mega-sized elevators found in Hutchinson—and all sizes in-between.

For the grain elevator on the Western Kansas Rails N-scale modular layout, I chose to model the Pride Ag Co-Op elevator located in downtown Dodge City, KS. This is one of four elevators in Dodge and would be a medium sized facility and would consume an entire module by itself.





Standing Between Silo Segments Looking Up



One of Many Detail Photos Taken to aid modeling

The basic construction has been completed on the N-scale model and I am waiting on details to be added. The model itself is nearly 6-feet in length and is transported separately from the layout. Once I had decided on the particular elevator to model, I went to the elevator and visited with the manager who was a wealth of information—such as the silos are 128-feet tall and 24-foot outside diameter. But most importantly, he gave me permission to be on the property and take all the photos I wished. Armed with the actual dimensions, I discovered 1-1/4" PVC pipe was nearly the exact scale diameter for the silos and only needed to be cut to length on a miter saw to make sure I got true 90-degree cuts. The silos sections were then glued together using straight edges for alignment and PVC pipe glue. The rest of the model was completed using Evergreen sheet styrene. One trick I learned on the Texas houses (on top) was to make them in three pieces starting with the bottom strip, then the height of the window sections,



Western Kansas Rails N-scale modular layout

topped with the upper strip. Using a flat surface, it was easier to glue the pieces together to form the long wall and then fill the gaps with body putty rather than trying to cut windows out with a nibbler.



A View From Inside the Company

By Charles Laggan

When I started my railroad career in New Jersey with Erie Lackawanna Railroad (EL) in 1966, I usually rode the EL's commuter train to the Hoboken NJ Passenger Terminal where I worked as a ticket agent. Often the train would arrive shortly after 2pm and, because I did not start until 3pm, I would hurry through the Terminal to the ferry boat that went to Barclay St. in New York City. The trip took less than 15 minutes, so I stayed on the ferry for the return trip to Hoboken and arrived for work about 10 minutes early. It was fascinating to me to see all the commerce on the water in New York Harbor.



In 1968, I was promoted to the EL's Sales and Marketing department in lower Manhattan. Their offices, the former headquarters of EL's predecessor Delaware, Lackawanna & Western, were located at 140 Cedar St. and can be seen in the above picture (the broad building immediately to the left of the tug boat's smoke stack on the right side of the photo).

Looking back, this was probably a great foundation for the rest of my railroad career. The EL's excellent service reputation in the industry and my time as a Sales Representative and National Account Representative - Foodstuff Industry allowed me to be face to face with our customers daily. It was usually a good experience and the customers were very appreciative of the consistency of EL service; it was a part of their transportation supply line they could depend on. I saw first-hand how important this was to our customers and this commitment stayed with me for the rest of my life.



Good service aside, EL and the other rail carriers in the northeast U.S. struggled to keep afloat financially considering declining carloads and revenue after WWII, a worn-out physical plant, increasing costs, and new highway competition on the Interstate Highway System.

Consolidated Rail Corporation (Conrail): successor to EL

In 1976, EL merged with 6 other struggling carriers in the northeast U.S. to create Conrail. This was a tumultuous time in not only U.S. railroad history but my personal history. While EL did not initially want to be included in Conrail, devastating storms and the eventual realization by EL that they could not compete with the massive rehabilitation funding Conrail has access to, it finally filed petitions to be included in Conrail.

They were included; but they were too late to the party. Most of the strategic planning for Conrail was already in place, both in infrastructure and personnel. EL, the second largest component

of Conrail after Penn Central, was reduced to a *de minimis* role. And so was EL's Traffic Department where I worked.

On April 1, 1976, the first day of Conrail (which also just happened to be April Fool's Day) I basically had no job - my department was closed. And no one had any answers. Not a good situation with a wife, four kids. And I had just purchased our first home less than a year earlier.

I hopped on a train and went to Conrail headquarters in Philadelphia and talked to anyone that would listen to get some answers. I was appointed to a position in Labor Relations at the Atlantic Region headquarters in Newark, NJ to handle the transition of many folks like myself. At least I had a job.

I stayed there for one year and got a quick education about the working (or perhaps nonworking) relationship between union and management. Just by nature of the merger that just happened, everyone was vying for the best deal they could negotiate. Not a pretty scene.

I was promoted from Labor Relations (a.k.a. escaped) in 1977 into freight operations at their New York Division office in Elizabethport NJ (a former Central of New Jersey facility). The NY Division was a melting pot of sorts within Conrail and a busy place. It comprised pieces of EL, Penn Central, CNJ, Reading, Lehigh Valley, Lehigh & Hudson River, and had Amtrak and many commuter lines operating over freight routes. I suppose busy is a gross understatement. I got to see a lot of operations firsthand and gather ideas for my someday layout, but no time to build it.

When Conrail was formed, I understand it was losing \$1mil each day and had many derailments (even "standing derailments") because of the poor track and equipment conditions. In 1978, I had the opportunity to join Conrail's Operations Improvement Department in Philadelphia and work firsthand on turning Conrail around.

My first project was as team member on Conrail's Baltimore, MD/ Washington, DC Terminal Improvement Program (TIP Team) working with outside consultant Booz, Allen & Hamilton. The TIP team studied all facets of operation and physical plant, gathered data by riding with the train crews, met with all key terminal staff, analyzed the collected data and made recommendations to gain or improve profitability and traffic flows through the terminal.

Our team's recommendations included reprogramming of work tasks, crew and locomotive reductions, consolidation of interchange points, and construction or acquisition of strategic capital improvements. Recommendations were 75% implemented when our TIP team left the terminal after 6 months. This turnaround project was on a fast track.

TIP teams were in place in all the major business centers on Conrail (i.e. Chicago, greater New York City area, Detroit, etc.) to develop and quickly implement changes to bring about profitability. When each team implemented its plan, the team was dissolved, and maintenance of the plan was given to the appropriate operating region's General Manager and his staff.

After I completed the Baltimore TIP assignment late 1978, I was transferred to Conrail's Northern Region in Detroit to complete implementation of the Detroit TIP team plan there. In my 10 years with Conrail in Detroit, I worked on some interesting projects.

One was the Plant Rationalization Program for Conrail's Northern Region (Buffalo, NY to Chicago, IL) to eliminate unneeded track and switches. This balanced the reduction of plant with preservation of business. My years with EL sales and marketing gave me an interesting, balanced view of this process that many times frustrated senior management (who were charged with downsizing



Conrail) and gained applause from industry. Many times, I got industries to make commitments for certain levels of business that saved certain lines; many times, they would not commit, and the line met its demise.

Another was the Detroit Terminal Railroad consolidation into Conrail. We studied possibilities and proposed and implemented recommendations that consolidated this former 20,000 carload joint subsidiary of Conrail and Grand Trunk Western into Conrail.

And, I represented Conrail on a joint carrier (Conrail, CSX and Norfolk Southern) three member, multi-year committee to negotiate a resolution of the long-standing dispute of how to eliminate the jointly owned Union Belt of Detroit Railroad. The result was preservation of Conrail's carload business on the affected zones.

Akron & Barberton Belt Railroad; subsidiary of Conrail and EL

In 1988, Conrail appointed me General Manager of the Akron & Barberton Belt Railroad, a joint Conrail/CSX/NS subsidiary in Akron OH. My role was to manage the daily operations, maintenance of way and equipment, engineering, administration, marketing, and accounting functions of this terminal carrier.

While A&BB was a for-profit, it never had made a profit from the time it was established in 1902. It was a "joint-facility" and the costs each month were simply shared by the 3 owning railroads in proportion to the industry carloads handled by A&BB for account of each owning railroad. When I became General Manager, I was told to "see if you can make some money with this line". And so, I did.

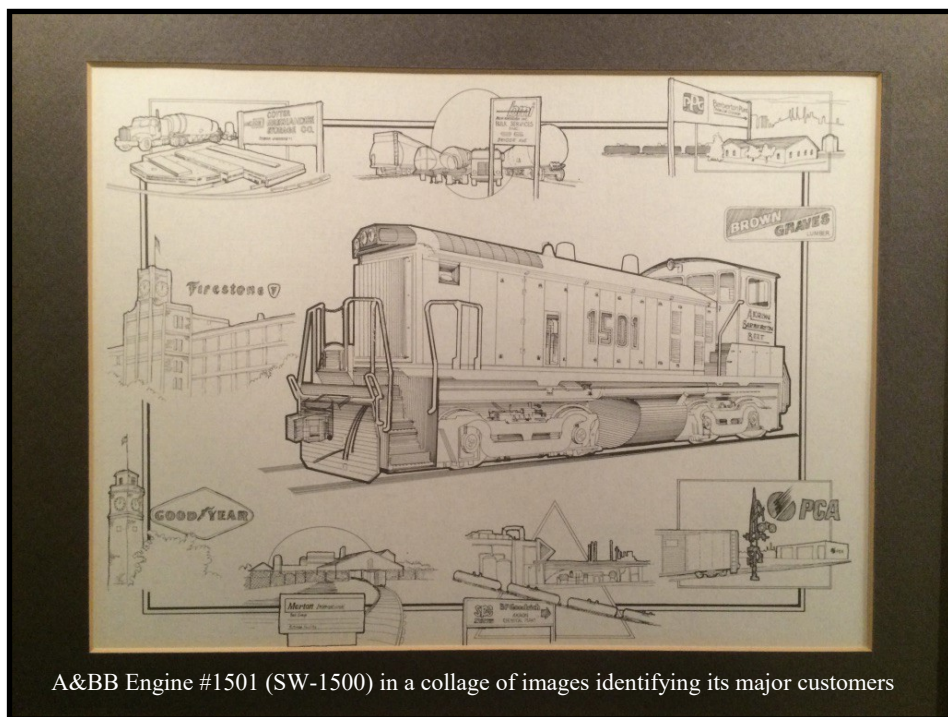
In my first 3 years at A&BB, I reduced operating costs substantially and made some appropriate and long overdue pricing adjustments. After 3 years, A&BB made its first profit. Oddly enough, the 3

owners, all competitors with each other, could not decide how to equitably share the profit. They resolved it 3 years later by selling the A&BB to one of the owning roads.

My official leave of absence from Conrail to manage A&BB came to an end and I was planning to return to a position at Conrail. However, my time at A&BB introduced me to the world of operating a short line railroad - smaller railroad companies that operate one or more branch lines that are many times cast off as unprofitable by the large carriers. I liked being closer to the customers and able to respond quickly to their needs (versus going through multiple layers of command on the large railroads). So, after 28 years with one company (EL, Conrail, and A&BB was one continuous employment) I left Conrail in 1994 to join the short line world.

Arkansas Midland Railroad (subsidiary of Pinsly Railroad Company)

Pinsly, a family-owned short line holding company from Massachusetts, was looking for a



A&BB Engine #1501 (SW-1500) in a collage of images identifying its major customers

general manager to run its latest acquisition, the Arkansas Midland Railroad (AKMD), which they had acquired from Union Pacific in 1992. I joined as AKMD's General Manager in October 1994. That role expanded in 1998 to Vice President and General Manager as my business development successes brought the total companies managed to six enterprises (3 short lines, 1 distribution company at two locations, 1 rail car storage operation, and 1 contract switching operation).

AKMD was comprised of 4 branch lines in Arkansas and it was in the red when I arrived. My charge was to turn the company around and operate it profitably while providing quality service to its customers (a theme I had responded to several times earlier in my railroad career). My first full year (1995) at AKMD saw a solid profit on our statements that continued to grow each year during my tenure.

Looking back, I can say I enjoyed working for Pinsly. It was an opportunity where I could put my diverse railroad background to work and they gave me a lot of latitude to do that. Some of my significant accomplishments were:

- Development and implementation of a Safety Action Plan.
- Developed business plans and financial analysis for many new business opportunities including expansion of one AKMD industry to operate 125-car unit trains.
- In conjunction with joint-venture partners, developed, designed, and operated a large rail car storage yard and a contract switching operation both in the greater Houston, TX area.
- Establishment of a new Railcar Repair & Equipment Service Facility.
- Negotiated acquisition of 3 additional rail lines from Union Pacific to add to AKMD.
- Negotiated the purchase of 3 small railroads from Potlatch Corp and Caddo Valley to operate under the AKMD umbrella.
- Negotiated the lease of a line of railroad from the City of Jacksonville (AR) to also operate as part of AKMD.



The author at AKMD's Locomotive Repair facility
Jones Mill, AR



Success does have a price and in January 2015, Pinsly sold the AKMD to the Genesee & Wyoming, the largest short line and regional railroad holding company in the world.

I retired one month later with many, many memories from my 49-year railroad career, several of which I am incorporating into my new HO scale layout now under construction. Even its name, the New York, Akron & Western, reflects much of my career.



The Story of Two Passenger Cars

By Dave Roeder

HO Rock Island Passenger Car #376

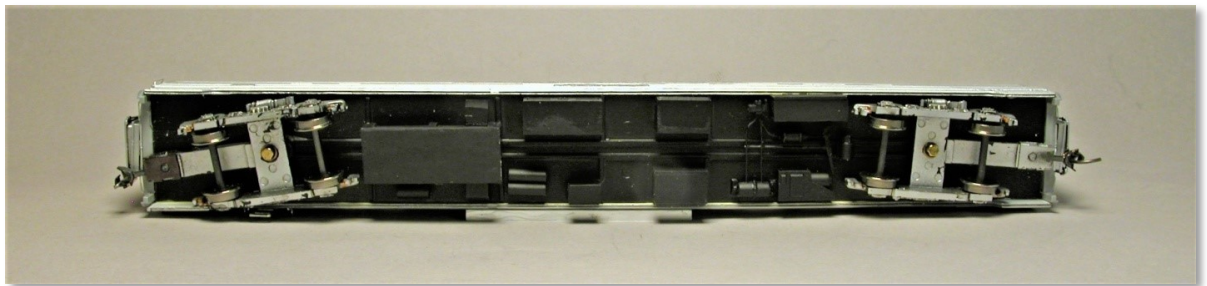
An oddball dormitory/club/diner

In 2019 the Palace Car Company attended our local Railroad Prototype Modelers meet. I was curious to see what they were offering because the last time I heard of them they were selling plastic kits of old wooden passenger cars from the late 1900s. I found they were now selling plastic streamlined passenger car kits from the golden age of passenger trains in the 1950s. They had a few kits for sale as old stock and I guess they were kits that did not sell. The price was kind of steep, but was in line with what assembled, lighted passenger cars are going for these days.

I looked at a Rock Island kit of a dormitory/club/diner car. It was interesting because it was one of only two that ran in trains on the Rock Island. Upon opening the box, I asked the vendor if it could be built with the roof removable. He said it could and that there was an interior included. I noticed it also had a set of the old one-piece passenger car trucks in black plastic. The car sides were partially corrugated and the windows were routed out. There were a lot of flat sheet parts in the box and a decal set. After I researched it on the internet, I found that this car (#376) had been built in 1939 as a postal/chair car and remodeled three times beginning in 1947. The kit contained parts to build the last version from the 1950's.

I began construction by measuring the sides and the chassis plate from the kit. I found that the chassis plate was .063" too long so I removed that amount from one end. I then found that the truck bolster on one end was .130" off location from the end of the car. The two truck bolster mounting holes were .136" diameter which was too large for a #2-56 threaded hole. All of this needed attention before I could begin work on the chassis. I first made a threaded plastic bushing for the one oversize hole. This fixed the one end. The more difficult problem was the other hole. It was molded into the bolster on the chassis plate. I began by plugging the .136" hole in the bolster. I then removed half of the bolster boss flush with the top of the chassis plate. I made a new boss from styrene, then drilled and tapped it for a #2-56 screw. I also had to drill a new clearance hole in the metal car weight. The chassis plate now had the two trucks mounted at the same distance from the end of the car.

The details for the underside of the car were really obscure so I took one of my Rivarossi diners and turned it upside down to get a feel for what went where. There were a number of resin cast boxes in the kit with no particular identification so I began placing the two battery boxes, then an AC unit in place. There was a water tank shown, but no resin casting so I scratch built one. I scratch built a set of air reservoirs, a generator, and the cross frame braces. I added the AB brake system from a freight car to complete the semi detailed underside.



I now checked the one piece roof and found it was bowed in the center and would not sit flat on top of the sides. This would not have been a problem if it was going to be attached permanently, but I

was making this car up with a complete interior and the roof had to be removable. I tried heating it up with water with no success. The next step was one I had used before for this problem. I took a piece of K&S .250 x .040 brass bar stock and super glued it in the vertical position to the underside of the roof. The brass is strong enough to remove the bow.

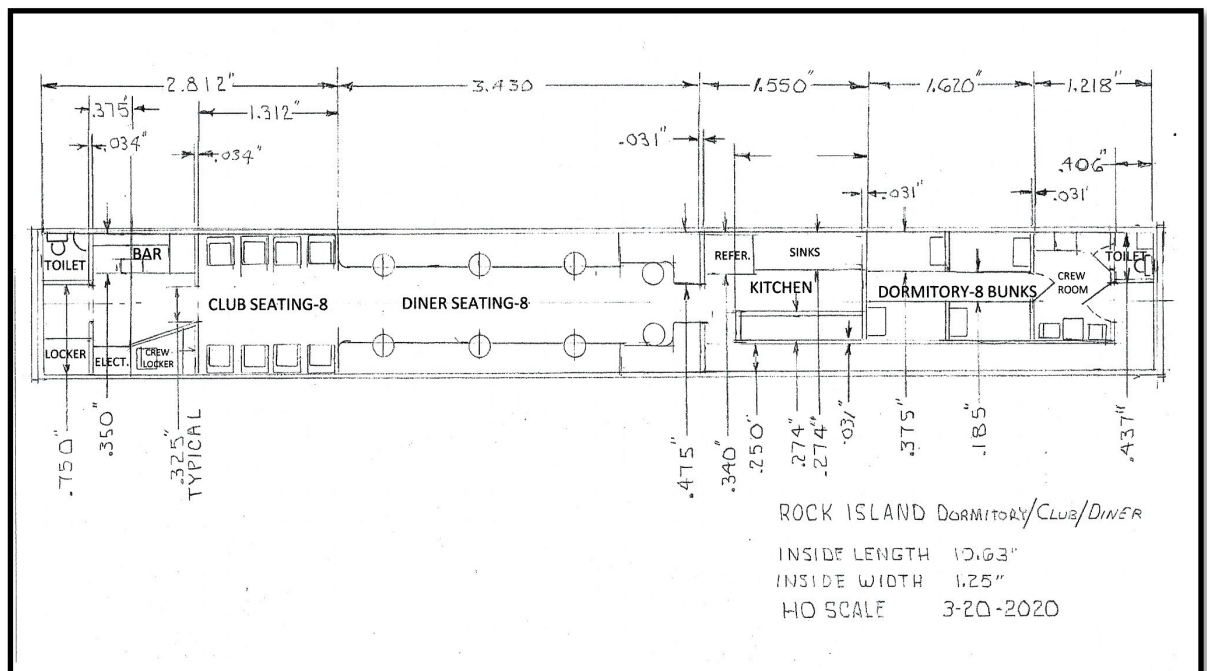
I read the general instructions for this type of kit and began with the sides which were CNC machine routed from styrene sheet. The routing process was not as clean as laser cutting and left burrs and scraps of styrene in all of the window openings and around the outside of the pieces. This required tedious filing and sanding to get a square clean edge on these surfaces. Both sides had to be built up with corrugated siding for the lower panel which I added using super glue per the instructions.

I also fabricated and added the letter boards and number boards. There were two metal grab irons on one end which I made from wire supplied in the kit. One side wall had a service door opening with a window cutout. There were no instructions regarding this feature and only a drawing showing this side of the car and indicating two grab irons on this door. I researched the internet and found photos of this car that showed external framing around the door and a step below it. I scratch built this detail using styrene angle and a brass caboose ladder step. The two car end walls were then prepared. These were injection molded parts common to all of the cars in this series. They only needed doors, grab irons and Train Station Products #453 diaphragms added. I added a brake wheel to the "B" end. I painted the sides and the ends with Tamiya Silver and set them aside. The widows would be added after decals and clear coat.

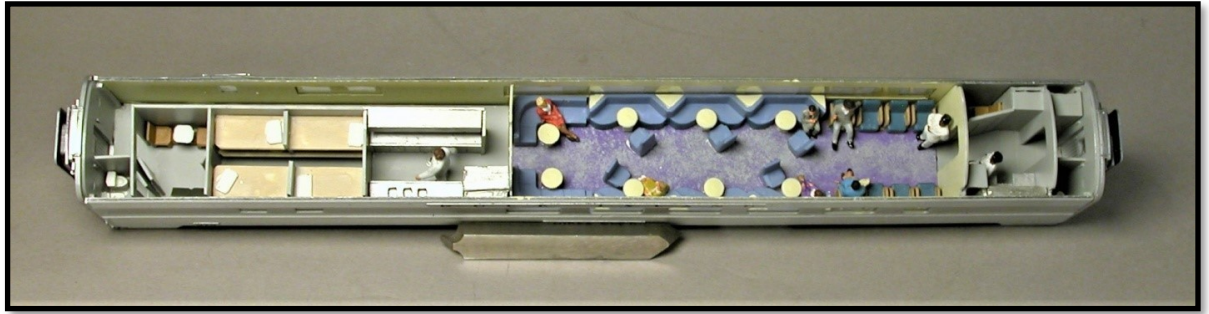
The kit instructions showed an overview of the interior. There was one sheet of the instructions with drawings showing the roof, interior and underside details. After studying this, I began trying to locate the parts referenced on the sheet. There were 8 chairs with armrests for the lounge, 6 dining room chairs, 2 L-shaped end sections for the dining room, and 2 three-table dining room castings. There were a number of locker castings that had to fit in the "B" end of the car. I was left to supply the 8 table tops for the dining room. There were 2 interior bulkhead walls and some styrene strip that was supposed to be used to fabricate the interior walls. I could not make the parts for the interior fit into the drawing as shown, so I made my own plan based on what I knew about dormitory cars and crew bunks.

I drew up a floor plan for the interior that used the 3 lockers furnished in the kit, then added a restroom to the former vestibule at the "B" end of the car. The drawing showed a bar at the "B" end

with one of the lockers next to it. By using the kit supplied lockers, I was able to determine the location of the first and second bulkhead. After the second bulkhead I set the space for the 4 lounge



chairs. These were loose chairs with armrests so I spaced them slightly apart. Next were the large dining room table castings from the kit. These were super glued to the two L-shaped end table castings. This assembly then gave me the location for the third bulkhead. The area from the third bulkhead to the end of the car held



the kitchen, bunk room crew lounge/locker room, and restroom. The kitchen/dormitory end is designed to hold a crew of 10. On overnight trains, the bunks could accommodate 8. Two of the crew on duty to service the passengers during the night.

The crew area was very sketchy on the instruction sheet. There was no toilet and no room for lockers or any other amenities. I began my plan by putting a crew restroom at the end of the car. Then I planned for 8 bunks with 2 tiers. This gave me a location for the fourth partial bulkhead between the kitchen and the bunk room. It also set the location for the bunk room bulkhead.

The final room was the crew lounge/locker room. This is the area where the crew changed clothes and prepared for work, as well as rests between duties. This area also served as a place for the conductor to work. There is a long wall outside of the kitchen/crew area that provided access to the rest of the train. I scratch built the entire interior including the bunk beds with pillows and the kitchen



counters. I also scratch built the table tops for the dining room. I scratch built two sets of angled top lockers, the bar and a small table in the crew locker room. I added a mirror to the "B" end restroom plus sinks and toilets to both of the restrooms. There are three small chairs for the crew. One chair is in the "B" end crew locker room. Since this is a contest model, I further detailed the interior with passengers and crew. I put four women and two men in the lounge/dining area, and a bartender, a waiter and a cook. Adding the fully detailed interior was the most fun on this project.

Normally this car would be placed at the front end of the train behind the baggage car with the crew area next to the baggage car.

I enjoy researching these cars and find the challenge of designing and scratch building the interiors rewarding.

HO Illinois Central Pullman Sleeper 5235

This story begins with a gift. A friend of mine was moving out of his home into a smaller condo and had to tear down his model railroad. After going through all of his rolling stock, he had one Branchline Trains Blueprint series heavyweight passenger car kit that he had not built. He gave it to me as a gift for helping him tear the layout down. I do not model the ICRR nor do I model the steam era, but I do build contest models for NMRA events. This kit provided the challenge of putting together a plastic kit full of details.

When I opened it, I found a seven page instruction sheet which had to be followed in sequence. There were a large amount of very delicate plastic details. Most were for the underside of the car. The kit included the roof and four outside walls which were pre painted and lettered for the Illinois Central. There was a simple flat chassis plate with no detail. There were also eight metal grab irons.

The kit came with a one piece interior floor plate with two separate end walls and 16 pieces of interior walls. All of the seats were molded in to the floor

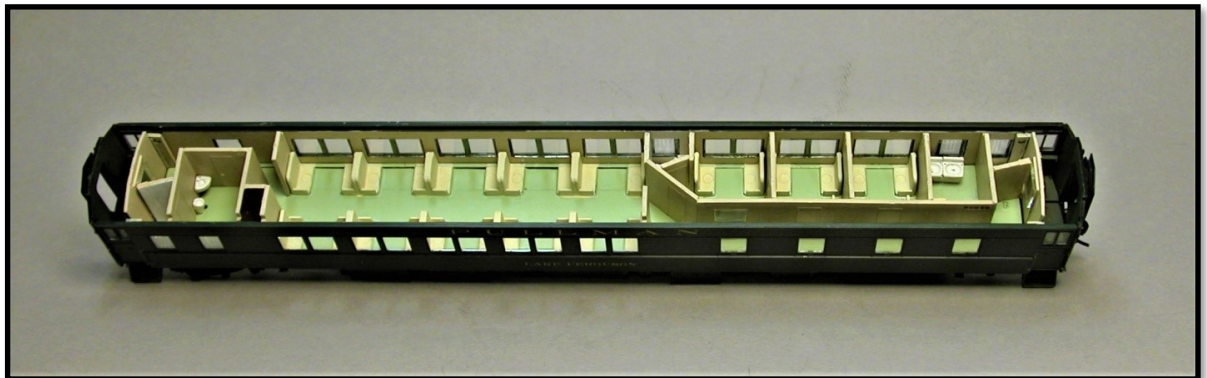
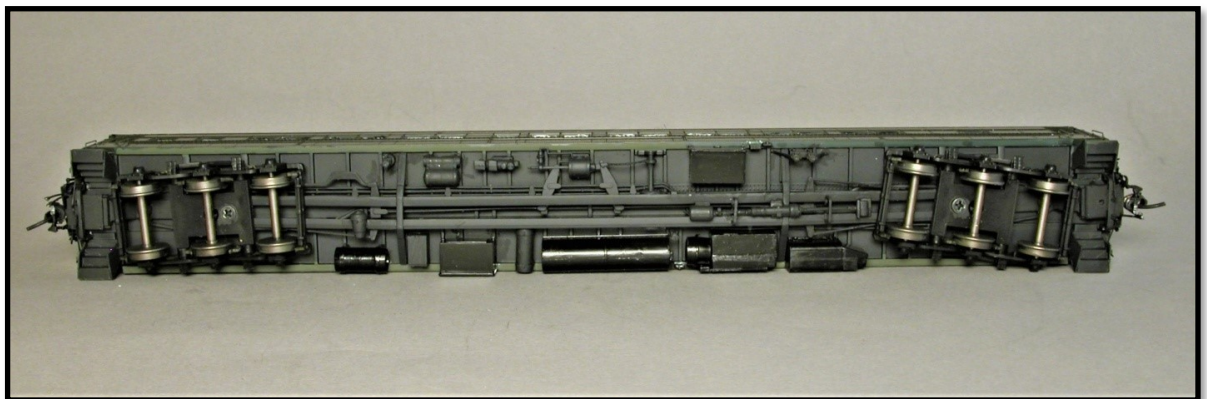


plate and there were a series of slots and letters to provide locations for the various walls.

I decided to build this kit as a contest model and needed to add detail to the interior which was molded in tan plastic. The first thing it needed was a set of 10 scratch built floor inserts in between the

five sets of double facing seats. These inserts brought the floor up to the same level as the main aisle. Next I added resin cast



sinks and toilets to the various compartments and restrooms. I painted the interior walls with Testors Sand and the seats Floquil SCL Hopper Car Beige. The toilet room walls and floors were painted Testors White. The main floors and aisles were painted with a mix of Testors Medium Green and Grey Blue that I made up for this car. I used a Molotow Chrome pen to create the mirrors and sink details. I left the roof removable for contest judging.

The kit instructions were very well written and easy to follow. The underside of the car has 78 separate details added and they had to be done in the sequence spelled out in the instructions. All of this detail is hidden from view, but would be judged so I made sure it was done correctly and completely. In addition to the 78 chassis details, this kit had detailed six wheel trucks that contained a total of 56 pieces for the two assemblies. These trucks went together well and also had to be built according to the instructions. The center axle cannot be removed after the side frames are glued together and the outer axles cannot be removed after the final end beams are added to the trucks. Some of the last details I had to add were the coupler yokes, steam lines and air brake hose assemblies and diaphragms. After adding all of the coupler and diaphragm details it was not possible to run this car on my railroad without breaking the many plastic details around the couplers.

This kit was a relaxing detour from the total scratch built models I normally build. It also turned out to be a very nice model.



MCoR Member's Pike Registry

To Include your Pike Registry, contact ckeditors@mcpr-nmra.org

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



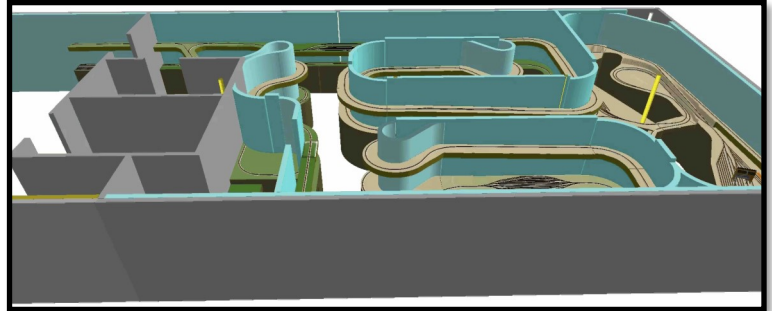
An Alternate Mouse Trap: Cutting Foam

By Ray Brady

What follows is an “Ah! Ha!” moment I had in Model Railroading - an epiphany. It is an alternative method cut Extruded Rigid Foam Insulation for the sub-roadbed on a layout.

First, A little background: My layout is in a basement room approximately 30'X45'. It has approximately 600' of mainline track on two levels winding through the space. The “benchwork” is 1'-wide shelving (either plywood or hollow core doors) cantilevered off the backdrop.

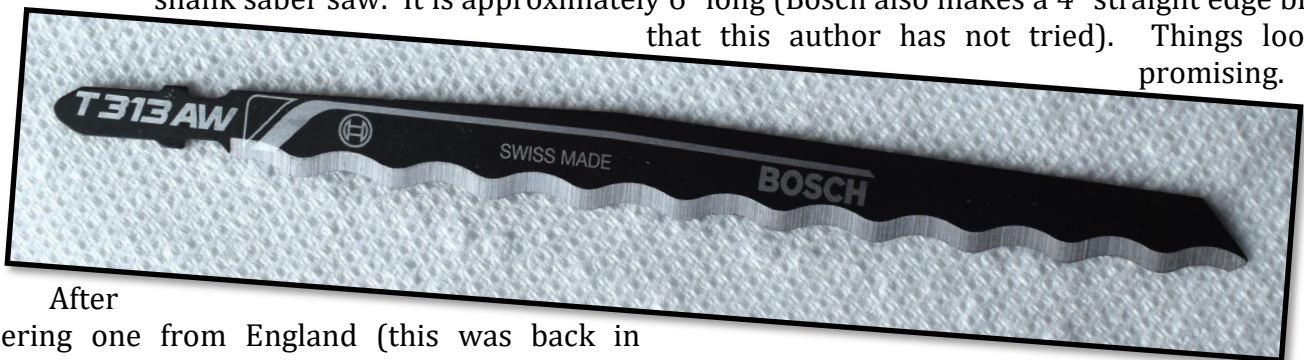
Two inch extruded foam from the local big box was to be installed on that—to be followed by a cork roadbed and then the tracks. A computer Graphic is shown above.



I was intimidated. There was going to be a lot of cutting, I could handle the plywood—a common saber saw would make quick work of the wood and the sawdust is easy to clean up. But cutting the foam perplexed me. I wanted something fast and **CLEAN**.

As can be seen, there are a considerable number of curves, and all the shelving is only 1' wide. Thus, in thinking about how to cut the foam to go on the shelves, I researched the internet and the common theme everyone offered was to use a saw (hand saw or jig saw), knife (straight or serrated), or a hot wire foam cutter. None of these appealed to me. A saw would leave a large amount of statically charged foam particles clinging to everything and be around the house for all of my lifetime. A knife would be hard to cut, labor intensive, and hard to control. And the hot wire method would also be hard to control. I had a dilemma!

What I eventually ran across was the Bosch T313AW jig saw blade for Soft Material for a T-shank saber saw. It is approximately 6" long (Bosch also makes a 4" straight edge blade that this author has not tried). Things looked promising.



After ordering one from England (this was back in 2013—but a number of American companies carry it now), I tried it out. WOW!!! It cut through the foam like butter—literally. Even at a slow oscillating speed on the saber saw, the cut-rate was extremely fast, and it did not require any effort. The curves were be easy to follow, **and there was no mess**. It worked like a charm.



The pink part of the picture to the left is the cut raw edge. It is sitting on the layout, the edge of which was also cut by the blade and has been painted. Literally, the edge is smooth....

Other companies may offer a similar blade, or an electric kitchen carving knife may work as well—if you can pry it away from your mate.



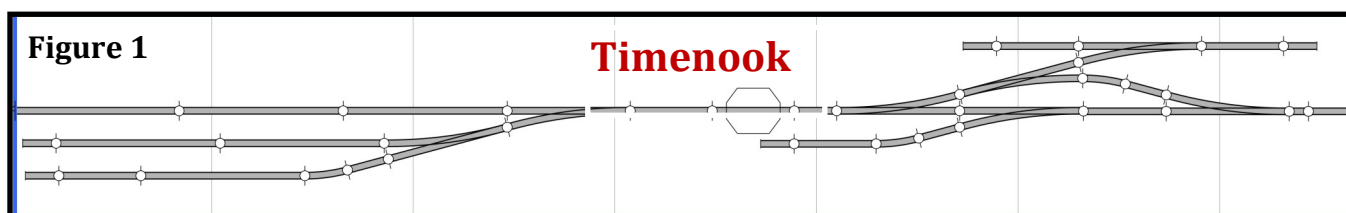
Model Railroad Operations for Everyone?

By David Heinsohn

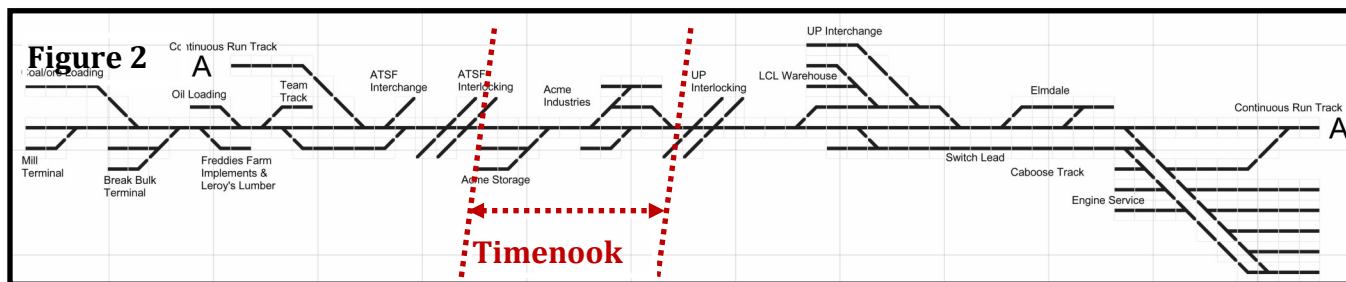
At the end of the last edition, I suggested you ask yourself why you get blank looks from non-modeling friends when you ask them to take on an “Operations” task, or why they get jittery knees when offered a job on the Time-Table-and-Train-Order pike. Turns out that is what I was thinking about before I looked back to see where I had left off last time.

Chris and I have been on our boat on the East Coast since way before any Stay-at-Home orders were a gleam in Governor Kelly’s eyes. We have been far away from our home and our operations-oriented friends. None the less, I have been considering what we might do in terms of adding to our modeling at home.

Some of you have seen our Timenook layout on a bi-fold door (**Figure 1**). It is a switching



puzzle that I built on a lark, and for several years we have taken it to train shows to let kids get a chance to run a train. I wanted to expand it and so was playing around with some ideas on *Anyrail*, our model railroad CAD program. I showed Chris what I was doing, and she said something along the lines of “Oh! That would fit in one of our spare bedrooms.” **Figures 2 & 3** are where the Timenook



Terminal (**TNT**) is headed.

Working with this I started thinking about how I wanted to operate the layout. Then I thought about how others might interact with the layout. It looks like I could have a wide range of people with different experience levels visiting the layout. What to do!

Several years ago, I wrote a piece for the OpSig’s, *Dispatcher’s Office* on how game theory applied to model railroad operations. Most of that article was based on ***Flow: The Psychology of Optimal Experience*** by Mihaly Csikszentmihalyi. The bottom line is that to have an optimal experience for your guests at your pike, you need to match their experience level to the task assigned. To do otherwise results in boredom for some and confusion and avoidance for others.

By chance ***Model Railroad Hobbyist*** published an article in the current issue titled “Lightweight Operations” by Verryl Fosnight. MRH is free to read, so you can chase the link below to read it.

<https://model-railroad-hobbyist.com/node/39410>

Verryl describes the system used on his pike to organize operations. It is somewhere between

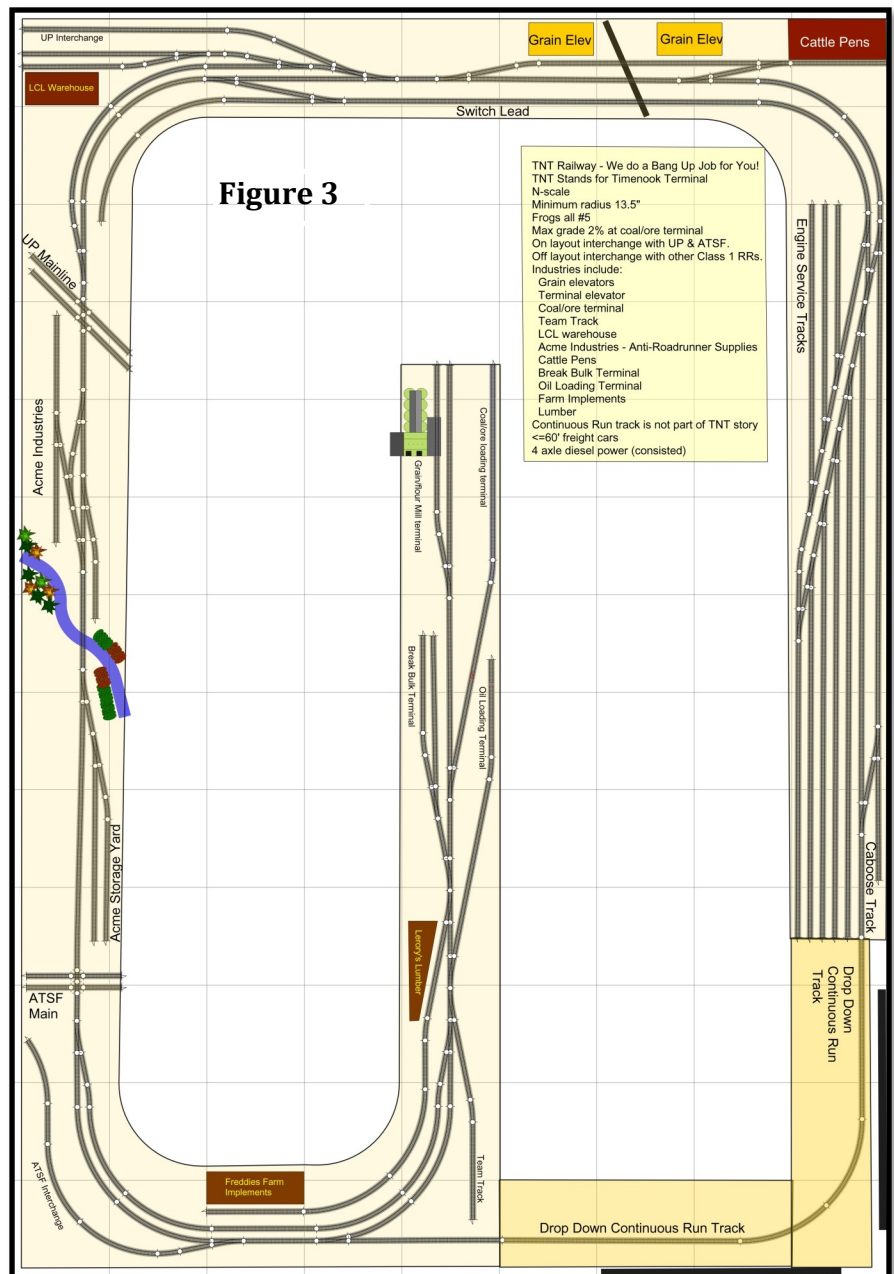
Another article that has come across my screen recently was “*Developing an Operations Focused Model Railroad*” by Venita Lake on MCoR’s Gateway Division website . In this article, Venita describes how they set up operations on their pike. <http://www.gatewaynmra.org/2018/developing-operations-focused-model-railroad/>

A list of possible folks who might operate the **TNT** is, in order:

- ME! I enjoy Timenook and working through a switching cycle. It has been known to sooth the savage beast.
- Random folks who might visit the layout but have never run a model train.
- Folks in the Kansas Central Division who range from a retired 1:1 scale dispatcher to new modelers.
- Full blown operations sessions with as many as six experienced operators in the room.
- And I am sure I have missed other categories of “operators.”

You will notice the darker yellow pieces of benchwork in the lower right corner of **Figure 3**. These were added at the suggestion of several folks who looked over the track diagram. They are folding sections that allow access to the room and also allow for continuous running. For me, the **TNT** itself is a terminal railroad so those panels are not needed for my solo operations sessions. However, they do allow for that new person to run a train around the room with a throttle in hand when I have more people involved. Continuous running is always a good way to get a newbie hooked on running model trains.

I happen to enjoy the challenge presented by Car-Cards-and-Waybills for routing cars. Given enough cars on and off the layout and enough options, the movement never seems to be the same. I must think about how I will handle each new situation. Even with the 20 cars on Timenook, I do not think I have ever had a complete repeat of a session.



There are lots of other ways to do routing, though. For the person new to switching, it is easy to give them a mixed train, a list of stops, and tell them if there is a box car at a stop— pull it and leave one from the train. Really simple, not realistic at all, but gets them started. I have used this technique at train shows with young operators who wanted to do more than run a train back and forth. The light bulbs begin to come on as to why model railroad operations are so interesting. Switch lists, generated by JMRI, some other software, or by hand, are favored by other folks. For **TNT**, I will probably use car cards.

This short ramble, I hope, suggests that there is no one true right way to set up YOUR railroad for operations. You need to consider what you and those who might visit your pike like to do. I might also suggest that you leave your system open to expanding your operations, even if you cannot expand your pike itself.

Happy modeling!



New Members

By Whit Johnson MMR
Welcome Aboard

Turkey Creek Division

Richard Akins
Bob Neds

Chisholm Trail Division

Wigton Family

Central Missouri Area

Robert Roscher

Gateway Division

Lester Aubuchon
Robert Essick
Jay Krieg
Barry Miller
Fran Paskert

Oklahoma Heartland Div.

Justin Helms
Martin Weaver

Argentine Yard, Kansas City KS c. 1960





Central Missouri Area NMRA & Covid-19

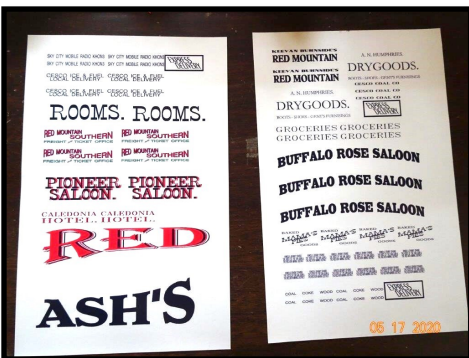
By Doug Whetstone, Director CMA

I'm sure my activities for the Central Missouri Area (CMA) have been the same as every other Division within the Region since March – extremely limited as a group. However, CMA members have been active with their own projects.

Don Bowen from Columbia claims his big project has been the lift-up gate girders. This gate is at the door into the train room and uses an Arduino to control power to adjacent tracks, uses a servo to put a stopper between the tracks when the gate is open, shows status LEDs, and sends a status signal over a local I2C bus to a future JMRI interface. Girders for the sides of the gate are now finished and will soon get a coat of gloss dark gray. Don wants to find railroad Herald decals for the sides and is looking for Burlington, Wabash, MKT, and MoPac, something a little less than an inch wide. Anyone with information that can help Don, contact Doug Whetstone dir-2909@mcpr-nmra.org.

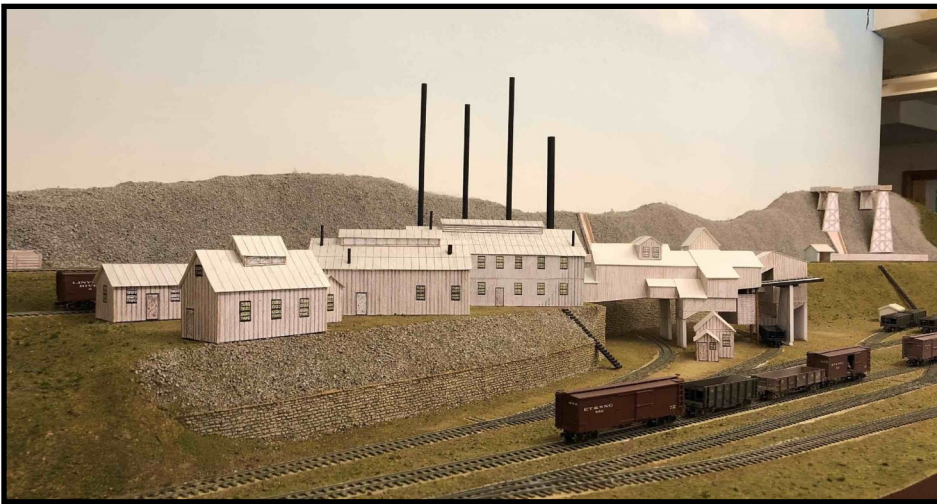


Todd Leftwich from Canton has been organizing his work area. He has provided some shots of work areas plus his wood/metal/plastic organizer (3d printed bins), and his fan organizer (built for a specific small area). He recently moved in three more shelving units to replace a big table “catch-all” that was becoming more and more useless except to stack stuff on. We all know what that’s like, don’t we? Model wise, Todd has been working on some of the stash of vehicle kits that he has been wanting to build. Some really neat ones are from Interaction Hobbies and combine the old Jordan Highway miniatures with their own materials. Finally, he has been experimenting with producing decals on his inkjet printer and has provided us with some examples, some of which are for signage on the vehicles and some are for buildings in Red Mountain Town.



Dean Smith

from Rolla has been keeping pretty busy since all this began. He says he decided to finally get off his rear and started working on the documentation for the NMRA Achievement Program. Per Dean, "It's been an enjoyable experience that has brought out quite a bit of nostalgia as I write up reports that involve past construction. I've been adding detail to several scratch built narrow gauge cars and I am working on a Funaro and Camerlengo Southern Railway caboose kit



for my standard gauge consist. I've also finished basic scenery on the entire layout and have completed all the mock-up buildings at Cranberry and Boone. Since it looks like it will be awhile before the operating crew can get together, I've been holding mini operating sessions by performing the duties of the Johnson City Yard Master and the Cranberry Yard Master while my wife, Sandy, serves as engineer to bring all the incoming trains into town. I've also finished several

bridges, including the final mainline bridge over the Watauga River between Shulls Mills and Boone."

As for me [**Doug Whetstone**], I've been busy installing insulation in the basement where the train room will be built and replaced the 40 year old windows to help control the climate.

. . . and some time cleaning off the workbench makes finding the needed implements of



construction a little easier.

As to modeling, a cement manufacturing site is needed for the layout so I built the Faller 130474 Cement Works kit and weathered it.

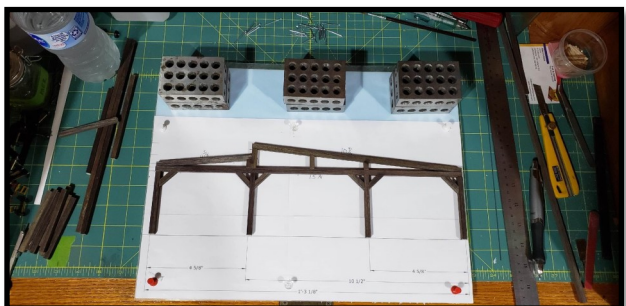
Still with time on my hands, I started building the



Korber 104 Three Stall Roundhouse, a kit that I have probably had for 20 years

and have no idea how old it was when I bought it at a train show. I was not familiar with the material the walls were made from but they were bowed and when I tried to flex one of the side walls it a bit to see if it would bend back to straight – SNAP – it broke in half.

I tried heating the other side wall and weighting it down, but that didn't work either, so I decided to try my hand at scratch building it. John Scherr, a modeler friend of mine, used his CAD program and drew templates of the building parts for me to use in the construction. So far, I have built all the walls from .080 styrene and am waiting on some textured brick sheets to arrive to give the model a brick appearance when it is done. Here are some photos of my work so far with a quick mock-up to make sure



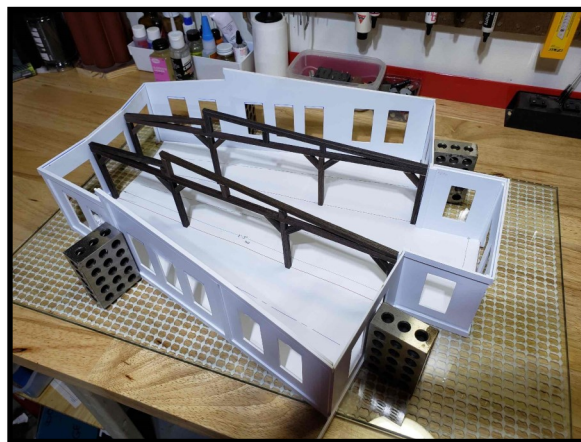
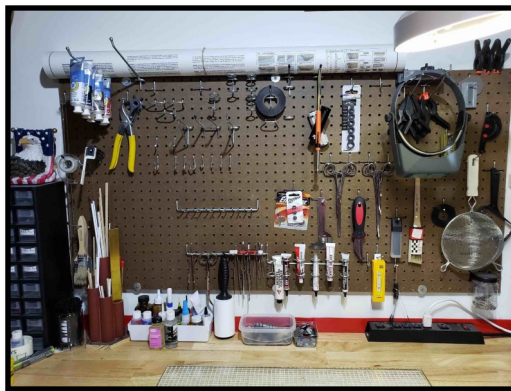
the locomotives will fit. After placing several steam locomotives within the walls, I discovered

that the center stall expansion I added to the rear of the stall was not enough to accommodate a big boy and tender, so I had to build another expansion increasing the length by another 2 inches. Hopefully my brick will arrive shortly and I can press on with construction.

That about wraps it up for some of what's been going on within the CMA community of modelers. The quarantine may have kept us indoors for the better part of this quarter, but it hasn't kept us from our railroads.

That's it. Hope everyone is staying keeping safe and staying well. See you next quarter. In the meantime . . . keep your hand on the throttle and your eyes on the rail.

Doug Whetstone Director, CMA





MCoR Regional Club Rosters

This roster is created for the benefit of members of the MCoR Region. Clubs (NMRA or Non-NMRA) wanting to be listed contact ckeditors@mcpr-nmra.org

AR, Bella Vista All Scales

Sugar Creek Model Railroad & Historical Society, Inc.

PO Box #5452, Bella Vista AR 72714

Information: <http://sugarcreekrailroadclub.com>

AR, Conway HO Scale

Central AR Model RR Club

PO Box #1825, Conway AR 72033

Contact: Daniel Gladstone (501) 269-3030

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 Waters, 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@augustahorrrclub.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,

railway@gbta.net

KS, Frankfort

Frankfort Subdivision

416 W. 1st St., 10:00-3:00. Information: Joe McAtee,

joem@bluevalley.net

KS, Dodge City

Western Kansas Rails N-Scale Layout

10594 W. Briarwood Dr., Information: Robert

Simmons, 620-521-3591

KS, Hutchinson N Scale

Kansas Central Model Railroad Club

16 E. 3rd, Hutchinson, 11:00-4:00. Information:

www.kansascentralmodelrailroaders.org

KS, Lawrence

Lawrence Model Railroad Club

Bridge Pointe Community Church, 601 W. 20th

Terrace. Information:

www.lawrencemodelrailroadclub.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 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, Columbia HO Scale**
Columbia Area Model Railroaders (100% NMRA)
 Missouri United Methodist Church, 204 S Ninth St, or
 member's homes. Thursday Evenings at 6:30PM.
 Facebook: Columbia Area Model Railroaders; Contact:
 Marty Oetting, martyoetting@gmail.com
- 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 All Scales**
Capital City Model Railroaders
 PO Box #243, Jefferson City MO 65102-0243
 Email: pollocka@mchsi.com
- 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
- 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
 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
 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: 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
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 HO N3 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 HO Scale**
Ozark Model Railroad Association
 424 West Commercial Street, Springfield MO 65803,
 Info: <http://www.omraspringfield.org/contact.html>

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, Freemont 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

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Third Quarter

Fourth Quarter

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December 1

March 1

June 1

September 1

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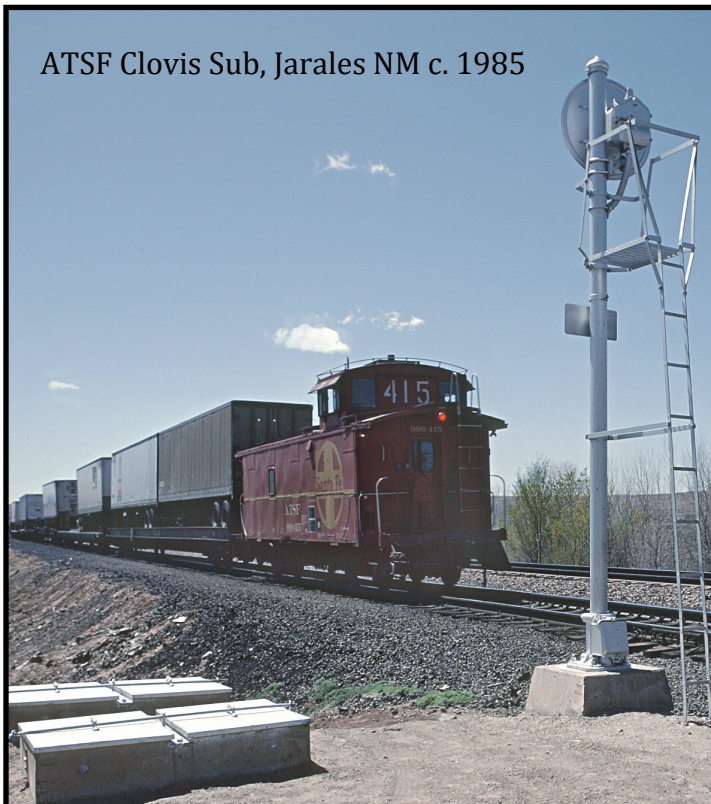
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