

# CABOOSE

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**Youth in Model  
Railroading  
p.11**

## ***IN THIS ISSUE***

- ♦ ***RAIL OPERATIONS FOR A MINI-STEEL MILL***
- ♦ ***CHEYENNE BACKSHOP FROM CARDSTOCK***
- ♦ ***MCoR 2021 TULSA UNION CONVENTION***
- ♦ ***WINTER BOARD OF DIRECTORS MEETING***
- ♦ ***DIVISION PUBLICATIONS***



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## Table of Contents

Page

The Head End .....	3
Division Locations and Contacts.....	4
The MCoR Local.....	6
Editor's Musings.....	7
2021 Tulsa Union Convention .....	8
<b>Bringing the Hobby to Young People.....</b>	<b>11</b>
By Dean Smith	
<b>Rail Operations for a Mini-Steel Mill.....</b>	<b>14</b>
By Craig Drenkow	
North Platte Train Show .....	18
<b>Cheyenne Backshop from Cardstock .....</b>	<b>19</b>
By Ray Brady	
<b>Winter Board of Directors Meeting.....</b>	<b>27</b>
Pike Registry.....	29
<b>MCoR Achievement Program.....</b>	<b>30</b>
By Craig Drenkow	
Achievement Program Awards .....	31
Region Resources .....	31
<b>The Side View .....</b>	<b>32</b>
MCoR Regional Club Rosters.....	36

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## The Caboose Kibitzer

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Original, non-copyrighted information and material submitted for publication should be addressed to the Editor, but no payment can be made. Guidelines for submittal are available from the Editor at [ckeditors@mcpr-nmra.org](mailto:ckeditors@mcpr-nmra.org).

All submissions become the property of MCoR whether or not published. The Editor reserves the right to reject information.

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

### Content

Issue	Due Date
First Quarter	December 1
Second Quarter	March 1
Third Quarter	June 1
Fourth Quarter	September 1

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<https://www.nmra.org/member-services>



# The Head End

By Brad Slone, MMR—President MCoR

As I write this, spring is upon us. While winter may still be trying to hold on, I noticed last night that the lilac bushes in my front yard are starting to leaf out and that is good enough for me! But according to the news, I would say we are at the beginning of another type of spring, that is the spring after the winter of the virus. While many areas still report high numbers of cases, the vaccine is being made available to those who want it and I believe we are going to see life getting back to some semblance of normal soon.

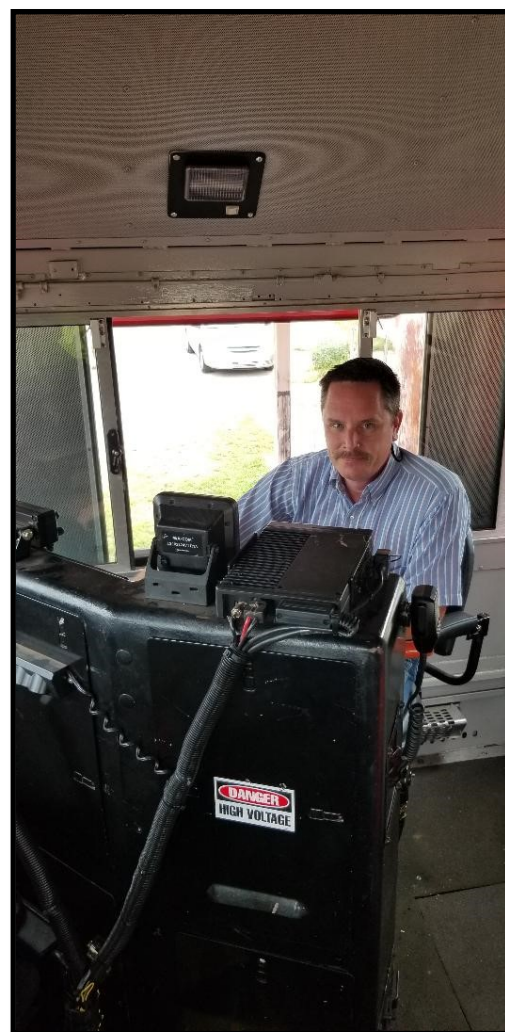
Be that as it may, there is still a lot of concern and apprehension with regards to gatherings. With this being the case, it was decided that it would probably be in the best interest of this year's MCoR convention to move the date later in the year to allow for as much progress to be made as possible. I know that this will create issues for some that already had made plans on their calendar. For this I apologize. But the committee discussed this at length and it was decided that it was in the best interest of safety and the success of the convention to move it further into the year.

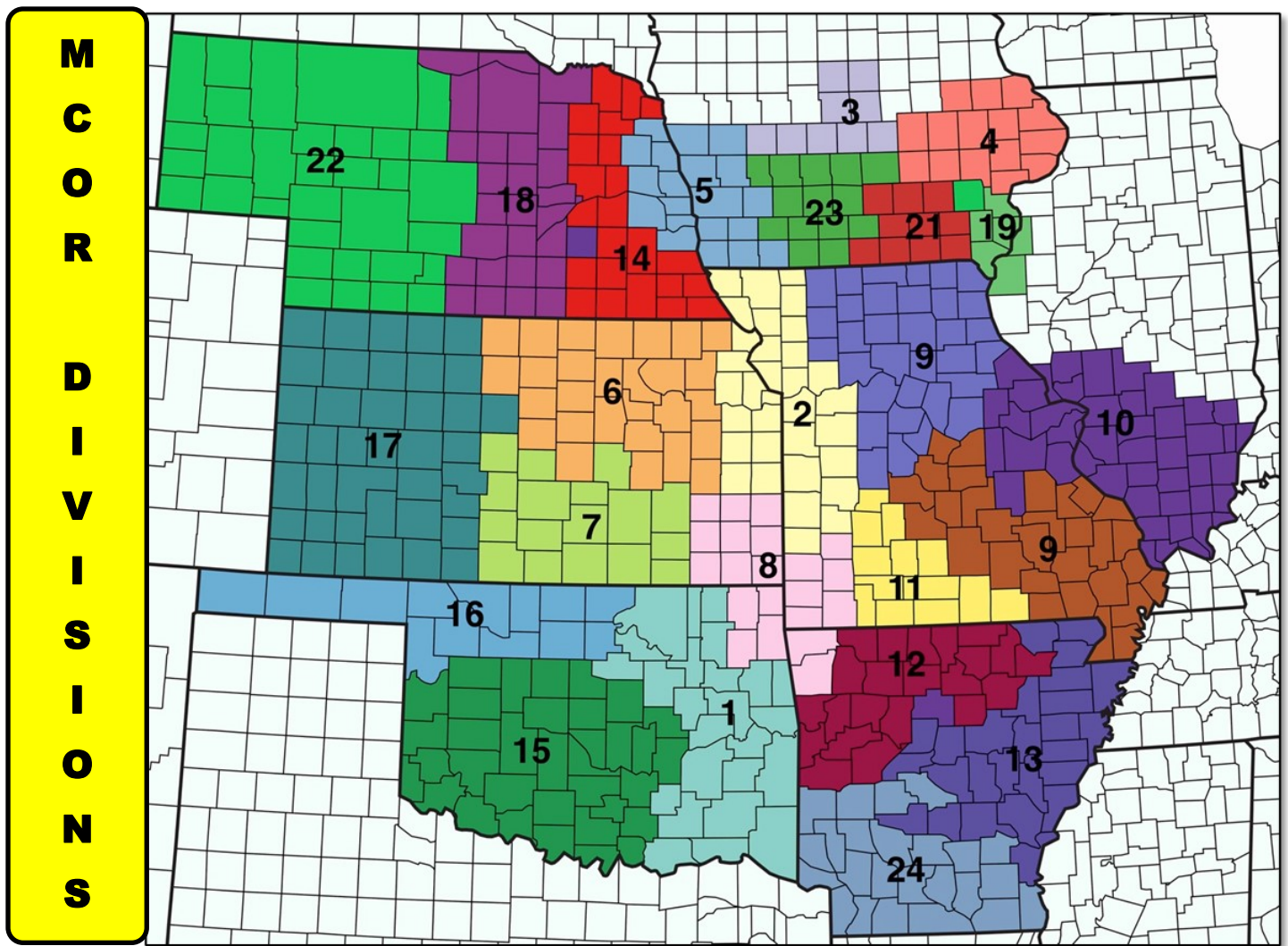
With winter ending, I have seen a lot of photos of progress made on layouts as well as other modeling projects. I would like to encourage you all to continue these and consider bringing some of your work for the contest room in Tulsa. The folks in Lonestar Region have spoken of how many entries they typically have at their region's conventions so we need to demonstrate that there is some pretty good work to be found north of the Red River as well.

On a note regarding the National, the National elections are coming up and while it is not my place to suggest or recommend any candidate, I would like to encourage you to do your homework and vote for the candidates you feel are best suited for the positions. Everyone has an opinion on how something should be done differently or how something should be changed. This is your opportunity to have your voice heard.

With the prospect of some train shows and swap meets being held later in the year, I look forward to seeing everyone that I have missed over the past year. Till then, time to keep your hand upon the throttle and your eyes upon the rail! 🚂

*Brad*





Div ision	Division/Area Name	Director	E-mail	Divis ion	Division/Area Name	Director	E-mail
1	Indian Nations Division	James Senese	<a href="mailto:dir-2901@mcors-nmra.org">dir-2901@mcors-nmra.org</a>	13	Little Rock Area	William Hobbs	<a href="mailto:dir-2913@mcors-nmra.org">dir-2913@mcors-nmra.org</a>
2	Turley Creek Division	John Fales	<a href="mailto:dir-2902@mcors-nmra.org">dir-2902@mcors-nmra.org</a>	14	Cowboy Line Division	Dennis Brandt	<a href="mailto:dir-2914@mcors-nmra.org">dir-2914@mcors-nmra.org</a>
3	Kate Shelley Division	Richard Liebich	<a href="mailto:dir-2903@mcors-nmra.org">dir-2903@mcors-nmra.org</a>	15	Oklahoma Hartland Division	Kurt Konrath	<a href="mailto:dir-2915@mcors-nmra.org">dir-2915@mcors-nmra.org</a>
4	Eastern Iowa Division	Tony Bowen, MMR	<a href="mailto:dir-2904@mcors-nmra.org">dir-2904@mcors-nmra.org</a>	16	Northern Oklahoma Area	—	—
5	Western Heritage Division	Bruce Hochberger	<a href="mailto:dir-2905@mcors-nmra.org">dir-2905@mcors-nmra.org</a>	17	Western Kansas Division	Robert Simmons	<a href="mailto:dir-2917@mcors-nmra.org">dir-2917@mcors-nmra.org</a>
6	Kansas Central Division	Ray Brady	<a href="mailto:dir-2906@mcors-nmra.org">dir-2906@mcors-nmra.org</a>	18	Platte Valley Division	Todd Petersen	<a href="mailto:dir-2918@mcors-nmra.org">dir-2918@mcors-nmra.org</a>
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8	Maple Leaf Area	—	—	21	Fallen Flags Division	John Rietveld	
9	Central Missouri Area	Doug Whetstone	<a href="mailto:dir-2909@mcors-nmra.org">dir-2909@mcors-nmra.org</a>	22	Nebraska West Central Division	Gene Tacey	<a href="mailto:dir-2922@mcors-nmra.org">dir-2922@mcors-nmra.org</a>
10	Gateway Division	David Lowell	<a href="mailto:dir-2910@mcors-nmra.org">dir-2910@mcors-nmra.org</a>	23	Great Midwestern Division	Whitney Johnson	<a href="mailto:dir-2923@mcors-nmra.org">dir-2923@mcors-nmra.org</a>
11	Ozark Mountain Area	—	—	24	Southern Arkansas Area	—	—
12	Northern Arkansas Area	—	—				



# MCoR NMRA Division Meetings

**Note: COVID-19 has cancelled many in-person meetings. Check before showing up...**

**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 9:00AM and the meetings start at 9:30AM. Superintendent - Dave Salamon 918-272-5512 or [drs\\_rr@yahoo.com](mailto:drs_rr@yahoo.com), Web page: [www.tulsanmra.org](http://www.tulsanmra.org)

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

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

**Division 4: EASTERN IOWA DIVISION:** Tony Bowen, MMR acting superintendent; e-mail: [railroadteacher@gmail.com](mailto:railroadteacher@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 9:00AM 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:** 1<sup>st</sup> Saturday of even numbered months. Meetings start at 1PM. For the next meeting's location and program please email [rkboelling@gmail.com](mailto:rkboelling@gmail.com).

**Division 7: CHISHOLM TRAIL DIVISION (Wichita, KS):** 1<sup>st</sup> Tuesday each month at the Olivet Baptist Church, 3440 West 13th St, Wichita, KS 67203 (13th Street North & High Street). Gathering-6:45PM; NMRA meeting 7:00 - 9:00PM. Info: Dean Lippincott, email [dlipp5a@gmail.com](mailto:dlipp5a@gmail.com)

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

**Division 15: OKLAHOMA HEARTLAND DIVISION (Oklahoma City, OK):** meets in the even months in the Oklahoma City area. Contact OHD Director at [dir-2915@mcor-nmra.org](mailto:dir-2915@mcor-nmra.org). All who are interested in Model 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](mailto:trainman55@hotmail.com)

**Division 18: PLATTE VALLEY DIVISION (Hastings, Grand Island, and Kearney, NE):** Meet quarterly in members homes on a rotating basis or at sites of interest. New members are always welcome. Info: Todd L. Petersen, Division Director, 308-832-2200 or [todd@gtmc.net](mailto:todd@gtmc.net)



# The MCoR Local



With the COVID-19 pandemic, Divisions throughout the NMRA have changed their method of getting together. No longer are they having in-person meetings. Many Divisions are going to a virtual format where members can participate from their own home without the potential for infection. All it takes is a computer and a high speed internet connection.

With that in mind, this opens up the opportunity for meetings to include persons from the far reaches of the universe—places “where no person has gone before.” And, as an added benefit, driving time is no longer a barrier.

The listings below are a few of the MCoR Divisions that are doing ZOOM (or equivalent) meetings where participation from other NMRA members is welcomed. The only requirement is that you hold current NMRA membership. To participate in a Division’s meeting, contact the person listed about being added to the “invitation” list.

And, if you receive an invitation, respect the group and do not forward the invitation indiscriminately to just anyone. That could lead to problems with unwanted guests that could compromise your meeting. 📧

## **Central Missouri Area**

Contact: Doug Whetstone  
[uttrainman@gmail.com](mailto:uttrainman@gmail.com)

## **Chisholm Trail Division**

Contact: Dean Lippincott  
[dlipp5a@gmail.com](mailto:dlipp5a@gmail.com)

## **Eastern Iowa Division**

Contact: Tony Bowen, MMR  
[railroadteacher@gmail.com](mailto:railroadteacher@gmail.com)

## **Gateway Division**

Contact: Jimmy Ables  
[jim.d.ables@gmail.com](mailto:jim.d.ables@gmail.com)

## **Kansas Central Division**

Contact: Ross Boelling  
[rkboelling@gmail.com](mailto:rkboelling@gmail.com)

## **February 6, 2021**

*Kansas Central Division* met via ZOOM and hosted a clinic by Ken Mosney from Rockford IL. His clinic was on “Bits and Pieces, a Potpourri of Modeling Techniques.” He gave many useful tips that he uses in his modeling, including using a micro plane for trimming styrene, an alcohol lamp for soldering, and modeling clay for holding small parts.

## **February 13, 2021**

*Central Missouri Area* met via “jitsi meet” and hosted a clinic by Larry Diehl from the Kansas City area. Larry’s clinic was on creating your own wood shake shingles. His presentation focused on HO scale, but he has built O-scale models using these techniques.

## **February 15, 2021**

*Gateway Division* met via ZOOM and hosted a clinic by Connie Coy from the Central Indiana Division of the Midwest Region. Connie’s clinic was a tour of her’s and her husband’s O-scale Glacier Line. It has been featured in OGR Magazine. They model many scenes from the prototype GN line through Glacier National Park.

## **March 2, 2021**

*Chisholm Trail Division* met via ZOOM and hosted a clinic by Jim and Shirley Hogbein of their layout in the Historic Leatherock Hotel (now Cherryvale Bed and Breakfast). The layout is in multiple rooms, and the B&B affords a trackside view of the South Kansas and Oklahoma Railroad.

## **March 13, 2021**

*Central Missouri Area* met via “jitsi meet” and hosted a clinic by Lloyd Henchey from Eastern Ontario, Canada. Lloyd’s clinic was about the relevance of building interiors and the different types of interiors that can be achieved based on cost, building location and type, and especially, imagination.



# Editors Musings

By Ray Brady, Editor



It has been a long winter! Yes, it seems like it has been a 12-month winter. Last year, in the middle of the cold weather, the world entered into the pandemic and my life (and most of our lives) turned into a retreat from society. I self-isolated. I changed my shopping habits, I changed my interactions with others. Google became my friend. July 4 was "another day at home"- as was Thanksgiving and Christmas 2020.

We watched as friends became ill, and the world was thrust into turmoil. Well, almost! I learned that I could still go out to eat. Yes, I got in the car, drove around the block, return home, and fixed something to eat. Yes, I went out to eat! What a life.....

But, I also spent many hours working on genealogy and my model railroad layout. It was an opportunity to do things that didn't require interactions with society - things I had been putting off. It became my new norm - my routine.

Did I accomplish anything? I think so. I identified some Swedish relatives just down the block that I did not know I had. They had become lost to my family history until my research tracked them down. And, my model railroading led me in a direction not intended. You can read about that starting on page 19 of this issue of the Caboose Kibitzer

But what has been the consequences of this? First the "good". The model railroad community has learned new ways of socializing. My Kansas Central Division has entered into the ZOOM world - and expanded from bi-monthly to monthly. THAT IS GOOD! We started internet meetings in earnest last fall, and the opportunity for learning and seeing what others are doing, both inside and outside the Division has greatly expanded our horizons. No longer are we constrained by a 3 hour drive to get to a meeting - we can meet in the comfort of our home with

people from around the world. And, other Divisions and Regions

have expanded their virtual presence to include the whole world. Unintended blessings!

Is there a down side to this? Yes! Technology is not universal with everyone. We have excluded some. We still need the face-to-face meetings. I hear that from people within the Division. I hear that from people within the Region. There are some in Region leadership that are adamant that we need in-person meetings. And they are correct!

We are becoming weary of the isolation and the restrictions. Humans are a social beast. We are tired of isolation. We are ready to put it behind us. As a result, my calls for articles for the Caboose Kibitzer have been met with fewer and fewer responses. I suspect we have been so immersed in the hobby for so long that we are extremely tired of the subject. We just want to let go of it and GET OUT OF THE HOUSE!!! Ray, go away!

I understand. I am the same way. March 10 I get my second *Fauci Ouchi* and am looking forward to FREEDOM. Not that I don't enjoy my cat, but I dearly want to get out. I am facing a new challenge - "What do I want to do first?" So many choices.....

So, take a break. Take a deep breath. The vaccine is being administered as you read this. More and more of us are being liberated daily. Some are back on the boat. Some are on the road to new places - me included.

Things to look forward to: The MCoR region convention in Tulsa October 6-10, 2021. This is a chance to see some superb layouts, attend some great clinics, see some fabulous models, and meet many other model railroaders from the Mid-Continent Region as well as the Lone Star Region. And trains shows are starting up. And soon, we'll start face-to-face meetings for the Mid Continent Region Divisions. SEE you soon! ***There is light at the end of the tunnel.*** 🚂

Ray





# ***2021 TULSA UNION CONVENTION***

***New Dates!***

**October 6-10, 2021**

<http://www.2021tulsaunion.com>

The leadership of the Indian Nations Division, Mid Continent Region and the Lone Star Region have come together with our partners at the Embassy Suites-Tulsa, to reschedule the 2021 Tulsa Union Convention.

Thanks to the 50+ folks who have already registered for the convention. Should these new dates present a conflict for you, please email:

[registrar@2021tulsaunion.com](mailto:registrar@2021tulsaunion.com)

by March 15, 2021 to request a refund.

Early registration deadline is now July 1, 2021.

The Embassy Suites will change existing hotel reservations made using the prior convention booking link to the new dates. Those who make hotel reservations going forward should use this new booking link:

[New Hotel Booking Link](#)

Or by calling **1-800-EMBASSY** and using the booking code **TRN** or by asking for the **“2021 Mid Continent & Lonestar Regional Convention Model Railroad”** group rate.

The 2021 Tulsa Union Convention is the joint production of the Indian Nations Division, Midcontinent and Lone Star Regions, NMRA.

The committee from MCoR's Indian Nations Division and Lone Star Region are putting together a superb joint Convention for **October 6-10, 2021**. With the rollout of the COVID vaccine underway, each of us should feel more comfortable attending come October 2021.

Indian Nations Division members offer some great layouts to see and experience. The current listing of layouts are shown below. In addition, Robert Simmons (MCoR's Western Kansas Division) has operated on many of these layouts during previous "Layout Design and Operations Weekends" hosted by the Indian Nations Division and has published pictorial essays in the last three editions of **"The Main Line"** — the publication of MCoR's Western Kansas Division. To whet your appetite for the 2021 Tulsa Union Convention, links are provided to **The Main Line** issues. Enjoy!

The 2021 Tulsa Union Convention will feature a number of home layouts that will be open for touring. Many of these layouts will also be open for "operating sessions. Plans call for layout tours to be scheduled on Thursday, Friday, and Saturday afternoon. Operating sessions are expected to run Wednesday, Thursday, Friday evening as well as Thursday, Friday, Saturday, and Sunday morning.

While layouts open for touring will be open to all registered convention attendees, operating session slots will be assigned based on the date of registration. Those wanting to participate in an operating session can express their layout preference during the registration process. Our plan is for the assignment of operating session slots to begin approximately 60 days before the convention, roughly August 10, 2021.

Tulsa area model railroaders have become known for being a hotbed of operating model railroads. The Tulsa model railroad community host weekend long round robin operating sessions annually. So, the 2021 Tulsa Union Convention wants to provide an opportunity for serious operators to run on these great layouts. At the same time, this will also be an opportunity for those wanting to operate for the first time. As we contact folks to discuss the assignment of operating session slots, be prepared to let us know your experience level so that we may best match your experience to a particular layout.

Operating sessions slots will be assigned on a first come, first served basis using your date of registration.

Assignment of slots will begin approximately August 10, 2021.

	Dale Baker	Tulsa Port of Catoosa RR	HO
	Steve Campbell	Cherokee Sub Frisco	HO
	Sammy Carlile	Santa Fe Hereford Subdivision	HO
	Steve Davis	KCS 3rd Subdivision	HO
	Kenneth Ehlers	Pandora & San Miguel Rwy	Sn3
	Tom Fausser	South Brooklyn Terminal	HO
	Steve Gillett	Spaendahl Yamanee & Densum	N
	Lane Littlefield	Tennessee Central Railway	N
	Jon Pansius	Tulsa Junction Railway	HO
	Allan Roecker	Kansas Central Div – Coffeyville Sub	HO
	Dave Salamon	Deep River Southern	N
	Sam Simons	Connell Northern	N
	Jim Sinclair	Southern Pacific	HO
	Randy Smith	Rio Grande Southern	Sn3
	David Steensland	Silverton & Lake City	HO n3

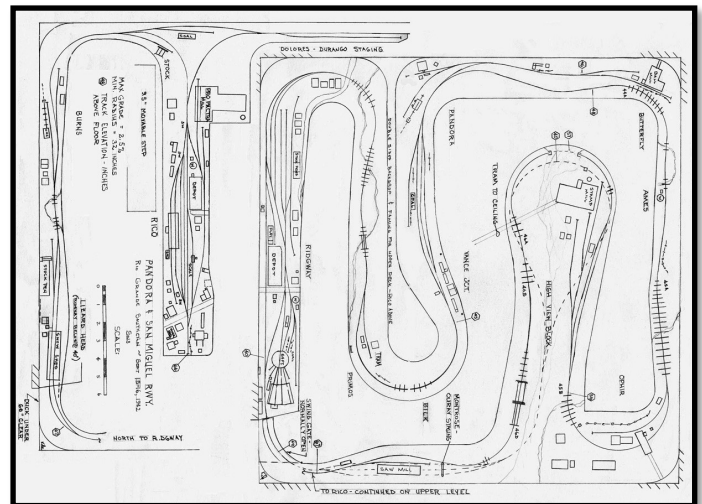
## Ken Ehlers' Pandora & San Miguel Railway

The Pandora & San Miguel Railway depicts the southwest Colorado Rio Grande Southern in September 1942 and includes that part of the railroad from Ridgway to Rico. The main line is 200 feet with interchange with the D&RGW at Ridgway and has staging at both ends of the layout.

Operation is easy paced but busy and there is lots of switching. Helper locos are required on most freights. Locos have Tsunami sound and run at scale speeds. Operation uses time table and train orders with prototype way bills for car forwarding. The layout is 99% sceniced and has many scratch-built structures and trestles. Featured in Narrow Gauge Gazette - November 2017.

Pertinent information: Scale: Sn3 Size: 23 by 23.5 feet Operation system: Digitrax

For a virtual tour of Ken's layout, go to the Western Kansas Division December 2020 publication of **"The Main Line"** and **scroll down to page 13** to see the layout as experienced by Robert Simmons (WKD Director) during an operating session.

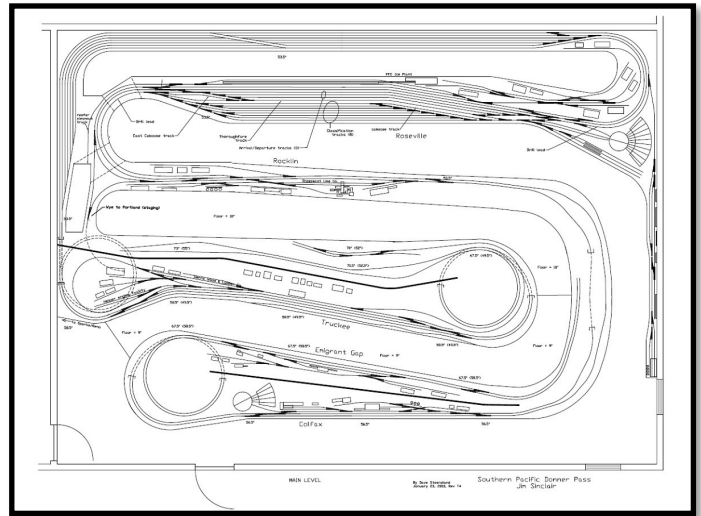


## Jim Sinclair's Southern Pacific Donner Pass

Modeling the Southern Pacific over Donner Pass from Roseville, CA to Truckee, NV and with West and East staging yards, in HO scale. The predominant motive power are Cab Forwards and F7 ABA's and ABBA's in the 1940's to 1955. Helper service is required going both east and west over the hill. Southern Pacific began replacing the steam in 1956 with the more efficient diesels.

About 90% of the track is down, and some terrain is in. The Roseville yard is basically complete except for the icing facility. Four industrial areas are about 98% complete. When completed the RR will support fourteen to eighteen operators and a dispatcher. The dispatcher will control the double mainline traffic utilizing a computer program. Eventually a detection system will support the dispatcher in controlling the heavy traffic.

For a virtual tour of Jim's layout, go to the Western Kansas Division February 2021 publication of [\*\*"The Main Line"\*\*](#) and **scroll down to page 14** to see the layout as experienced by Robert Simmons (WKD Director) during an operating session.



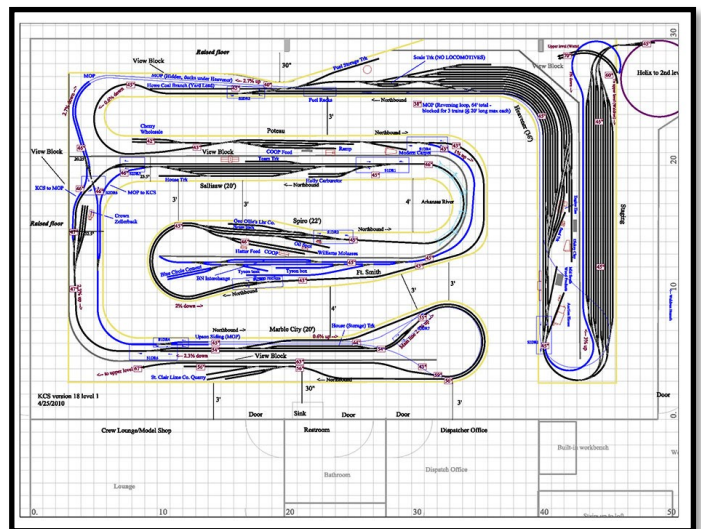
## Steve Davis' Kansas City Southern 3rd Sub

This is a 30' x 52' HO scale layout modeling the Kansas City Southern RR between Watts and Heavener, OK in 1982. It is mostly single deck but has a raised mushroom section along one portion. Work started in March 2009.

This is a CTC operation (as was the prototype) with signals and a dispatcher except on the branch lines. The goal was to follow the prototype as faithfully as possible. So in each town, the spurs and industries are laid out as per the KCS SLIC and track charts from the era (courtesy Frank Bryan) as well as resources like Sanborn maps. Key bridges and features (such as the bridge over the Arkansas River near Gans OK and the tunnel on the Ft. Smith branch, the only RR tunnel in the state of Oklahoma) are also modeled. The MOP crossing and interchange at Sallisaw are modeled with some MOP traffic.

Operations are likewise based on the actual trains and operations in 1982 as gleaned from lineups recorded by Frank Bryan and other research thanks to the Kansas City Southern Historical Society. Most locomotives are equipped with sound. Switching is with computer-generated switch lists. There are slots for 8 operators: 2 in Heavener Yard, 1 Sallisaw Yard, 2 road engineers, 3 local engineers (if everyone wants a job with switching we will use 5 engineers with each being assigned some through trains and one local). Dispatcher and Train Master provided by host.

For a virtual tour of Jim's layout, go to the Western Kansas Division January 2021 publication of [\*\*"The Main Line"\*\*](#) and **scroll down to page 13** to see the layout as experienced by Robert Simmons (WKD Director) during an operating session.





# Thoughts on Bringing the Hobby to Young People

By Dean Smith

"Dispatcher, this is Freight Extra Eleven requesting permission to depart Boone at 7:48AM." We were eighteen minutes into our quarterly operating session on my East Tennessee and Western North Carolina Railroad — Vida Division, and something about hearing those words grabbed my attention and made me look to Boone. Fifteen-year-old Kate was at the throttle of the Number Eleven, and the look on her face as she prepared to take the westbound freight out of



*Fifteen-year-old Kate has a steady hand on the throttle as she eases Freight Extra Eleven downgrade through the Doe River Gorge and into Hampton. The look on her face says it all.*

Boone for the first time filled my heart with joy. "This is what it's all about," I said aloud, and I don't think I've ever spoken truer words. So, when Brad Slone asked me if I would write an article about ways to get more young people involved in our wonderful hobby, I enthusiastically agreed.

Don't worry, this is not a gloom-and-doom article about the well-known fact that we model railroaders are an aging bunch. A look at past surveys consistently shows that the average age of model railroaders pretty closely mirrors the age of Baby Boomers. Selfishly, we all know that the more

railroaders there are, the greater the likelihood of new products being offered. But the joy at seeing a young person become excited about our hobby is perhaps the greatest reward. I've worked with youth my entire adult life, both as a teacher and as a Scout leader, and so I simply want to share a few observations on what I have found to be successful ways to get young people interested in model railroading

"Build a fire, and they will come," is an old Scout motto with obvious meaning. By making our hobby more accessible, we provide an open, enthusiastic invitation for youth to join in the fun. I presented the Railroading Merit Badge to more than 175 scouts during a twenty three year period, and I was always impressed with the interest and excitement the scouts exhibited. One thing that became clear was that trains bring out the kid in all of us. My class

was always popular, not only with scouts but also with the number of adults who "volunteered" to participate as well. I even made a rule that no one over the age of eighteen was allowed to open their mouth without permission, as the older "kids" in the room would shout out answers to questions before the scouts got a chance. The highlight of the day was a field trip to my basement, where the scouts participated in a simplified operating session, running a freight train from the western terminus



*Operators on the East Tennessee and Western North Carolina—Vida Division Railroad come in all ages and sizes.*

of Johnson City, TN to the end of the line at Boone, NC Of these 175 youth, I only know one who is now an active model railroader. I must have made quite an impression on David, because he is now a father of two who also models the ET&WNC in On30. I can only hope other scouts caught the railroading bug as well, but I do know the scouts always left excited and I was assured of a full roster the next time I presented the merit badge.

In all my years and all of the scouts, I never once had any problem with the youth. However, one time I was explaining how the locomotive was going to pick up two cars at Hampton, one from a trailing point and one from a facing point siding, when one of the adults loudly interrupted by saying, "Why don't you just run the train? That's all they want to see anyway." I firmly and (somewhat) politely asked him to allow me to continue and invited him to offer his own Merit Badge before continuing my discussion with the scouts. The truth is, he was completely wrong. The scouts were interested in what I was showing them. We have to be careful not to underestimate young people and their attention spans. More adults than children ask me, "How fast can they go?" and (my favorite), "Can you make them crash?" In my experience, if you clearly explain your expectations to a young person, make sure they know you trust them, and hand them a throttle, you will seldom be disappointed.

Living in rural Missouri, I am dependent on non-model railroaders to complete my operating crew. Only three of my ten core operators are active model railroaders. Everyone else simply enjoys



*Carter is all smiles as he prepares to take a train out of Boone. On the night of a small turn out, Carter paired up with Bob, an experienced operator, as part of a freight car crew*

helping me operate my railroad, and many young people have effectively served on my crew. In fact (and he always loves when I mention this), the first time our current Region President came to my basement, was also the first time his parents let him drive by himself after dark. Children as young as six have helped with a train, and most of them stay involved and interested during the entire 2 ½ hour session. The last session we held before the pandemic was in January 2020, and the weather was a bit dicey. Friends of mine who live nearby brought their two children, ages six and eight, to watch. With a small turn out, both boys were paired with an experienced operator, and both were able to actively participate. Both are very excited about coming back. I'm also not above holding a special session for young people,



*There is an almost seventy year difference in their ages, but Christopher and Tom are both young at heart as they operate the switcher at Johnson City. It's hard to tell which one might cause the most mischief.*

such as "Dinosaur Night." Nothing says railroading like a freight train full of toy dinosaurs.

I am excited about helping the boys, Carter and Christopher, develop into model railroaders, but I also believe gifting a "train set" to a child other than your own is a bit like giving a child a puppy

or a drum set. You need to make sure the parents are 100 percent behind the idea. Instead, I am giving both boys an easy to build freight car that they can build at home and bring to run on my layout. Of course, there is still nothing like the excitement of seeing a child receive model trains for Christmas or a birthday. But if you decide to give this gift, be sure it is age-appropriate and good quality. My wife and I gave our granddaughter her first train set when she was two. There are wooden cars and wooden track that she can play with both by herself and with others. It's a wonderful feeling when she assures me that, "Grandpa, I really like trains." She is excited to receive videos of Grandpa's trains. Only time will tell if she develops into a full-fledged model railroader, but it's a good start.



*William is all smiles and business as he takes his Dinosaur Train past Linville and into Shulls Mills. What's a model railroad without Dinosaur Day?*



*The author's granddaughter is enthralled with her new train set. She may live overseas, but trains are one thing that connects her and her grandpa. "Grandpa, I really like trains."*

We all know young people (and many older people) who are avid gamers. I never saw myself as a gamer and have yet to play a game of *Dungeon and Dragons* or any other role-playing game. When I mentioned this to one of my son's friends who was visiting the railroad for the first time, he looked at me in a perplexed way and told me that I was an extremely advanced gamer and had, undoubtedly, the most advanced game board he had ever seen. I'd never thought about it that way, but I definitely saw his point. He's now very interested in the railroad, and, while he may never actually build a model railroad himself, he is excited about returning for operating sessions. I see peoples' interest in role-playing games as another possible route to increase interest in our hobby. It is not endorsed by the NMRA, but I introduced myself to V-scale while doing research for this article. A V-scale railroad exists only in a computer, where a hobbyist constructs and operates an entire virtual railroad. One program called *TrainPlayer* allows someone to "simulate building and running a model railroad on your computer. Design track plans, lay track, run trains, create scenery, work operations." Not to speak heresy, and I won't go into whether this is actually model railroading or not, but it does seem a way to introduce tech-savvy youth to our hobby. It's interesting to note (and this is the only statistic I will mention) that in a 1956 *Model Railroader* survey, an amazing

50.8% of respondents "did not object to the use of plastic in a model." I guess that means that 49.2% wanted nothing to do with this new-fangled material.

Model railroading will continue to develop and change for the foreseeable future, and I am personally optimistic about our hobby being around for years to come. My challenge to everyone is to continue to present our wonderful hobby to kids of all ages and make sure we maintain an enthusiastic and welcoming environment. Whether it's inviting young people to our home and club layouts, reaching out to include them in our meets and conventions, or brain-storming new ways to encourage involvement, let's all try to find a way to build that fire. 🚂



# Rail Operations for a Mini-Steel Mill

By Craig Drenkow

When you think about northeast Nebraska, you think about corn, soybeans and beef as the major products. Let's look now at a steel mill in Norfolk, NE

Seems like a strange statement, but I have talked to other Model Railroaders who couldn't believe that there was a steel mill in Nebraska. The operation in Norfolk, NE would make a great choice for a model railroad.

In 1905, Ransom E. Olds formed REO Motor Company, which evolved into Nuclear Corporation of America and ultimately Nucor. Ransom Olds is the person who created the Oldsmobile. Nucor changed the face of the American steel industry in 1962 when it acquired Vulcraft, a maker of steel joist and girders. In 1972, Nucor announced that it was building a second mini mill in Norfolk, NE. Nucor is America's largest recycler. They take scrap metal and sort it, then use their technology to combine that scrap metal using their patented energy efficient method to melt the scrap and turn it into usable steel products.

Nucor Nebraska is a major rail user in Norfolk. The Nebraska Central Railroad delivers scrap and raw products to the Nucor plant located just northeast of the city of Norfolk, NE. **Figure 1** shows the location of the Nucor plant in Norfolk. The Nebraska Central uses a branch line leased from the Union Pacific to serve the industries in the city. The branch line connects to the Union Pacific mainline in Columbus, NE. The Nebraska Central operates on several different branch lines in central Nebraska.

Besides Nucor Steel northeast of Norfolk, there are three other Nucor operations in Norfolk. On the south side of Norfolk is Vulcraft, Nucor Cold Finish, and Nucor Detailing Center. Vulcraft makes steel joist and roof decking material. Nucor Cold Finish takes raw bar stock and finishes into products used by other companies in their products. One example of this would be the rods for shock absorbers. East of these two plants is The Nucor Detailing Center. The detailing center provides CAD detailing service for Nucor customers.

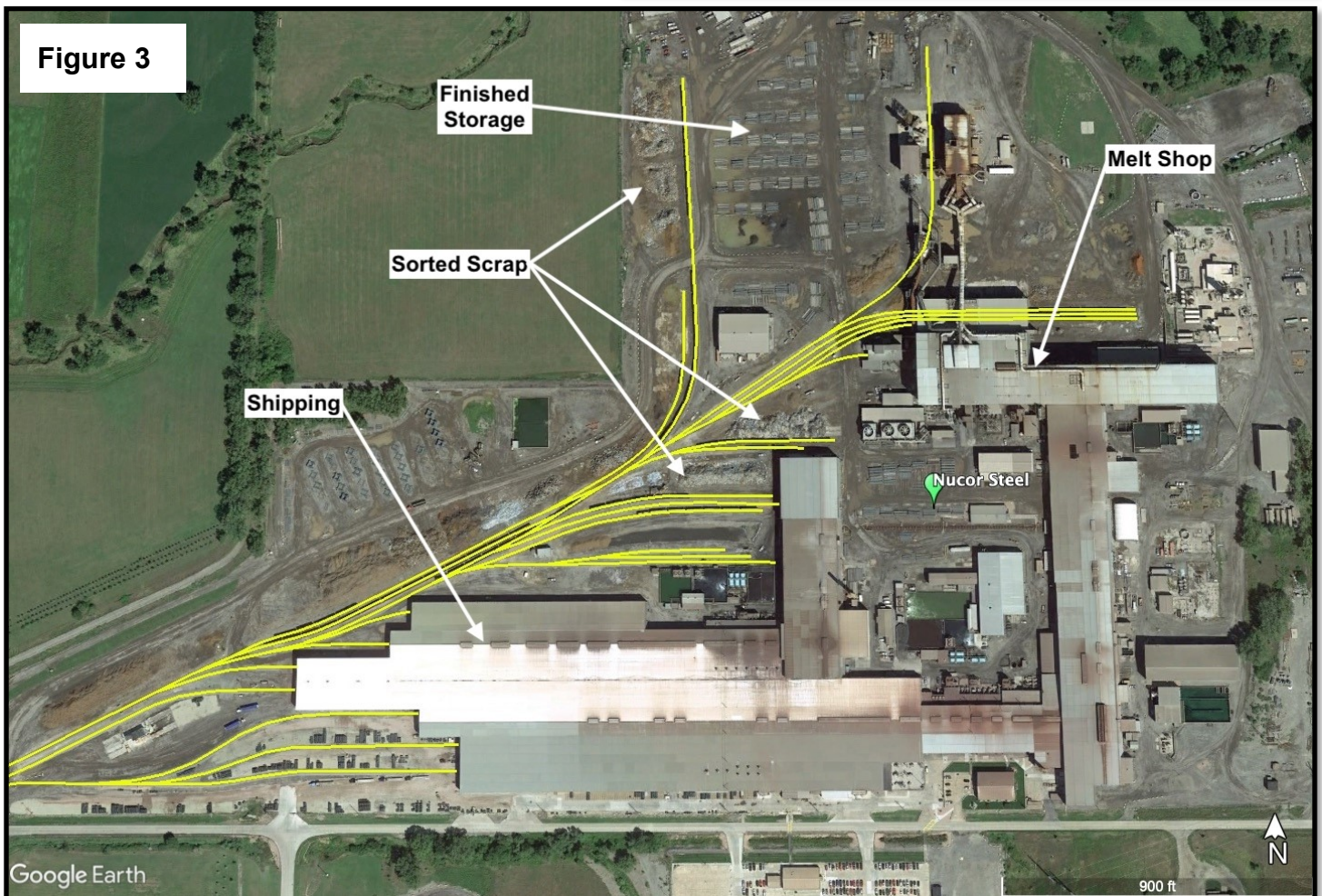
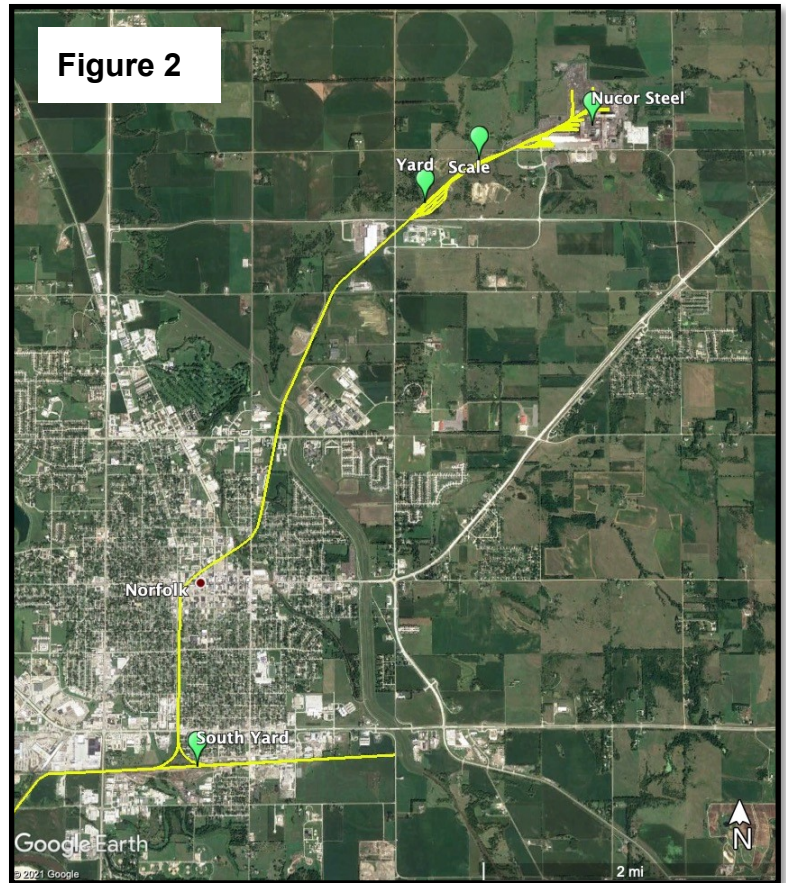
The steel making process at Nucor Nebraska starts with the delivery of scrap metal to Nucor's plant northeast of Norfolk. Scrap is delivered by rail and by truck. Rail deliveries

**Figure 1**



arrive in Norfolk at the Nebraska Central Yard in the south part of Norfolk (**Figure 2**). The loads are then ferried by rail across town to a yard shown in **Figure 2** just south of the Nucor plant. Nucor then uses one of four switch engines to pull the scrap into the sorting area where the material is sorted by metal type. Nucor uses cranes to unload the scrap and then load gondolas with sorted scrap which is taken to the melt shop for processing. **Figure 3** shows the location of the Melt Shop and Shipping.

I think I have included all the rail lines inside the plant. Different scrap has different properties and it is combined to meet the customer's specifications. Nucor uses a 700 volt Electric Arc Furnace to melt the steel. They then check the chemistry of the product and add minerals to achieve the grade of steel needed before it is sent to the caster. The steel is formed into billets. These billets are cooled and stored until needed to be rolled



into customer specifications.

Billets are either shipped out to other customers or sent to the rolling mill where they are reheated and rolled out into finished product. These products are either flat lengths of bar stock or coils of bar stock.

Rail shipments are loaded into gondolas in the shipping department at the end of the rolling mill line. Loaded gondolas are taken to the scale track and weighed before being left for the Nebraska Central. These products end up going to one of three locations. Their first stop is at the Nebraska Central yard in South Norfolk. Some of this product then



goes west down the line to the Vulcraft plant where it is used with other shapes to manufacture steel joist for the building industry. The Vulcraft plant also fabricates steel decking panels. West of Vulcraft is the Nucor Cold Finish Plant where bar stock is processed further into customer specifications. The third location for products is down the Nebraska Central line to the Union Pacific mainline.



This operation would make an excellent subject for a model railroad. The plant here is very large but follows a simple format. Scrap metal and additional materials enter the plant on the north end and melt operations are all inside the structure. At the end of the building, the operation takes a 90 degree turn and flows down the long side of the plant and ends with tracks for shipping by rail and bays for loading trucks. In its simplest form you could have a branch line that would terminate in off stage storage. Loads in would include Gondolas with scrap, an occasional box car with



equipment or supplies, and covered and open hoppers with minerals or chemicals (coal, lime, manganese, chromium). You could also model the operations in a simple form by having a large building with tracks going in for shipping and tracks for piles of scrap and track going into the melt shop at the other end of the building. Loaded Gondolas of scrap could be delivered and spotted by the scrap piles and then moved to the melt shop. Empty gondolas could be moved to the shipping area or sent back to the main line. Empty gondolas could be brought to the plant for loading steel out.

While the Norfolk, NE plant



is exclusively bar stock, you could model sheet steel operations and use covered coil cars for finished product. You could use one large building with scrap going in one end and finished product coming out of the other end.

This could be the entire focus of your layout with off-stage tracks representing loads coming in and loads going out. One or more switch engines could move cars around the plant. Track work can include tracks for scrap, melt shop, and finished shipping, and even a

track to a warehouse. Other tracks can be used to access billet or finished product storage. Options are endless between some or all the tracks on the maps.

Equipment Photos are by Doug Vylidahl. 📷





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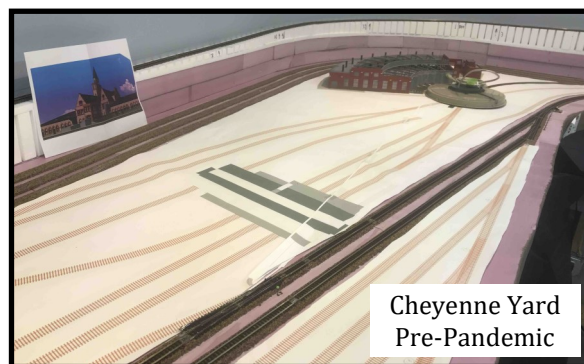
# Cheyenne Backshop from Cardstock with CricutMaker

By Ray Brady

Published simultaneously in the Kansas Central Division's Brass Pounder April 2021

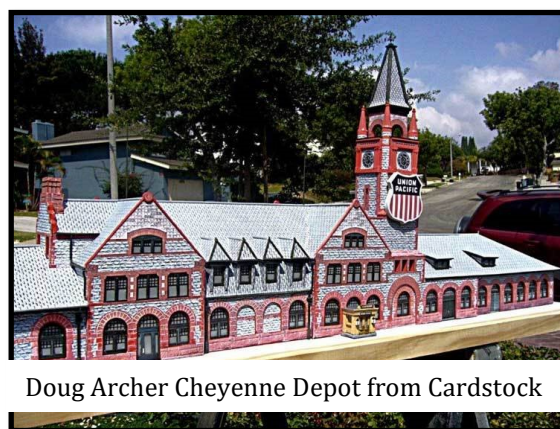
For the last year, we have been masked, are social distancing, and have otherwise been isolating from each other. The use of ZOOM has been a blessing, but it has taken a while for us to adjust to this new way of interacting with each other.

When the pandemic first started, I retreated to the four walls of my home and turned to model railroading and family genealogy. As I related in the [June 2020](#) issue of the Brass Pounder, I looked at the pandemic as an opportunity to put off procrastinating and spent some time downstairs with my layout. I chose the Cheyenne Yard to work on because, up to that time, I had conceptualized, installed benchwork for, and had only installed a double track passing siding to make the layout operational. I was putting off the installation of a **switching yard, passenger station, roundhouse, turntable, coaling tower, engine Backshop, and a diesel service facility.**



To start my COVID fun for Cheyenne, I installed some track and switches to get part of the yard operational, and started investigating the Cheyenne Depot - with its unique architecture - to put in as a flat along the backdrop. That is when I started going in circles - circles to gather data, educate myself, more data, more education, etc., etc..

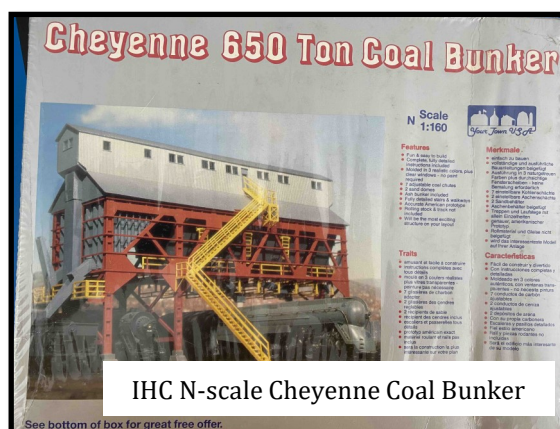
Internet searches found Doug Archer had scratch built a HO-scale Cheyenne Depot out of card stock. And, in those searches, I also found an N-scale IHC plastic kit manufactured in the 1980's of Cheyenne's 650 ton coal bunker. With the knowledge that a model of the prototype coal bunker existed, I scarfed it up from E-bay and became hooked on attempting prototype fidelity in Cheyenne. My yard area modeling now became a task of faithfully trying to represent the buildings found in Cheyenne. But that would mean scratch-building everything, since nothing was available commercially for the structures listed above except the coal bunker previously mentioned.



The process I have followed over the last year is typical of the design process I experienced during my working career, i.e.:

1. Define the objective (for example, Backshop)
2. Research
3. Design
4. Fabricate
5. Test the design
6. Define the shortcomings
7. Redesign
8. Repeat steps 4, 5, 6 and 7 until the objective is met.

As you can see, it is an iterative process to arrive (in



## Research

Let me begin with data that I have used: i.e., what would the structures look like? I found various sources to get dimensional information so that I could build the structures.

The most useful resources were the following:

- “*Union Pacific’s Cheyenne Facilities*” by A. J. Wolff and J. L. Ehernberger
- “*The History of the Union Pacific Railroad in Cheyenne*” by Robert Darwin
- Various “*Streamliner*” issue published by the Union Pacific Historical Society
- A visit to the UP Steam program facilities during the 2017 UPHS convention in Denver, as well as visits through Cheyenne in other years.

These publications and in-person visits contain invaluable information in the form of photographs and dimensional data. They were what I referenced to “see” what this or that part of the building looked like. Were they complete? No! Were they sufficient to make assumptions about the structures? Yes!

Once I started getting the data, it was time to chose the guinea pig structure to start the ball rolling. I chose to start with the Engine Backshop. I chose it because it was a long pole in the tent. I had limited space available on the layout to put it. The design of the track plan depended on its size and location.

Originally, the Cheyenne Backshop was a 17-station building attached to the roundhouse with 4 rails entering from the roundhouse at the north end and 4 other rails entering from the yard at the south end. The building was composed of three sections - an 82’ erecting portion on the west, a 70’ heavy machine shop area in the middle, and a 41’ light machine shop area on the east. It was a formidable 195’ X 410’ structure—almost 80,000 sq ft.

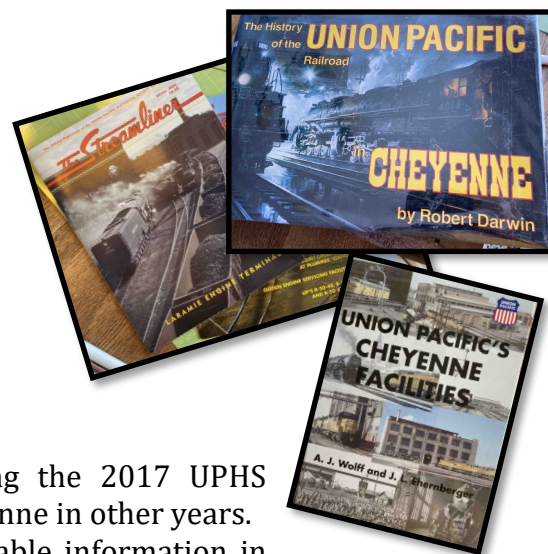
With the demise of steam but the continuation of the UP steam program (think engines 844, 3985, and 4014), the remnants of the Backshop are currently the equivalent of 7 stalls. This building is where the heavy maintenance of the UP Steam Program locomotives is performed.

## Design

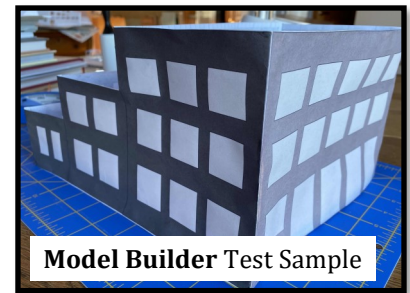
I now needed to put the information into a format that would translate to something tangible - what were the dimensions and how would the building go together? Various CAD programs are out there that could accomplish my purpose. However, I had no experience with any of them, and there would be a significant learning curve to go where I wanted. Also, my initial choice was to pick card stock as the medium because:

- I liked what I saw with the Doug Archer card stock HO model mentioned earlier.
- I liked the concept of preprinted card stock to make the various surfaces of the buildings - no painting would be required.
- The material would be easy to obtain, limited only by printer ink and paper supply.
- Cutting the paper products would be easier than styrene or wood.

My initial choice was to try Evan Designs software called **Model Builder**—the software used by Doug Archer for his Cheyenne Depot. It is an entry level bundle that lets the user design card stock models. It has built in textures (material representation) for siding, roofs, windows, etc., and lets you



design buildings that can be printed on your own home computer. I tried the program by designing and printing the engine Backshop and printed it on copy paper as shown in figure to the right. The process demonstrated that clearly the card stock process had merit but it seemed constrained by the flexibility of the **Model Builder** program. It was good for what it could do, but after trying it, I felt that the building could be much better if I could put more detail into the design.

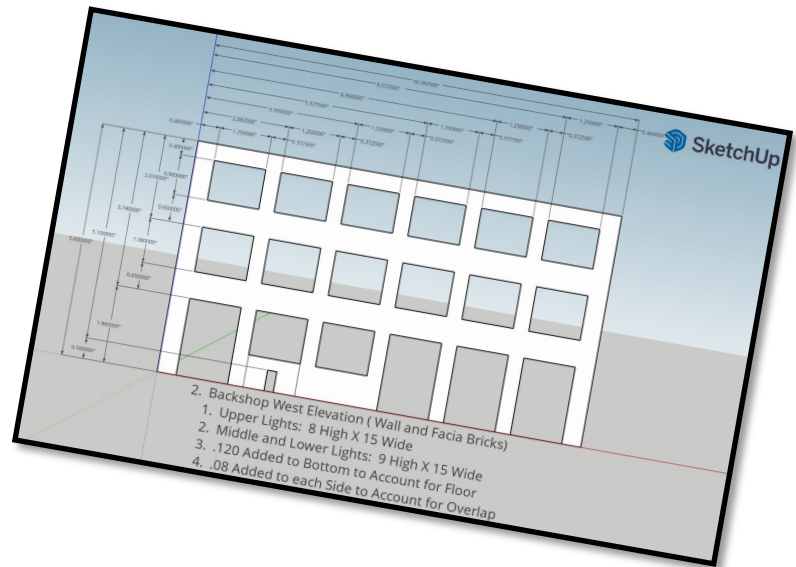


I then turned to **Sketchup**. It is a 2D/3D design program that is free, available online, and seemed to provide what I wanted without a steep learning curve. I initially thought about FreeCAD, AutoCAD, CorelCAD, TurboCAD, or others that I found by searching the internet. But they either had a steep price tag (\$\$) or they were far more complex than I needed. I downloaded FreeCAD (free software) but quickly got bogged down because of its complexity.

After establishing the layout's Backshop footprint of 135' X 160' (10.13" X 12.0" in N-scale) for a 6 stall Backshop to fit in my allotted space, I proceeded to generate each side's 2D representation. This is smaller than the prototype, but that is what model railroading is all about - selective compression and scaling back but still be recognizable of the prototype.

I elected to do the Sketchup design as separate sheets representing the "flat plate" representation of:

- Floor
- West Wall
- North and South Wall (the same only reverse images)
- Clerestory Roof over the 82' erecting bay
- Double Sawtooth Roof over 70' Machine Shop
- Single Sawtooth Roof over the 41' Machine Shop
- The East Walls (series of Short Walls Connecting the Clerestory, Double Sawtooth, and Single Sawtooth roofs).



In all, 21 "sheets" have been generated to get the desired level of detail necessary to move on to the fabrication of the structure. The above figure is a sample of the sheets showing the west wall detail.

## Fabrication

To fabricate the structure, I needed to obtain the cardstock material and then cut it out to the dimensions indicated by the above design phase.

First the **Material**: Initially, I thought I could use commercially available brick sheets instead of cardstock. But that did not prove feasible. I got some "brick" sheet styrene from N-scale Architect, but the "brick, because of the N-scale petiteness, turned into bumps on the styrene. Not acceptable!! Not the right kind of detail. There are styrene sheets available for larger scales that look good, but in N-scale, it just does not give the detail.

I also found a number of web pages that allow you to download printable sheets for various materials in N-scale. But,



the sheet size was limited to partial coverage of an 8.5 X 11 sheet—it would not print borderless. I needed more flexibility since the Backshop model would need 8.5 X 14 and borderless to print the 12” sides.

So, I turned to the internet so see what was out there that would let me create brick (and other materials). What is found was a web site called [textures.com](http://textures.com). This is a site that has thousands of “textures” that are photos of various brick, doors, floors, landscapes, and much more. The site contains photo images that can be “scaled” and even better, can be “tiled”, i.e., multiple images of the same photo can be joined to make a seamless, scaled brick sheet, roof, floor, or whatever. Perfect!!! I can make the sheets I need to for the 8.5” X 11” and 8.5” X 14” sheets I need for the Backshop.

But what about the tiling procedure. That is a simple (so they say) photo manipulation process. All you need is software to do that, right? Well, Photoshop and I don’t play well together. And it is expensive. Enter another search for photo manipulation and I find **GIMP** software. It is similar to Photoshop, but it is free. Yes, there is a learning curve associated with that, but that is where YouTube videos enter the equation. There are many videos that have been posted that take you through specific photo manipulation processes - including the tiling process that I need. So, with **textures.com** and **GIMP**, the source of card stock material was solved.

But what about **Cutting** the material. I indicated that cardstock would be easier than styrene to cut. But how to do that accurately was my question.

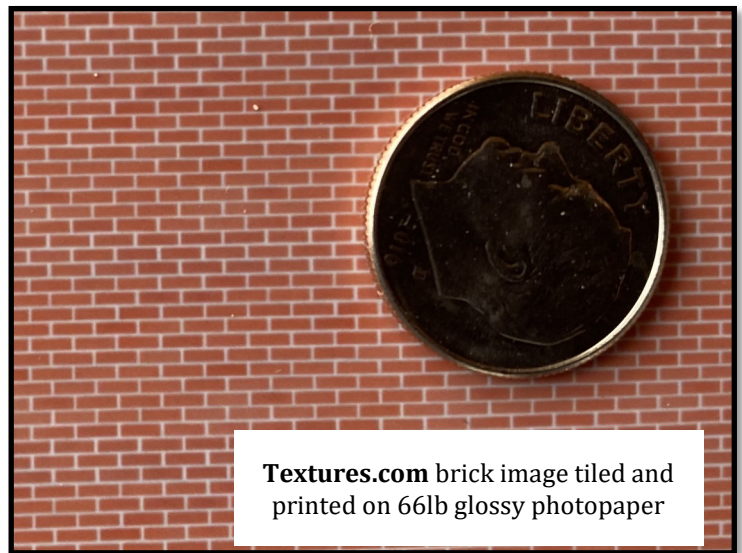
During the search where I located the textures and photo software, I accidentally came upon the **Cricut** machine. No, No, not the crickets I routinely encounter in the fall when they come into the basement to escape the winter cold. I’m talking about the Cricut machine that the crafters use - normally of the female gender - to do their crafting. Now, lest you accuse me of being sexist, there are male-gender folks that use it too. But, just not as many. And, as I started doing some Google searches, I am finding there is a steadily growing cadre of model railroad folks that are using the machine. In

fact, there is a Facebook group called

**Modeling with the Cricut Explore** of almost 500 modelers

So what does the Cricut do? It is shown in the image and has an x-head and a y-bed where various tools can be used to cut, draw, or score various materials to .001” accuracy. Shown at left are some of the tools that can be put in the Cricut head to draw, cut, or score on various media. In addition, various media are preprogrammed into the machine, such as:

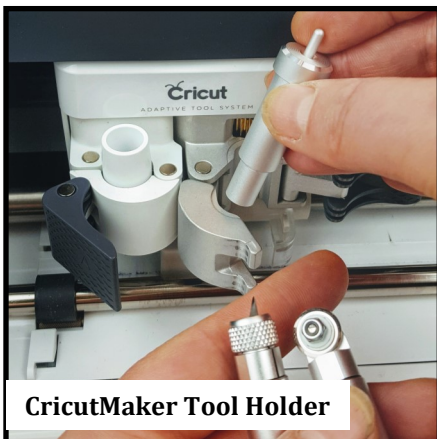
- Artboard



**Textures.com** brick image tiled and printed on 66lb glossy photopaper



**CricutMaker**



**CricutMaker Tool Holder**

- Cardstock materials
- Craft foam materials
- Aluminum foil
- Paper products
- Plastic materials
- Balsa to 3/32"
- Basswood to 1/16
- Birch

Further, the materials list is customizable to cut other materials, including styrene and ABS (which I have done). So, after purchasing a CricutMaker, test samples indicate that it can:

- Draw on transparency material to simulate glass panes using markers. In the prototype Backshop, 50% of the walls are glass. It has 17,000 windows panes that I estimate are about 16 "X 20". The Cricut makes drawing those .083" X .12" N-scale windows easy-peasy....
- Cut on card stock to produce the wall flats necessary to glue together to yield the finished structure.
- Score the cardstock to produce crisp fold lines for the corners and roof ridges.

And the accuracy is superb. I could never make such precise perpendicular and parallel knife cuts, or draw those parallel lines on a transparency if I tried to do it by hand. Terrific!!

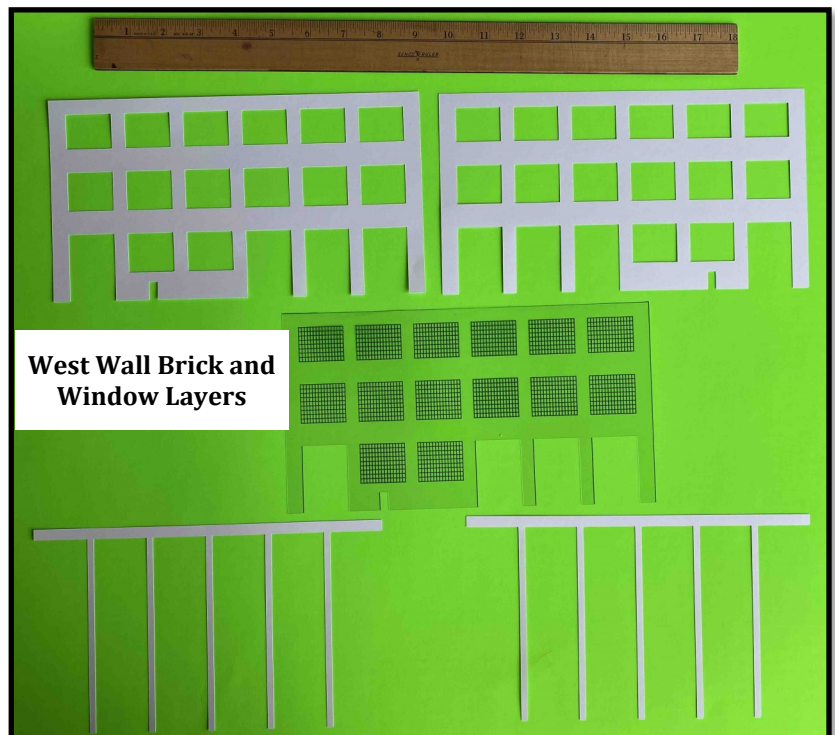
Oh yes, because the Cricut has the ability to cut more than cardstock, I obtained some .010" and .020" gray ABS sheet material and have successfully designed and cut gray "roof trusses" to support the clerestory and sawtooth roofs. Gray means no painting—they are already industrial gray... Perusing the internet, some modelers have reported they have cut .040" styrene.

## Test the Design

So, now to test the design. I elected to do a "proof-of-concept." I started with 110lb white cardstock, Duralar .040" transparency film, and .020 gray sheet ABS materials to test out the design. (Why consume ink to print the brick and wood when the dimensions may change?) I transferred the Sketchup dimensional data in the Cricut software that comes with the Cricut machine and came up with the necessary cut and draw lines to cut out the sides and roofs. And, I programed the Cricut to draw lines on the Duralar representing the panes of glass. The Cricut software is easy to use and also makes it easy to include gluing tabs so that the resulting pieces can be glued together.

Starting with the 4 walls, I made each wall as a 5-piece lamination. Because of the Backshop architecture, the walls will consist of a 5-piece sandwich consisting of brick relief, brick wall, windows, brick wall, and brick relief as shown in the figure to the right. This arrangement also allows the interior of the wall to be detailed, yielding a better representation of the prototype interior.

Similarly, the roof will be three layers consisting of an interior cardstock roof structure showing the wooden beam ceiling trusses and sheathing visible on



the inside of the underside, a layer for the Duralar window glazing, and a cardstock layer for the exterior rolled roofing as shown to the right.

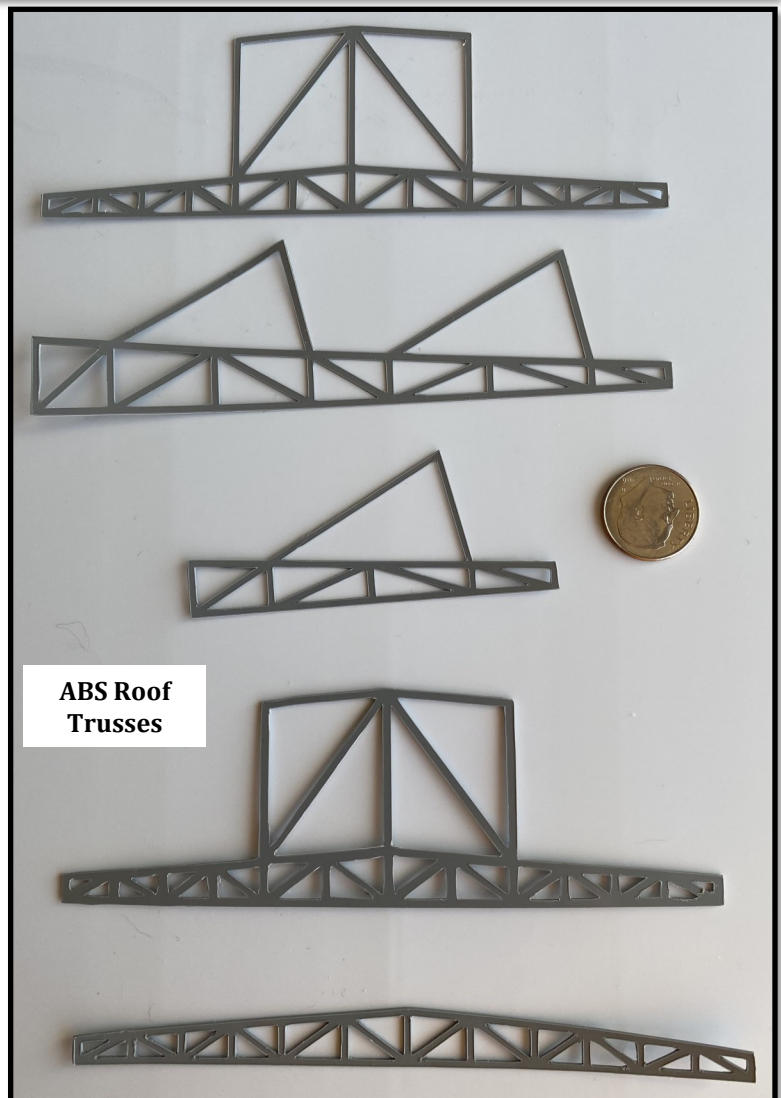
To support the roof, trusses similar to the prototype were designed and cut by the Cricut from gray ABS sheet as shown in the figure to the right. The top three trusses are cut from .010" gray ABS, and the bottom two trusses are .020" ABS. Together with purchased Plastruct beams and columns (again in gray ABS material), the building steel framework can be modeled—already in a gray color representative of “industrial gray paint.” Woo! Hoo! No painting.

The design of the trusses meets my expectations. The Cricut stringers in the trusses, as cut, are .020" X .050" (Prototype 3.2" X 8"). This puts the truss stringers at a heavy cross section, but anything smaller would be too fragile to be practical. (One thing learned during my working career was that hardware does not scale. Practical limits come into play.)

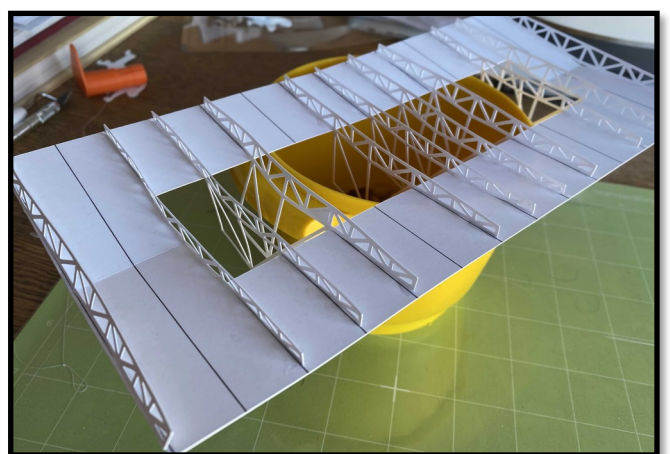
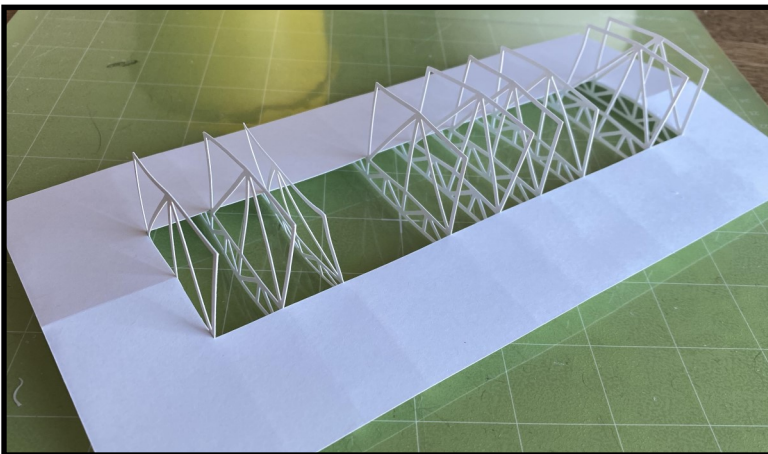
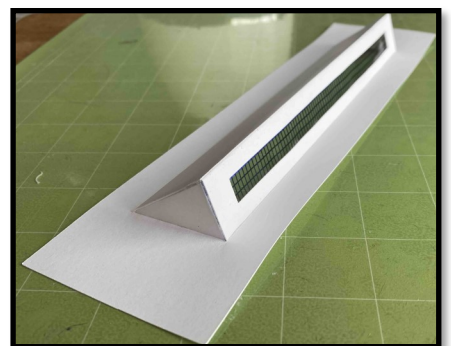
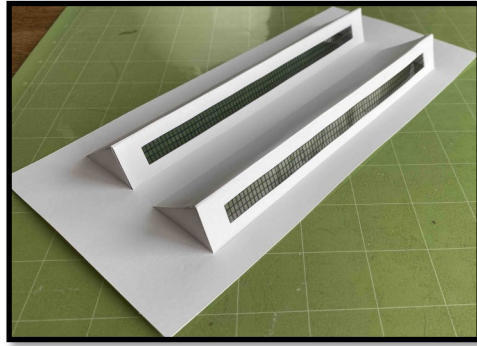
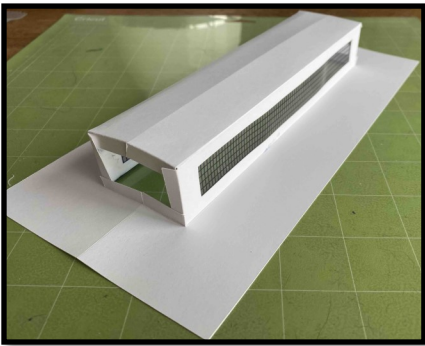
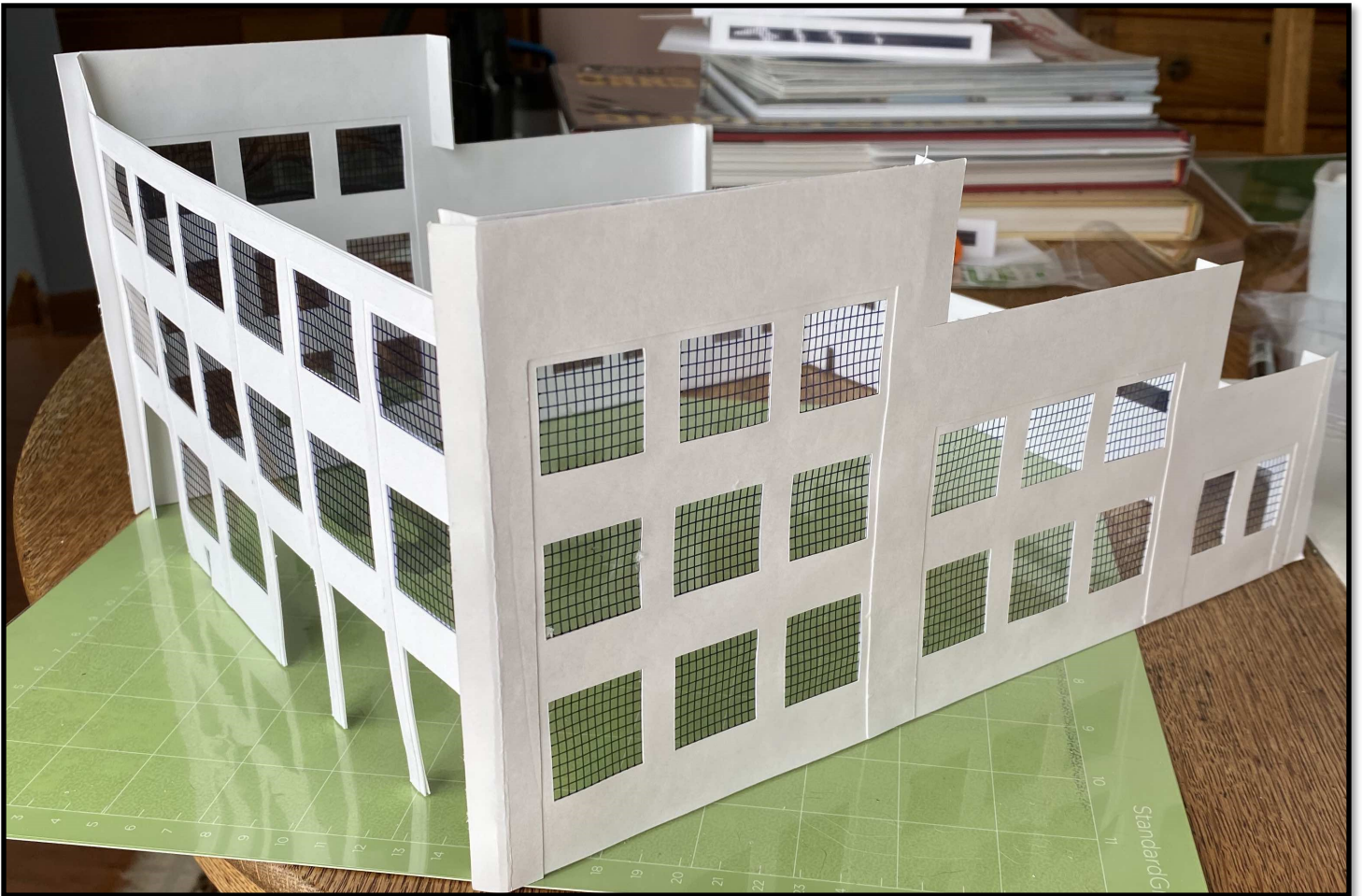
The figure on the next page shows the proof-of-concept of the Backshop using 110lb cardstock. The Cricut machine tolerances appear to have an accuracy of .001. The Cardstock was cut cleanly and to the desired dimensions, and the Duralar was inked precisely such that the cardstock window opening cut lines indexed properly with the Duralar inked window glazing. My aligning of the layers during glue-up was the long pole in the tent - Cricut did it's job. An Optimizer and patience is needed....



**Sawtooth roof and Window Layers**



**ABS Roof Trusses**



## Shortcomings and Redesign

So what have I learned and what is still to do?

1. The inside and outside layers are dimensionally different. I need to account for the material thickness to allow the inside layer to fit over the outside layer. For the flat sides of the building, tabs were put on the north and south side to wrap around to the mating side, thereby hiding the rough edge of the wall lamination and to hold the structure together. These need to be dimensioned accordingly so that they meet up with the outside brick layer on the mating wall. The 110lb cardstock I used measures .011 thick. That is almost 2" prototype in N-scale. I need to adjust the Cricut cutline to allow for that thickness. And, the inside and outside layers for the roof structure geometry is complex because of the Clerestory and Sawtooth 3-D relief. That means that the inside and outside layers need to be slightly different sizes to allow the outside to slide over the inside without much, if any, interference or excess play.
2. I need to design the trusses to sit on internal column and beam structure so the roof may be removed, revealing the internal iron structure. Since the ABS material already is an Industrial gray hopefully it will not need to be painted. Cricut will be able to cut the ABS dimensionally.
3. Once the building structure is defined, then I can turn to lighting and furnishing the building with hardware to represent a working erecting bay and machine shop. With the huge amount of window openings, the inside of the Backshop will be able to show off the interior well if lighted. Unfortunately, (or fortunately) the size of the building is just barely long enough for an N-scale Big Boy, so I will not be able to install very many machine shop tools, etc. ... But, I envision a nonfunctional Atlas 2-8-2 Mikado in my stable that will fit nicely on one of the two non-functional tracks in the erecting shop.
4. I will need to print the "cardstock" at high resolution. That will give the resolution needed to show bricks, boards, and rolled roofing. Remember, a 4" X 8" N-scale brick measures .05" X .08". I need good print resolution to see the bricks at 1 foot viewing distance. But, I have waited until the design is locked in to spend the ink on printing the textures needed for the Backshop.

So, there you have it. This is what my last year has been about. In many respects, I could never make any money doing scrachbuilding for others. However, model railroading is about having fun. And, this year has been a fun year learning new tools. This time last year, I could not spell Sketchup, Cricut, Textures, GIMP, Aileen's tacky glue, and much more. I'll keep you informed as the journey to Cheyenne continues... 🚂





# Winter Board of Directors Meeting

## January 9, 2021

### **Meeting called to order at 10:07AM via ZOOM**

**Attendees:** Brad Slone, MMR– President, Robert Simmons – Vice-President and Western Kansas Director, Ryan Moats, MMR – Secretary, Allen Pollock – Clerk, Craig Drenkow – AP Co-chair, Gene Tacey – Nebraska West Central Director, Bruce Hochberger – Western Heritage Director, Doug Whetstone – Central Missouri Director, John Fales – Turkey Creek Director, Ray Brady – Kansas Central Director, Louis Seibel – Area Meet Chairman, John Garavaglia – Region Attorney, Todd Petersen – Platte Valley Director, David Lowell – Gateway Director, John Rietveld – Fallen Flags Director, Tony Bowen, MMR – Eastern Iowa Director, Larry Alfred, MMR – Past President, Ken Ehlers – 2021 Convention Committee.

**Presentation of Proxies:** Brad has Jim Senese, Ryan has Whit Johnson.

**Quorum:** Quorum established.

**Last train ride:** Ron Morse, MMR is now in hospice.

**Reading of previous Minutes:** John Fales moved to dispense with the reading of the minutes and accept them as published. Second by Ray Brady. Motion carried.

### **Old Business**

**Defining Areas/Divisions by County instead of Zip Code:** Between Turkey Creek and Kansas Central there is one person in Shawnee County who participates in Lawrence club and wants to stay with Turkey Creek. Discussion devolved into discussing disenfranchisement. Brad and Ryan said that the divisions should handle it themselves. Further discussion covered how Eastern Iowa and Gateway make it work.

**Directors Needed:** Directors still needed for the following: Maple Leaf Area, Ozark Mountain Area, Northern Arkansas Area, Northern Oklahoma Area, and Southern Arkansas Area. More discussion of North Central Missouri and South Central Missouri combination. Allen to talk to Jenny to combine. North and South Central Missouri. Ryan to pull minutes of the original decision and send to Allen. Allen has verified that National has the two areas combined and is using 2920 for the designation. Robert Simmons still looking for directors for these areas...

### **New Business**

**Presentation of Directors Reports:** Ray Brady moved to accept Directors reports, Bob Simmons seconded. Motion carried.

**New Staff Appointments:** None to announce.

**Presentation of Convention Department Report:**

**2021 Joint Convention with LSR (Ken Ehlers):** Website is up and includes a full slate of clinicians and layouts. Final decision (given COVID-19) will be March 1 to give the hotel notice on possibly pushing the convention date back from mid-June. Early registration ends 3/1 and would be pushed back if the convention date gets delayed. John Garavaglia asked if the dates are locked in or if there is room to negotiate. Tony Bowen asked for quarter page PDFs to hand out. Ryan to go through his records for a PDF and will send out to Directors if he finds it (and Ken will be backup if he doesn't).

**2022 National in St. Louis Reception Plans:** Plans still in place for trying to do the region reception

**2023 Regional:** still looking for a location. Feelers have been put out for SW Missouri and there hasn't been much interest as of yet. Consideration of possibly doing a joint with a historical society.

Presentation of Achievement Program Report: Craig has an additional certificate (Author). There have been issues with sending framed certificates (damage in mail). Proposal is to send unframed certificates with a gift certificate for getting the frame. Allen suggested using framed certificates for live presentations, otherwise just send the certificate by mail. Mark Juett is the region's newest MMR.

Presentation of Membership Department, Webmaster, and Treasurer's Reports: Bruce moved to accept remaining department reports as published in the package. Bob Simmons seconded. Motion carried.

Other New Business: Brad thanked folks for the increased ZOOM activity amongst the Divisions. Ryan pointed out that there are free versions and Doug Whetstone points out that there are free platforms.

2020 Region Awards: Names have been submitted and approved and we are still trying to get them presented. Ray Brady asked that presentations be videotaped so that they can be posted in the Kibitzer. Bob Simmons pointed out that the Facebook is available to all region members and folks need to post.

Nominations Committee: Brad believes that Whit will run the Nominations Committee for 2021 and we will need to volunteer arm twisters to find candidates by 4/1/2021 – Larry Alfred volunteered to help.

Question of future meetings: Doug Whetstone moved to have virtual winter BOD meetings going forward. Todd Petersen seconded. Lots of discussion ensued. Motion carried on a total of 9-3. Ryan used Whit's Proxy to move to adjourn. Bruce seconded.

**Meeting adjourned at 11:18AM 🚗**

## Rails By The Bay – NMRA 2021 National Convention

July 4-11, 2021

[www.nmra2021.com](http://www.nmra2021.com)

- Educational focus on prototype modeling, operations and technology
- Over 100 terrific clinics
- World-class Bay Area layout on tour
- Extensive operating sessions
- Host hotel – Santa Clara Marriott. A large meeting room and SIG space. Discounted room block open soon.
- Niles Canyon Railway, Roaring Camp & Big Trees narrow gauge, & SP narrow gauge to ride
- Great local attractions and tours like Santa Cruz mountain wineries, Filoli estate, Levi's Stadium and more



**CANCELLED**  
Planning underway for a virtual convention on the same dates



# MCoR Member's Pike Registry

To Include your Pike, contact [ckeditors@mcors-nmra.org](mailto:ckeditors@mcors-nmra.org)

*The Pike Registry is a free MCoR member benefit for layout owners that would entertain other NMRA model railroader's visits — either locals or members passing through the area and wanting to see the pike. It provides a social and educational opportunity commensurate with NMRA Objectives.*

## Chisholm Trail Division



### Union Pacific Through the Rockies

My HO layout is a "freelanced/fictional" version of the Union Pacific in the 60's/70's on the Rio Grande's



Route thru the Rockies. In a 13'x20' room, the layout is two levels connected by a 5 loop helix. The double track mainline is approximately 300 running feet with two small switching yards. NCE DCC supplies the power for the layout. The equipment roster shows UP F-Units, GP 38's and 40's, and UP/RGSD 40-2T's. Freight cars of all types supply the revenue for the line. You will see an occasional passenger train as well. 60% of the layout is landscaped and on the rest has industries/buildings in place—just not completed scenes. Industries served include coal, grain, fuel, and misc. LTL freight loads.

Terry Ross, Sup.

E-mail: [terryross16@hotmail.com](mailto:terryross16@hotmail.com)

## Central Missouri Area



### Clear Creek and Quicksilver RR

The layout is a 1:20.3 indoor/outdoor layout.

Outdoors has landscaping that depicts the Georgetown Loop Devil's Gate high bridge. Indoors is a logging theme railroad with basic benchwork and 250 feet of roadbed and still growing. Three locomotives have been converted to battery power with more planned.

Allen Pollock

E-mail: [pollocka@mchsi.com](mailto:pollocka@mchsi.com)

## Western Kansas Division



### Western Kansas Rails

The WKR is an N-scale, sectional layout housed in its own building (but also transportable) depicting Western Kansas. The layout measures 18x24 feet and was designed for simple operations to introduce train show spectators to the idea of operations. The third main features two staging yards, three passing sidings, and nine industries to be served powered by Digitrax DCC with radio throttles. The scenery is based on life in Western Kansas with real business names and mostly scratch-built structures, including the signature structure of the Dodge City Pride Ag Co-Op grain elevator that measures nearly 6-feet in length and dominates the skyline. Operating sessions are available.

Robert Simmons – Div. Sup.

E-mail: [trainman55@hotmail.com](mailto:trainman55@hotmail.com) Phone: (620) 521-3591

## Little Rock Area



### Missouri Pacific RR – McRae Subdivision

The fictional subdivision of the MoPac is a shelf type HO model railroad occupying a 14X20 foot room and operating with CVP EasyDCC. The railroad consists of the town of McRae, Arkansas, and the now abandoned station and the active interchange track (known as Hog Thief Crossing) with the fictional Argenta, St Joe and Northern Railroad. McRae and Hog Thief Crossing account for extensive traffic, especially during strawberry season when huge quantities of strawberries are shipped to all parts of the country. There are 5 lengthy staging tracks to supply 2 daily passenger trains, 4 freights, and 3 locals to keep operators busy running on a fast clock.

David Bogard – Div. Sup. E-mail: [mopac55@hotmail.com](mailto:mopac55@hotmail.com)

## Kansas Central Division



### UP—D&RGW—Colorado Midland

An N-scale shelf layout on two levels in a 30X45 room loosely modeling the UP, D&RGW, and CM. It follows a route from Topeka KS to Ogden UT via either a southern route (Salina KS-Denver CO) or a northern route (North Platte NE-Cheyenne WY). It uses NCE-DCC radio throttles on a 600' mainline layout with 6 switching yards at the above named locations, 13 ten-foot passing sidings, and future multiple switching opportunities at local industries along the way. The layout is built with scale distances and elevations over the prototype's 4000-mile route.



Ray Brady, Sup. E-mail: [joycove@wilsoncom.us](mailto:joycove@wilsoncom.us)

## Gateway Division

### 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 X 10' L X 3' D + large foundry & Brick plants. Plus 5 towns with fuel dealers, grain elevators and other small shipper

Hank Kraichely-Div.Sup. to contact:

Email: [hkraichely@sbcglobal.net](mailto:hkraichely@sbcglobal.net)



## Achieving Through Learning

By Craig Drenkow, AP Program Co-Chairman

The easiest AP certificate in my opinion is the Volunteer Certificate. There has been a lot of discussion recently about Membership in the NMRA. Very simply, there are two types of NMRA members. Most of you reading this have an NMRA membership, but I hope you share this article with a non NMRA member. OK, now that you have done that, let's get back to our discussion - two types of members. These two types are 1) those who participate in the AP program, and 2) those who don't participate in the AP program. It is my feeling that either type is good. Some members - maybe all members - want to be part of a group of people who like trains and model railroads. Getting together with like-minded people is always fun.

Some members and some non-members are satisfied with this alone. As proof of concept on this, just visit a model railroad convention or even a model railroad show or display. Even people who are not train enthusiasts will stop and watch model trains go around the track at a model railroad display. When I was actively displaying my trains as part of a modular display, very few people would walk by the display at the local shopping mall without at least stopping for a brief time to look at the trains. My favorite part of those display weekends was watching the children "chasing trains" around the layout. There was many a time when the children were dragged away kicking and screaming by their adult caregiver because they wanted to watch the trains more.

Some adults were happy to visit with members about the trains. Many older adults

would stop and say, "I remember seeing that train going through my hometown when I was younger," or "I ran those type of trains when I worked for the railroad," usually with a tear in their eye remembering better times. Many hours are spent at club meetings or conventions talking about trains or layouts.

The other group of NMRA members are those interested in the Achievement Program. Now many, if not all of them, are part of the first group but also want to improve their modeling skills or show off their modeling skills. The Achievement Program is designed to improve your modeling skills, to try new things, and/or to get involved. Is it an elitist group? It is not supposed to be. Is it challenging? It can be for some members, but it is also supposed to be fun and informative. It is also supposed to be used to get you involved with other modelers.

Let us get back to our original question. What is the easiest AP certificate to earn? It is, my opinion (and my opinion only), that the easiest certificate to earn is the volunteer certificate. Why? Because it does not require any special skills. We all should be able to work with other people in social and work situations. The volunteer certificate is part of the "Service to the Hobby" section of the AP. The NMRA website says this about the Volunteer certificate: "Serve actively on one or more NMRA committees (National, Region, or Division) and/or as an Officer long enough to accumulate sixty (60) certified time units (TUs)." Being part of the leadership of your division is one way to earn TU's, as is serving on some committees or as part of a judging team. I would prefer to call these



Golden  
Spike

### Achievement Program (AP) Awards (More information [Here](#))



Motive  
Power



Cars



Structures



Scenery



Prototype



Civil



Electrical



Chief  
Dispatcher



Official



Volunteer



Author

evaluation teams, but the website says otherwise (we will talk about this some other time). All the ways to earn TU's are listed on the AP website of the NMRA page.

Once you earn enough TU's for the certificate, you fill out a couple of forms and send them to the AP Chairman. That's me by the way. Need help or have questions? There are ways to contact me in the NMRA or Mid-Continent Region website. I will be glad to help. One big suggestion is to start keeping track of your service now and have the proper person sign off on the service when you do it. It is much easier to do that than trying to figure out who was in charge and going back and getting their signature later. That is a great suggestion for all the certificates in the achievement program too. I have an Excel spreadsheet with all the certificates listed on separate sheets and the requirements for each category listed on each sheet with the required amounts of each one. I then have a folder for each certificate that I keep paper documents in so that I have them all in one space and don't lose them. Some people may think this is a little strange, but if you knew me and my organization skills, or storage skills, you would understand.

So get out there and talk to your division or region or even national leadership and start accumulating those TU's and you will have your Volunteer certificate before you know it.

Oh, back to that question or comment I made earlier. Do you have a suggestion or

comment about one of the AP certificates that need to be updated or something to be clarified, or added? Let me know and I will send them to the national chairman for action. I am not saying that all suggestions will lead to changes, but you never know unless you try, just like the Achievement Program. 📄➡️

*Craig Drenkow, AP Chairman*

402-649-5498

[apchair@mcornmra.org](mailto:apchair@mcornmra.org)

*Marty Vaughn, MMR, Asst. AP Chairman*

785-883-4468

[apchair@mcornmra.org](mailto:apchair@mcornmra.org)



## Achievement Program Awards Since Last Report

By Craig Drenkow

Craig Drenkow  
Cowboy Line Division  
Author



## Region Resources

### 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 Side View

## Articles in Recent MCoR Division Publications



### Chisholm Trail Division

*Trails, Rails, and Tales* March + April 2021

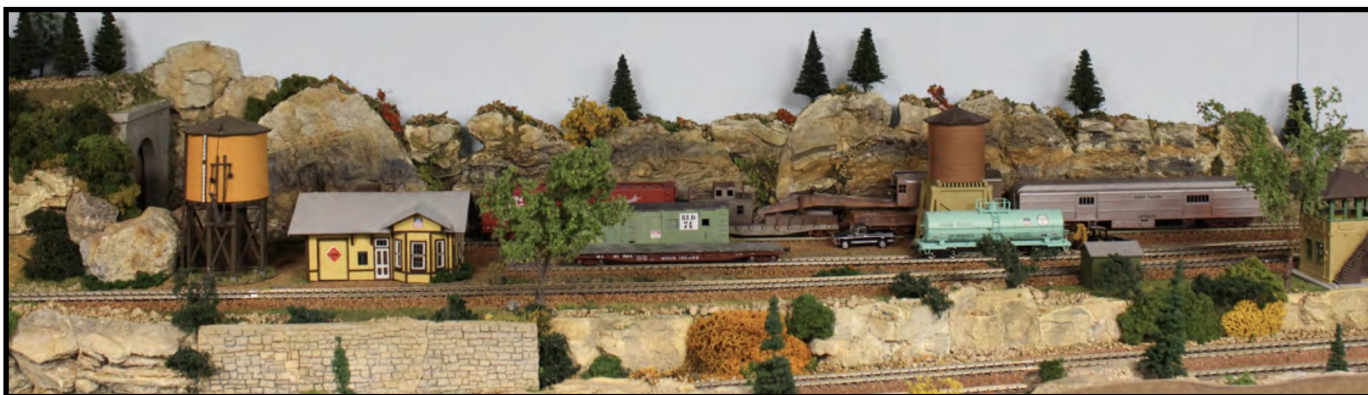
**San Juan Southern Update** by *Jim Marlett*. Read about it starting on page 2:

<https://www.dropbox.com/s/99veondlj5kyd6h/TR%26T%20News%20Vol%207%20No%202.pdf?dl=0>



**Maintenance of Way Track** by *Terry Ross*. Read about it starting on page 5:

<https://www.dropbox.com/s/99veondlj5kyd6h/TR%26T%20News%20Vol%207%20No%202.pdf?dl=0>



**Let it Snow—Let it Snow—Let it Snow** by *Alan Aagaard*. Read about it starting on page 8:

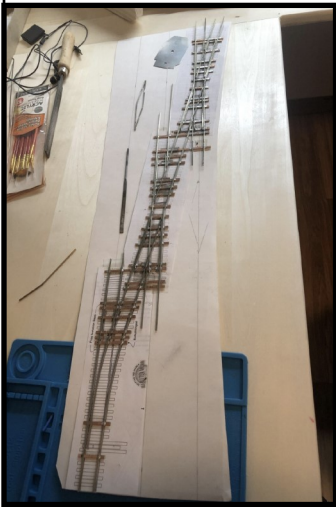
<https://www.dropbox.com/s/99veondlj5kyd6h/TR%26T%20News%20Vol%207%20No%202.pdf?dl=0>

## Eastern Iowa Division

### *The Wig-Wag* January + February 2021

**Stripping Paint** by Allen Merta, MMR. Read about it starting on page 4:

<https://sites.google.com/view/eidnrma/wig-wag-newsletter>



**On the Workbench** by Todd Summers and Allen Merta, MMR. Read about it on page 7:

<https://sites.google.com/view/eidnrma/wig-wag-newsletter>

## Kansas Central Division

### *The Brass Pounder* February 2021

**Long Road to Independence** by Greg Schneider. Read about it starting on page 6:

[http://www.mcor-nmra.org/Divisions/Kansas Central Division/BrassPounder/2021-02\\_V30-1.pdf](http://www.mcor-nmra.org/Divisions/Kansas%20Central%20Division/BrassPounder/2021-02_V30-1.pdf)



**Modeling While Afloat—Part 3** by Christine Heinsohn. Read about it starting on page 8:

[http://www.mcor-nmra.org/Divisions/Kansas Central Division/BrassPounder/2021-02\\_V30-1.pdf](http://www.mcor-nmra.org/Divisions/Kansas Central Division/BrassPounder/2021-02_V30-1.pdf)



## **Turkey Creek Division**

*The Lightning Slinger* February 2021



**Sierra West kit modifications** by Larry Alfred, MMR. Read About it starting on page 7:  
[http://www.tc-nmra.org/TC-Library/LS\\_2021-2.pdf](http://www.tc-nmra.org/TC-Library/LS_2021-2.pdf)

**Forks Creek & Central Railroad** by Ron Morse MMR. Read about it starting on page 12:  
[http://www.tc-nmra.org/TC-Library/LS\\_2021-2.pdf](http://www.tc-nmra.org/TC-Library/LS_2021-2.pdf)



## **Western Kansas Division**

### ***The Main Line*** February 2021

**The Real Deal in Western Kansas.** Read about it starting on page 6:

[http://www.mcor-nmra.org/Divisions/Western Kansas Division/February 2021.pdf](http://www.mcor-nmra.org/Divisions/Western%20Kansas%20Division/February%202021.pdf)

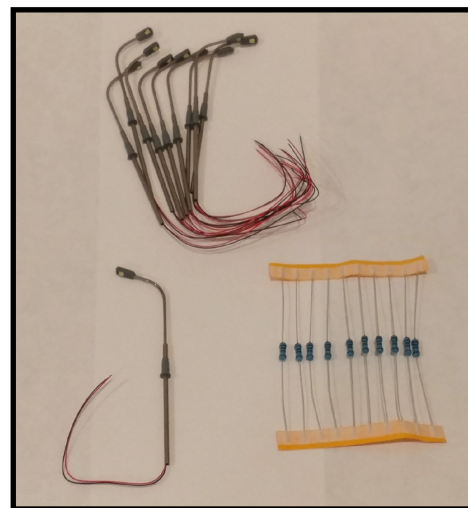


**Jim Sinclair's Layout Preview at the 2021 Tulsa Union Convention.** Read about it starting on page 14:

[http://www.mcor-nmra.org/Divisions/Western Kansas Division/February 2021.pdf](http://www.mcor-nmra.org/Divisions/Western%20Kansas%20Division/February%202021.pdf)

**WKR Layout Update.** Read about it starting on page 26:

[http://www.mcor-nmra.org/Divisions/Western Kansas Division/February 2021.pdf](http://www.mcor-nmra.org/Divisions/Western%20Kansas%20Division/February%202021.pdf)





## 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](mailto: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, Coralville HO Scale

*Hawkeye Model Railroad Club*

860 Quarry Rd., Coralville, IA 52241. Club entrance SE corner across street from Konami Rest. Meetings:

Wednesdays 7-9PM; Visitors welcome; Check website

for Saturday Open House. Contact: Tom Persoon, Public

Relations Officer, [Persoon06@msn.com](mailto:Persoon06@msn.com); (319)-351-

0247. Website: <https://hawkeyemodelrrclub.com/>

Facebook: @HawkeyeModelRailroadClub

### 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](mailto:SOME@TheHistoricalSociety.org)

### IA, Des Moines HO Scale

*Central Iowa Railroad Club*

Iowa State Fair Grounds

Contact: David Briely, PO Box #118, Des Moines, IA,

50301 Phone:(515) 266-8899

Information: [http://www.facebook.com/](http://www.facebook.com/centraliowarailroadclub)

[centraliowarailroadclub](http://www.facebook.com/centraliowarailroadclub)

Meets: 1st Tuesday each month; Open House: 4th Friday each month.

### IA, Harlan N Scale

*Nishna Valley Railroad Society*

1303 Eighth Street, Harlan, IA, 51537

### IA, Indianola HO Scale

*Warren County Modular Railroaders*

Transition era. RI and CB&Q

Contact: John Averill, 14910 92nd Lane, Indianola, IA,

50125; (515) 961-3018

Iowa's only 100% NMRA club

### IL, Collinsville HO Scale

*Columbia Model Railroaders*

410 Camelot Drive, Collinsville, IL, 62234

### IL, Glen Carbon HO Scale

*Metro East Model Railroad Club*

180 Summit Avenue, Glen Carbon, IL

Contact: Bill Davis or Bob Gibson

email: [memrrc@gmail.com](mailto:memrrc@gmail.com)

Information: [www.trainweb.org/memrc](http://www.trainweb.org/memrc)

Work/run meetings 6:30PM every Thursday at Club House; Business Meetings first Thursday each month. Visitors always welcome!

### IL, Marion HO Scale

*Southern Illinois Train Club*

PO Box 1633, Marion, IL, 62959

### KS, Augusta HO Scale

Augusta Model Railroad Club, 6<sup>th</sup> & School St.,

7:30. Information: [info@augustahorrrclub.org](mailto:info@augustahorrrclub.org)

### KS, Atchison

*North East Kansas Model Railroaders*

12" scale, 1440 N. 6<sup>th</sup> St., Atchison, Sat. 10:00-4:00, Sun.

12:00-4:00. Information: Otto Wick 913-367-7536

### KS, Cherryvale

Leatherock Hotel, 2<sup>nd</sup> floor, 420 N. Depot St., Cherryvale,

Information: John R. Dhooghe, [john@cvmrc.com](mailto:john@cvmrc.com) or

[www.cvmrv.com](http://www.cvmrv.com)

### KS, Cherryvale All Scales

*Parsons Model Railroad Engineers*

Cherryvale Depot, Cherryvale, KS, 68335

### KS, Ellis HO Scale

*Kansas Pacific Model Railroad*

Ellis Museum, 911 Washington, 10:00AM. Lunch at a

restaurant afterward. Information: Tom Robinson,

[rrailway@gbta.net](mailto:rrailway@gbta.net)

### KS, Frankfort

*Frankfort Subdivision*

416 W. 1<sup>st</sup> St., 10:00-3:00. Information: Joe McAtee,

[joem@bluevalley.net](mailto:joem@bluevalley.net)

### KS, 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. 3<sup>rd</sup>, Hutchinson, 11:00-4:00. Information:

[www.kansascentralmodelrailroaders.org](http://www.kansascentralmodelrailroaders.org)

### KS, Lawrence

*Lawrence Model Railroad Club*

Bridge Pointe Community Church, 601 W. 20<sup>th</sup>

Terrace. Information:

[www.lawrencemodelrailroadclub.org](http://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](mailto:dClagett@ksu.edu)

### KS, Olathe HO Scale

*MO-KAN Rail Joiners*

Contact: Louis Seibel, 1069 North Logan Street, Olathe,

KS, 66061; (913) 393-3495 or (913) 927-6850

eMail: [L-seibel@comcast.net](mailto:L-seibel@comcast.net)

**KS, Overland Park O Scale***Kansas City Module "O"*

Contact: Jack Ferris, 10334 Ash Street, Overland Park, KS 66207

eMail: [fhs1955@gmail.com](mailto:fhs1955@gmail.com)**KS, Olathe***Weekend N-gineers*16624 W. 126<sup>th</sup> St., Olathe, 1:00. Information: Ken Clark, [hapheart@swbell.net](mailto:hapheart@swbell.net)**KS, Overland Park HO Scale***Kansas City Society of Model Engineers*

Contact: John Teeple, President, 9539 Perry Lane, Overland Park, KS, 66212; (913) 492-4142

eMail: [jsTeep@aol.com](mailto:jsTeep@aol.com)**KS, Topeka N Scale***Topeka N-Track Associates*

At member's home, 7:00PM. Information: Bob Wright, 785-273-7835

**KS, Topeka F/G scale***Northeast Kansas Garden Railway Society (NEKAN-GRS)*

1308 SW Caldon Street, Topeka, KS, 66611

**KS, Wichita HO Scale***Wichita Model Railroad Club*

PO Box #48082, Wichita, KS, 67201

eMail: [WCMR1@cs.com](mailto:WCMR1@cs.com)**KS, Wichita N Scale***Kansas Area N-Trak*

2046 South Elizabeth Street Apartment #1306, Wichita, KS, 67213

**KS, Wichita***Wichita Toy Train Club*

130 S Laura, Wichita

**KS, Wichita***Wichita Area Garden Railway Society*At member's home, Information: Nancy Marin, [nanmarin@att.net](mailto:nanmarin@att.net)**KS, Wichita All Scales***Wichita Area Model RailRoders (WAMRR)*

4323 West Maple Street Wichita, KS, 67206

Contact: Lionel A. Smith, Jr., (316) 239-1174 or (816) 518-9050: eMail: [LionelSmith@hotmail.com](mailto:LionelSmith@hotmail.com)

Meets 2nd Thursday each month 11:30AM Spears Restaurant

**MO, 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](mailto:martyoetting@gmail.com)**MO, Fenton N Scale***Mississippi Valley N Scalers*

1684 Harbor Mill Dr., Fenton, MO, 63026

eMail: [mvns@railfan.net](mailto:mvns@railfan.net)Information: <http://mvns.railfan.net>**MO, Jefferson City All Scales***Capital City Model Railroaders*

PO Box #243, Jefferson City, MO, 65102-0243

Email: [pollocka@mchsi.com](mailto: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](mailto:rmVelten@swbell.net)**MO, Kansas City 16" Gauge Park Train***Kansas City Northern Miniature Railroad*

NM 60th Street &amp; Waukonis Drive, Kansas City, MO

Contact: W. Ohrnell (816) 746-5663

Information: [www.KCNR.com](http://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](mailto:wOhrnell@kc.rr.com)**MO, Kansas City HO Scale***Southern Kansas City Model Railroad Historical Society*

8600 Ward Parkway Suite 2030 Kansas City, MO, 64114

Contact: Richard Boone Telephone: (816) 996-1534

eMail: [rBoone@traintown-kc.com](mailto:rBoone@traintown-kc.com)

Meets 2nd Monday each month 7PM Open house Sat. &amp; Sun. 12 to 5PM

**MO, Kansas City N Scale***Weekend En-gineers*

8600 Ward Parkway, Kansas City, MO, 64114

Contact: Richard Boone: (816) 966-1534

eMail: [rBoone@traintown-kc.com](mailto: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](mailto:On3@worldnet.att.net)**MO, Kansas City Standard, G, O, S, HO Marklin, HO, N, Z Scales and Wooden Trains***Union Station Kansas City Model Railroad Society*

30 West Pershing Road, Kansas City, MO, 64101

Contact: Ted Tschirhart, Telephone: (816) 816-3449

eMail: [TedTschi@kc.rr.com](mailto:TedTschi@kc.rr.com)**MO, Liberty***Heartland N-Trak Of Greater Kansas City*

131 S. Water St., Liberty, MO, 1:00. Information: Bob Osborn, 816-452-9227

[www.lawrencemodelrailroadclub.org](http://www.lawrencemodelrailroadclub.org)**MO, North Kansas City N Scale***Missouri Northern Railroad Society, Inc.*

PO Box #12591

North Kansas City, MO, 64116

**MO, Odessa HO Scale***Eastern Jackson County Mainliners Model Railroad Club*

"Outlet Mall", Odessa, MO, 64076

Information:

[www.EasternJacksonCountyMainlines.com](http://www.EasternJacksonCountyMainlines.com)**MO, Saint Peters 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](mailto: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](mailto:secretary@BigBendRRclub.org)  
Information: [www.bigbendrrclub.org](http://www.bigbendrrclub.org)

**NE, Fremont All Scales**

*Nebraska Railroad Museum*  
1835 North Somers Avenue, Fremont, NE, 68025  
Contact: Dave Fachman (402) 727-0615  
eMail: [fevr@FremontRailroad.com](mailto:fevr@FremontRailroad.com)

Information: <http://www.FremontRailroad.com>

**NE, Hastings N Scale**

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

**OK, Claremore All Scales**

*Claremore & Southern*  
3049 Clover Creek Drive, Claremore, OK, 74017

**OK, Oklahoma City N Scale**

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

**OK, Tulsa**

*Tulsa Garden Railroad Club*  
Free Will Baptist Church. 1190 N Mingo Rd,  
Information: [info@tulsarailroadclub.org](mailto:info@tulsarailroadclub.org)

## ***In the Blue Mountains of Oregon***

