

CABOOSE

K I B I T Z E R



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The Caboose Kibitzer

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

Content

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

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nmrahq@nmra.org

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



The Head End

By Brad Slone, MMR—President MCoR

I have always heard procrastination is a bad thing, and I will be the first to admit I'm as guilty as anyone else. Ray will be the first to tell you as he often must remind me to get my contribution to the CK turned in on time. But procrastination does not necessarily have to be a bad thing if it is used in a constructive fashion.

Over the years, I have had several projects catch my eye. The ideas come from a variety of sources. But, more often than not, they are of something that cannot be bought as ready-to-run and involves either scratch building or heavy kit bashes. The way it usually works is I see a photo of a locomotive or rolling stock that for one reason or another I think I must have. The thing about either process is that the instructions have not been written yet so you must connect the dots themselves.

The enthusiasm for the project typically gets the better of me and I start cutting styrene before I have the whole thing figured out. Yes, it is not uncommon to have to back-track a few times before I find the last step. But I will get there - well most of the time.

I have weighed in on projects a few times, only to get so far in and reach an impasse that I cannot figure out. At this point I will consider every option I can come up with. But, it seems like the harder I try to find a solution, the more elusive it becomes. This is where procrastination can be used to your advantage. As much as I hate to shelve a project, this normally yields the best results. If I can step away from it for a period of time and come back later with a fresh approach, I usually hammer out a solution.

This was the case not that long ago. I had been working on a conversion of a Proto 2000 steam locomotive for some time. I do not know if

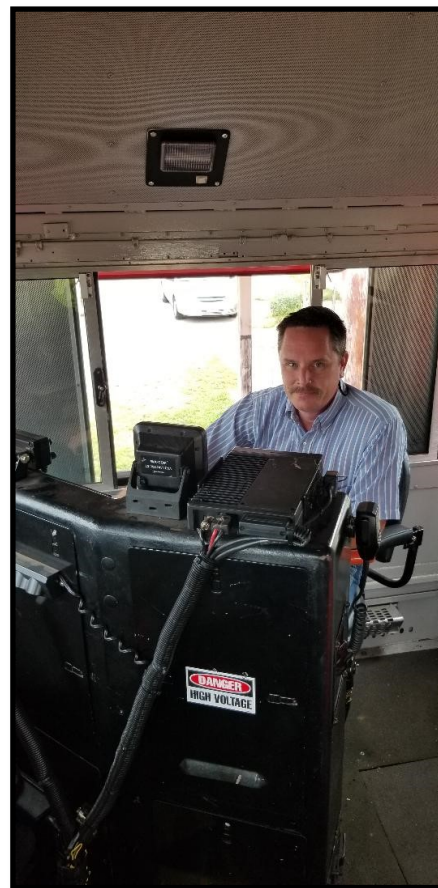
any of you have ever removed the boiler shell from the internal diecast weight but there is no room for anything else. For that matter, the weight acts as a frame, as well as containing the motor inside it. So it must stay. What I wanted to do was to shrink the firebox and the overall boiler diameter. I am happy to say that after an extended period of procrastination, I have finally found a path forward.

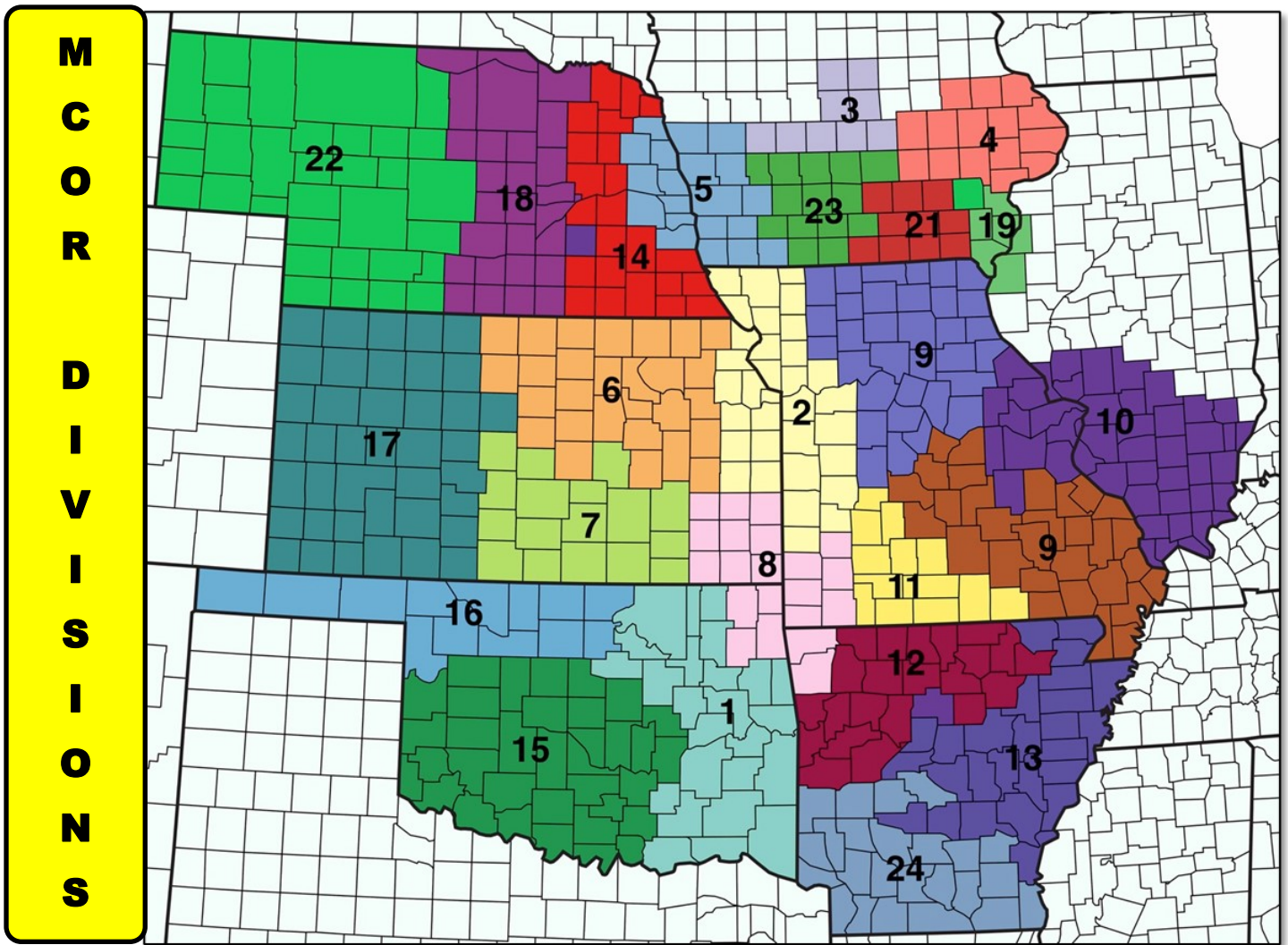
So what is this project, and what was the solution? Well, if all goes well, you will find out for yourself at Tulsa in October.

Our partners in the Lone State Region have pointed out many times that they always have a large turnout in the contest room and have dropped hints numerous times they intend to be well represented. So I would say we need to hold up our part and make sure everyone knows we have been there as well! I know there is still a lot of concern over lingering health issues, but we have seen a considerable amount of progress made of late and I think there will be a great deal more progress by the fall. So if you are still on the fence, I would say keep an open mind and take a look at the situation a little later in the summer.

Till next time, keep your hand upon the throttle and your eyes upon the rail! 🚂

Brad





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



MCoR NMRA Division Meetings

Note: COVID-19 cancelled many in-person meetings in leu of ZOOM meetings. And now, some Divisions are resuming 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, Web page: www.tulsanmra.org

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

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

Division 4: EASTERN IOWA DIVISION: Tony Bowen, MMR acting superintendent; e-mail: 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: 1st Saturday of even numbered months. Meetings start at 1PM. For the next meeting's location and program please email rkboelling@gmail.com.

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

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

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

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

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



The MCoR Local



With the COVID-19 pandemic, Divisions throughout the NMRA changed their method of getting together. No longer were they having in-person meetings. Many Divisions have 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

Chisholm Trail Division

Contact: *Dean Lippincott*
dlipp5a@gmail.com

Eastern Iowa Division

Contact: *Tony Bowen, MMR*
railroadteacher@gmail.com

Gateway Division

Contact: *Jimmy Ables*
jim.d.ables@gmail.com

Kansas Central Division

Contact: *Ross Boelling*
rkboelling@gmail.com

March, April, and May, 2021

Central Missouri Area meets via “jitsi”. On March 13, they hosted Lloyd Henchey from Eastern Ontario, Canada whose topic was building interiors. On April 10, they hosted Pat Hiatte who discussed railroad development in central Missouri. And on May 8 they hosted Kevin Spady who discussed tips and tricks for developing realistic looking landscapes.

March, April, and May, 2021

Gateway Division meets via ZOOM. On March 15, they hosted Pete Weiglan from the Cincinnati Division, Mid-Central Region who presented information on the Pullman Company—its history, mythology and evolution. On April 19, they hosted Edward Swain from the Cincinnati Division who presented information on his Pennsylvania Railroad Lift Bridge in Louisville. And, on May 17, David Ackmann presented a clinic on Creating Custom Decals.

April 10, 2021

Kansas Central Division met via ZOOM and hosted a clinic by Jim Marlett from Chisholm Trail Division. He gave us a guided layout tour of his HoN3 San Juan Southern layout using his mobile computer.

May 4, 2021

Chisholm Trail Division has returned to in-person meetings (with the ZOOM option still available). Superintendent Dean Lippincott reflected on his recent trip to North Platte to the Nebraska North Central Division Train Show and to Cody Park to see the UP Challenger. In addition, he and Gary Essells narrated the pictures he has of Bailey Yard.



Editors Musings

By Ray Brady, Editor

Good Morning Americans, This is Paul Harvey. Standby for News.

Yes, you probably think I am crazy, but I woke up this morning thinking about some of the sayings I remember from Paul Harvey on his radio program. For example:

Page 1 . . . Before the pandemic, we used to think nothing about going hither-and-yon to model railroad events. The **National Convention** was on the horizon for St. Louis; the MCoR officers were preparing to have our **Annual Meeting** at the convention; we were preparing our items for the **Contests**; we were looking through the **Timetable** to choose which clinics we would attend. Oh yes, all the **Layout Tours** and **Operating Sessions** from the Gateway Division members were being reviewed and decisions made for which ones to attend. And, of course, we were anticipating all the model railroad **Friends** that we would be meeting and greeting again. Life is good!

Page 2 . . . Oh boy! We have a pandemic going... During the pandemic, I went into hibernation - literally. I didn't go anywhere to socialize. Yes, I did go out to eat—I got in the car, went around the section line, and came back home, and fixed lunch. Isolation!!

But, I did get some things done with my model railroad and genealogy. I started laying track on my Cheyenne Yard - 100' of track and approximately 25 switches. Then I got diverted to doing some prototype modeling of buildings strictly because of a "lucky" find of the prototype Cheyenne 6-stall coaling tower. And you have read about my discovery of the Cricut machine (in the 1Q 2021 issue of the CK) and my start at modeling the UP's Cheyenne Backshop as a result of that "lucky" find. That involved some major learning of new computer skills, material resources, as well as prototype facts and figures. Yes, it kept me isolated from everyone...

Oh yes, I did get out, but it was strictly behind-the-wheel driving tours. For example, I did some research of depots along Santa Fe's

McPherson Sub from Florence KS to Ellinwood KS and beyond to Ft. Larned. And I pondered the place that the McPherson Subdivision and the SF depots played in my ancestor's immigration from Sweden and Kentucky, and their homesteading in the late 1800's around McPherson and Little River KS. Even though I have no oral history to go on, the circumstances suggest that they **MUST** have arrived on the Santa Fe Sub to settle here in Central Kansas. Such are the mind games when we reflect on our heritage...

And the pandemic brought out some good. It took a while but the technology of **ZOOM** and **jit.si** brought us together - from all over the globe. I was privileged to participate in ZOOMs that included modelers from Hawaii, Great Britain, Europe, and many, many locations around the United States—including ones here in the MCoR. What an opportunity to meet and greet, as they say. And all this while I self-isolated....

So what did you do during the pandemic? What Modeling? What Isolated Tours? Let me know...

Page 3 . . . Vaccinations are here. We can now think about getting out into the world again. But I know I need to relearn how to socialize again. Last Tuesday, I ventured down I-135 (across the invisible boundary between my Kansas Central Division and the Chisholm Trail Division that is somewhere between McPherson KS and Moundridge KS) and attended the monthly Chisholm Trail Division meeting in Wichita. Chisholm Trail has resumed in-person meetings now that the COVID-19 vaccine has been administered to many members. It was good to get back and talk face-to-face with my friends that live in my old home town. And, they are still being respective of those that have not gotten the vaccine. They were still using ZOOM to link up with those that are uncomfortable with being with people or cannot be vaccinated because of health issues. Yes, great concern and respect....

And, my Central Kansas Division, by the

time you read this, will have had a June 13 “operating session” here at my layout. It will be good to have the layout room occupied with someone other than myself and my resident feline, Macy (although she sometimes is feline-non-grata when she walks around the lower level of the layout....) I look forward to KCD members, as well as possibly some Chisholm Trail members to enjoy the layout. After all, that is why it exists - for the enjoyment of others. Yes, we will also have a ZOOM link-up too for those that cannot make it...

And, I hear that other Divisions in MCoR are starting, or thinking about starting, face-to-face meetings. It will be great for the Divisions to get together, but I know that Gateway is also considering continuing the ZOOM platform as well. Maybe we will soon get back to something approaching “normal” a little differently.

Page 4... But what is the future?

I got a note from Tony Bowen, MMR that the Eastern Iowa Division has been doing some long range strategic planning and has been putting together the subjects for their meetings through the end of 2021. For those that are in the Eastern Iowa Division, the schedule is on the EID website for you to plan your participation.

<https://sites.google.com/view/eidnrma/home>

If anyone else in the Region is interested, contact Tony per the link on page 6, since the plan is to make them ZOOM friendly, and you can participate too. And, I am sure all the Divisions/ Areas are thinking about life after the pandemic.

For the Division, we have the **MCoR CONVENTION** coming up in October. This is an opportunity for those that feel comfortable with their vaccination to come out and “meet and greet” friends from throughout the Mid Continent and Lone Star Regions, see some superb layouts, participate in some great clinics, and even display your modeling skills in the contests. And, yes, there are contests for the Arts and Crafts crowd too. See the information about the convention starting on the next page of this issue.

During the past 1.5 years of “COVID’ng, there MUST be modelers in the MCoR that have accomplished a lot of modeling. I look forward

to hearing from you as you **SHARE YOUR JOURNEY** during **Page 2**. Please think about what you have done and share it with the rest of the community by writing it up and sending it to me. The MCoR community has an interest in what you are doing. If you have any questions on how, contact me at:

ckeditors@mcpr-nmra.org

And, all the things you did during the sequestering of the last year may afford you the opportunity to see where you are with regards to pursuing the **MASTER MODEL RAILROAD AWARD**. In my case, I sat down and took inventory of where I stood with satisfying some of the 11 AP awards. And, to my surprise, I found I had competed 3 awards without even trying. And I have an appointment with Marty Vaughn to evaluate my layout for a 4th award, the AP-Electrical. I should have that evaluation done by the time you receive this issue of the Caboose. And, my AP-Civil is within grasp—all I have left to do is the three hand-laid track elements and to scenic the required amount. I found that just with my layout in its existing state, I satisfied 90% of the Civil requirements. That leaves only two more AP’s to go to be at MMR. YES!!!

So, where are you with the Achievement program? I’ll bet you have more done than you think. Step back and inventory what you have done, particularly with your efforts during the pandemic. I’ll bet you are closer than you think. Contact Craig Drenkow, the Region’s AP Chairman, or Marty Vaughn, the Assistant Chairman if you have questions about what you have done....

apchair@mcpr-nmra.org

Oh yes, I just ran across a picture of the WAMX 4001 that has been painted for the WSU Shocker livery. Oh Boy!!! At my age-and-stage, is a GP40-2LW repaint in my future? The must-have list gets longer and longer.....

And this musing has now gotten out of hand..... I’ll end it here.... 📧

Ray

And Now You Know . . . The Rest of The Story.

Paul Harvey . . . Good Day





2021 TULSA UNION CONVENTION

October 6-10, 2021

The convention has the **highball!**

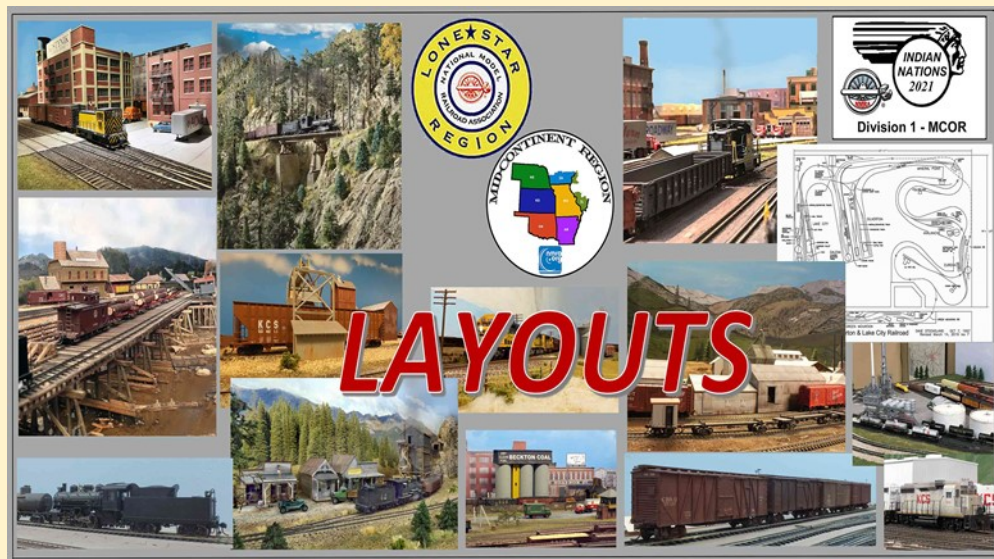
Check out the website for recent updates!

and

Remember that Early Registration rates will disappear on July 1st.

Sign up now!

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



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

2021 TULSA UNION CONVENTION

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The TimeTable

Wednesday, Oct 6

6:00pm Early Registration
7:00pm Operating Sessions
8:30pm Registration Closes

Thursday, Oct 7

8:00am Registration Opens
9:00am Operating Sessions
1:30pm Operating Sessions
2:00pm Contest Room Opens
7:00pm Clinics
8:30pm Clinics
9:30pm Registration Closes
Contest Room Closes

Friday, Oct 8

8:00am Registration Opens
Contest Room Opens
Clinics
9:00am Operating Sessions
9:30am Clinics
11:00am Clinics
1:00pm Layout Tours
5:00pm Contest Room Closes
Contest Entry Cutoff
7:00pm Clinics
Operating Sessions
8:30pm Clinics
9:30pm Registration Closes

Saturday, Oct 9

8:00am Registration Opens
Contest Room Opens
Clinics
9:00am Operating Sessions
9:30am Clinics
10:30am Contest Entry Pickups
11:00am Clinics
12:00pm Contest Room Closes
Registration Closes
1:00pm Layout Tours
7:00pm Registration Opens
7:30pm Awards & Desert Event

Sunday, Oct 10

9:00am Operating Sessions

KANSAS CITY - ADAMS

Train No.	City	Time
101	Adams	10:00
102	Adams	11:00
103	Adams	12:00
104	Adams	13:00
105	Adams	14:00
106	Adams	15:00
107	Adams	16:00
108	Adams	17:00
109	Adams	18:00
110	Adams	19:00
111	Adams	20:00
112	Adams	21:00
113	Adams	22:00
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182	Adams	91:00
183	Adams	92:00
184	Adams	93:00
185	Adams	94:00
186	Adams	95:00
187	Adams	96:00
188	Adams	97:00
189	Adams	98:00
190	Adams	99:00
191	Adams	100:00

Screenshot

Tentative Timetable:
Check back in the months before the Convention for possible revisions.

Page updated 5/5/21

FRISCO LINES
A GREAT RAILROAD SERVING BOTH THE SOUTHEAST AND SOUTHWEST

Train No.	City	Time
101	Adams	10:00
102	Adams	11:00
103	Adams	12:00
104	Adams	13:00
105	Adams	14:00
106	Adams	15:00
107	Adams	16:00
108	Adams	17:00
109	Adams	18:00
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Contests

Bring your models,
bring your photos,
show off your work
in the Contest Room !



Model Contests categories:
Steam Locomotive
Diesel Locomotive
Traction or Other Locomotive
Passenger Cars
Freight Cars
Caboose
Maintenance of Way
Structures Off-Line
Structures On-Line
Bridges & Trestles
Displays / Modules
Favorite / Complete Train

Special Awards include:
Most Popular
Best in Show
Participation Award
Best Kit Build Model
Architecture Award
Tree Award
Youth & Teen Award
Novice Best of Show
Bob Clarke Award
Linda S. Little Award

Photo Contests categories:
Model - Black & White Print
Model - Color Print
Prototype - Black & White Print
Prototype - Color Print
Computer Enhanced

Arts & Crafts categories:
Arts & Crafts General
Arts & Crafts Railroadiana
Arts & Crafts Needlework
Arts & Crafts Theme

Please read the appropriate rules
and entry forms for more details.

PDF download files to use for preparing for contest entry...

Contest Entry Form

.pdf

Model Contest Rules

.pdf

Photo Rules

.pdf

Arts & Crafts Rules

.pdf

NMRA Judging Guide

.pdf

Model - Judge Scoresheet

.pdf

Photo - Judge Scoresheet

.pdf

Arts & Crafts - Judge Scoresheet

.pdf

NMRA Write Up Tips

.pdf

Contest entries will be accepted starting at 2pm on Thursday ending at 5pm on Friday. You can speed up the entry process if you will download and complete your entry forms before heading to Tulsa. Be aware that the Contest Room will be closed, and everyone asked to leave at 5pm on Friday, regardless of whether you have completed your entry paperwork or not.

Page updated 5/5/21

2021 TULSA UNION CONVENTION



LAYOUT TOURS AND OPERATING SESSIONS

The Convention will feature many home layouts open for touring. Most will also offer "operating sessions" you can register to attend.

The Tulsa area model railroaders have become known for having a hotbed of operating model railroads. Annually, Tulsa layout owners host weekend long, round robin, operating events.

We hope to provide some of this experience during the Convention. There will be opportunities for both experienced and novice Engineers.

Layouts tours will be available to all registered convention attendees, where operating session 'slots' are limited and assigned in advance, based on your registration date and choices.

If you want to operate at one or more sessions, you will make choices during your registration. This includes picking layouts, plus picking days and times you will be available (in town) to attend a session.

Note: you are not picking the actual railroad, day and time. You are putting your name on the list at select railroads. And advising us which days and times you are available to attend sessions. Assignments will be made by the Coordinator.

The Operating Session slots will be assigned on a first come, first serve basis based on your registration date. Assigning slots will begin approximately mid-August 2021.

At that time, we will contact people who registered and selected to operate, to discuss assignments. If you selected to operate when you register, be prepared to let us know your experience level so that we may best match your experience to a particular layout.

How to attend one or more Operating Sessions...

- Review the various layouts (on the right) and their details
- Make a list of up to four (4) layouts by railroad name, in the order you would like to operate on them (3 + 1 alternate)
...you can select fewer layouts if you want to operate less times
- Review your travel plans and review the Operating Session days and times, found on the TimeTable page
- Make a list of the days and times you will be in Tulsa and able to commit to attend a 3 hour session, plus the drive time
- When you register, select both the layouts, plus days and times you will be available to commit to attend sessions.

Note: selection during registration does not guarantee you the railroads or the times, it simply puts your name on the list and what days you are available. Your commitment is to a 3 hour Session (on average), plus drive time each way.



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



GCMRC

Green County Model RR Club

HO

--

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

HOn3

>> Click the 'crossbucks' icon to open a page with pictures and details about the layout <<



Page updated 5/1/21

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 above. 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!

2021 TULSA UNION CONVENTION

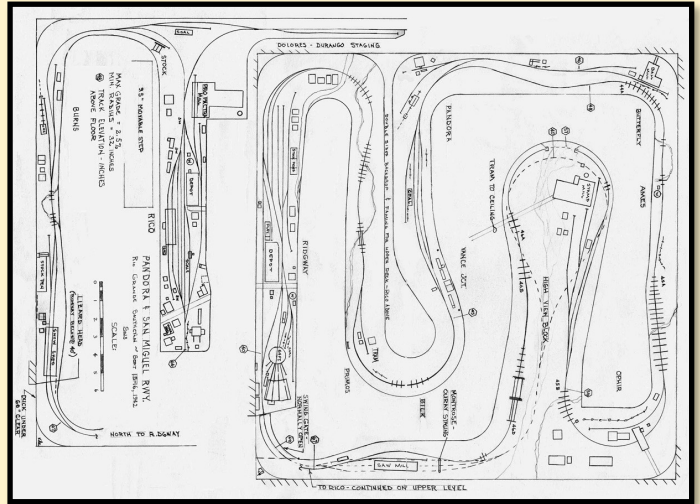


Ken Ehlers' Pandora & San Miguel Railway

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. Locomotives 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.

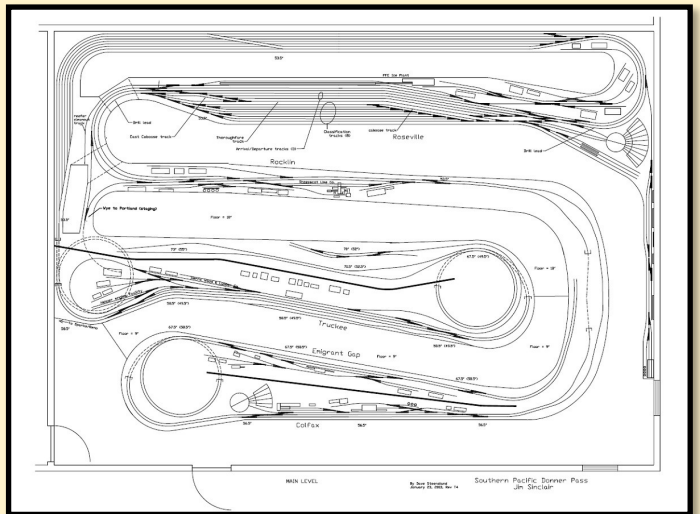


Jim Sinclair's Southern Pacific Donner Pass

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'

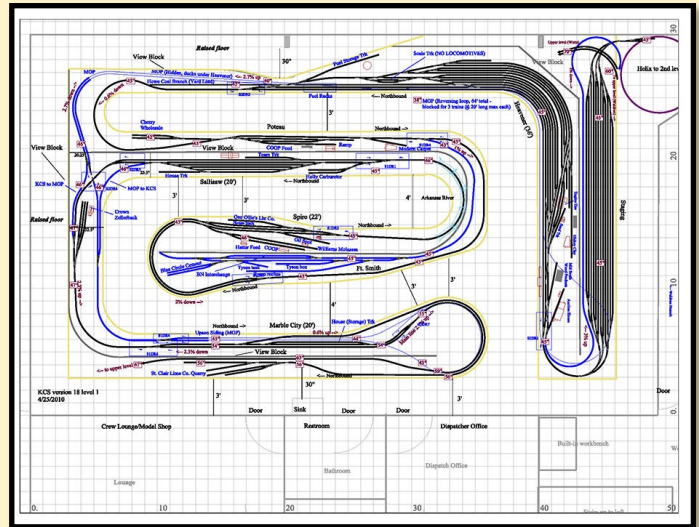
Kansas City Southern 3rd Sub

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.

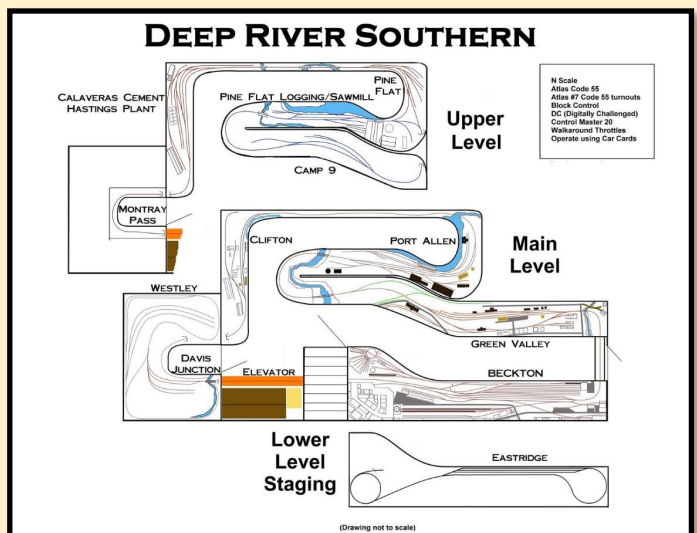


Dave Salamon's Deep River Southern

The Deep River Southern is a freelanced N Scale layout set in 1958. It has been featured in several issues of N Scale Magazine and also the Cowcatcher Roundup. The layout is a multiple level layout with the mainline making up the lower main level and the Branch line on the upper level.

The layout is wired for DC control, and all throttles have walkaround memory. Turnouts on the layout are controlled by manual choke cables, with control panels located above the town for power assignment. The layout is operated using car cards.

For a virtual tour of Jim's layout, go to the Western Kansas Division March 2021 publication of ["The Main Line"](#) and scroll down to page 10 to see the layout as experienced by Robert Simmons (WKD Director) during an operating session.



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There will be a variety of Clinics during this Convention. Topics ranging from modeling techniques to prototype history, discussions on scale operating practices to real industry processes. Take a look at the list below of the various Clinics currently planned for this year's Convention.



Clinics, Clinics, Clinics

Fuzzy Anstine – Getting those shelf engines back into service

The clinic will go over many of the things you can do to get those old brass engines off the shelf and back on the layout. Will cover maintaining fine tuning, oiling, DCC installs along with many of the common problems and fixes of early brass engines.

Al Boos III, MMR – Skidders and Yarders

What the difference between a skidder and yarder? Come to this clinic and find out. Logging operations used many different types of equipment in getting the logs from the woods to the mill. The different types of skidders and yarders operations will be covered.

Ken Ehlers, MMR – Prototype Track Planning

This clinic will look at how Ken designed his Sn3 Pandora & San Miguel Railway to follow the Rio Grandee Southern and will look at the many modifications and compromises that were necessary in order to fit his layout into a specific space. The clinic will focus on designing a track plan that balances prototype scenic realism with a desire to achieve realistic operations.

Steve Davis – Layout Design for Operations: KCS 3rd as a case study

Whether you are considering building a new model RR from scratch, expanding one you already have, converting a layout to operations, or are just interested in the planning process, you'll find something of interest, as Steve Davis, whose HO scale KCS 3rd sub was featured in the October 2019 issue of Railroad Model Craftsman magazine, reviews the considerations that went in to that layout design as well as how other layout design styles can be adapted for operations.

Steve Davis – Model Railroad CTC Signaling and Train Detection using Free software

It has been increasingly common to see some form of signaling on model railroads, whether for scenic interest or for actually controlling traffic flow. Steve Davis, who authored a series of articles on Model Railroad Signaling for The Dispatcher's Office (the journal of the Operations Special Interest Group, or "OpSig") will share thoughts on model railroad traffic control with an emphasis on dispatcher-controlled signals on the layout and track occupancy detection using free JMRI software available for download by anyone. He will touch on where to place the signals for a realistic/convincing model as well as the basics of the hardware using general DCC hardware.

Lloyd Keyser, MMR – Flat Land Strip Mine Coal Loaders

Small town strip-mine loaders in the Midwest. Minimum real estate for a lot of coal loads. You don't need mountains to load strip mine coal. Coal brought in from various mines crushed and loaded for steam plant use.

Mark Juett, MMR – Setting up for operations

If you are interested in model railroad operations, there are several things to consider even if your track is operational and the scenery complete. How will you dispatch trains? Where and how will you build a Dispatcher's Office? Will you use radio, telephone, telegraph or another method to communicate? What method will you use for car forwarding? What paper forms will you need? Time Tables, Clearance Forms, Switch List, Bad Order Forms etc. Will your operators be able to identify locations and industries on your railroad? How will you call crews? How will you find enough operators to fill crews? Will you keep a seniority list? What about other aids to keep things organized, how will you keep all of those forms organized? What will you use for uncoupling tools? Have you considered interchanges for cars to go beyond your basement? How will you build them? How will they operate? What type of trains will you run; through freight, unit trains, mixed freight, passenger, local switching or all of these? Come join us

to discuss these subjects and more.

Mark Juett – Getting started in JMRI car forwarding

There are several methods to generate traffic on your railroad. Car cards are very popular, but cars are limited to four destinations. The old guys used colored thumbtacks but that detracted from the appearance of the car. There are several software programs but many of them are dependent on one person to maintain and update the software. Come take a look at JMRI as a method for car forwarding. How to set up and configure. How to get the results you want. How car types and destinations are appropriate. See how movements are not a set pattern unless you desire to set it that way. See just how easy it is to get started and get freight and passengers moving on your railroad.

Gene Mangum – The Gulf NorthWestern Railroad, The Railroad that should have been

The purpose of this clinic is to tell the story of a mythical railroad that was the result of the dreams of some shrewd business men from San Antonio, Texas area. It is in effect an “alternate history” that chronicles the progression of this mythical railroad from early construction in the 1890’s, through amazing natural growth, affiliations, and mergers to the present day.

John Lowrance, MMR – Setting the Scene

Today we have the very best selection of highly detailed model railroad products ever. Still many people still have difficulty mixing these components together into a realistic scene. This clinic provides guidelines to design and create realistic scenes. Some topics include: controlling what the viewer sees, planning a time and season, mother nature’s laws. It is just like Disneyland, every scene tells a story, how much detail is needed, placement of structures, and why scenery may be the most memorable part of your layout.

David Salamon – Cement Plant Operations

Dave will be discussing his Cement Plant located in Hastings on the upper level branch line of his Deep River Southern Railroad. He will be sharing some of the research that he did on prototype cement plants, looking at several prototype track diagrams and photos, along with some other examples from what other modelers have done with their space and how he took all that information and inspirations to develop his cement plant that captures the look and the feel of large industry while maintaining ample operations.

Gert “Speed” Muller – Arduino for beginners

In this clinic you will connect the Arduino to LEDs, a servo, and a light sensor to build the first part of a grade crossing! To make this possible, you need to bring your laptop with the Arduino IDE software installed, and an Arduino Uno (or Nano), with the device driver installed for Windows and the USB cable. You will also need a small servo, 3 red LEDs, 1k and 10k resistors, and a light sensor (photoresistor). A small breadboard and jumper wires will help. This kit has all the parts needed for the clinic: <https://amzn.to/3lXKeW6> (buy a similar kit anywhere you like). Contact Speed at lsrtreasurer@huntatophy.com if you plan to attend, have any questions, or have trouble with the software installation.

Jon Zook - 50 Shades of Boxcar Red - How to Paint with an Airbrush

In this presentation, participants will learn about airbrushing techniques. I'll start with the supplies needed to get set up with airbrushing. Next, I'll discuss the different types of airbrushes available on the market, and the pros and cons of each type. I'll then talk about the different kinds of paint for airbrushing and how to properly thin the paint before spraying. Finally, I'll go through the techniques I use to airbrush for large objects, small objects, and weathering.

Dean Smith – Operations on the East Tennessee & Western North Carolina Railroad

Journey back to 1925 and take a trip on Dean Smith’s HO_{n3} ET&WNC-Vida Division Railroad. This 23x29 foot layout is designed for operation and includes dual-gauge switching, dispatcher control, two-yard master positions, freight and passenger train movements, timetable operation with a fast-clock, and waybill-driven freight car movements. Dean will also discuss operation on the prototype and the choices he made to facilitate challenging, realistic operation on his model railroad. His newly constructed Dispatcher’s Office comes complete with a “window” view of the Johnson City Yard.

Larry Alfred, MMR - Building with Cardstock

Will discuss the many uses of all types of cardboard, cardstock, and paper in building a wide variety of portions of your model railroad. He will point out the various types of cardboard and their uses for scenery, structures, and details. Innovative scenery uses including mountains, rolling hills, and even water effects are covered. The many aspects of structure construction include full structures, add-ons to kits, back drop building flats, mock-ups, and a variety of detail parts. The only limit to the use of cardstock is your creativity. The full range of cutting, forming, gluing, and finishing will be shown. If you haven’t included this medium in your model building repertoire, you should try it. This clinic will give you some ideas as to where to start.

Phil Steward - Louisiana Sugar Cane Railroads-1895-1970, 75 years of Narrow Gauge

Plantation Railroads

This clinic explores one of the most unique aspects of narrow gauge railroads. During the first part of the 20th century southern Louisiana had over 150 plantation railroads. These steam powered railroads were used to transport cut sugar cane from the fields to the factories and connection to main line railroads. Over 100 vintage photographs are featured showing prototype motive power, rolling stock, and structures. A model railroad is under construction featuring these plantations. Scenery techniques will be discussed with photographs of the model railroad and the accompanying prototype scenes.

Don Winn – Kitbashing - Thinking Outside of the Walthers Box

There are many nice structure kits out there, but often they don't exactly fit the space we have on our layouts. We often need a building that is shorter, longer, taller or perhaps at an odd angle. Kitbashing also results in a unique structure that doesn't look like everyone else's, which adds to the interest. This clinic is for the beginner or intermediate modeler who is ready to use their creativity to make something special.

Lind Wickersham – Building Detailed Structures

Techniques for adding detail to structure kits, modifying kits, and scratch-building will be covered. Modeling using wood, styrene and other materials are described with finish and weathering given attention.

Duane Richardson, MMR - Sign, Sign, Everywhere a Sign

Signs add life, name structures and locations and can even set the era of your railroad. In this clinic we'll talk about where to find signs, how to weather, and add them to your models.

Duane Richardson, MMR & Whitney D. Johnson – Modeling for the Achievement Program and the Contest Room

Getting your work scored is not magic. There is a science behind by both the modeler and the judges. In this clinic, we'll talk about demystifying the Achievement Program as well as how to properly do a write-up.

Marita Richards – The Harvey Girls-The Women Who Tamed the West

A PowerPoint clinic includes pictures of places with Harvey Houses still standing, a map of all Fred Harvey establishments, an explanation of the process of Santa Fe dining car services, along with a display of Fred Harvey items including books, menus, china and Harvey Girl memorabilia.

Note that the Non-Rail Activities also includes Contests. Go to the Contests Page of the Convention Website to get the Rules and Scoresheet Information. <http://www.2021tulsaunion.com>



Non-Rail Activities

- **Contest Theme-This year's contest theme is "Get Your Kicks on Route 66"**
 - You will find the rules for the Arts & Crafts Contest in a PDF on the Contest Page of this web site
- **Hands On Clinics- There will be two Make N Take clinics for Non-Rail attendees**
 - Make N Take: #1
 - Cuff Bracelets-large center stone or pendent with beads to match
 - Make N Take #2
 - Christmas Decoration-small table decoration with 3 Christmas balls
 - All supplies will be furnished for both Make N Take Clinics
- **Field Trip-We are planning a visit to either the:**
 - Gilcrease Museum (if open) or as an alternative a visit to-
 - Philbrook Museum
 - Group Tour-Friday, 10am-Museum Entrance fees are "included" in your convention registration fee



Screenshot



Look for more details as the event gets closer



Achieving Through Learning

By Craig Drenkow, AP Program Co-Chairman

Last month we looked at the **Volunteer Certificate** and we could go on to look at the other certificates in the ***Service to the Hobby*** area. That might be a little boring looking at just one area so let us not do that.

There are four areas in the Achievement Program and you are required to complete at least one certificate in each area. Those areas are:

- ***Model Railroad Equipment***
- ***Settings***
- ***Engineering and Operations***, and
- ***Service to the Hobby*** (the area with the Volunteer certificate in it.)

Let us jump over to *Model Railroad Equipment* and look at **Master-Builder Cars**. The NMRA website lists Cars as "A Car" is just about anything that runs on rails and is NOT self-propelled (if it is self-propelled, it is Motive Power). This includes freight cars, passenger cars, maintenance of way cars (including equipment such as cranes), cabooses, cable cars, unpowered (dummy) locomotives, etc. If you have a model which is self-propelled but is a model of something that was designed to carry something (besides itself), such as a rail car, it can be used as one of the qualifying models for either Motive Power or Cars, BUT NOT BOTH."

The full description of what is needed for the Master Builder-Cars certificate is located on the NMRA.org website under the achievement tab. You can also get to it in the non-member section under Education.

The basic description of the requirement is that you build 8 cars, either super-detailed with commercial parts or scratch-built. These must be operable, scale models (any scale) and be able to run on track, negotiate a curve, be pulled by something etc. You must build at least 4 different types of cars and at least one must be a passenger car. This does not mean that each moveable part must act like the prototype car, but the more detail you add will add to your

score.

Four of the eight cars must score 87½ points in NMRA evaluation or NMRA contest judging. The reason for requiring four different types of cars is to show that you can model a variety of different types of cars, not just one specific type of car. You are only required to build four types of cars. You could build 5 identical passenger cars, a box car, a gondola, and a flat car to meet the 8-car requirement. A Passenger car would be anything that is designed to carry passengers like a coach, a baggage car, express reefers, business cars, or even a drover's caboose. Anything that would be used in regular scheduled passenger service would qualify.

So what would be considered a scratch built or super detailed part? You could replace the molded-on brake wheel on a car or add underbody brake rigging. Grab irons and ladders would be things to replace. These are some of the things that the judges are looking for. The more details you can add or change will add to your score.

There is a list on the NMRA website of parts that are excluded from the scratch-built requirement. They are:

- *Wheels*
- *Couplers*
- *Light bulbs & electronics*
- *Trucks*
- *Brake fittings*
- *Marker lights & drumheads*
- *Paint, decals, etc.*
- *Basic shapes of wood, plastic, metal, etc.*

("Basic shapes" are things that the builders of the prototype would have used as raw materials. For example, an "I" beam would be a basic shape; a commercial door or window casting would not.)

You must build eight cars, but only four must score 87½ points to qualify for a merit award. What about the other four? The fast, simple answer is that they do not even have to

be judged.

I am currently working on this certificate and can tell you from personal experience that it was very intimidating when I first thought of doing it. After building the first model, I found that it was not as intimidating as I thought. I took it to a regional convention and entered it in the contest and it did not score enough points. It upset me greatly and I almost gave up on the idea of scratch building. When I got home, I looked at the judging sheet and the comments the judges wrote. I realized that if I went back in and corrected a few things, it would score enough points to qualify. I also used that experience when I built the second car for judging and both later scored enough points to merit. Most, if not all judges, should write comments on your judging sheet telling you what you did well and what needs improvement.

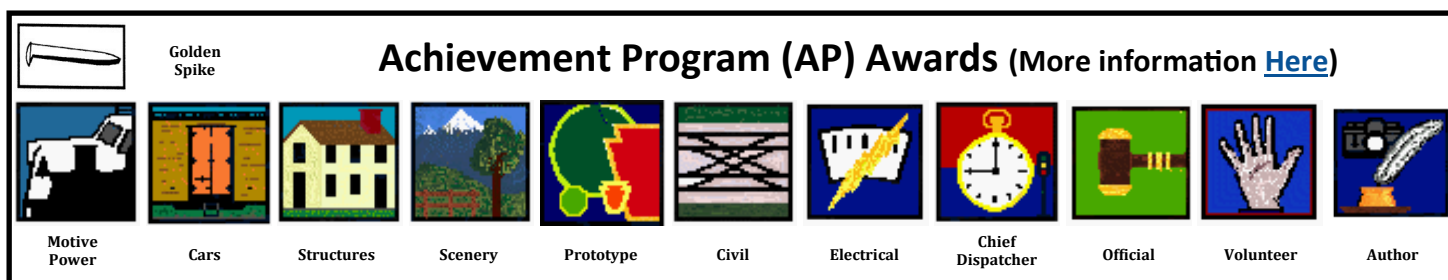
Remember that the point of the achievement program is to make you a better modeler, not just a person who runs trains on

the track. Is scratch building for everybody? Maybe not. But it can be a lot of fun. Some like the challenge of researching a specific car type, or specific car from their favorite railroad. Others like the challenge of building a car from scratch. Not everyone needs to scratch build cars to qualify. Maybe you like the idea of taking a car and removing the molded parts and adding detailed parts. Maybe you just want the cars on your railroad to look better. Whatever the reason, the AP-Cars can add to your modeling enjoyment and make you a better modeler. Give it a try.

Until the next train comes. 🚂

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Achievement Program Awards Since Last Report

By Craig Drenkow

Cowboy Line Division

Craig Drenkow

Author

Kate Shelly Division

Douglas Harding

Cars

Eastern Iowa Division

Tony Bowen, MMR

Official

Civil
Scenery

Turkey Creek Division

Steve McKee

Cars

Kansas Central Division

Ray Brady

Author
Official
Volunteer



Brad's Travels

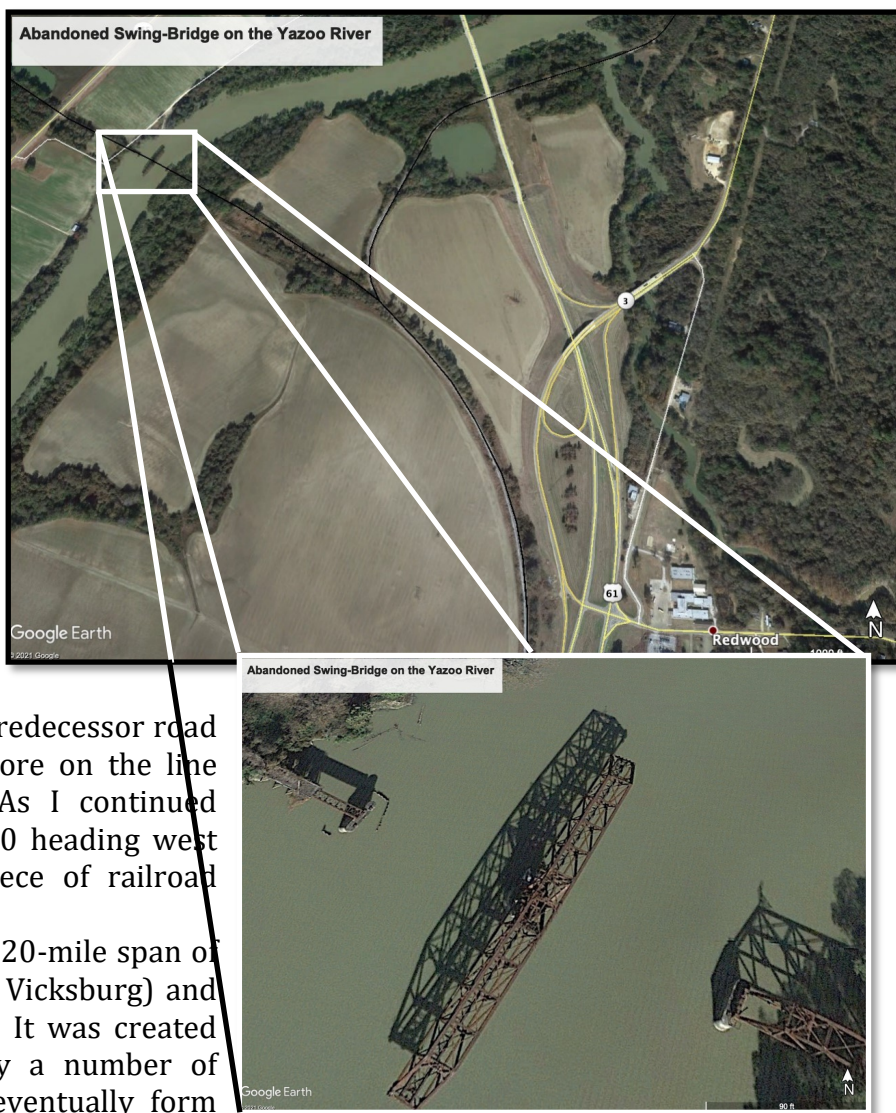
By Brad Slone, MMR

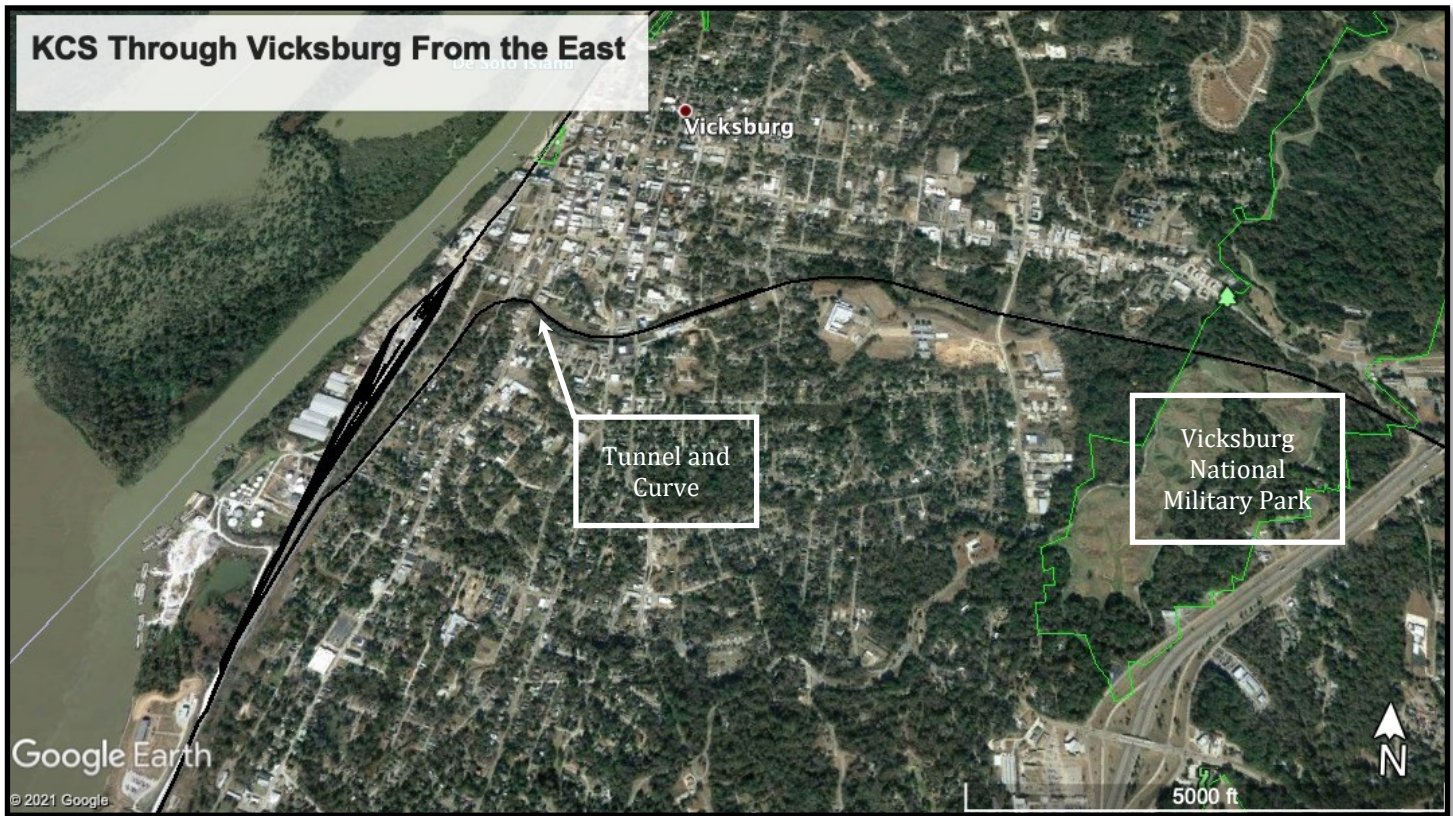
From time to time, I am required by work to travel for various reason to different parts of our country. When going on these trips, I try to take in all the railroad interests I can find along the way. I will share some of my more memorable experiences in what I will call Brad's Travels, I hope you enjoy.

On one of my little adventures, I found myself heading towards Vicksburg Mississippi for a week's stay. I had been looking forward to this for some time as the city is steeped in history and has a number of unique attributes. As I traveled south on highway US-61 into the area, I couldn't help but notice that often, running parallel with me on the west side of the road, was an abandoned railroad right of way - something that draws a railfan's attention that often goes unnoticed by everyone else. As I crossed the Yazoo river bridge near Redwood MS (Jerry Clower stories playing in my mind), I noticed an open swing-bridge on the river to my right, and an active rail running under US-61. I would later learn that the abandoned swing-bridge and the active north-bound right of way belonged to an Illinois Central predecessor road that made its way to Memphis - more on the line running under the bridge later. As I continued towards my hotel, I turned onto I-20 heading west and crossed over a very active piece of railroad known as the Meridian Speedway.

The Meridian Speedway is a 320-mile span of track between Meridian MS (East of Vicksburg) and Shreveport LA (west of Vicksburg). It was created around the turn of the century by a number of smaller roads coming together to eventually form what it is today. In 1926, Illinois Central took control of the route and maintained it until the company went through a major series of downsizing, with ownership being passed to a new upstart short line, the MidSouth Rail Corporation. The MidSouth ran and revitalized the corridor over a 7-year span, eventually turning it into a very attractive property that was picked up by the Kansas City Southern. The KCS and eventual partner NS has spent a considerable amount of capital upgrading the line and, while it is not as active as it was a few years ago, it is in tip-top shape and more than capable of moving freight quickly across the deep south.

As the KCS mainline approaches the Vicksburg from the east side of town, it rolls through the





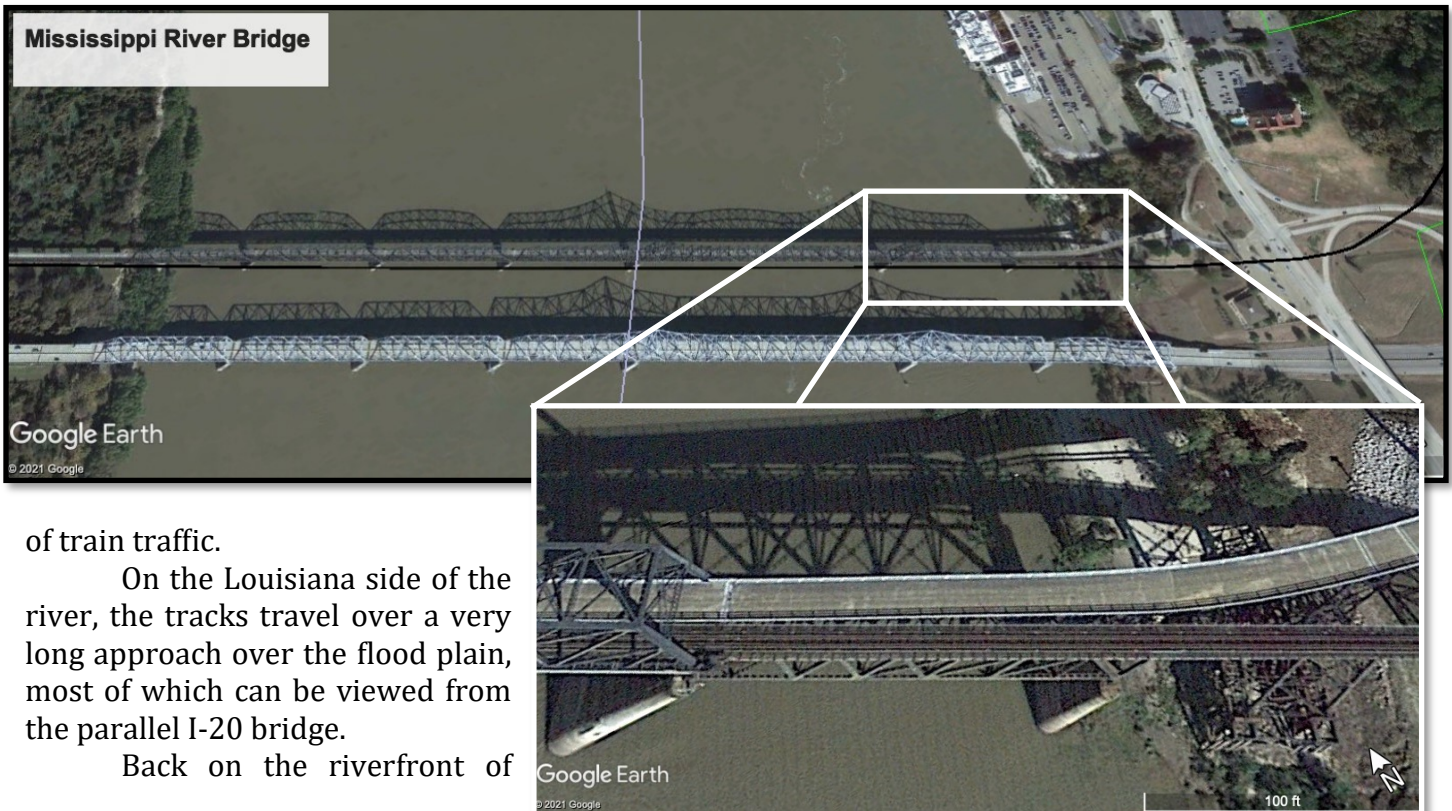
Vicksburg National Military Park. While this may not have anything to do with railroading, it is a very interesting, and at times sobering look, at a piece of our nation's history. If you are in the area, it is something that you should definitely visit. The line continues westward towards Vicksburg proper and must contend with river bluff topography and winds its way closer to town. At the crest of the ridge, the tracks enter a short tunnel and into what amounts to a very tight curve for a mainline railroad and heads down a short but steep grade into the yard. Like many other communities, evidence of old spurs that served places of long-gone business and manufacturing can still be seen.

The mainline enters what is essentially the south end of the yard at the foot of the river. At this point you basically have two lines running parallel - the mainline and the former yard leads that now serve as the mainline of the shortline. They continue south going through another short tunnel underneath US-61B until they converge just prior to the I-20 and US-61B junction. From here, there is a spur that continues south serving some industries south of I-20 and along the river's edge. I'm not certain if these are served by the shortline or KCS. It would appear from the tracks, though, that they don't see trains very often.

At the junction of I-20 and US-61Business, the



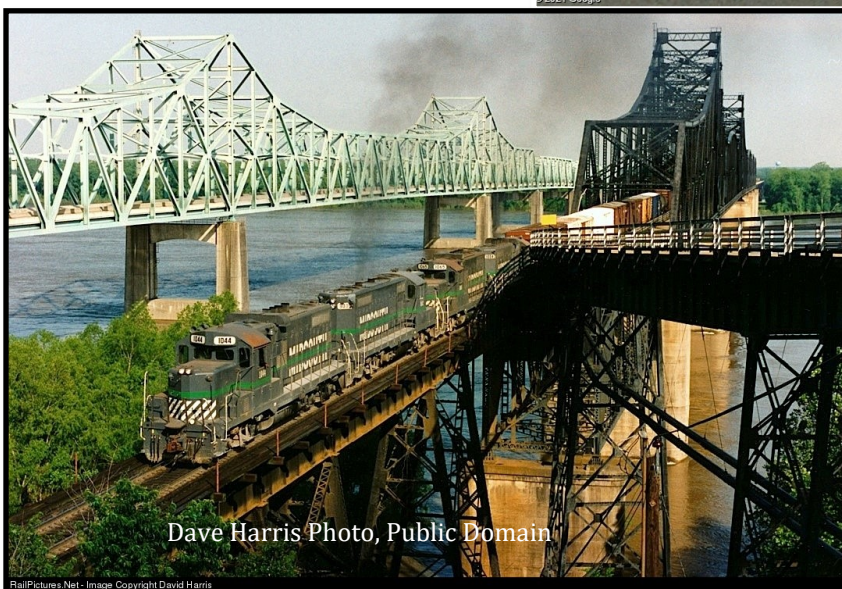
KCS mainline turns directly west, entering another short tunnel underneath the on/off ramps of the west bound lanes of the Interstate. It emerges for a short distance only to enter another tunnel underneath the business route and Mississippi visitors center to emerge and run a few hundred yards before rolling onto the bridge over the Mississippi river. The bridge over the river is a throwback to a time when it was not uncommon for trains to share a structure with highway traffic. While the bridge has long since been closed to highway traffic, unlike many other structures that handled both types of transportation, this bridge has retained its highway deck. The approach on this side of the river is through an S-curve running downhill to the same elevation as the railroad. It would have been interesting to have driven down the west-bound approach and seeing an eastbound train heading towards you on the other side of the bridge. There is a movement in place to open the bridge back up for pedestrian use. So, there might come a time when once again you can watch the coming and going



of train traffic.

On the Louisiana side of the river, the tracks travel over a very long approach over the flood plain, most of which can be viewed from the parallel I-20 bridge.

Back on the riverfront of



Vicksburg itself is the location of a yard and engine terminal. This facility is now operated by the Vicksburg Southern shortline which is a subsidiary of the Watco family of shortlines. While under the control of the Illinois Central and Kansas City Southern, it was known as the Redwood branch reflecting the northern most terminus of the line after the line north of there was abandoned. The yard sports a turntable and engine house as well as a small yard tower and office reflecting a time when there was a



Brad Slone, MMR Photo



much higher level of activity. A number of larger industries and warehouses can be seen sitting between the rail yard and the river, but there is little if any that see present day rail service. Most of the tracks leading into them can still be seen. The main reason for the shortlines existence is the industries on the branch itself.

As the line leaves the yard, it is running northeast with US-61B running parallel on the north side and the Yazoo



Vicksburg Yard Engine House

Brad Slone, MMR Photo



Brad Slone, MMR Photo

Vicksburg Yard Looking North



Vicksburg Yard Looking South

Brad Slone, MMR Photo

river on the other. You eventually come to one of the two concentrations of industries along the line, this one being a spur that serves a port area where products are transferred from barges to rail. At one time there was a wide range of customers that shipped in and out of this area and, though some no

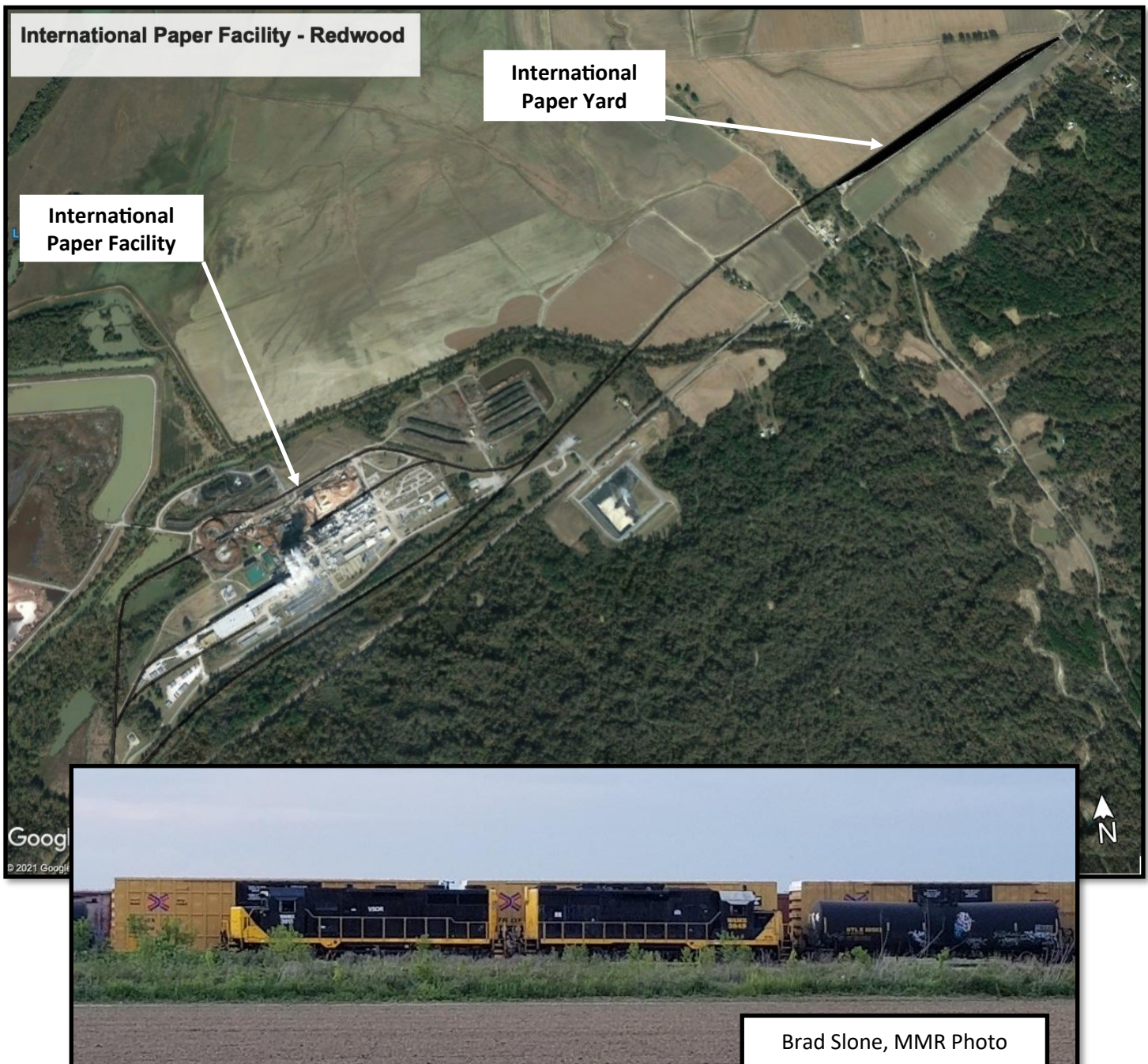
longer ship by rail, most of the tracks remain in place giving you a good picture of just how busy a place this could be. Today Ergon Refining is by far the most active on the branch. There is a steady stream of tank cars being shuffled around the facility by the company trackmobile. In addition to the refiner, there are other



lesser industries that still receive rail traffic. Those include pulp wood processing, grain, aggregate and cement transloading, chemical and other petroleum processing facilities, as well as a port warehouse that can handle a variety of goods.

Back on the mainline and about 10 miles to the northeast is the International Paper facility located at Redwood. This large facility is probably the main reason the shortline still exists as there is a large amount of traffic coming and going from the facility. Tracks enter the property from both ends of the facility, bring in both materials to process the wood as well as out-bound loads of the finished product. About a mile further northeast of the plant, surrounded by open fields, is a nine-track yard whose sole purpose is to store and arrange cars for the plant. The yard has a short drill track at the far end. Beyond that, all that is left is the old railroad grade heading towards places that haven't seen rail traffic in many generations.

While spending time railfanning the area, I couldn't help but notice what a great candidate this would be for a model railroad that would fit in a small space. Depending on the era you modeled, you



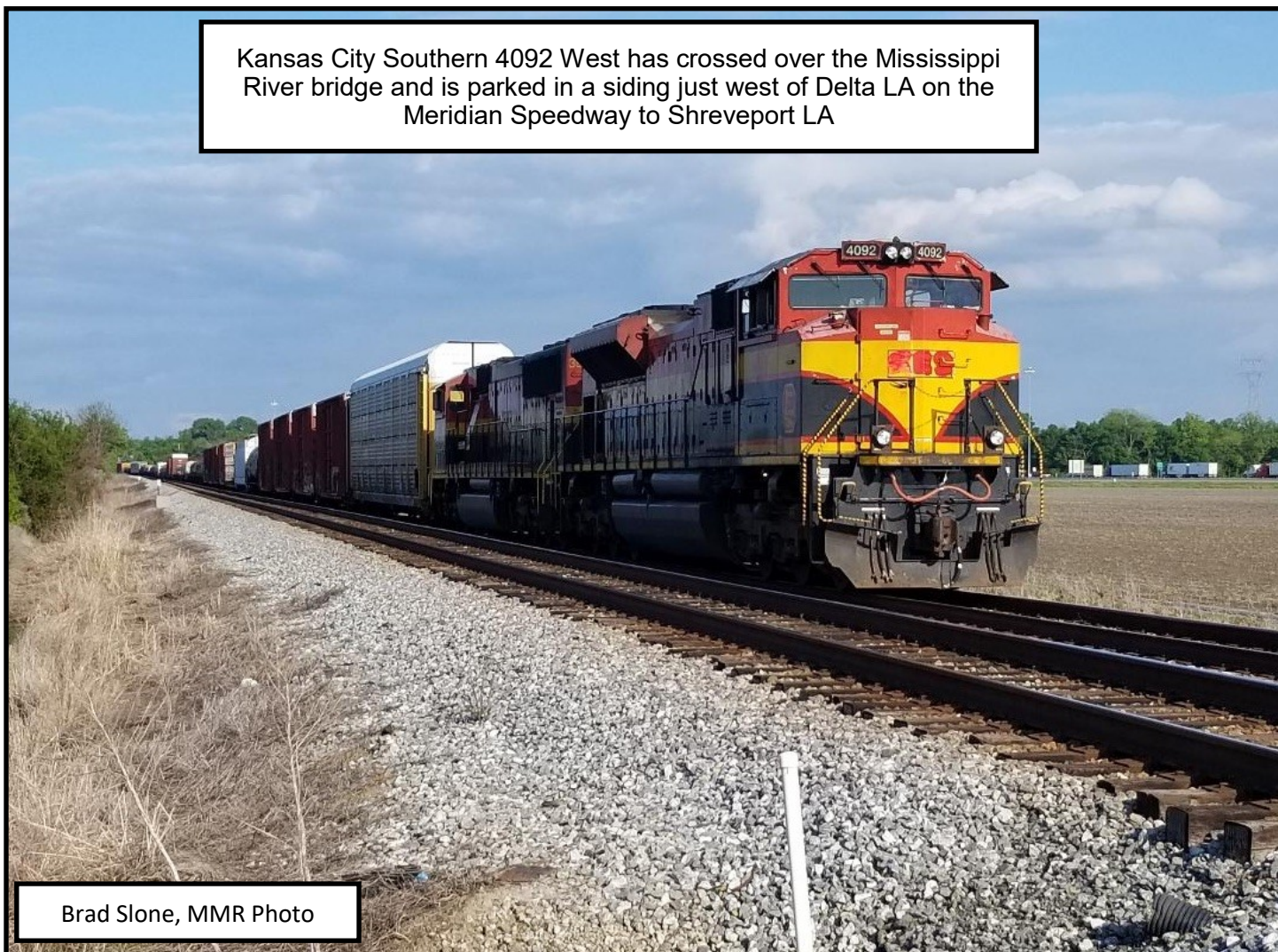


could have varying levels of traffic as well as various railroads. You have the best of many aspects to model - the KCS mainline with all of its modern mainline power and traffic; and also the laid-back switching operations that would keep several people busy shuffling cars. One thought I had was to model the section of the KCS main that enters and leaves town with staging on either end so that you could have them bring and take cars to be interchanged with the shortline as well as an excuse to run large modern power. The yard in Vicksburg lends itself well for modeling due to its compact size and linear arrangement. If one were to model the railroad in a spare room, this yard could run along one wall, the port spur could turn out into the middle of the room forming a peninsula, and the track would wrap around the opposite wall creating International Paper facility and yard. While the paper plant itself covers a large area, one would only need to model the receiving and departing areas, and the yard with its stub end drill track would fit in very well with a manageable layout.

I hope you have enjoyed my thoughts on railroading around Vicksburg, Mississippi. I'm sure there are aspects and history that I haven't touched on but this was meant to give you a glimpse of what things are like down there. If any of this sounds interesting, I would encourage you to go see for yourself this quiet corner of the world with an interesting past and present prototype railroad.

For further reading about railroading around Vicksburg during the MidSouth tenure check out the April 1989 edition of Trains magazine. 🚂

Kansas City Southern 4092 West has crossed over the Mississippi River bridge and is parked in a siding just west of Delta LA on the Meridian Speedway to Shreveport LA



Brad Slone, MMR Photo



Central Missouri Area News

By Doug Whetstone

Something is going on within the CMA because I did not receive any inputs from my members for this issue. It could be because all the internet and cell phone systems have been hacked, everyone was so relieved the mask mandate was lifted that they left town for a much-needed rest, or they are so sick of model railroading since being confined to quarters that they do not want anything to do with the hobby right now. Honestly, on one hand, I do not believe any of these are reality; on the other hand, I do not have a clue why I did not get inputs.

But alas, all is not lost. The Columbia model railroad group is making headway on their layout and the Mexico club has reopened for their monthly operating sessions. Our weekly lunches have started up again, and the members are slowly coming out of the woodwork. We are planning our first road trip for mid-June to visit the Blue Bonnet Special static display in Rolla, MO.

As to my personal layout progress, not too much to report as the spring brought with it many outdoor projects that have taken control of my time. I have managed to get the track laid and certified as trouble free in helix #1 and some track and turnouts installed on peninsula #1 which is all staging. Slow going, which I do not like.

Our monthly webcasts have been going well, although I would like to see the participation level increase. We have been blessed to have some excellent talent present their clinics for us and all have received rave reviews from our members. It is a shame that 80% of the CMA members are choosing to miss out on these great programs. I often wonder if this is common for other divisions around the NMRA, and if there is more I can be doing to promote these great webcasts. One change made recently for future webcasts is having them on Monday evenings vice Saturday mornings. I am hoping this will increase the number of participants. We now conduct the webcasts at 7pm CDT on the second Monday of each month. If you are interested in viewing our webcasts, contact me (dir-2909@mcornmra.org) and I will send you a link. We use the JitsiMeet platform vice Zoom and our address is always the same, except for the date. There is no download or subscription required. Just plug that URL into your browser.

Now for some good news. In April, I was contacted by CMA member Ron Knudsen and wife, Marsha, requesting help in selling their HO scale layout because health related issues are now preventing them from enjoying the hobby anymore. I visited with the couple, took some photos of the layout, and then posted them on the NMRA website as well as Facebook Marketplace. I can now happily report that their layout has been sold. One individual from St. Louis bought all the rolling stock, and a railroad club member from Booneville MO bought the layout and everything behind curtain #1, #2 and #3. And we all know what treasures are hidden there, right? We are saddened to hear that Ron and Marsha are giving up the hobby but we congratulate them for selling their layout, and in less than 4 weeks I might add, and wish them the best in their remaining years.

So, there you have it. This may not be everything that happened within the CMA this past quarter, just everything I can remember. Enjoy your summer, all the while . . . keeping your hand on the throttle and your eyes on the rail. 🚂

Doug Whetstone
Director, CMA





Model Railroad Learning for Kids

By Craig Drenkow

In case you have been hiding in the train room for the last year getting that Model Railroad up and running, I just wanted you to know that we have been in a pandemic. It has caused lockdowns, (maybe that is how you got locked in the train room to begin with), it has caused work-from-home jobs, and it has caused our children and grandchildren to have to learn from home over a computer. Experts are talking about a learning gap. They are afraid that our children suffered because they were stuck at home. They could not go to school and socialize with their friends and learn from our wonderful teachers.

I was listening to one of the morning shows on TV while enjoying my breakfast this morning and the education “expert” said that kids learn faster when learning is fun. This got me to thinking that the model railroad in the basement could be more than just your hobby. We can turn them into children learning experiences. We are not going to turn all our children into model railroaders, but we could use the fun of model railroading as a hidden learning experience.

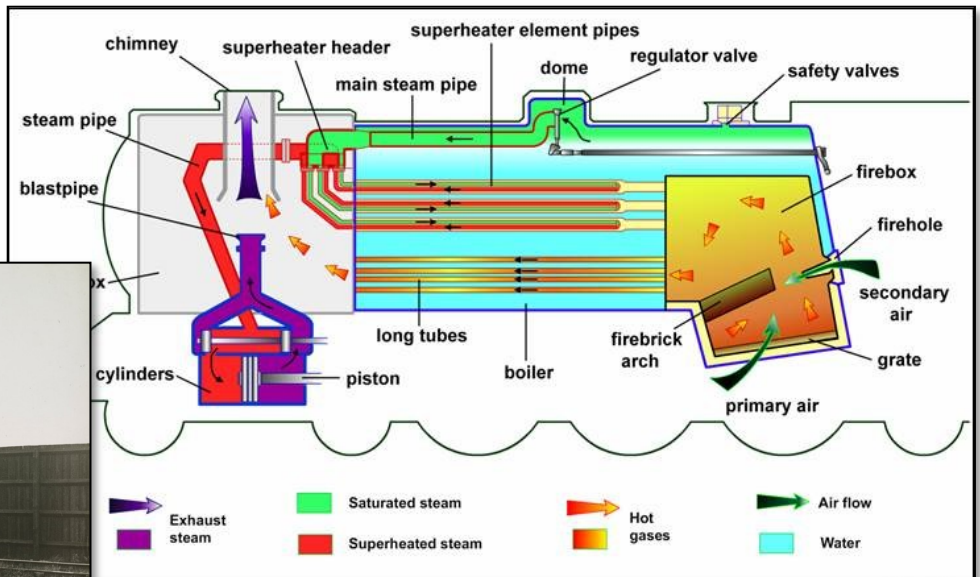
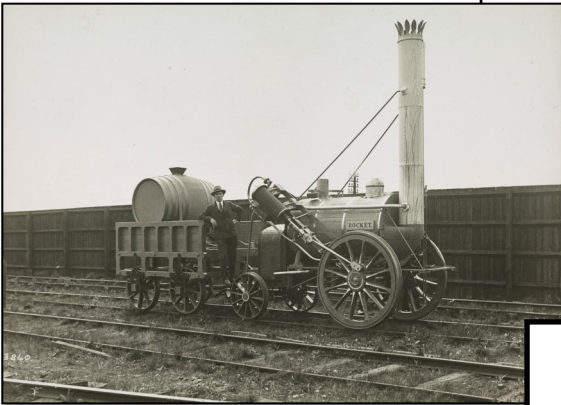
How many children would know that they are getting a history lesson while running trains on that steam, early diesel era, or modern era railroad? Would the children know they are learning if you had them come down and watch or operate your model railroad? You could teach them about the history of the area or about the steam or diesel engines. You could teach them about the economy of the area.

What about math or science? If you have a business that needs to ship X amount of goods, and a freight car holds Y amount of product, how many freight cars would the shipper have to order to ship this product? If a shipper has a siding that is 110 feet long, how many 40-foot freight cars would fit on the siding? Your kids are older? You could teach the kids about economics or physics or even accounting using the model railroad as your base. Is it something that model railroaders are going to want to include in a regular operating session? You might be surprised how much of these learning opportunities are already present on your railroad.

It does not matter if you run the engines from the “Thomas the Tank Engine” TV series for young children, or modern diesels. There are all kinds of things you could work into an operating session. You have preschool or early elementary kids; you could teach them that Thomas and his friends are based on real steam engines. You could use these engines to teach about the real engines in a way that the Reverend Wilbert Awdry and his son did in their books about Thomas and Friends. You could teach some of the life lessons that Awdry did. All this is taking place while the children are enjoying running the Thomas trains.



You could explain how a steam engine works. You could teach about the progression of steam equipment during the steam era. You could teach



about how trains were used to transport wood from the forest to the lumber mill. You could teach how towns grew from the railroad



and how railroads helped areas develop. Why were there many small houses alongside of the tracks by lumber areas or mining areas? What is a company

house, bunk house, or railroad Hotel?

You could have a whole evening discussion about the Harvey Houses and the rise of passenger service. You could teach how the passenger service is used on the



Northeast Corridor. There is the development of refrigerated freight service and how the early equipment gradually changed into the refrigerated cars of today. You might not have the equipment to show the whole development phases of refrigerated cars or passenger car or any line of freight cars, but with a little preplanning you could have material



available to show these changes. If you have modern equipment, you could have historic picture of early equipment. If you have old equipment, you could have pictures of how the cars have changed over the years.

You could teach how your railroad helped develop the area you model. Pictures of the changes that occurred to the area you model or how the railroad coped with geographic problems in the area you model. Why is there a bridge there? Maybe there is an old railroad right of way that no longer has tracks on it. Where did they go and why? You could teach the economics of why railroads abandoned lines or developed lines.

The education opportunities are endless if you just look and do a little research. 📖





Model Railroading is Fun(ny)!

By Marty Vaughn

Last year the NMRA Magazine ran an article about the late John Allen and selling off some items from his Gorre & Daphetid Railroad. The article brought back memories because John was an amazing modeler and photographer and an inspiration to lots of model railroaders. While I would never claim to be in John's skill level, he did inspire me to get out and try. I even first tried to make my own figures like John made his—without success. While most folks in the hobby know about his modeling skills, we tend to forget he also had a great sense of humor. From the diesel salesman being strung up on the trestle outside town, to the O-scale figure used on the HO Gorre & Daphetid for the “big jobs”, to the overweight brakeman standing on the top the sway back car, to the “0-4-0 switcher” working the yard that was actually a model dinosaur, there was humor all over the Gorre & Daphetid even in the railroad name and location names. While we remember John's modeling skills, we tend to forget the humor.

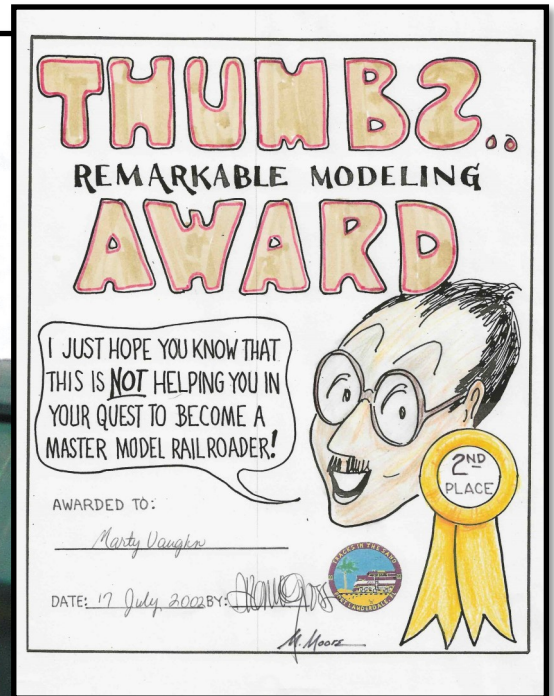
John Allen wasn't the only modeler with a sense of humor. In 1984, I was all set to attend my first NMRA convention in Kansas City with a group of friends. My plans were changed at the last minute when the new General where I worked arrived early, and I had to miss the first few days to provide briefings for the new boss. When I got to Kansas City a few days late, my friends had all signed up for a banquet table but it was full when I arrived. I was new in the hobby and was trying to find an open table with someone I recognized. Eventually I signed up at a table with a “W. Towers”. The name sounded familiar but I couldn't place it. It turned out to be Whit Towers, the former editor of the NMRA Bulletin. If you know anything about the NMRA of that era, you know about the “biffy” wars and Whit's sense of humor. During the banquet, when anyone stood to speak, Whit would be telling some humorous inside joke or story about the person. I'm sure the rest of the people at the banquet must have thought we were crazy because those of us at Whit's table spent the entire time laughing at Whit's stories. I've attended a lot of Regional and National banquets since then, but I've never had a better time at a banquet.

To be clear, I have nothing against “serious” modeling. I can be a “rivet counter” too. I've entered two National contests over the years and earned a first place and a third and I'm proud of those. But I'm just as proud of my efforts with the Thumbs Award, and it actually took me three tries to earn the award!

The Thumbs Award is a popular vote contest at the NMRA National convention. It is named for “Thumbs” - the cartoon character created by Milt Moore that appeared regularly in the NMRA publications for decades and is awarded for the most humorous model. I had the pleasure of spending some time with Milt at NMRA conventions when I was the Contest Chairman. Milt always had me in stitches. If you were lucky enough to receive Milt's business card, it is a Joker from a card deck with his name on it. I often wondered how many decks of cards Milt went through to get the jokers. The actual Thumbs Award for First Place was original artwork by Milt.

My first effort to win the coveted award was based on a FRED. As all modelers of current railroads know, FREDs are a box of electronic devices that is connected to the coupler of the last car in the train. It contains a flashing red light to mark the end of the train and continuously sends a radio signal to the locomotive reporting conditions of the airbrake line and other information. FRED is an anacronym for Flashing Rear End Device. The era that I model is the 1870's and radios didn't exist, but my railroad tries to keep up with modern practices. So, the Central Western and Midland Valley Railroad decided to try out an 1870 version and cut the expense of maintaining a caboose fleet. Now in the era without radios or flashing lights, the railroad decided to substitute a “full moon” warning

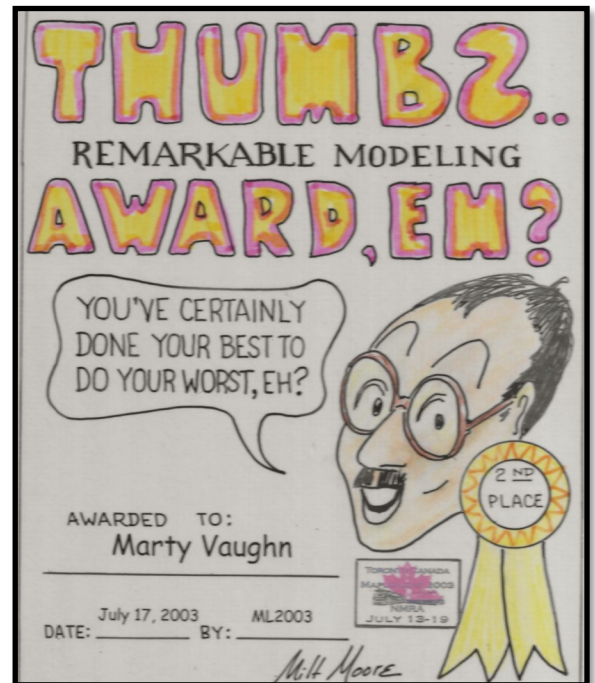
signal. While the FRED in the 1870's was initially proclaimed a success during the spring and summer test runs, in the winter the railroad was never able to overcome the frostbite factor and subsequently had to go back to using a caboose. While I thought I had a winner, the voters disagreed and FRED came in second.



My next effort was at the NMRA convention in Toronto. I was sure I had a winner with this entry. The hardest part of constructing the model was finding a Canadian Club miniature bottle. I had to make the rounds at eight different liquor stores in the Kansas City area before I found one. Fortunately, the bottle I found was plastic so I could cut holes for the wheelsets and door. Of course, before cutting on the bottle I had to dispose of the contents...with some soda. I had high hopes that my N-scale Canadian Club Car would appeal to



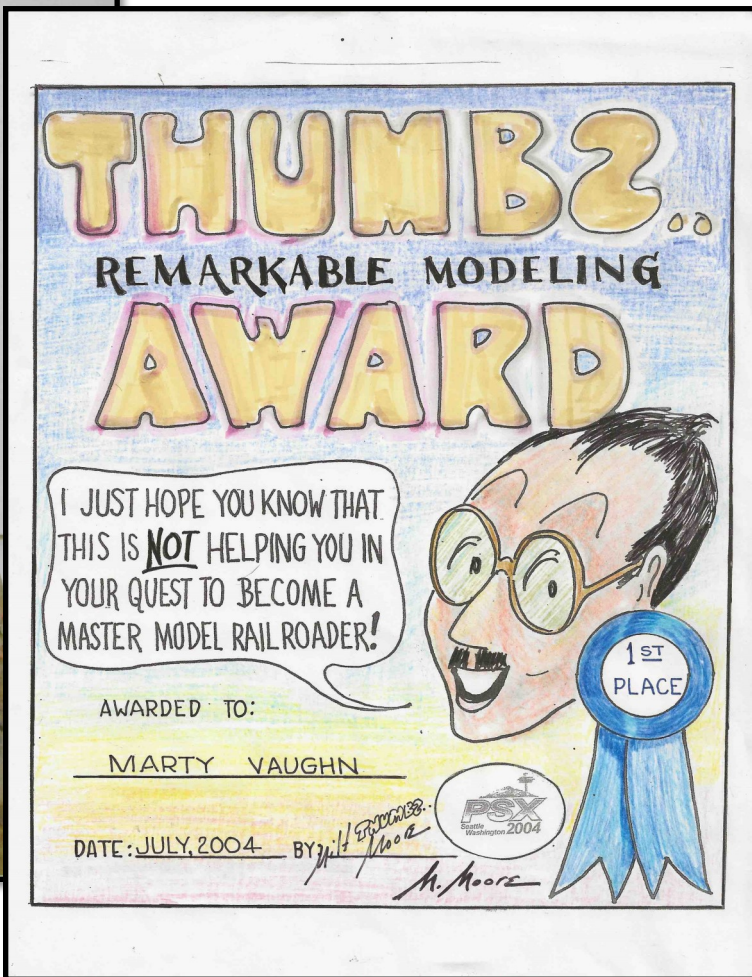
the local Canadians in Toronto. After all, I'd even included some N-scale Royal Canadian Mounted Police on the car's platform. Unfortunately, the attendees who voted had other ideas and this effort at "Thumbs" also came in second. Maybe I should have used a moose instead of the Mounties.



My local Turkey Creek Division started an annual modeling challenge a few years ago and the first contest was a Square Foot Contest. It consisted of whatever you wanted to build in any scale if it fit on a base 12" by 12" - a square foot. At the time, I was just starting to use foam sheets in building scenery bases and hills and other geographic features. This was one of my first efforts at carving foam (and never thought this square foot in N-scale would lead to carving the Alps mountain ranges in G-scale for a layout in Cleveland). My thought was that anyone could build something in any scale that would fit in a square foot. But in N-scale, I could actually do two feet in one square foot! Once I'd carved the "two feet" square foot, as a joke I put five trees on top for the Ron Morse National Forest—named for my late friend Ron Morse MMR who had built forests of scale trees while his National Forest has only five. From there I added the Allen Pollock POI Falls. It's another inside joke. If you know Allen, you can probably figure it out. I'll just say it's an acronym of a frequent Allen exclamation. But even with that, it still needed something "railroad" so I laid some Nn3 track and added a short train and it became the Narrow Gauge in the Foothills.

Much to my pleasure, this time the voters agreed with me! Because I knew Milt Moore, I took the liberty of sending the original artwork with a self-addressed stamped envelope and asked if he'd be kind enough to sign it before I framed it.

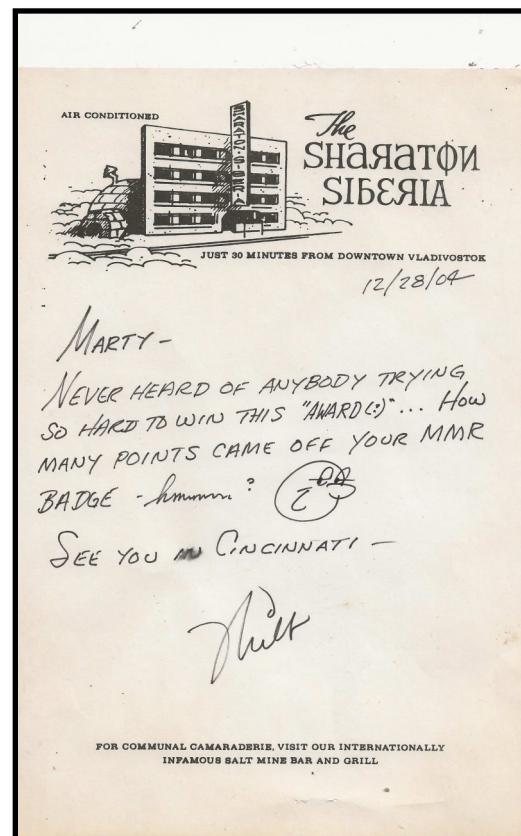




As you can see from the image of Milt's letter, he still managed to get the last laugh on me. And to answer the question in his letter: "No Milt. Despite my efforts to finally win the Thumbs Award, the NMRA hasn't taken away my MMR – at least not to date!"

So, let's just keep my efforts at humor a secret between us. 🚂

Editor's Note: While the "Thumbs Award" will not be at the 2021 MCoR Regional convention in Tulsa this year, it is rumored that the Thumbs Award may show up in future regional conventions.





MCoR Member's Pike Registry

To Include your Pike, contact 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

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

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 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

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

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



The Side View

Articles in Recent MCoR Division Publications



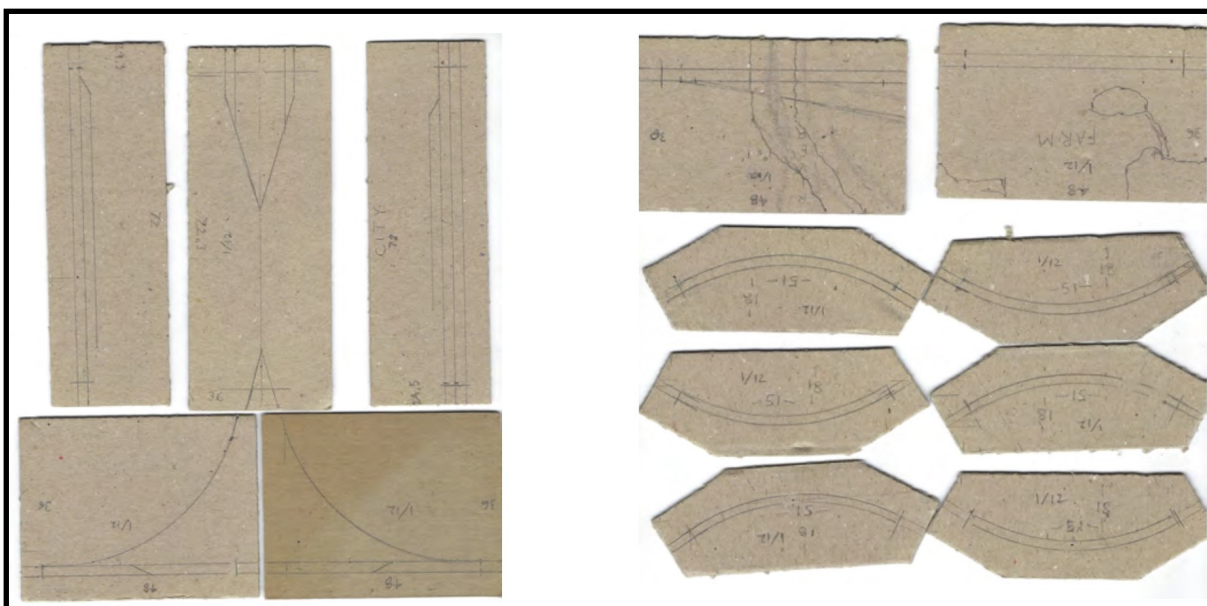
Chisholm Trail Division

Trails, Rails, and Tales May + June 2021

San Juan Southern Update by *Jim Marlett*. Read about it starting on page 2:
[http://www.mcor-nmra.org/Divisions/Chisholm Trail Division/2021 May Jun.pdf](http://www.mcor-nmra.org/Divisions/Chisholm%20Trail%20Division/2021%20May%20Jun.pdf)



Non-conventional Modules for Greater Flexibility by *Bob Niell*. Read about it starting on page 8:
[http://www.mcor-nmra.org/Divisions/Chisholm Trail Division/2021 May Jun.pdf](http://www.mcor-nmra.org/Divisions/Chisholm%20Trail%20Division/2021%20May%20Jun.pdf)



Eastern Iowa Division

The Wig Wag May + June 2021

Creating a Plausible Caterpillar Load from an Inexpensive Toy by *Tom Persoon*. Read about it starting on page 2:

<https://sites.google.com/view/eidnrma/wig-wag-newsletter/mayjune-2021>



Kansas Central Division

The Brass Pounder June 2021

Medford Oregon Railroad Park by Ross Boelling Read about it starting on page 13:
http://www.mcor-nmra.org/Divisions/Kansas_Central_Division/BrassPounder/2021-06_V30-3.pdf

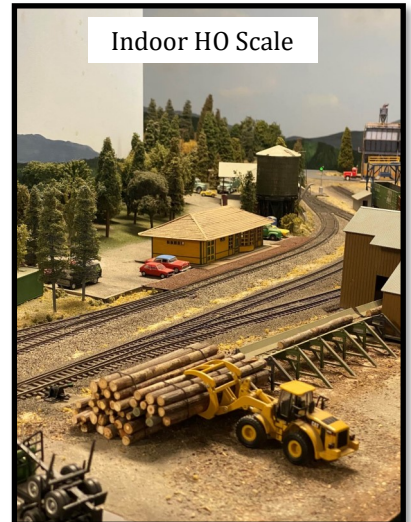
Prototype



Outdoor G-Scale



Indoor HO Scale



Turkey Creek Division Division

Lightning Slinger May 2021

The Modeling Challenge Gobbler. It's Coming. Read about it in the May Issue:

http://www.tc-nmra.org/TC-Library/LS_2021-5.pdf



Western Heritage Division

Web Page May 2021

What We Are Doing. Read about it in the May Issue:

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



Western Kansas Division

The Main Line May 2021

WKR Update. Read about it in the May Issue:

<http://www.mcor-nmra.org/Divisions/Western Kansas Division/May 2021.pdf>



The Last Ride

**In Recognition of Those NMRA
Members that have Passed**

Gateway Division

Kathy Brawley
Jerome Crosson

Cowboy Line Division

Joe Mock

Oklahoma Heartland Division

Donald Bernard



New Members

**By Whit Johnson MMR
Welcome Aboard!**

Turkey Creek Division

Stephen Sullins
Charles Hayes
Spencer Gerber
Matthew Metcalf

Chisholm Trail Division

Gary Essells

Central Missouri Area

Jeff Usnick
Stephen Pfaff

Gateway Division

Sonny Ketcham
Tag Cummings
Matthew Scheu

Cowboy Line Division

Kent Seacrest

Oklahoma Heartland Division

Stephen Martin



MCoR Regional Club Rosters

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

AR, Bella Vista All Scales

Sugar Creek Model Railroad & Historical Society, Inc.

PO Box #5452, Bella Vista, AR, 72714

Information: <http://sugarcreekrailroadclub.com>

AR, Conway HO Scale

Central AR Model RR Club

PO Box #1825, Conway, AR, 72033

Contact: Daniel Gladstone (501) 269-3030

AR, Little Rock G, HO, N Scales

Southwest Independent Modular Railroaders

3107 West Capitol Avenue, Little Rock, AR, 72205

IA, 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; (319)-351-

0247. Website: <https://hawkeyemodellrrclub.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

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

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

IA, Harlan N Scale

Nishna Valley Railroad Society

1303 Eighth Street, Harlan, IA, 51537

IA, Indianola HO Scale

Warren County Modular Railroaders

Transition era. RI and CB&Q

Contact: John Averill, 14910 92nd Lane, Indianola, IA, 50125; (515) 961-3018

Iowa's only 100% NMRA club

IL, Collinsville HO Scale

Columbia Model Railroaders

410 Camelot Drive, Collinsville, IL, 62234

IL, Glen Carbon HO Scale

Metro East Model Railroad Club

180 Summit Avenue, Glen Carbon, IL

Contact: Bill Davis or Bob Gibson

email: memrrc@gmail.com

Information: www.trainweb.org/memrc

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

IL, Marion HO Scale

Southern Illinois Train Club

PO Box 1633, Marion, IL, 62959

KS, Augusta HO Scale

Augusta Model Railroad Club, 6th & School St.,

7:30. Information: info@augustahorrrclub.org

KS, Atchison

North East Kansas Model Railroaders

12" scale, 1440 N. 6th St., Atchison, Sat. 10:00-4:00PM,

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

KS, Cherryvale

Leatherock Hotel, 2nd floor, 420 N. Depot St., Cherryvale,

Information: John R. Dhooghe, john@cvmrc.com or

www.cvmrv.com

KS, Cherryvale All Scales

Parsons Model Railroad Engineers

Cherryvale Depot, Cherryvale, KS, 68335

KS, Ellis HO Scale

Kansas Pacific Model Railroad

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

restaurant afterward. Information: Tom Robinson,

rrailway@gbta.net

KS, Frankfort

Frankfort Subdivision

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

joem@bluevalley.net

KS, Dodge City

Western Kansas Rails N-Scale Layout

10594 W. Briarwood Dr., Information: Robert

Simmons, 620-521-3591

KS, Hutchinson N Scale

Kansas Central Model Railroad Club

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

www.kansascentralmodelrailroaders.org

KS, Lawrence

Lawrence Model Railroad Club

Bridge Pointe Community Church, 601 W. 20th

Terrace. Information:

www.lawrencemodelrailroadclub.org

KS, Manhattan HO Scale

Manhattan Area Rail Joiners

Contact: Don Clagett, 1223 Pierre Street Manhattan, KS,

66502; (785) 537-7624

email: dClagett@ksu.edu

KS, Olathe HO Scale

MO-KAN Rail Joiners

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

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

- eMail: L-seibel@comcast.net
KS, Overland Park O Scale
Kansas City Module "O"
 Contact: Jack Ferris, 10334 Ash Street, Overland Park, KS 66207
 eMail: fhs1955@gmail.com
- KS, Olathe**
Weekend N-gineers
 16624 W. 126th St., Olathe, 1:00PM. Information: Ken Clark, haphheart@swbell.net
- KS, Overland Park HO Scale**
Kansas City Society of Model Engineers
 Contact: John Teeple, President, 9539 Perry Lane, Overland Park, KS, 66212; (913) 492-4142
 eMail: jsTeep@aol.com
- KS, Topeka N Scale**
Topeka N-Track Associates
 At member's home, 7:00PM. 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
- KS, Wichita N Scale**
Kansas Area N-Trak
 2046 South Elizabeth Street Apartment #1306, Wichita, KS, 67213
- KS, Wichita**
Wichita Toy Train Club
 130 S Laura, Wichita
- KS, Wichita**
Wichita Area Garden Railway Society
 At member's home, Information: Nancy Marin, nanmarin@att.net
- KS, Wichita All Scales**
Wichita Area Model RailRoaders (WAMRR)
 4323 West Maple Street Wichita, KS, 67206
 Contact: Lionel A. Smith, Jr., (316) 239-1174 or (816) 518-9050: eMail: LionelSmith@hotmail.com
 Meets 2nd Thursday each month 11:30AM Spears Restaurant
- MO, Columbia HO Scale**
Columbia Area Model Railroaders (100% NMRA)
 Missouri United Methodist Church, 204 S Ninth St, or member's homes. Thursday Evenings at 6:30PM.
 Facebook: Columbia Area Model Railroaders; Contact: Marty Oetting, martyoetting@gmail.com
- MO, Fenton N Scale**
Mississippi Valley N Scalers
 1684 Harbor Mill Dr., Fenton, MO, 63026
 eMail: mvns@railfan.net
 Information: <http://mvns.railfan.net>
- MO, Jefferson City All Scales**
Capital City Model Railroaders
 PO Box #243, Jefferson City, MO, 65102-0243
- Email: pollocka@mchsi.com
MO, Kirkwood HO Scale
Kirkwood Railroad Association
 Meets every Thursday 7:00 - 9:00PM
 Contact: Rich Velten, 100 North Sappington Road, Kirkwood, MO, 63122
 Email: rmVelten@swbell.net
- MO, Kansas City 16" Gauge Park Train**
Kansas City Northern Miniature Railroad
 NM 60th Street & Waukonis Drive, Kansas City, MO
 Contact: W. Ohrnell (816) 746-5663
 Information: www.KCNR.com
 Meets 1st Wednesday each month at 7:00pm
- MO, Kansas City HO Scale**
Greater Kansas City Model Railroad Club
 Contact: Walter L. Ohrnell, 6060 NW Waukomis Drive, Kansas City, MO, 64153
 eMail: wOhrnell@kc.rr.com
- MO, Kansas City HO Scale**
Southern Kansas City Model Railroad Historical Society
 8600 Ward Parkway Suite 2030 Kansas City, MO, 64114
 Contact: Richard Boone Telephone: (816) 996-1534
 eMail: rBoone@traintown-kc.com
 Meets 2nd Monday each month 7PM Open house Sat. & Sun. 12 to 5PM
- MO, Kansas City N Scale**
Weekend En-gineers
 8600 Ward Parkway, Kansas City, MO, 64114
 Contact: Richard Boone: (816) 966-1534
 eMail: rBoone@traintown-kc.com
 Meets 3rd Sunday at 11:30AM
- MO, Kansas City**
Kansas City Narrow Gaugers
 Members Homes, Information: Dean Windsor, On3@worldnet.att.net
- MO, Kansas City Standard, G, O, S, HO Marklin, HO, N, Z Scales and Wooden Trains**
Union Station Kansas City Model Railroad Society
 30 West Pershing Road, Kansas City, MO, 64101
 Contact: Ted Tschirhart, Telephone: (816) 816-3449
 eMail: TedTschi@kc.rr.com
- MO, Liberty**
Heartland N-Trak Of Greater Kansas City
 131 S. Water St., Liberty, MO, 1:00. Information: Bob Osborn, 816-452-9227
www.lawrencemodelrailroadclub.org
- MO, North Kansas City N Scale**
Missouri Northern Railroad Society, Inc.
 PO Box #12591
 North Kansas City, MO, 64116
- MO, Odessa HO Scale**
Eastern Jackson County Mainliners Model Railroad Club
 "Outlet Mall", Odessa, MO, 64076
 Information: www.EasternJacksonCountyMainlines.com
- MO, Saint Peters HO N3 Scale**
Modular HO Narrow Gauge Society
 914 Summer Leaf Drive, Saint Peters, MO, 63376

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

MO, Springfield **HO Scale**
Ozark Model Railroad Association
 424 West Commercial Street, Springfield, MO, 65803,
 Info: <http://www.omraspringfield.org/contact.html>

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

NE, Fremont **All Scales**
Nebraska Railroad Museum
 1835 North Somers Avenue, Fremont, NE, 68025
 Contact: Dave Fachman (402) 727-0615

eMail: fevr@FremontRailroad.com
 Information: <http://www.FremontRailroad.com>

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

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

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

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



Region Resources

Online Division Libraries in the Region



Waiting at the Station

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

Gateway Division

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

Turkey Creek Division

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

Indian Nations Division

<http://www.tulsanmra.org> and click on "Resources"

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



Ray Brady Photo