CABOOSE KIBITZER

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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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The Head End

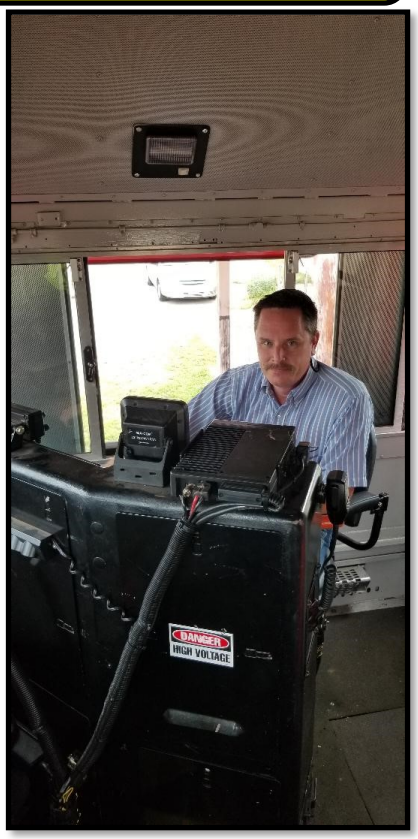
By Brad Slone, MMR—President MCoR

As too often seems to be the case anymore, I woke up one morning and it was Memorial Day weekend, I took a nap, and when I woke up it was Labor Day weekend! There are probably those that can speak to this more than I, but the older I get the faster time seems to go.

But at least things are starting to break loose somewhat as compared to this time last year. So far there has been a number of train shows and meets throughout the region, and from those I've attended and heard about, they have been heavily attended. I was able to get away and spend a day at this year's RPM meet in St Louis and what a crowd they had along with the usual amazing models. As I write this, several of our region members are attending the national narrow-gauge convention in Hickory North Carolina. While it's great to see things transitioning back to the way it has always been, another thing always seems to be an issue is folks stepping up to assist in putting on a show. It takes a fair amount of work to put a show or meet together, and the more folks helping out, the less of a burden on one individual there is.

Speaking of shows, this will probably be the last opportunity I get to encourage you to attend our joint Regional Convention with the Lone Star Region in October. The committee has spent a lot of time and effort organizing a full slate of clinics as well as well as some amazing operating layouts to see in action. Without an in-person national convention this year, it's shaping up to be one of the bigger NMRA events to be held, so there is no telling who you might run into.

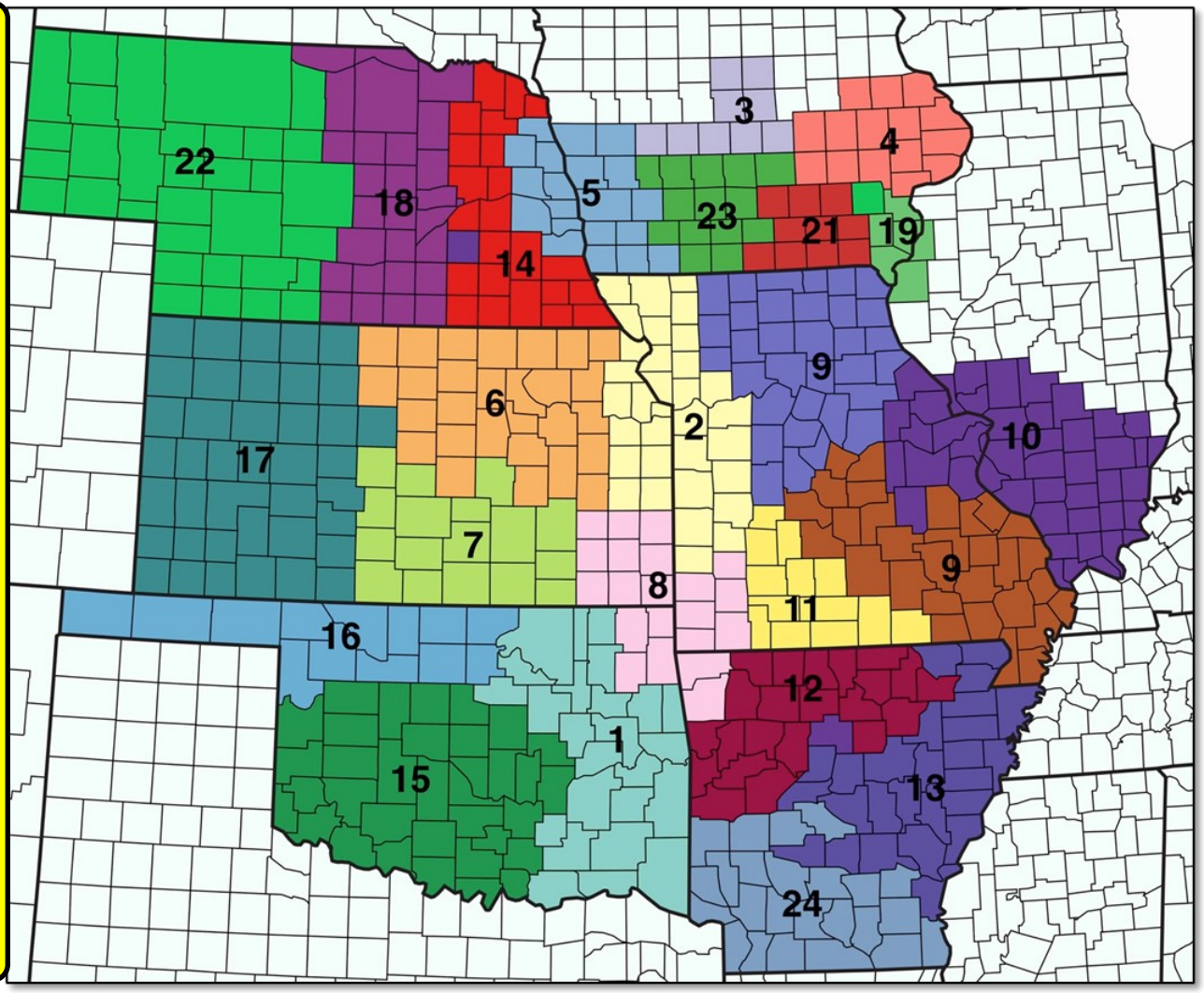
Lastly, I will shift gears a little as I touch on the last stray thought I have for the moment. My son and I were fortunate enough to be able to watch the Union Pacific 4014 Big Boy rolling its way westward as well as at the layover in Jefferson City. First thing I will have to say is what an amazing machine it is! It's one thing to read about it or watch videos, but there is no equal to feeling the ground shake as it rolls past at speed or the smells associated with it. I can't' wait to see it again. But the second thing that come to mind, and perhaps the more pertinent point, was the number of people that came out to see it and the number of young folks that were on hand as well. I know this was not just a Jefferson City thing, because watching other videos of stops it had made along the way, you could see the same things. The point is, as I surveyed the crowd, it seemed apparent to me that the public and young folks still have an interest in trains. I think part of the problem is that people don't have the close connection with railroads they did many years ago. Pretty much the only interaction these days is when you have to wait for a train to pass at a grade crossing. None the less, the interest is still there and it is at events like this where we can bridge the gap between an interested public and a wonderful hobby.



I'll be looking forward to seeing many of you at the Convention in Tulsa in October. Don't forget to load up and bring as many contest models as you can. Till then, time keep your hand upon the throttle and your eyes upon the rail!

Brad

MCOR DIVISIONS



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5	Western Heritage Division	Bruce Hochberger	dir-2905@mcor-nmra.org	17	Western Kansas Division	Robert Simmons	dir-2917@mcor-nmra.org
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7	Chisholm Trail Division	Phil Aylward	dir-2907@mcor-nmra.org	19	Illowa Rails Area	Michael Worley	dir-2919@mcor-nmra.org
8	Maple Leaf Area	—	—	21	Fallen Flags Division	John Rietveld	
9	Central Missouri Area	Doug Whetstone	dir-2909@mcor-nmra.org	22	Nebraska West Central Division	Gene Tacey	dir-2922@mcor-nmra.org
10	Gateway Division	David Lowell	dir-2910@mcor-nmra.org	23	Great Midwestern Division	Whitney Johnson	dir-2923@mcor-nmra.org
11	Ozark Mountain Area	—	—	24	Southern Arkansas Area	—	—
12	Northern Arkansas Area	—	—				

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 dlippp5a@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 railroading are welcome.

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

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

Editors Musings

By Ray Brady, Editor

4th Quarter 2021? Already? We are approaching the holidays!

For some of our friends, the holidays have already started with Rosh Hashanah on Sept 7. For me, the 4th-Quarter issue of the **CK** gets me thinking about the last three months of the year when holidays seems to happen with a bang - both secular and religious.

And, the same is true for model railroaders this year. It seems that with the events of the pandemic, vaccines, social distancing, masks, etc., we are going through a time of transition, and a plethora of model railroad shows are starting to appear this fall.

I thought, from the outset of becoming editor of the **CK**, that adding a column about model train show opportunities would be a daunting and impossible task. It would be a full time effort just to keep such a list up to date. As you can tell from my past issues, I have elected not to do such a list, as it would be out of date the minute it was published - what with the **CK** being only a quarterly publication schedule.

I have included information about train shows put on by MCoR Divisions, but have limited it to MCoR-related sponsorship. But, from the posts I see on our MCoR Facebook page (primarily due to the efforts of our MCoR Vice-President Robert Simmons) other train shows are, and will be, occurring all over the Region. Thanks, Robert, for being so diligent in keeping the MCoR membership up to date with the latest happenings.

Speaking of "happenings," I'll put in a plug for this year's Regional convention. If you have not already made plans to attend the Joint Mid-Continent/Lone Star Regional Convention in Tulsa on Oct 6-10, consider it. From the information you have already seen, the event is destined to be a superb learning experience, as well as the chance to meet old friends and make new ones. And, you should come away with something that will make your model railroading better and more fun.

Rather than devote bits and bytes to upcoming group happenings, I see the **CK** as being a means for providing educational information to the membership about "railroading," whether it be the model variety or the prototype variety. After all, that is embodied in the mission of the NMRA - to advance *"the global scale model railroading community through education…"*

That is evident in the current issue, as we have articles from both the prototype and modeling world. It is hoped that each of you take away something from the articles that either give you an "Ah Ha!" or "I didn't know that!" or "Gee, that would work on my layout…" Whether it is scratch building, layout design, opportunities to meet others (in person or virtual), the membership of the MCoR is far reaching and we can learn from each other.

We cover 5 states and parts of two more. We are a diverse group. We cover a multitude of Scales, we cover a multitude of Railroads - some prototypes and some tailored to our own imagination. That is the strength of the NMRA, the Mid-Continent Region, and your local Division/Area. Happy Modeling…..

Ray

October 6-10, 2021

The Convention is less than two weeks away! If you have not registered, you still have time to join over 120 of your best model railroad friends at this year's convention!

Our Convention Hotel, the Embassy Suites-Tulsa is just about out of rooms with the convention rates. Call the hotel for reservations soon if you want to take advantage of our convention rates.

Embassy Suites

3332 South 79th East Ave.

Tulsa, OK 74145

King Room-$106.00/Double Room-$111.00

Call the hotel direct at 918-622-4000.

Ask for the Mid Continent & Lonestar Regional Model Railroad Convention Rate

The convention website is being updated with the latest clinic schedule and with information regarding layout owners Co-Vid protocols. Please check out the website for the latest updates!

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.

Letters to the Editor

Questions or comments are always welcome. Send them to:
ckeditors@mcor-nmra.org

Dear Editor,

You posed a question in the 3rd quarter issue of the CK as to what we have done because of the pandemic. The following is not what I wish I could have done, but rather what an old club in our area was able to. I am a member of this club since 1984 and have been the secretary and unofficial club historian for most of those years. We are proud of our history and what we stand for and have beliefs that our history will continue to grow and be even more unique.

Being retired and having the need to prepare for, then move to a new home, along with continuing to work on cleaning out my parent's home and prepare it for sale, I was not able to work on any major hobby projects or make any wishes come true. So the pandemic had little influence on my hobby plans. However, this piece is more about the oldest model railroad club in the St. Louis area – The Big Bend Railroad Club, Inc http://www.bigbendrrclub.org/station.shtml, and one that in the past had a large influence on the NMRA and Mid-Continent region.

The Big Bend Railroad Club had its beginnings in Webster Groves High School as a school activity in 1938. Before that summer's recess, the club received permission to occupy one of the two waiting rooms in a local depot for the St. Louis-San Francisco Railroad. Today the club is still in that building and has been owners of their only home since 1994.

Back in the Club's earlier days, specifically the 1960's and part way into the 1980's, this club hosted the Mid-Continent Region Convention in 1965, the NMRA National Convention in 1970, provided one national President, a Convention Chairman, and the architect for the NMRA headquarter building. For the Mid-Continent Region, our members have been the editor, publisher, and distributor for the Caboose Kibitzer as well as several other national and region officers. Today, less than a handful of our members have a membership in the NMRA. From what I have read and seen personally, being a member of a club or another kind of railroad-related organization is no longer a popular notion.

I have been a model railroader since the mid-1950s. Call me old-fashioned, but I think there is still a major place for clubs and organizations. Without them, it will be more difficult to share and teach the current and future modelers and enthusiasts the tips, tricks, and experiences of others.

Our club's perseverance in finding ways to overcome obstacles in its eighty-three-year history, is a good example that there is always a way to find an answer. While we have yet to find that elusive source of funding to make the needed repairs and restorations to our one hundred and eleven-year-old former passenger depot, we receive just enough donations so that we still have a piece of local history over our heads.

2020 and the pandemic presented the whole world a new obstacle that many are still trying to fully work around. In February 2020, after the club had our usual monthly open house, followed by a small group of visitors from one of the local retirement apartments later that month, we were forced

to shut our doors to the public. A few of our members continued to come to our weekly meetings, mostly to make sure the building and grounds were okay, perform some layout and building maintenance, and sometimes test our own equipment. Later, when conditions began to improve and mask-wearing and social-distancing was put into place, we opened to the public in July and have been open since. Even with the expanded announcing of our reopening, trying to get the public to pay us a visit is not easy. For some of the months, our members were the only people who showed up. Normally we run on extra Tuesday evenings and Saturday afternoons in December, but this time we were only open on one of each day. Amazingly, we had nearly normal visitor turnout on both of those days. As I am writing this near the end of August, we are now seeing more visitors every month, but only about half of what we had pre-COVID.

2021 will close with normal operating dates, which includes seven open house dates in December. We are still following CDC and local guidelines and doing what we can to help our public enjoy some measure of normalcy. We cannot give in and roll over when a major obstacle presents itself, but we can adapt how we can do what we love safely.

Kenneth Rimmel, Secretary Big Bend Railroad Club, Inc.
http://www.bigbendrrclub.org/station.shtml
In the Webster Groves Frisco Depot, 8833 Big Bend Blvd., Webster Groves, MO
Est. 1938

2021 MCoR Election Results

By Whit Johnson

Here are the results of the 2021 election. This was done using Google Forms; the collection of responses is now off the form. The results are 236 votes received. Duplicate email addresses voting were removed so that each email address had one vote. The latest Time Stamp was maintained. It appeared that the reminder was just another vote for many. To the right you will find the results along with the names of Write-in Candidates that made it through the validation process.

Vote Count	Candidate	Percentage of Vote
President		
1	Allen Pollack	0.54%
184	Brad Slone, MMR	98.92%
1	Tony Bowen, MMR	0.54%
Vice-President		
1	Bruce Alcock	0.55%
182	Robert Simmons	99.45%
Secretary		
1	Robert Perkins	0.54%
181	Ryan Moats, MMR	98.37%
1	Todd Summers	0.54%
1	Tony Bowen, MMR	0.54%
Treasurer		
180	Robert Folkmann	98.90%
1	Whit Johnson	0.55%

Central Missouri Area Happenings

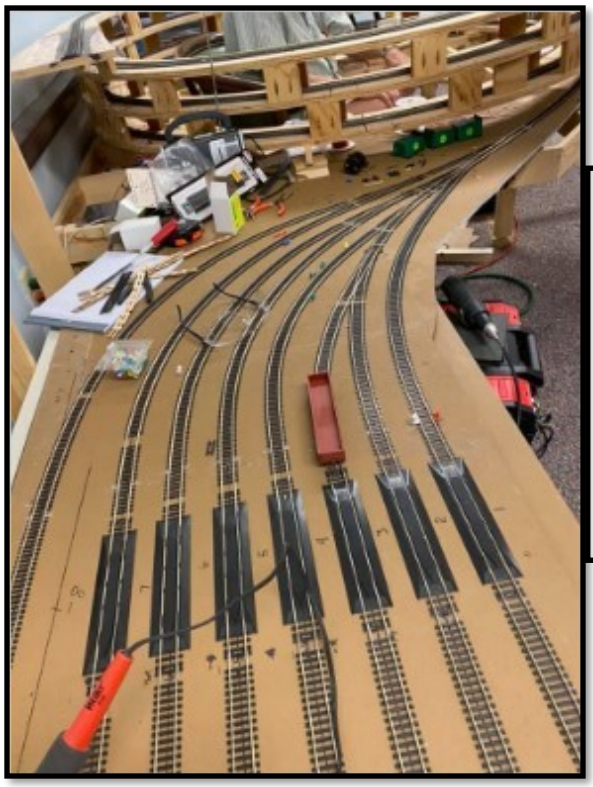
By Doug Whetstone, CMA Director

The CMA continues with the monthly webcasts. We've been honored to have guests such as Kevin Spady (Glendale, CA), Bill Neale, MMR (Farmington Hills, MI), and Sam Swanson, MMR (Cincinnati, OH). For August, I interviewed Patrick Benz, Northlandz Model Railroad Museum caretaker, and learned about the purchase and the 250K remodel/restoration of the musem by a businessman known as Tariq Sohail. If you are not familiar with the latest story on the how the museum was 'resurrected', you can check it out here - https://www.mycentraljersey.com/story/things-to-do/2019/10/08/northlandz-flemington/3824450002/.

Activity within the CMA has obviously slowed down as indicated by the number of inputs I received - 3 out of 50+ members. But, for some of us, life on the railroad goes on.

Joe Kouba from Columbia has been installing decoders in his N-scale engines and body mounting MicroTrains couplers on passenger cars and auto racks as he continues to test the lower parts of the helix. He has also been adding weight to the Kato passenger cars so that they track better on the grades and curves of the helix. Joe claims they are about 1/2 ounce too light out of the box. He has started construction on a 'low tech' control panel that will have only on/off toggles to keep engines from idling constantly while on the yard tracks. Joe claims he is doing his part in lowering fossil fuel emissions.

The **Columbia Area Model Railroaders (CAMR),** a 100% NMRA member club, have been making steady progress on their club layout. The helix is complete but they're still trying to figure out how to get Pete out of the center.



CAMR's
Joe and Marty finished the staging yard track in Mexico while Don worked on wiring the control panel.

Lead to Ford plant

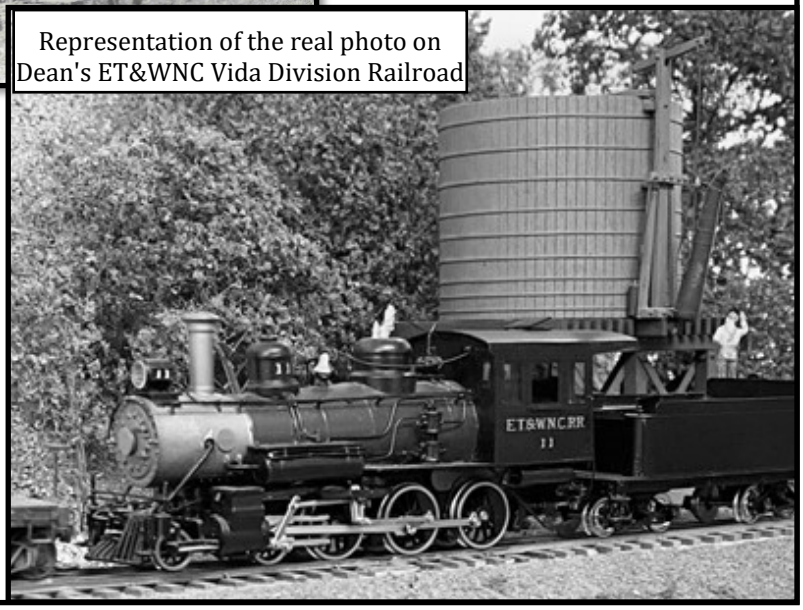
At the **Mexico Train Works** club layout (another 100% NMRA member club), tracklaying is under way for an expansion of the Ford plant, the major industry on the layout. The expansion includes trackage serving two new suppliers to the local Ford plant as well as assembly plants in other parts of the country; also included is a new sorting yard. The ramp for loading finished vehicles is being relocated to the new area, and the current ramp will be converted into a mixing center, providing loads both inbound and outbound. The club anticipates that with the expansion, the Ford jobs will be expanded to include service to the suppliers, and a new mixing center job, which will provide new switching jobs for two to four operators during the club's three-hour operating sessions.

Dean Smith from Rolla has kept busy preparing for the upcoming National Narrow Gauge Convention in Hickory and the Regional MCoR Convention in Tulsa. He's presently putting the finishing touches on the PowerPoint programs for his clinics, with the help of his very talented daughter, Becky, who is an Audio/ Visual instructor at Mizzou. One of the clinics is on modeling mountain rivers, streams, and waterfalls, and the other is a "railfan" trip along his home layout, the ET&WNC Vida Division Railroad.

Dean is working on two structures at Cranberry and is taking many photographs of the railroad for the railfan clinic.

Photograph of the real locomotive

Representation of the real photo on Dean's ET&WNC Vida Division Railroad



Dean says many of his photographs are of his representation of prototype scenes. He is looking forward to starting regular operating sessions again after the Tulsa convention in October.

The **Mid-MO Mavericks**, the lunch group of modelers from the Columbia and Jeff City area, is back in full swing—meeting every Tuesday at 11:30AM now that the summer months are upon us and the virus restrictions have been lifted. In June we did our first lunch/field trip with a visit to Rolla MO to see the restored 4-8-2 Frisco 1501 and a Saint Louis & San Francisco Railway Co. passenger car #563 on permanent display in a park in Rolla. After lunch and a visit to see the locomotive, we rallied at Dean Smith's home to ogle his wonderful layout.

As to the construction progress on my railroad, **Ozark & Green Mountain Shortline**, I suffered a major set back in August when I discovered the curves in the yard tracks were on 2" centers and didn't provide the clearance needed for the longer freight cars. The layout is a custom design and the designer quickly corrected the mistake by using 2.5" track centers in the yards. Tearing up the already installed cork roadbed and track did significant damage to the base and required heavy patching before laying down new cork roadbed. I decided to use 12" square cork tiles instead of the normal Midwest cork roadbed. The squares are much faster to lay down. Fortunately, I had only completed the roadbed and track in one staging yard.

So that's what's been happening in the Central Missouri Area this past quarter. Enjoy the rest of your summer and we'll see you in the fall. In the meantime . . . keep your hand on the throttle and your eyes on the rail.

Scratch Building an Atlas Car Pusher

By David Lowell

Coal was the prime commodity of the Chicago & Illinois Midland (C&IM) and, in fact, the sole reason for its existence. The C&IM, in its heyday, was a wholly owned subsidiary of Commonwealth Edison. The C&IM was a key link in a supply chain designed to move coal as economically as possible from the mines of Christian County in central Illinois, just south of Springfield, to Commonwealth Edison's Chicago area electric generation stations. For over 25 years, the C&IM's hand-off points for the coal had been through several different rail connections until a new link in the chain was forged. Between 1933 and 1949 the C&IM established a series of evermore efficient rail-to-barge transload facilities on the Illinois River at Havana, Illinois. These facilities cemented the C&IM as the master link in this vertically integrated supply chain of Samuel Insull's Commonwealth Edison empire. And true to form, the C&IM performed it in a unique manner.

Figure 1

C&IM Car Pusher. The large rusty cross just below the cab window is a solid steel arm that would extend to hook the coal cars and push them forward.

The C&IM had long dreamed of a rail-to-barge transfer facility on the Illinois River starting shortly after it became the C&IM in 1906. The C&IM had made several surveys westward from end of track in Compro, Illinois over the years to the Illinois River. However, not until 1933, was the C&IM able to make this dream of the intersection of rail and river a reality. The first C&IM transload facility materialized after the C&IM purchased the northern half of the defunct Chicago, Peoria & St. Louis (CP&StL) in 1926. That gave the C&IM access to the Illinois River at Havana, Illinois where the C&IM built its first rail-to-barge transfer facility.

Dock-A, as it was called, was a crude affair. It consisted of a single track atop a hastily constructed trestle-like structure that extended over a V-shaped pit dug along the riverbank. The pit was lined with sheet tin and at the bottom was a conveyor belt. The hoppers were pushed into position two or three cars at a time by a switch locomotive. Laboriously, the dock men would manually open the hopper doors and the cargo would spill forth to the moving belt below. After manually closing all the hopper doors, the locomotive backed the cars out and sent another group up to the dumper. The belt in the bottom of the V below would move the coal toward a second belt that ran at a right angle to the first. That second belt carried the coal out to the barges that waited in a slough off the main river channel which had been dredged to make it navigable. The barges would slowly be filled by these intermittent pulses of black diamonds. Not a very efficient operation but it showed that the concept was viable.

In 1937, the C&IM complimented Dock-A's single-track capacity with an adjacent platform serviced by two tracks known as Dock-B. Dock-B sent its coal to a loading dock on the bank of the Illinois River itself. It was still the same basic process, but with increased efficiency, as loaded hoppers were pushed into place via the loads-in track. After that the empties drifted back out by gravity to the empties-out track. This increased capacity, along with Dock-A, was enough to warrant the addition of a river tugboat to tend the barges. Thusly the *Quiver* was added to the C&IM's equipment roster.

Figure 2

In December 1949 a rotary dumper, or Dock-C, came online to entirely replace Docks-A & Dock-B. Dock-C was a modern, high volume, Wellman rotary dumper with several automated, accompanying processes to expedite the unloading of cars. Dock-C remains in service to this day **(Figure 2).**

There have been, of course, several operational changes made since it was first put into service. One of the changes involved the elimination of two pieces of unique equipment that were state of the art in 1949. That equipment consisted of a pair of custom-built traction car pushers **(Figures 1 & 3).**

These car pushers were built by the Atlas Car and Manufacturing Company of Cleveland Ohio. These unique


Figure 3

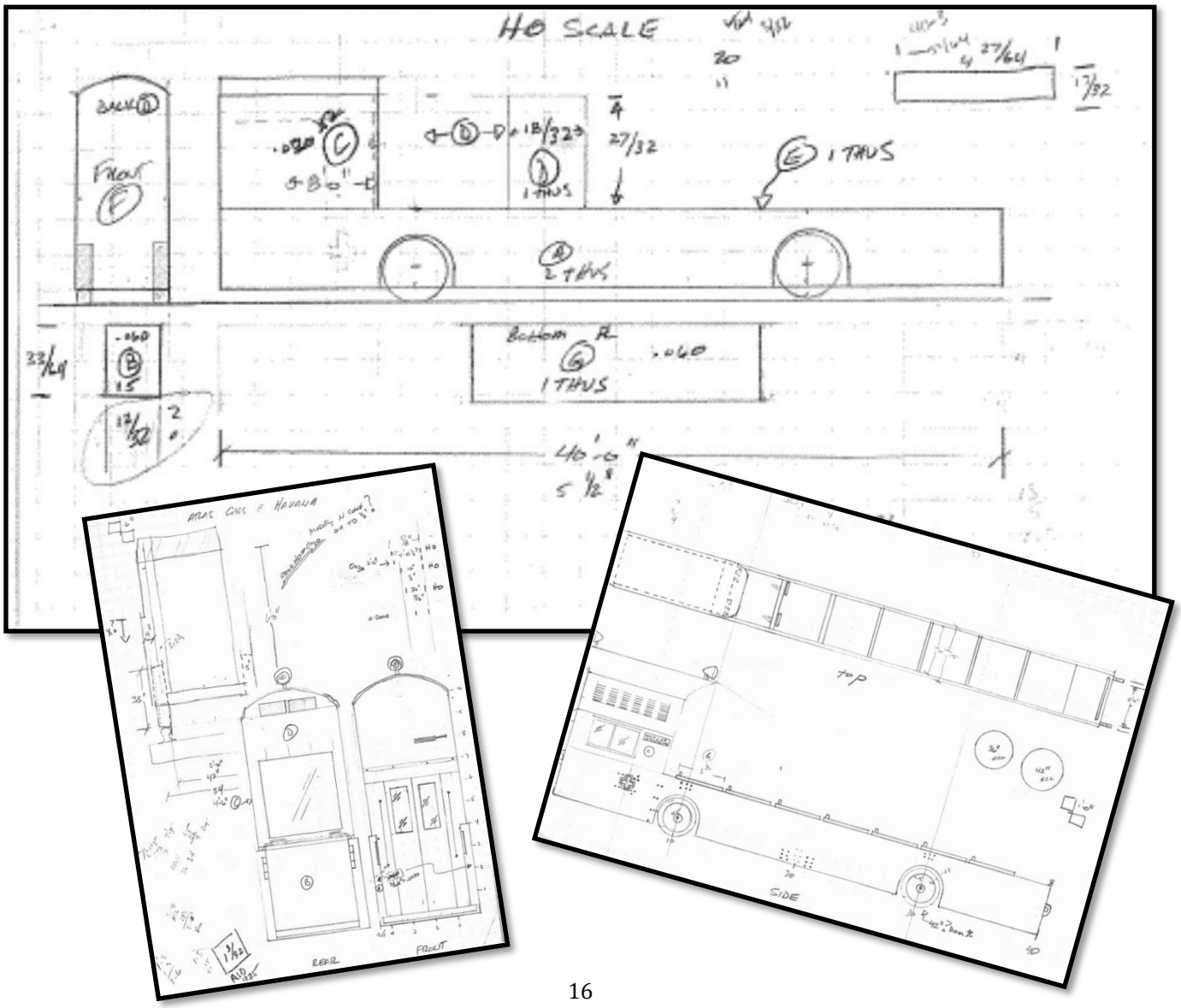
A small cab in the front where the operators would stand. The louvered area above the cab is, I believe, where all the relays and capacitors for the controls would be. The little round silver disc behind the cab window is a spot light. This view shows the bi-fold door used to allow access to the operators cab and the cover over the electrified rail in-between the rails is visible too.

pieces of equipment saw service from the opening of Dock-C in 1949 until the early 1990s. After that they were replaced by remote controlled SD9's – after the SD9's were recalled from the storage track at the Springfield Illinois engine facility and rebuilt. The Atlas car pushers were still in active service when I toured the property in April 1991. As is the case with many of the other pieces of equipment from the C&IM's unique equipment roster, very little information is available on these pushers. Pictures of several similar models can be found at http://www.northeast.railfan.net/diesel110.html. [ED Note: The link is slow. Wait for it…]

I have been unable to find any scale drawings. Few photos exist other than the photos I took during my on-site visit. This lack of information creates an interesting dichotomy for the model railroader. It's negative in the sense that no definitive information is available to help define what's needed to scratch build one of these pushers. Yet, it's good in the sense that the lack of information allows some modelers-license to be the utilized when building a model of one.

Like most projects, I first visualized how it would go together. I considered the materials and then hunted around for a pre-built model I could modify. Finding none, I got out the graph paper and began drawing out how to scratch build one **(See Below).**

Step one was to pull out the photos I took when I toured Dock-C in April 1991. Eventually, after spending way too long reviewing all the photos taken on that beautiful warm day, the best photos of the pushers were selected. Then they were scanned into PDFs so I could print them back out and start drawing all over them.



I used the pictures as canvases to mark up and scale because I had no scale drawings to work from. This process allowed me to approximate how long, how wide, and how tall the pushers were, as well as track gauge and correct wheel diameter. Fortunately the pictures were from multiple angles and most of the details were clearly recorded.

The two **pushers** ran on their own narrow-gauge tracks **(Figures 4 & 5)** which were directly adjacent to the standard gauge tracks that the coal cars were staged onto. The **pushers** fed a **mule** that ran the loaded coal cars into the dumper house. The **mule** is a single truck device with a long steel arm with a concave end that would come out of a pit to push the loaded coal cars up into the dumper. Knowing the standard gauge, I extrapolated the gauge of the pusher's tracks which appeared to be approximately 36-inches **(Figure 6).** After that, most of the dimensions on the pushers themselves came into focus as well.

Figure 4

A view looking east shows the two pushers at the approach to the rotary dumper and the mule pit. The mule would come out of the pit from behind the coal car after it had passed over the mule. A long steel arm with a knuckle on the end would push against the coupler and push the car up and into the rotary dumper. This process would push the empty already in the dumper out.

Figure 5

A view looking west toward the river. The mule pit is in the center and the dumper is at the top of the incline.

Figure 6

This was the basis I used to calculate from. Standard gauge on the left and the pusher track on the right

With all the scaling and dimensions worked out, it was now time to draw up the pusher and figure out the fabrication process and sequence. I grabbed my trusty graph paper spiral notebook and created the drawings by working through as many details as I could. While drawing it, I considered which materials would work best to make each of the major components. I settled on styrene for most

of the pieces, with a few made from paper. I had a pretty good store of sheet and strip styrene on hand. Everything else could be found at my local hobby shop which has a nice Evergreen Scale Models styrene display. The pusher does not have a complicated exterior shell to build. There really aren't a lot of details like on diesel or steam locomotives. Therefore, the drawings came together quickly.

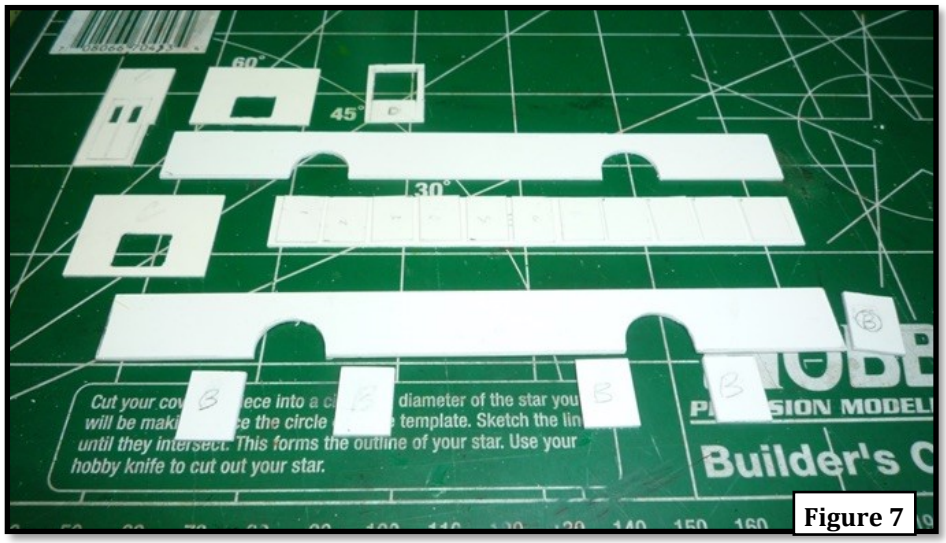


Figure 7

Once the drawings were done, it was time to cut out the pieces **(Figure 7).** Having already drawn them once, it was relatively easy to redraw them directly onto the sheet styrene. Then, after I'd verified the drawings, I cut them out.

On the cab front, I scribed the details for the doors and cut out the door windows. On the cab sides and rear, I cut out the windows as well.

The back deck is where all the hatches for access to the batteries are located. At least I surmised that was the reason for the hatches **(Figure 8).** It would make sense since it was obvious from my pictures the pushers got their power from a third rail. The batteries on board would serve as ballast since lead batteries are very heavy and they would also store power for the added amperes required to get a loaded 70-Ton gondola started and rolling. My other theory is that only a short strip of the track had a third rail in an attempt to save money on the installation. The batteries, therefore, allowed them to operate on the full extent of their track. Either way, the battery access hatches themselves were comprised of simple rectangles of sheet styrene. After that, each of the hatches only needed a pair of hinges made from paper, plus a pair of handles bent from .010 phosphor bronze wire **(Figure 9).**


Figure 8

Looking out the rear window of the south pusher's cab it is easy to see what I believe are the battery hatches. Batteries in the body of the pusher would serve two purposes. Storage of electricity to help with high amp starts and ballast.

Figure 9

Above the operator's cab was the location of the relays and other electrical gear. I modeled the access doors for this area closed,

though I had seen a picture of them being propped open on what looked like a hot day. By modeling them closed, nothing more was required than to make the vents which were stamped into the doors and look like the vents in a Diesel locomotive's long hood access doors. For this purpose I used standard water-slide rivet sheet vent decals from Micro-Mark.

The curved roof was cut from a single piece of .010 sheet styrene and glued in place. I added clear styrene to the inside face of all the cab windows. I then made an awning over the doors from a piece of paper **(Figure 10).**


Figure 10

The remainder of the exterior details consisted of a spotlight on the pusher arm side of the cab, which I made from a piece of miscellaneous round concave scrap plastic, painted silver on the inside, and filled with Testors clear window glue for a lens. The extendable pusher arm was constructed from four pieces of stock styrene angle glued together and then slotted into a similar shaped opening in the pusher's side. It actually does move in and out manually. Four tow-eyes, two front and two rear, were made from the screw mounting eye off the side of a Kadee #5 coupler. A whistle from my spare parts bin was installed above the cab door. Front and rear footboards were made from styrene strips. Lastly, I installed a couple of grabs next to the cab door and a few rivet details.

The drive mechanism was a bit more of a challenge because I had impatiently gotten ahead of myself and completed the body before I had really thought about the drive. After contemplating it for a while, I looked into a Stanton drive (powered truck) by Northwest Short Line. I had had previous success with mounting some under a brass EMD RS1325 but, after careful review of the technical specs, even their N scale offerings would not work. Next, I spent some time on the internet where I discovered Bull Ant Drives by a guy in Australia. At that time he was independent, but now it appears his drives are available through several hobby dealers. He has several standard mechanisms and can also make a custom drive. I took a pass on these because I was not sure if I requested a custom drive that it would work. Primarily, because I was not sure what I was doing. But seriously, when had I ever let that stop me.

My final option that I had come up with was to try and repurpose a drive out of an N-scale locomotive. I thought to attempt this first because it would probably be the least expensive, as well as the easiest to literally get my hands on in order to determine if it would work. I went to a local train show and found a vendor selling used N-scale equipment. I rummaged through the large pile of pre-owned models until I found a DC SW1200 switcher. Eureka! I think?

I took the little bugger home and commenced deconstruction of the unit. Once I got it pieced out, I laid out all the components on my model table and then looked at them to try to figure out how to reconfigure them to work. The most obvious first step was to see if the motor would fit. To my

great surprise, it did – like it was designed for it! It slid neatly into the shell. Honesty, I probably could not have made it fit any better had I tried to. Mark one up to dumb luck **(Figure 11).**

After I started the quest to figure out if the SW-1200 drive would work, I made the decision that

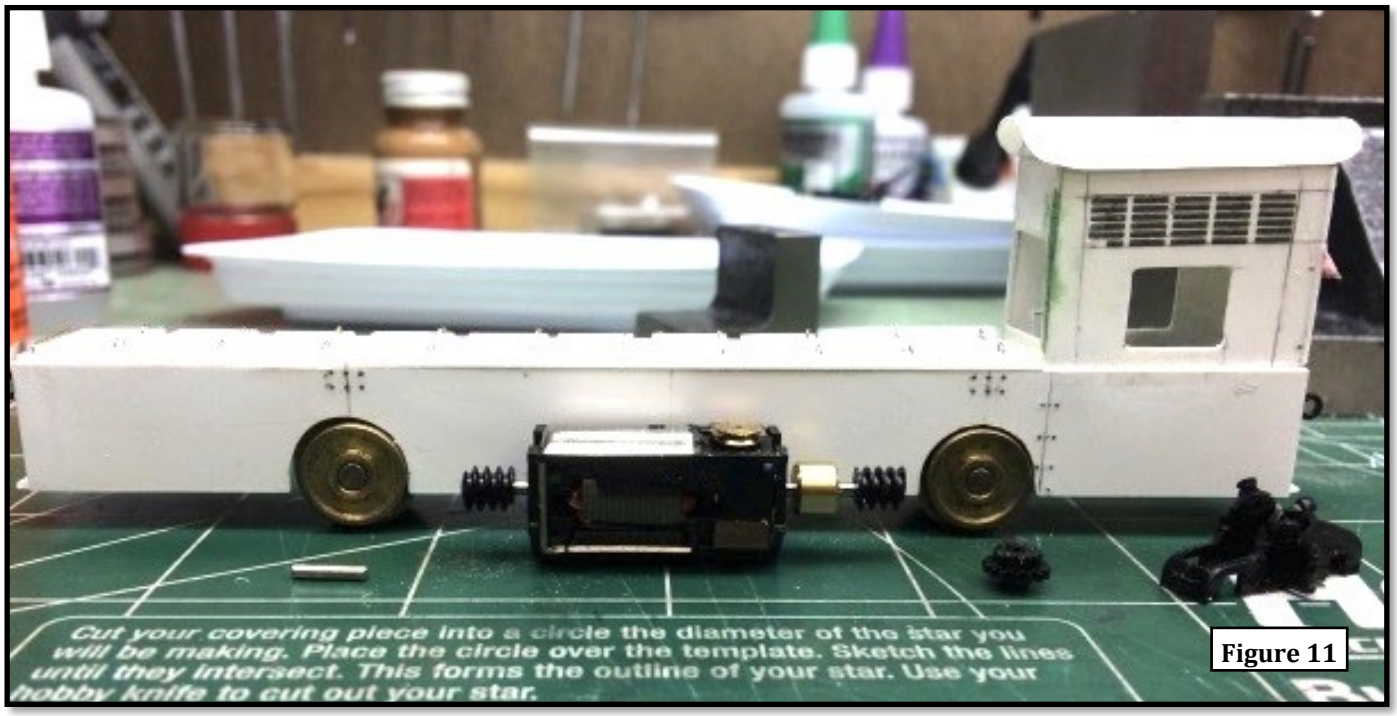


Figure 11

I was only going to need to power one of the two axles. Only the single axle would need to be powered since a plastic 70-ton gondola only weighs in at a little over 4.25 ounces. So, the next step was to use the parts available from the SW-1200 to transfer the motion of the worm gear on the motor shaft to the drive wheels. I was able to flip over the truck frame assembly and cut off the top part of it in order use it in that inverted configuration. This allowed me to reuse the exiting meshing gear on the axle to mate back up with the worm gear. It also allowed the axle to be dropped and the worm gear to fit above the axle.

Now I needed to figure out a way to hold it all in place. I had some small diameter brass wire I thought I could use to make a pin in order to run it through both sides and the truck and car body. I drilled a #79 pilot hole through the car body and the truck to make sure I got it aligned before enlarging the hole to its final size to accept the wire. When I was done with the pilot hole, the truck was so firmly set I simply left the #79 drill bit in place. Then I slowly pulled it back until it was just below flush on one side. I then nipped it off flush with the other and pushed it back until it was flush on both sides.

The last challenge was to hold the axle and gear tight against the worm drive. This was necessary because I had removed the part of the truck frame that would have served that purpose. I fashioned a bent wire to hook over both ends of the truck frame which then dipped down under the axle to hold it, as well as the axle gear, up tight against the worm gear. It was not the type engineering you'd be likely to see at EMD or GE, but it worked in this application.

I was really close now, with just one more hurdle to clear. I needed to use 42-inch HO scale wheels on an N scale drive axle. I looked around for several things from which to fabricate a bushing. Everything I came up with seemed to suggest potential alignment flaws which would create wobble in the wheels. So I reached out to the machine shop foreman at the Webster Groves and Fenton Railroad, Dave Roeder, MMR. He turned a couple of bushings out of some material he had on hand and they fit the bill**. (Figure 12).**


Figure 12

The shell was complete. The drive was complete. Now it was time to paint the pusher and finish up. The paint job was easy—light gray on the entire body and black for the brass wheels. I added a little light weathering for good measure and it was all done. And it even ran.

In the end, it was a relatively simple scratch project, not overflowing with detail. Yet, when in place at my Havana dumping facility, it will add completeness to the scene. Happy Rails.

New Members

By Whit Johnson MMR
Welcome Aboard!

Larry Basham
Ozark Mountain Area
Clifton Brown
Gateway Division
Jmes Kinzer
Great Midwestern Division

The Last Ride

In Recognition of Those NMRA Members that have Passed

Ron Knudsen—Central Missouri Area

Ron loved everything about trains: riding trains, owning model trains and creating model train layouts. After moving to his lake home he converted the downstairs family room into the R&MK Railroad. Ron crafted a 7'x16' HO-scale train layout. Once he had the trains running, he spent five years adding towns, farms, and even a circus. Ron's lifelong appreciation for trains was contagious. The G-scale trains at Knudsen Photography were a drawing card for "kids" of all ages.

Brad's Travels

By Brad Slone, MMR

In the fall of 2018, I answered the call to go to Florida and assist with Hurricane Michael recovery effort. While this mainly consisted of long days and weeks to the extent it started to feel like the movie *Groundhog Day*, I was able to take a few moments from time to time and learn about the local railroad scene.

Our base of operations was setup in Panama City Beach. This was on the western edge of the damaged area. Being new to the area and having little-to-no time to familiarize myself with any aspects of prototype railroading, I didn't know what to expect. But it didn't take me long. As my wife has noted many times while we have traveled, I can almost smell railroad! One afternoon, after only being on the ground a few days, I heard the familiar sound of a train horn at a grade crossing. With my years of experience, I was able to determine which direction it was heading and that it was traveling slowly. I was able to take a break from my duties and soon I was able to locate the tracks and a set of headlights. As I watched it coming my direction, it was moving at a snail's pace as the crew stood on the decks keeping an eye on things. This was just a few days after the storm and even though crews had cut fallen trees off the tracks, they had done little more than that, so traveling was treacherous. In addition to this, the electrical power was out at all the grade crossings so extra care had to be taken at these locations. After a few minutes the train finally passed in front of me **(Figures 1 & 2)** – a pair of GP-40's pulling a single flatcar loaded with epoxy-coated pipe. Based on the paint schemes of the engines, this was definitely a short line operation and more investigation into which railroad would be necessary. But for now it was back to work.

Figure 1


Figure 2

As I settled into the rhythm of the workload, I was able to get a better view of the layout of rail lines in the area via Google maps. From this I was able to determine the railroad was, in fact, the Bay Line Railroad and a division of the Genesee & Wyoming family of short lines. The railroad had a small

Figure 3

yard and engine house in the central part of town, a mainline heading north, and two branches heading south – one of which served a paper mill and the other served a port terminal **(Figure 3).** Armed with this information, I figured I would try to check out the yard at my first opportunity to get a better feel for their operations and see what kind of photo opportunities there were.

Within a few days, I was able to swing by the yard during my lunch break **(Figure 4).** The yard was filled with a variety of cars – primarily covered hoppers, tank cars, flat cars equipped to haul pipe, as well as boxcars. RJCorman had a large crew on hand as most of the high-profile cars sitting in the yard during the storm had been blown on their sides **(Figures 5 & 6)**. While damage to the cars

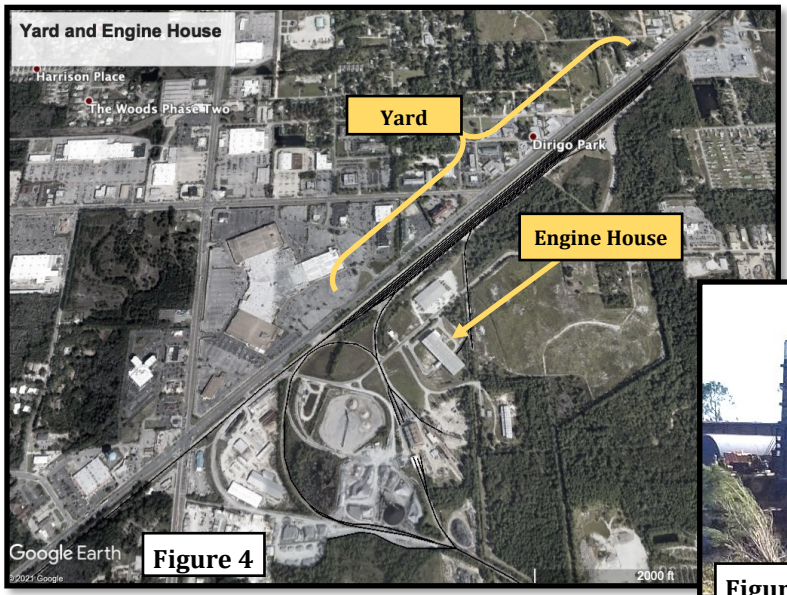


Figure 4


Figure 5

Figure 6

themselves was minimal, it would take several days to rerail all the cars. In addition to this, the Corman crews were working northward with boom-mounted brush cutting equipment to clear the right-of-way of all the trees and debris that had been blown on the tracks. East of the yard itself was the engine terminal with public roads in close proximity that would make for some good photo opportunities as time allowed.

Interestingly about a quarter mile to the northeast of the yard was the Digitrax facility. I was able to drive past their location a few times and saw how the corner of the warehouse had been blown off **(Figure 7).**


Figure 7

As I spent more time throughout the community, I was able to get a feel for the track arrangements and the railroad operations. To the east side of town was the sprawling paper mill complex **(Figure 8).** It seemed like a very large facility to me, but I was told by locals that it was a rather small mill by comparison to others. I happened to be at the right place at the right time on a couple occasion to catch the switcher either taking cars to the mill or returning to the yard. For whatever reason, this assignment was most often carried out by one of the GP40-2's that the railroad had hanging around the yard or shops. As I mentioned before, the mill was spread out over a large tract of

Figure 8

ground. I'm sure it would make perfect sense to someone familiar with that type of operation, the arrangement of all the various buildings, and the tracks. However, the facility itself was fenced off so I was limited to what I could view from the road. I was in luck one afternoon in that I was able to catch the plant switcher shuffling cars outside of the gate. From the distance I was at, I couldn't determine exactly what model it was – looked like a SW7 or SW9 to me – but what was interesting is that it was owned by RJ Corman, so presumably it was leased power **(Figure 9).**

Figure 9

On the west side of town you had the port of Panama City complex. Most of what I could learn of the complex was from Google Maps as once again the entire complex was fenced in. But, on another occasion I was able to catch the switcher taking cars into the facility. Typical power for this job was a very sharp looking MP -15. The unit had some kind of cabinet on the long hood that I was never able to determine its purpose. For the railroad to enter the port they had to cross the main six-lane state route into the city. The state was in the process of building an overpass but this work was only about half complete. With the heavy traffic

Figure 10

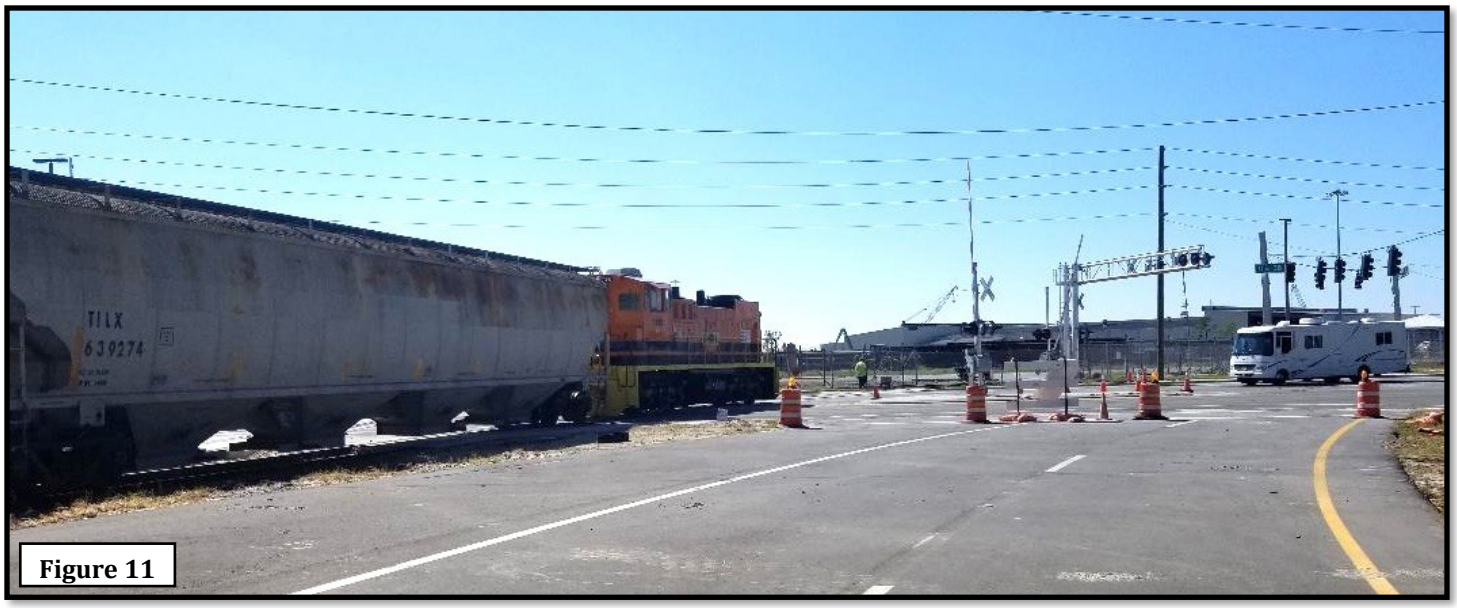


Figure 11

and the slow movement of the train, this tended to really back up traffic **(Figure 11).**

The switcher generally had a pretty good variety of cars, but flat cars with epoxy coated pipe and covered hoppers were the most common **(Figure 12).** Within the confines of the plant, the switching chores were performed by an Alco S2 switcher. Most of the time it was not possible to get a shot of the engine. However, one day I caught it next to the fence opposite a city street. By standing on

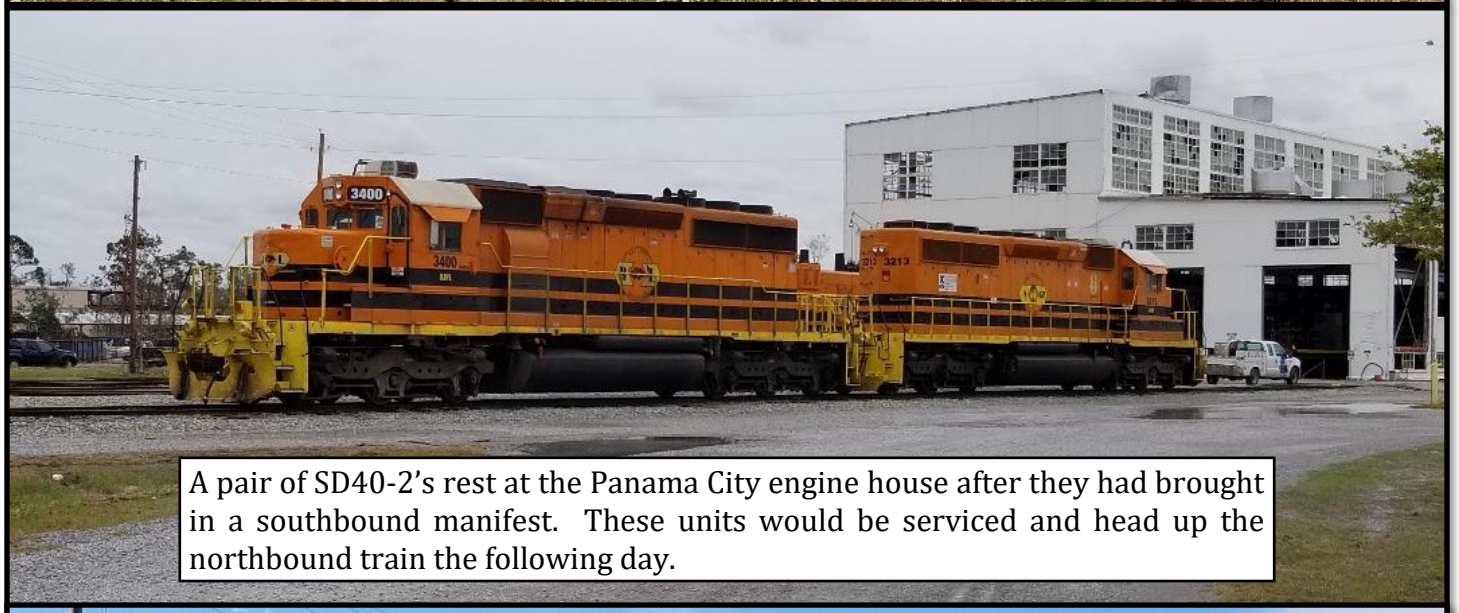

Figure 12

top of my truck bed side and stretching I was able to get a decent shot of the engine over the fence.

Back to the east side of the yard sat the engine house complex. I was able to swing by on a Sunday morning when there was limited activity and get a few shots of the power on hand. The GP40's and MP15 were setting out front. In addition there was a GP7 or GP9 painted for the Columbus and Greenville railroad. Also setting out front was a GP40-2 still wearing the green and yellow Bay Line livery. Just as I was about to take a shot, the hostler revved her up so I was able to catch a nice plume of smoke coming out of the exhaust stack. Setting alongside the house was the trio of SD40-2's that had brought in the manifest from the north a few days before. The next day I was able to catch the trio heading back northward with a manifest. What follows are some shots of what I saw.

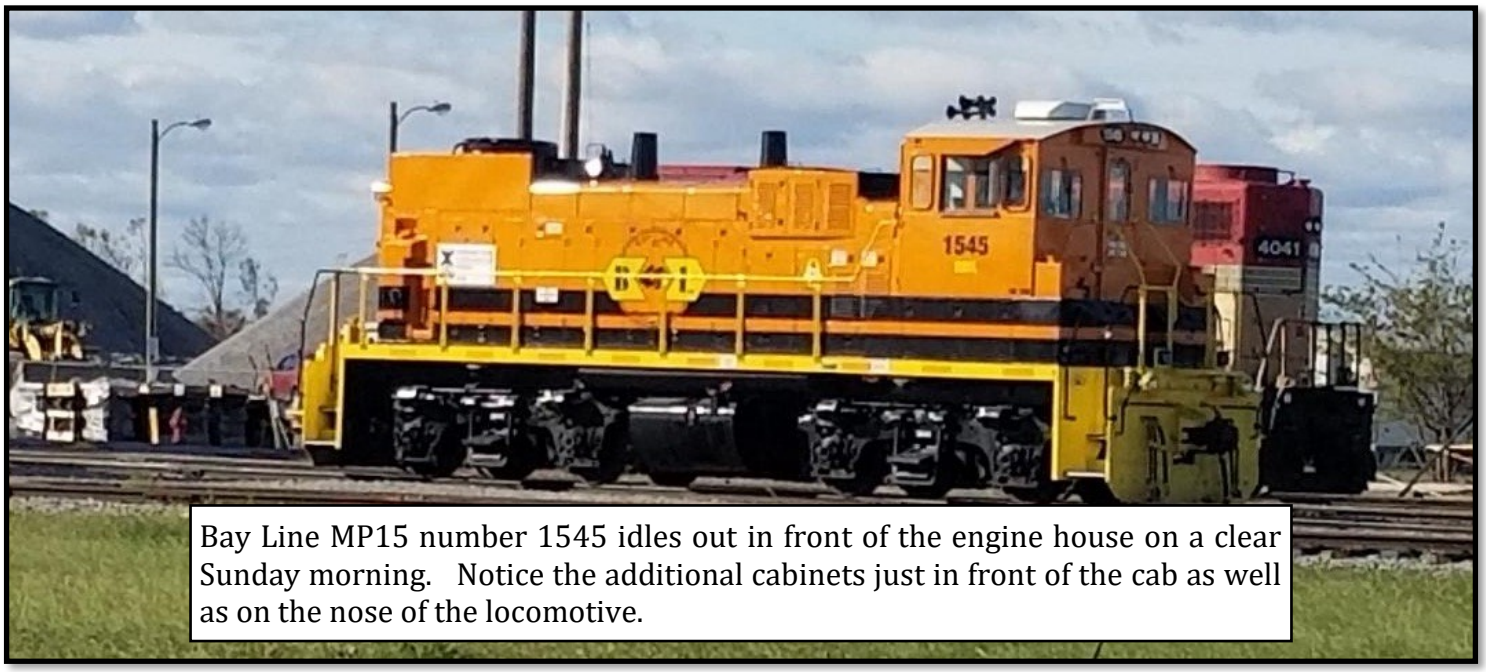
In the next edition I will tell you about some of the other communities and railroads I was able to see while I was down in the Florida panhandle.

A manifest freight led by a Genesee and Wyoming SD40-2 followed by a pair of Norfolk and Southern locomotives bring their train into the Panama City yard.



A pair of SD40-2's rest at the Panama City engine house after they had brought in a southbound manifest. These units would be serviced and head up the northbound train the following day.

This is a Sunday morning view showing a variety of power parked out in front of the engine house.



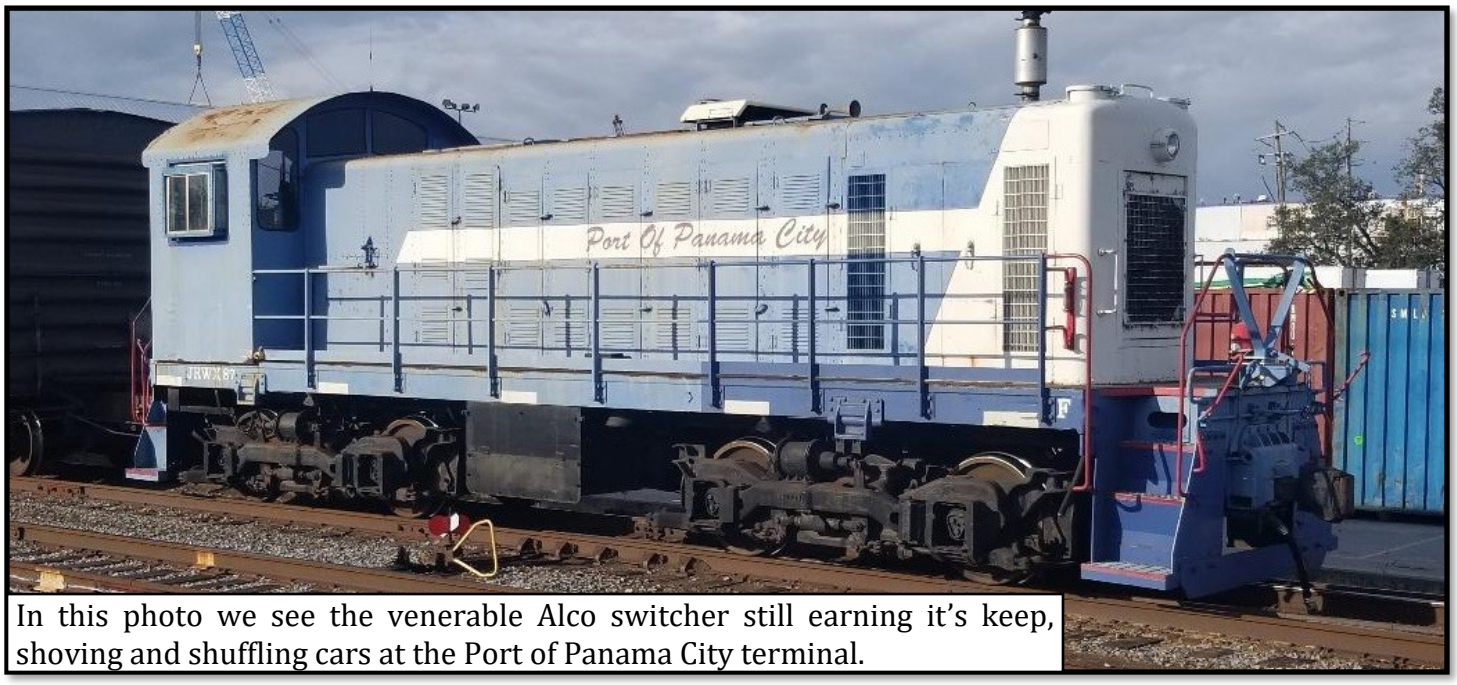
Bay Line MP15 number 1545 idles out in front of the engine house on a clear Sunday morning. Notice the additional cabinets just in front of the cab as well as on the nose of the locomotive.

This is a closeup view of a chop nose first generation road engine belonging to the Columbus and Greenville Railway.

This is another wayward GP40-2 in Indiana Southern paint. The unit was caught resting on the south end of the Panama City yard.

This view of GP40-2 number 4049 is leading a string of loaded cars from the paper mill back to Panama City yard and will be added to the following day's north bound manifest. Notice the amount of storm debris still scattered everywhere as well as the trees striped of most of their vegetation.

The daily northbound manifest heads out of town with a trio of SD40-2's leading the way. While most class one railroads have long since stopped using the venerable SD40's on mainline freight, it's refreshing to see a matched set still earning their keep at a job they are well suited for.



In this photo we see the venerable Alco switcher still earning it's keep, shoving and shuffling cars at the Port of Panama City terminal.

Achievement Program Awards Since Last CK Issue

MCoR's Latest Master Model Railroader

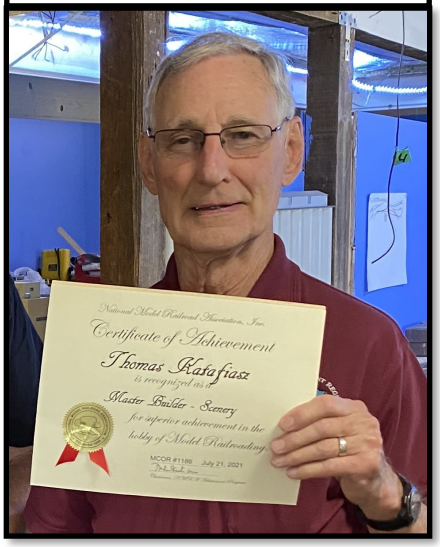
Douglas Harding

MMR #676

Congratulations Doug !

Jim Hogben
Scenery
Maple Leaf Area

Tom Katafiasz
Scenery
Kansas Central Division



Ray Brady
Electrical
Kansas Central Division

Golden Spike

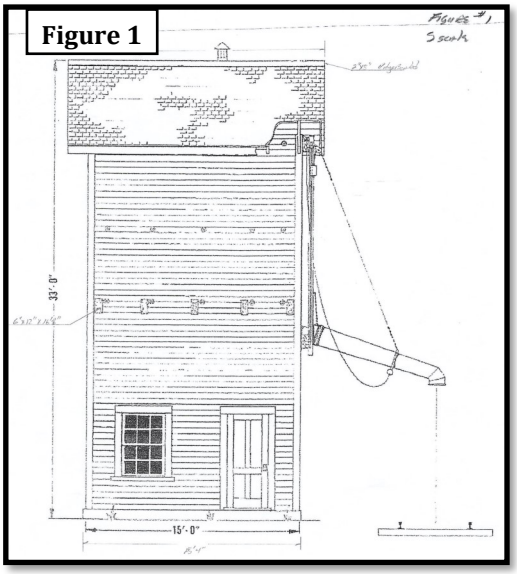
Achievement Program (AP) Awards (More information Here)

Motive Power | Cars | Structures | Scenery | Prototype | Civil | Electrical | Chief Dispatcher | Official | Volunteer | Author

Water Tower at Defot, British Columbia

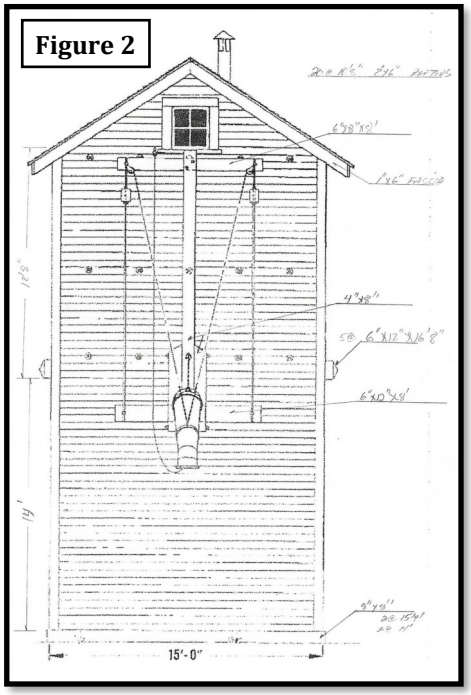
By Mike Barkhurst

Defot, British Columbia, changed from a small gold-producing hard rock mining camp to an important ore producing area when molybdenite and rhenium deposits were discovered in one of the old gold mine shafts. A Canadian mining company pushed the White Pass and Yukon RR to run a heavier and improved branch line in place of the light rail line then in use to reach Defot to export the molybdenite and rhenium rich ore to the Skagway docks. Tests indicated there was extremely high-grade ore in extremely large amounts to warrant the cost of the 240-mile rail line upgrade and extraction process.



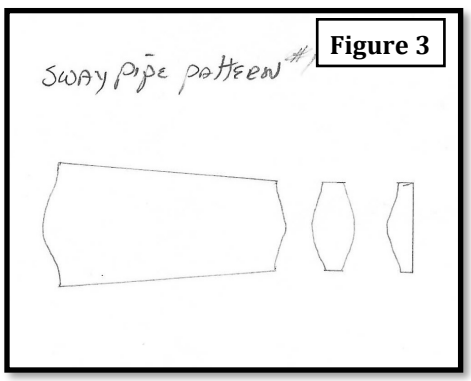
When the railroad first got to Defot, the old miners, prospectors, and mountain men told countless stories about the weather during winter. "Your spit freezes before it hits the ground," or "When you go to the little boys bush, you go – and have to keep backing up," or "Bare skin sticks to everything." Most of the railroaders had experienced winter on the White Pass and just smirked and marked it off to tall tales, or first liar does not have a chance.

We all know if your railroad runs steam engines, you need a fuel and water supply. If you run steam in the far North, it is obvious you must keep the water supply from freezing. The first winter was mild and the railroad used the ponds and rivers as their water supply. Then came the coldest winters anyone could remember. Ponds and rivers froze solid overnight. To get the needed water for the steam engines, the railroad parked an old tank car next to the engine house, removed the top portion, filled the tank car with snow and chunks of ice, and built a fire under it. When the snow and ice melted, they channeled the water into the warm engine house to another tank car to keep it liquid for the steam engines. This was man-hour intensive and got old quick. A new idea for getting water was needed.



The White Pass & Yukon Route, Canadian Pacific RR, and all railroads in the Northern regions build structures to keep the water from freezing. White Pass & Yukon RR had used enclosed water tanks for decades. Another enclosed water tower was my answer.

My Defot, B.C. enclosed water tower was developed using a combination of articles in the January 1973 *Model Railroader*, "CP Square Water Tank" by Cyril Meadows and Norm Szun, and the August 1960 *Model Railroader*, "Enclosed Water Tank" by W. Gibson Kennedy. I produced S-scale drawings for the structure from the "CP Square Water Tank" article, and the sway pipe from the "Enclosed Water Tank" article **(Figures 1, 2, and 3).**



Most of my structures are usually built board by board because I like to see the inside of the structure look like a miniature of the prototype. There is not much to see inside an enclosed water tower; bottom of a tank, stove and supports. I decided not to provide access to the "innards" this time.

Thus, I decided to build my enclosed water tower by a different method. Instead of board by board, I used 1/8" clapboard by Midwest that comes in 3"x24" lengths. I cut eight 14'x16' scale pieces, stacked two pieces vertically to make a 32' length, and then attached 12"x12" stock to the back outer edges of the vertical side **(Figure 4).** After making another section and allowed to dry, I clamped the sections together. 14' from the bottom, I cut five equally spaced 6"x12" holes horizontally to accept the 6"x12"x16'8" beams for tank support. Two more wall sections were constructed and attached to the holed-sides but without extra bracing.

Figure 4

Sides for the sway pipe had an upper eaves window opening cut in and one holed-side had a double hung twelve pane window and door opening cut in. Roof taper was cut down to 26'8" from the outside edge, 2"x8"x18' ridge board and sixteen 2"x6"x10'4" rafters were applied to keep the roof flat. The structure was then stained with diluted Glidden smokey charcoal light gray water base paint. Tank beams with tapered ends were applied, a stained 6"x6" edge trim was added, and the windows were installed board by board **(Figure 5).**


Figure 5

The base for the tower was made from two 8"x8x15'4" and two 8"x8"x14' (squared using a CD case) and added to the structure. A very thin wash of Scalecoat #12 Tuscan Red was applied to the structure. When dry, the walls were scrubbed with Q-tips using 99% isopropyl alcohol to remove some of the Tuscan Red and then scraped with a wire brush to give a weathered look to the structure. Sixty nut/bolt/washer (NBW) from Grant Line (fifteen per side and painted black) were applied around the tank area as stay bolts. 1"x6"x18' roof sheathing was applied over the rafters using wrapping tissue paper cut to scale-3' widths and stained. Apple Barrel black was next applied to simulate roofing felt. Shingles were made from check book stub ends, cut to prototype size, and colored in a stain/dry/stain sequence of a) water base paint brush

cleaning liquid, b) black leather shoe dye/isopropyl alcohol mixture, and c) burnt umber, applied, after drying, in a prototypical manner. 1"x6" fascia board was applied all around the roof edge except for the 1"x8" fascia on the side with the stove pipe. It simulates a replacement fascia because heat from the stove pipe and cold weather produces condensation running off the roof and rots the fascia. The window, door sill, and facing was made from 2"x6" basswood painted a flat white, weathered, and then applied prototypically. The door was made from scrap pieces of balsa wood built to represent a four-panel door, painted white, weathered, and glued in place. Dirty window glass was simulated with unexposed, developed 2 1/4x2 1/4-inch film negative material cut to fit on the inside. The stove pipe was built using wine bottle seal foil (WBS) and rolled overlapped on a steel rod, cut length ways, then slid off the rod, and super glued to form a tube. The top of the stove pipe was made from a disk cut with a single hole punch from WBS. A very small pie shaped wedge was removed, and the remaining piece was twisted into a cap for the stove pipe. A hole was cut in the roof and a simulated metal seal for the pipe to pass through was mounted to the roof. Notches were cut in the top of the stove pipe for venting and the cap was super-glued on.

The sway pipe support frame was constructed using one 4"x8"x15'6" board crossed on the top back with a 6"x8"x8' beam and on the bottom back with a 6"x12"x8' beam centered per plans. Two 4"x8"x4'10" boards tapered on one edge to 4'4" are applied to the bottom sides of the 4"x8" center beam with the taper pointing up and in towards the vertical beam. Small Grant Line NBW's were added to the top, bottom, and side beams. The frame was mounted to the structure per the scale drawings. A scale 11" hole was simulated using a #17 drill bit. Angled slightly up into the structure, a hole was drilled in the bottom of the beam to accept the output water pipe. The pipe was made from WBS and rolled on a #20 drill bit shank. After the super glue dried and painted Scalecoat II #2001 loco black, the pipe was installed in hole. Sway pipe construction followed pattern #1 using WBS. Each piece was cut out and rolled around a metal rod. Each piece was super glued to form the tubes and, when dry, glued together to form the sway pipe. The sway pipe pull down handle was fabricated from a small width strip of WBS and formed around the sway pipe. When dry the sway pipe was painted Pactra Dull Silver to simulate galvanized metal.

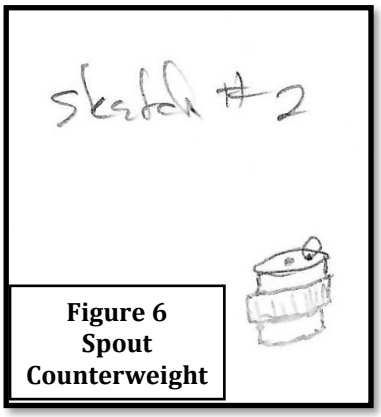


Figure 6 Spout Counterweight

The sway pipe was mounted to the spout support frame with a scrap piece of short chain. NBW were applied on top and the link on the pipe. A working counterbalance system was constructed from scrap box pieces. First, thumb-flips from BiC® lighters had the end axles snapped off, drilled out through the center, and an offset hole drilled on top for the chain attachment. A small wire loop was super glued to the off centered hole of the counterweights and a proper length of chain attached to the loop. These were painted concrete to simulate counterweights **(Figure 6).**

Next, the pulleys were constructed using very small brass tubing pieces mounted in folded over metal with pins through the brass tubing and a pin out the top of the pulley frame to be mounted on the spout frame **(figures 7 & 8).** Counterweight guides were constructed using two brass handrail mounts from a scrapped cast boiler, piano wire sized to fit the handrail holes, and counterweights with chains to go up through the pulleys to the sway pipe. Piano wires were crimped on one end then pushed through one handrail mount, through one counterweight center, and then the bottom handrail.

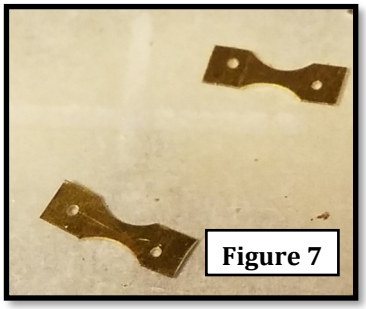


Figure 7

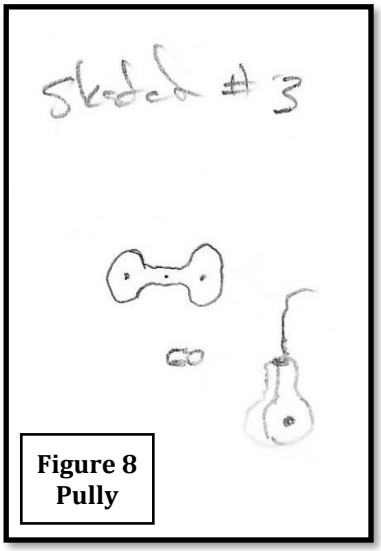


Figure 8 Pully

Predrilled holes in the outer edges of the cross beams accepted the handrail/piano wire/ counterweight assembly and were super glued in place. This was repeated on the other side. Pulley assemblies were mounted on the top spout support frame beam, so the chain was parallel with the piano wire guide. Chains were fed through the pulleys and down to the sway pipe and mounted on top of the hand grab strap **(Figure 9).**

The sway pipe pull-down handle has a short piece of rope with a knot attached to it so the operator has an easier grab than the metal grip. The water valve lever was constructed using a small metal square sequin as the through plate mounting, applied next to the eaves window, small electronic component lead cut off with a loop on the end to act as the lever, a short section of chain (because a rope kept wearing out rubbing against the counterbalance chain), a length of rope from the end of the chain down to the spout handle so the operator can open the valve. The structure's light was made using a Light Genie #025322 mini amber LED. The lamp shade was made by pressing a disk of WBS over the end of a Sharpie magic maker cap to form the shade

Figure 9

Figure 10

cover. LED leads were passed through the center of the shade, shaped to form the conduit, super glued into shape, and were passed through a small round sequin to act as a mounting plate. It was painted Model Master Olive Drab FS34087 and mounted with a strand of 32-gauge copper wire behind the wall mount next to the upper left corner on the sway pipe side. Wires behind the wall mount simulate primary power being feed to the building. Glass insulators are simulated using clear spruce plastic nubbins, drilled out **(Figure 10)** and fit over the cut off end of a round toothpick. Two toothpicks' ends were cut off at an

angle and mounted to the corner brace. 32-gauge wire was wrapped around the insulators and hung out to be connected to town power. The people door has a door plate and knob simulated with WBS and bad order wire.

After just one winter of the water tower operator going outside to bring in coal to keep the stove stoked and the water from freezing (along with himself), an attached coal bunker—with inside access—was added to the structure **(Figure 11).** A 4'x4'8''x5' box was made from the Midwest clapboard with a slightly angled down overhang lid made from scrap balsa wood and covered with simulated tar paper. The coal company delivery person lifts the lid, hooks the lid with the loop and hook on the wall, and fills the bunker. The tower operator accesses the coal from inside the structure through a lift door, staying warm and keeping the water from freezing. Coal bunker hinges are scrap box items left over from a reefer kit's door hinges, bent to fit from the wall to the lid.

The sign over the people-door says, "Authorized Personnel Only" **(Figure 12)** and the sign on the back wall says, "Post No Bills" **(Figure 13).** Obviously, the person who put up the French poster could not read English. The signs were made by printing the words on paper, then reducing to proper size, mounting to cardstock, and cutting to size, applying to the structure over the people door and on the back side of the building. French poster was taken off the web, reduced to proper size, then the paper was peeled as thin as possible. Wetted with super water and applied with a


Figure 11

Figure 12

Figure 13

50/50 solution of Elmer's and water, carefully working it into the surface contour of the back wall. After drying, a little scraping and brushing simulated weathered effect.

The roof was sprayed with the mixture of black shoe dye and isopropyl alcohol to simulate lots of tar patching. Burnt umber was used to simulate rust on the stove pipe and rust running down onto the top of the coal bunker. Some of the splatters are also on the side of the structure. A little rust is also on the coal bunker hinges. "Rust" was applied to the counterweights where the metal is connected to the chain. Spotty rust was applied on the chains and pulleys, as well as a few rusty NBW on the upper section also. Water splatter from the sway pipe down the front of the structure under the frame was simulated with burnt umber with a dry brushing of flat white for chlorine deposits. Dry brush dabs of Woodland Scenics Moss Green were used to simulate moss growing on the North side of the structure. A good bit of dry chalks around the base of powered dirt, grime, and earth colors rounded out the finish **(Figure 14).**

Figure 14

"Build It And They Will Come"

By Craig Drenkow

In the middle of a cornfield in southeast Nebraska is the town of Deshler Nebraska. There is a large center pivot irrigation manufacturer in town that draws employees from the area. It is your typical small town in Nebraska that relies on agriculture to keep it alive. The population is 737 people as of 2018. And, there is a model train store in town that goes to many model railroad shows around the country. That store is **Spring Creek Model Trains.** They are the real meaning of "If You Build It, They Will Come."

Every other year they hold a show in Deshler at the Thayer County Fair Grounds and other locations in town. This year was their fourth show (2015, 2017, 2019, 2021) and the event happened on July 24th and 25th. The show was held at three locations around town. The main location was the Thayer County Fair Grounds.

That location hosted modular train layouts and manufacturers displays. Since there is not a restaurant in town, food was provided by the American Legion Auxiliary and the St. Peters Lutheran Church JR High Youth Group. They provided meal choices and beverages as well as homemade pies and snacks.

There were clinics held at an off-site location and they expanded layout space to the school gym. The Spring Creek Model Train Store was also an attraction. Everyone I talked to either stopped there before going to the Fair Grounds or stopped there after going to the Fair Grounds. Attendance this year was 713 paid attendees. With children and participants the total number was 869.

There were 10 manufacturers at the show including Arrowhead Models, Azatrax, Custom Finishing Models, Intermountain Railway, Iowa Scaled Engineering, MacRail, Rail Fan Models, Rapido, ScaleTrains, and Soundtraxx, as well as special guests Tony Cook from White River Productions, Michelle Kempema from the Colorado

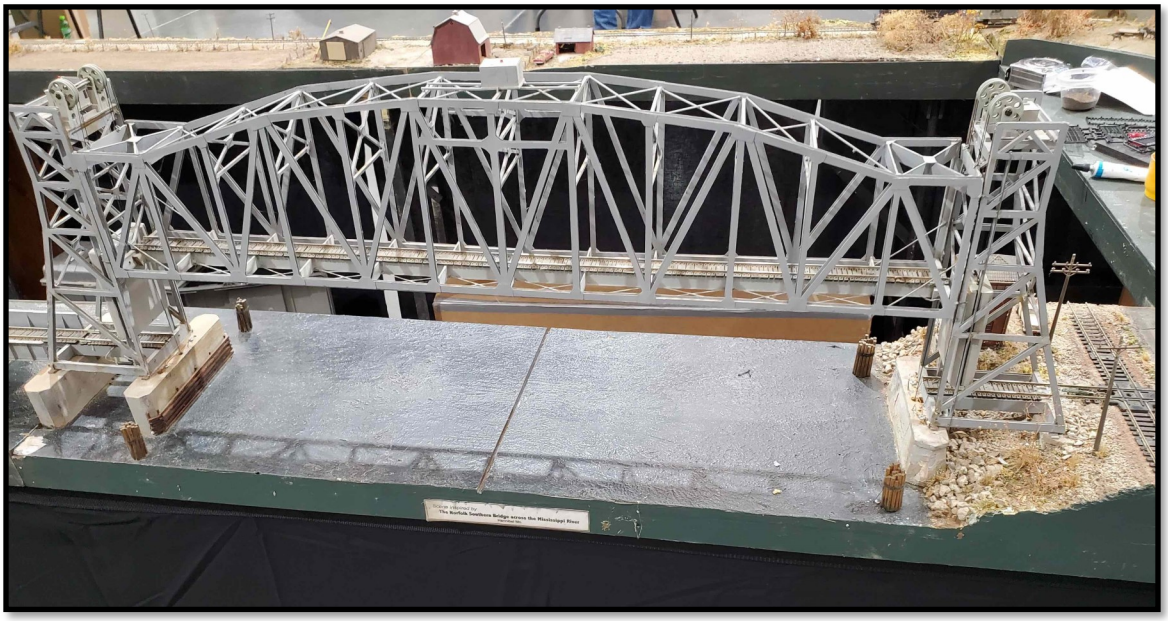
Railroad Museum, and Tim Blackwell from the Cowcatcher magazine.

Also sharing their products were 5 "custom" vendors – Eric's Custom Trains (Eric Ogundipe & Will Baden), Scenery Solutions (Dugan Frank), Jaeger HO Loads (Don Jaeger), Custom-Trains (Justin Keeler & Harry Marshall Haythorne), and JP3D (Jimmie Pottberg).

There were 6 modular railroads on display at the show with many well-done scenes.

The clinics were supplied by Brien Wood & Frank Angstead (Railfan Models), Dave Burman (Intermountain Railway), George Bogatiuk (Soundtraxx), Lee Ryan (DCC), and Doug Geiger (Tools).

It just goes to show that you don't have to go to a large city and fight the traffic or search for a location to have a great show. You can find a show out in a cornfield in Nebraska if you look. A nice quiet drive in the country is all you need, and the train store is always there also.



Next time you're at a big show and spot that big red Spring Creek Model Trains banner, stop in and pick up some supplies and ask about the next show "in the Cornfield." (Hint: it's sometime in 2023 - start planning now). Go to their website and sign up for their newsletter.

https://www.springcreekmodeltrains.com

MCoR Member's Pike Registry

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.

Eastern Iowa Division

Corn Country Rails is an N-scale layout primary featuring the Rock Island Railroad in the 1950s. The layout depicts a 47 mile stretch of Rock Island's Eastern Iowa single track mainline from Homestead to Grinnell. The multi-deck layout with a helix measures 15 x 20 feet. Additional staging is in an adjacent room. It was designed for operations using four-cycle waybills, train orders, and a 3:1 fast clock. A typical operating session can keep 6-8 operators busy for about four hours with eight mainline trains, two locals, and several extras worked into the schedule. The layout is powered by an NCE DCC system with both radio and plug-in throttles. The scenery is based on rural farming towns and Iowa countryside in the summer months.

Tony Bowen, MMR – Division Superintendent
E-mail: railroadteacher@gmail.com
YouTube Channel: Corn Country Rails

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 X10'L X 3' D + large foundry & Brick plants. Plus 5 towns with fuel dealers, grain elevators and other small shipper

Hank Kraichely-Div.Sup. to contact:
Email: hkraichely@sbcglobal.net

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@mcor-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://hawkeyemodelrrclub.com/
Facebook: @HawkeyeModelRailroadClub

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

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

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

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

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

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

IL, Marion **HO Scale**
Southern Illinois Train Club
PO Box 1633, Marion, IL, 62959

KS, Augusta **HO Scale**
Augusta Model Railroad Club, 6th & School St., 7:30. Information: info@augustahorrclub.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, hapheart@swbell.net

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

KS, Topeka N Scale
Topeka N-Track Associates
At member's home, 7:00PM. 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, 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.KCNRR.com
Meets 1st Wednesday each month at 7:00pm

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

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 Louis N Scale
Mississippi Valley N Scalers
1684 Harbor Mill Dr., Fenton, MO, 63026
eMail: mvns@railfan.net
Website: http://mvns.railfan.net
Facebook: https://www.facebook.com/mvnsrr
Featuring NTRAK and T-TRAK modular layouts displayed at regional shows.

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

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

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

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

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

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

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

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

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

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