

CABOOSE

K I B I T Z E R

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**Tulsa Union Convention Member's Choice
Best Of Show: Chuck Lind, MMR (Page 26)**



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Note: this is a re-issue incorporating corrections to the Awards recipients found on pages 25-37.

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Caboose Kibitzer Staff

Editor	Ray Brady
	ckeditors@mcpr-nmra.org
Editor-At-Large	Hank Kraichely
Associate Editors - The Yard Crew	
<i>AP Chairman</i>	Craig Drenkow/Marty Vaughn, MMR
<i>Membership Chairman</i>	Whit Johnson
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<i>Western Kansas Division</i>	Robert Simmons

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 Deadline

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

This edition of the Head End, I guess, is kind of in two sections. So, starting out flying the green flags, let's talk about the joint regional back in October. The event was a partnership with the Lone Star Region and a success by all accounts. Contrary to what some might think, there is no set template on how a convention is to be conducted. We allow the host committee to take it in whatever direction they would like it to go. In this case, with the folks in Tulsa having a lot of experience with their layout operations weekends, this convention was heavily operations oriented. In addition to all the layouts to operate on, you had a number of very insightful clinics as well as a contest room full of entries that kept Whit and the boys from Texas busy late into the night tallying up scores.

For myself though, I would have to say the greatest thing about the convention is the same thing I always go back to and that is the friendships you make at a convention. You always have ample time to socialize with old friends. But one big advantage of a joint regional convention is the chance to cross paths with folks from a totally different area and make friends with people that have different backgrounds and perspectives on our common interests. I can't tell you how many times I've been asked the question "Why should I join the NMRA." Even though there are a number of good answers that can be given, the relationships that can be built at these kinds of gatherings are, bar none, the best.

On to the white flag second section. Once again, the holiday season is upon us which, as I have said before, is also planting season for model



railroading. Planting season for model railroading? What on earth do you mean by that? This is the time of year that folks with zero knowledge of model railroading, or railroads at all, are, for a brief period of time, exposed to trains. This year we took my son William to Branson to ride their version of the polar express, (great time, not sure a holiday weekend was the best choice though) and it's always amazing to see the crowds that come out to ride the train. If we could get a fraction of these folks exposed to the hobby, we would see the numbers grow like we haven't seen in years. For anybody looking for some kind of outreach I would strongly urge you to look at partnering with one of these Christmas events because there's no better time to tell folks about model railroading than when they are coming out to

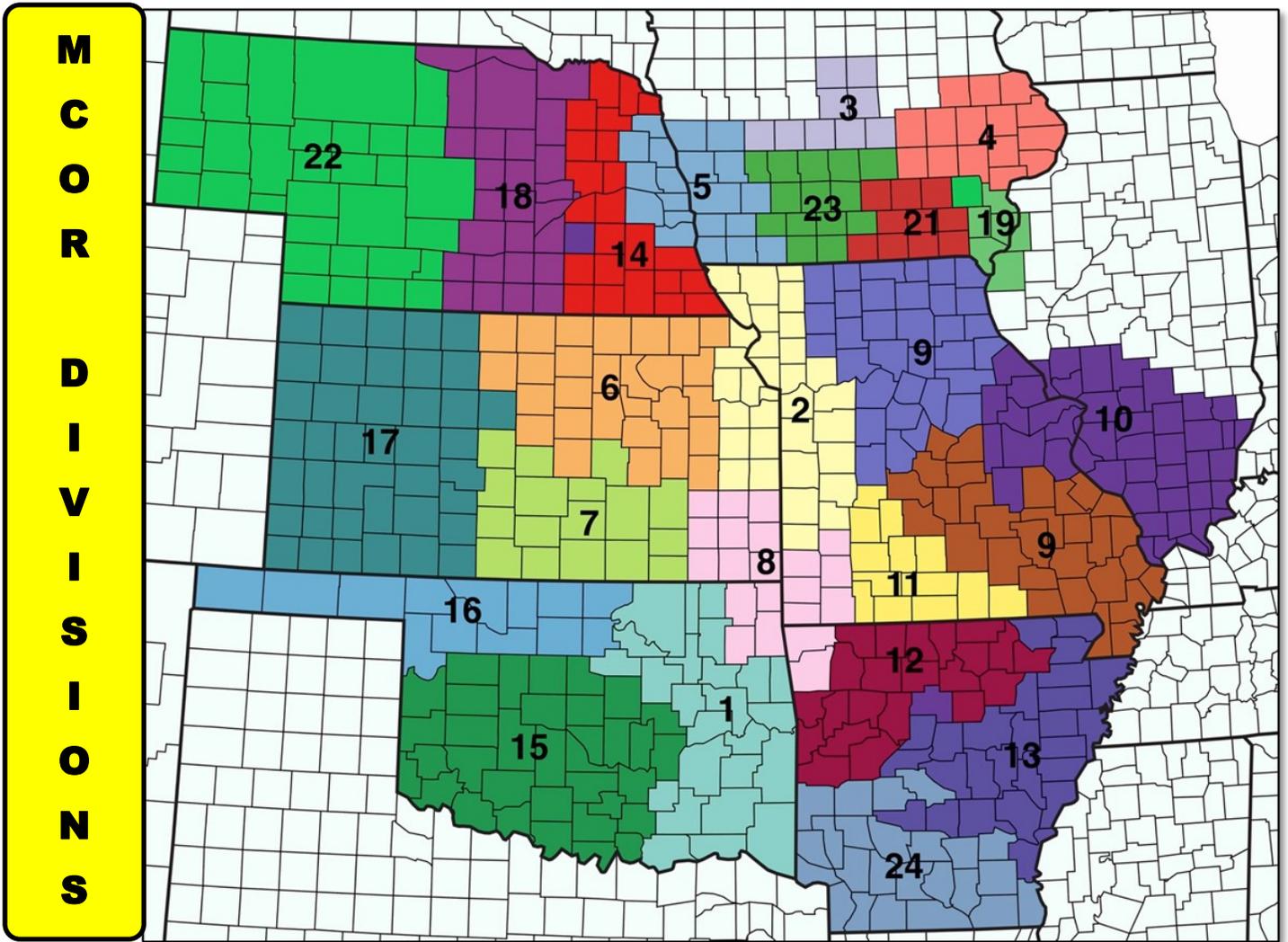
ride the train.

With the daylight hours short and the temperatures cool, modeling season is in full swing. So, get those projects going in advance of next summer's slate of events. We won't have a regional this year as the national will be in St. Louis, so be looking forward to that. Our winter Board of Directors meeting will be coming up the first part of January, so if there is any issue on your mind that you would like to have brought up, be sure and pass it along to your director. To everyone, stay safe, warm, and have a Merry Christmas and look forward to a bright New Year.

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

Brad





Division	Division/Area Name	Director	E-mail	Division	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	Craig Drenkow	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	Bob Perkins	dir-2904@mcors-nmra.org	16	Northern Oklahoma Area	—	dir-2916@mcors-nmra.org
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	—	dir-2908@mcors-nmra.org	21	Fallen Flags Division	John Rietveld	dir-2921@mcors-nmra.org
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	Pamela MacPhail	dir-2911@mcors-nmra.org	24	Southern Arkansas Area	—	dir-2924@mcors-nmra.org
12	Northern Arkansas Area	—	dir-2912@mcors-nmra.org				



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): Meet 4 times a year. 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-12:30. Superintendent - Allan Roecker 918-866-5732 or allanroecker@yahoo.com. Web page: www.tulsanmra.org for meeting dates and additional info.

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 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



Tulsa Union Convention Wrap-Up

By Marc LaChey, Convention CoChair

The 2021 Tulsa Union Convention, held October 6th through the 10th, was a success both financially and in terms of the smiles on the faces of those who attended. The convention featured 21 clinics and 14 different layouts open for tours and operating sessions.

The convention was a joint convention between the Lone Star Region, Mid-Continent Region, and the Indian Nations Division. While the Mid-Continent Region has engaged with other regions in the past to hold joint conventions, this was a first-time joint convention for the Lone Star Region. The benefit of a joint regional convention was that it allowed us to pull from talented resources from both regions. It allowed attendees to hear clinicians that they would not have otherwise been able to hear. And, it allowed the members of the LSR to visit layouts that most had not seen previously.

It should also be recognized that the 2021 Tulsa Union Convention was among the first NMRA conventions to take place in person since the start of the COVID pandemic. Planning for the convention was certainly impacted by the uncertainty related to COVID. When LSR President Chuck Lind, MMR and LSR Convention Chair Marc LaChey drove to Tulsa in May 2020 to meet with MCoR's Co-Chair Ken Ehlers, MMR of Tulsa, no one knew what the future might allow for conventions, let alone life in general. That said, Chuck, Ken, Marc and MCoR President Brad Slone, MMR, agreed early on that we should have faith and move ahead with planning the convention. And, while convention leadership stepped out on faith to plan the convention, we also had some very candid and honest conversations about the financial exposure to the two regions should the pandemic cause a cancellation of the convention. As folks will remember, convention Co-Chairs Ken Ehlers, MMR and Marc LaChey made the recommendation in March 2021 to reschedule the convention from the original date in June 2021 to a later date in October 2021. In hindsight, delaying the convention was the right decision.



Conventions don't happen without the efforts of clinicians. The 2021 Tulsa Union Convention benefited from presentations from the following: Larry Alfred, MMR, Steve Davis, Ken Ehlers, MMR, Tom Fausser, Bill Hobbs, Whit Johnson, Mark Juett, MMR, Chuck Lind, MMR, John Lowrance, Gert "Speed" Muller, Jeff Palmer, Marita Richards, Duane Richardson, MMR, David Salamon, Dean Smith, Phillip Stewart, Lind Wickersham, and Don Winn.

Likewise, attendees of the 2021 Tulsa Union Convention were able to tour and or operate on layouts made available by: Dale Baker, Ray Brunner, Stephen Campbell, Sammy Carlile, Steve Davis, Ken Ehlers, MMR, Tom Fausser, Steve Gillett, Lane Littlefield, Jonathan Pansius, David Salamon, Jim Sinclair, Randall Smith, and Dave Steensland.

The contest room received over 100

entries. And it was apparent that several folks had taken advantage of their recent time at home to build entries of both quality and quantity. While the contest and awards results are listed starting later on page 23, compliments to Chuck Lind, MMR for his turpentine diorama, Larry Diehl's multiple dioramas, and Don Winn's multiple car entries.

Thanks also to Patsy Patteson of Tulsa for leading and organizing activities for the non-rail attendees. Patsy provide arts and craft projects and also lead a tour to the Philbrook Museum.

Last, let's not forget the smiles. One of the perks of hosting the convention at an Embassy Suites is the complimentary breakfast in the morning and the managers cocktail hour in the evening. Both took place in the hotel atrium and allowed folks to sit and talk to one another. Just visiting face to face with old friend and new friends was a treat for everyone who attended. The managers cocktail hour was quite popular as each guest at the hotel received several drink

coupons. I can say with certainty that the drink coupons did not go unused!

But, the great mystery of the convention was "Who stole the cookies?" Cookies were placed at the entrance to each clinic room during the evening sessions. On the first evening that cookies were put out, the tray that was placed in front of one clinic room disappeared. Only when I walked by a large group of attendees sitting in the atrium did I spot the empty tray. Since the cookies were all gone, the person or person's responsible for the theft of the cookies will forever remain a mystery.

Now that the 2021 Tulsa Union Convention has left the station, MCoR folks can look forward to the NMRA National Convention (Gateway 2022) scheduled for August 7-13, 2022 in St Louis. LSR members can look forward to the 2022 LSR Convention scheduled May 5-7, 2022 in Temple, Texas. Both should be great events deserving of your attention and attendance. 🏠

Marc



The Last Ride

In Recognition of Those NMRA Members that have Passed
Images Courtesy Larry Diehl



Paul Richardson, MMR July 9, 1950—November 17, 2021

Paul was quite active and well respected in model railroading and the NMRA. He received his MMR in 2005. He was President of the Mid-Continent region from 2009-2011, and in 2010, he received the Kenny Cline Award. In 2018 he received the NMRA's Meritorious Service Award from Charlie Getz, President of the NMRA.

"I received a call last evening about 5:30 from Paul's wife Betty. He had a stroke Tuesday night. They took him to hospice Wednesday morning and they discovered he had a stroke. He passed about noon. Paul had been battling cancer and several other health problems for the last several years.

These past few weeks I got to spend more time with Paul—as recently as the 15th. Paul lived about 3 miles from me, just down the road. When he and Betty bought their current house, it was very soon that Paul contacted me, having found another NMRA Member living close by. He and Paul Myers, MMR, helped me in the early stages of construction of my L&N LCL sub. He and Paul Myers were also instrumental in getting me involved in the AP. Both were Master Model Railroaders. Paul was manager of the AP for many years. He will be greatly missed by all, especially his sense of humor."

Mark Juett, MMR





Editor's Musings—The Tulsa Convention

By Ray Brady, Editor

By my estimation, the 2021 MCoR convention was a success. It was a joint effort of our own Mid-Continent Region and the Lone Star Region, and it fulfilled my expectations. It was a tremendous learning experience throughout.

From the conventions I have attended, there are six basic offerings at a convention: **Clinics, Layout Tours, Operating Sessions, Contest Room, Socialization, and Area Attractions.**

The Tulsa Convention offered 21 different clinics and 14 Layouts, and, at the behest of the many Tulsa area modelers that were offering either layout tours or operating sessions, the clinics were given blocks of time different from operating sessions or layout tours so the layout people could attend the clinics. And the operating sessions were at different times than the Layout tours—same reason. And the contest room was open all the time - up until the evaluations began. So, the Tulsa convention offered the best of all worlds for everyone.....

Clinics: My primary “go to” events at conventions has been to attend clinics. These are a great way to pick the brains of modelers, get ideas for my modeling, and carry them back home.

In all, I only attended 4 of the clinics—with double that number of opportunities available. So this was less than normal, but more than adequate to satisfy me because it allowed me to branch out to the other areas mentioned above. The clinics I attended were:

- a. Ken Ehlers’ clinic (from the Indian Nations Division MCoR) as he described his **Pandora and San Miguel Railway** layout design compromises he made as he loosely followed the **Rio Grande Southern** prototype—including operations.
- b. Dean Smith’s clinic (from the Central Missouri Area MCoR) as he described his **East Tennessee & Western North Carolina Railroad** and how he incorporated

Operations. The most important aspect of his clinic to me was that FUN was an integral part of his layout objective, with many anecdotes given as we “virtually” toured his layout via a PowerPoint “scrapbook.”.

- c. Duane Richardson, MMR (LSR) and Whit Johnson’s (MCoR) clinic about modeling for the **Achievement Program** vs. a **Convention Contest Room**. After a brief introduction to get the discussion going, this clinic evolved into a series of Q & A about these separate but related subjects.

Because of my recent receipt of four AP awards by virtue of just “doing my model railroad,” I had an interest in learning more about “do’s and don’ts” for other AP awards that would involve building motive power, cars, or structures (as those were the areas I would have to tackle.)

Even though I have been writing about others getting these awards, it still was a little intimidating to think about starting the model building aspect of the AP program. Read about the clinic in the article starting on page 16 of this issue as I condense my tape recording of the clinic to the written word.

The AP program is not that mysterious, and it is intended for you to become a better modeler. The program is not about being a test - it is about offering you continuous improvement in your modeling activities. See Marty Vaughn, MMR’s article on page 12 of this issue.

- d. Finally, Larry Alfred, MMR gave a clinic on **Building with Cardstock**. Because of my recent foray into cardstock buildings (you read about in the April 2021 Caboose Kibitzer), I wanted to hear more about what Larry had to say. As a result, the part of my Cheyenne Backshop that had me in paralysis suddenly got clarity because of the clinic. I think I can now proceed with more of my UP Cheyenne Backshop. YESSS!!!!

I had wanted to attend other clinics, but the opportunity for other endeavors reared its head...

Layout Tours: I took advantage of the allocated times in the schedule to drive to two layouts. The Indian Nations Division members are a hotbed of modelers and they have produced some fabulous layouts. There were 12 layouts of the 14 listed available for tours (2 provided operations, but no tours).

I had already operated on one a couple of years ago - David Steensland's HO_{n3} **Silverton and Lake City Railroad**. So, I chose to go see Jim Sinclair's HO **Southern Pacific over Donner Pass**, and Ken Ehlers' Sn₃ **Pandora and San Miguel** modeled after the Rio Grande Southern in September 1942. Both were fabulous layouts.

Jim's SP layout fills a separate building that I would estimate to be 30' X 48'. It is HUGE, complete with elevation changes representative of the prototype (see below).

Ken's layout was in an upstairs room in his house that was 23' X 23.5' and was simply fabulous. The scenery was superb, with the Rocky Mountain forest very realistic, and the layout was complete with photo backdrops of the prototype area being modeled.

Operating Sessions: I did not attend any operating sessions at this convention. But, as I indicated earlier, I previously had operated on Dave Steensland's **Silverton and Lake City Railroad**.

There were 14 layouts available for operations at multiple times from Wednesday through Sunday. The layouts are

sized to have from 2 to 16 operators. If you are into operations, there were multiple opportunities to sign up for operating sessions on very diverse types of railroads. If you are not into operations, the opportunity is there to investigate the subject more. There is something for everyone!

Contest Room: The contest room offers each of us an opportunity to show off what we can do, as well as offer up to our peers the chance for them to suggest to us the possibility for continuously improving our modeling skills.

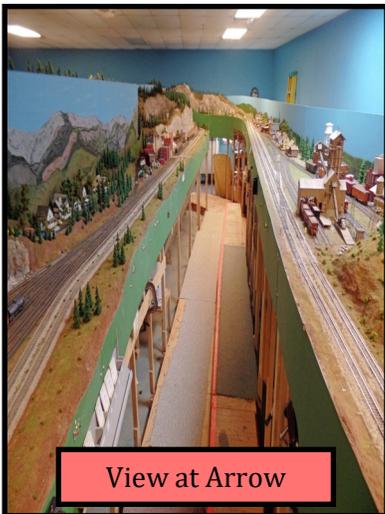
Part of the purpose of the contest room is to have the models evaluated for the AP program, and part of the purpose is to allow the convention attendees make a group evaluation of "best of show," etc.

At the employer I retired from, the culture that was constantly being instilled in us was the concept of "Continuous Improvement." Continuous improvement gives us the opportunity to evaluate where we are, decide what we can do better, and go forward with a better product. It is a learning process!!

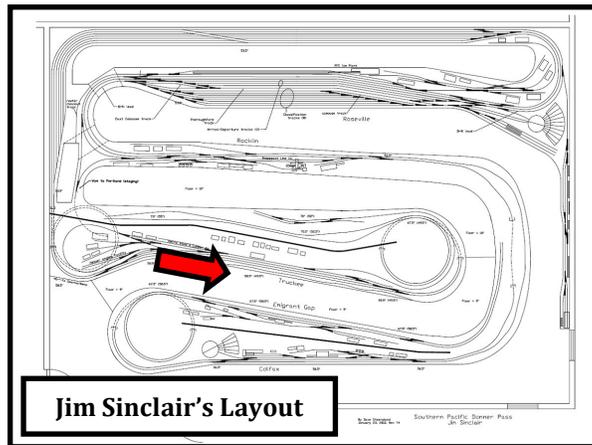
That is the concept employed with the Contest Room. The intent is not to get a "grade" about how well we did with a particular model. But rather the intent is to give us the opportunity to improve our skills by getting feedback.

On the evening when the evaluations were to begin, I happened to be just coming out of the Contest Room when I was corralled by Whit Johnson to participate in the evaluations. After much denial on my part about being qualified, I finally agreed to participate. After an indoctrination, I was teamed up with two other experienced individuals and off we went.

There were over 100 entries in the various categories. We were given a specific evaluation category (*Construction, Detail, Conformity, Finish & Lettering, or Scratch Built*) to evaluate for each of the models. It took us over 5 hours to go through the



View at Arrow



Jim Sinclair's Layout

models. It was tedious, but it was also a learning experience for me. I appreciated that.

Each of the above areas have NMRA guidelines for what the evaluators are looking for as well as a matrix of how to score the models (<https://www.nmra.org/forms>). In addition, the Lone Star Region has supplemental information on convention contest room evaluations (<https://www.lonestarregion.com/node/6>). I encourage you to read through the information in the indicated links to understand better the opportunity that the contest room has for you to improve your modeling skills.

Social Interaction: Of the conventions I have attended, there always has been a location available for conventioners to just “sit and talk.” There is a tremendous camaraderie built up over the years by many Model railroaders and they just enjoy getting together and “spittin’ and whittlin’” or “knittin’ and pearlin’”.

This Tulsa convention was no different. The hotel had an atrium and there were groups gathered there throughout the convention. I joined groups at various times, and was always welcomed to the group.

While I am a relative newcomer to the NMRA, it was obvious from the chatter that some participants go back as much as 40-50 years. It was fun to listen and participate in the conversation. And, this convention was even more special because the Texas and Louisiana folks from the Lone Star Region joined the conversation.

Tulsa Area Awareness: Everything was not just about planned events at the convention site. In the course of driving to the Layout Tours, I also had done some “Googling” and found some other model railroad points of interest.

One was a Model Railroad store that specialized in N-scale. For me, that was a must-see. I didn’t spend much money there, but it gave me the opportunity to see an n-Trak reversing module that was under construction by the n-Trak group that called the store home. It was of interest because the Topeka n-Track club to which I belong has been entertaining alternate module arrangements other than a “circle” arrangement. So, that part of trip was

equally educational.

And of, course, there was a Model Train Show just south of Tulsa that “just happened” to be along the route to one of the layouts on the layout tour. So, of course I had to go in to see what was there.....

Summary: All-in-all, the Tulsa Convention offered a plethora of things that any model railroader would find informative. We are all different. We all have a different vision of how we want to do “model railroad.” It is important that we recognize that. And, the very nature of the Tulsa Convention format strengthened the opportunity for all of us to grow where our interests might take us. You missed a huge opportunity if you didn’t go to the convention.

Don’t forget that August 7-13, 2022 offers an even bigger opportunity in St. Louis at the National NMRA convention. You’ll be sorry if you don’t go.....

One final note: The conventions normally close out on Saturday evening with a banquet and the presentation of awards from the AP Program, Congest Room, as well as various awards from the Region. This convention was different only in that the hotel kitchen was being remodeled so the “Dinner” became a “Catered Dessert.”

One of the MCoR awards given out is the “Larry R. Long, MMR Award” given in recognition of dedicated service as the Mid-Continent region’s Division volunteer of the Year. The picture on page 34 is of me receiving the 2021 award from the 2020 award recipient, Larry Alfred, MMR. This was totally unexpected.... Thank you to the previous three recipients (Larry Alfred, MMR, Miles Hale, MMR, and David Heinsohn) for selecting me for the award. (and yes, there is a story behind the layers of shirts....)

Finally, a special thanks to Mike Harang for the pictures of the convention found in this issue of the Caboose Kibitzer. He had a herculean task of photographing the contest entries, the recipient awards, and more. 📷

Ray



Achievement Through Learning—AP Structures

By Craig Drenkow—Achievement Program Chairman

Well, I got busy last quarter and didn't get an article done so let's get started on this quarter. We have covered the **Golden Spike** award (1st Qtr 2021), **Volunteer AP** (2nd Qtr 2021), and **Cars AP** (3rd Qtr 2021). This quarter let us look at the **Structures AP**.

Remember there are four categories in the Achievement Program, and you need to earn at least one certificate in each category if you are trying to get your Master Model Railroader award (MMR). You don't have to have the goal of getting an MMR. If your goal is to be a great model builder who builds cars or buildings, or you have worked hard getting your layout running, or even if you like to be part of the NMRA as a volunteer or officer, you might be satisfied just to earn certificates in one or more categories.

There are no rules saying you must try to be an MMR or what order you can earn these certificates in. This program is there to help you become a better modeler.

The Structures AP says you need to do the following to get the certificate for Master Builder - Structures. You need to build twelve structures, with at least six different types represented. One of the six types needs to be a bridge or trestle. At least six of the models must be scratch built. Things like light bulbs and electronics, paint and decals, figures, and basic wood, plastic, or metal shapes are allowed in a scratch-built structure. The remaining six

structures, if not scratch built, must be super detailed using scratch built or commercial parts.

You must earn a score of at least 87 ½ points on six of the twelve models in either an AP merit evaluation, or an NMRA sponsored contest. The other six don't even have to be evaluated. All twelve models must be described on the Statement of Qualification (SOQ).

You must submit a Statement of Qualification and verification of merit awards (photocopies of the Certificates or signed Judging Forms). You might want to be helpful and include photos of the models, but it is not required. The twelve structures do not all have to be of the same scale, or era, or even on the same layout. Building the structures separately off-layout is better in most cases. After the contest or Merit evaluation you can then install them in their final location. Doing this gives the judges a better look at your submission. It is important to remember when working on anything in the AP program to not read more into the qualifications than are there. There are more detailed descriptions on the NMRA website.

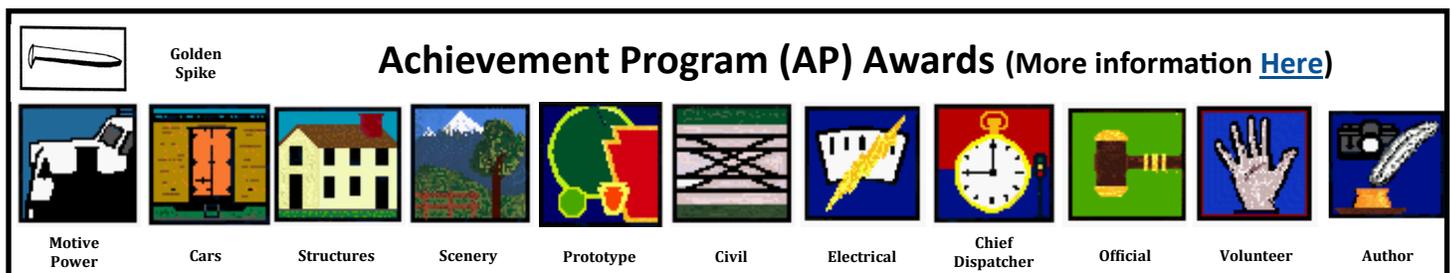
If you don't succeed the first time, read the judges notes and improve your model and submit it again. Now get out there and start building structures. Or, do like I'm doing and super detail some you already have. This is about improving your skills.

Until the next train comes. 🚂

Craig.



Structures





Achievement Program Judging

By Marty Vaughn, MMR

MCoR Assistant Achievement Program Chairman

Recently, there have been several questions about AP judging that have come to the attention of the MCoR Achievement Program. I've asked Craig Drenkow, the Region AP Chairman, to let me address these. I've had the privilege of having been both the MCoR AP Chairman (and am now Craig's assistant) and the NMRA National Contest Chairman for several years. If you have an hour to kill, much of what I'm going to present here is also on the NMRA website that you can view. It's of a clinic I presented at the NMRA National in Seattle a few years ago. While the clinic was presented in 2004, the only thing that's become dated since the presentation is me (but I still have that shirt!).

You will need to be an NMRA member to access this clinic:

<https://www.nmra.org/contest-judging>

The one thing many people are confused about is the purpose of the judging. The AP isn't about being an elitist. It's primary purpose, wherever the judging is done, is to make us better modelers. The feedback you receive can be invaluable to improving your modeling. When I first started participating in the AP, I took a model water tank to another Region convention to enter in their contest. The model took second place but received 87 points (it takes 87.5 points to earn a merit award). One of the judges had written a comment on the form that the cables on the water tank were "fuzzy." When I looked at the model after the contest, I realized he was absolutely correct. I'd used thread for the cables and there was some fuzz showing. When I got home, I used some white glue and took care of the fuzz, took the model to another contest, and earned my second Merit Award in Structures.

When it comes to the actual judging,

evaluation form, and scoring matrix, it is the same, whether the judging is for Structures, Cars, and Engines done in a contest at Division, Region, or National level, or in your home on your layout. Whether judging at home or entering a model for judging in a contest, I strongly recommend you read the Judging Guidelines that you can download from the NMRA website at:

<https://www.nmra.org/sites/default/files/education/achievement/pdf/2006-judging-guide-lines.pdf>

But there are some differences between a contest judging and the evaluation of a model done at the member's home. In a contest you must provide information for the judges to make their evaluation. In a contest, teams of judges are used (as much as possible, depending on the number available volunteers) and each team judges just one category. In home judging, it's usually just three or more judges and they judge all categories. But in both cases, they are looking for the same things.

The one major difference between the contest judging and judging at home is your written narrative of how you built the model. In a contest, the judges don't normally know the modeler and, if they have questions, there is no time to try and track you down for more information. Your narrative should be direct and informative, but it also needs to be short. Judges are going to be looking at roughly 100 models or more in most Region and National Conventions. If you provide more than about two written pages plus a page or two of plans and photos, the judges just might have to skim your write up and might miss important points buried in the verbiage.

Judging at home is different. If I have a

"The primary purpose, wherever judging is done, is to make us better modelers."

question about something on your model that I can't find in the written narrative, I'm just going to ask you for more detail. While what you write can affect a contest due to time constraints, the judges are evaluating your model, not your writing skills.

To use the AP to become a better modeler, feedback is critical. In a contest, each team has a designated scribe. Along with judging, their purpose is to provide written comments as to what the judges liked, or thought could be improved. When I was the NMRA Contest Chairman, both the Chief Judge and I made sure that all the teams provided comments. I know that MCoR does this, but I also know not all Regions provide this feedback. Remember that "fuzzy cable" comment? That helped me become a better modeler. But comments also must be meaningful. I've also gotten a comment that read "Nice work. Left a little more room for error." That one stuck with me because I still don't know what the judge was trying to tell me.

When I'm judging at your home, feedback is more give and take. I will talk to you after the scoring is done and tell you what the judges liked and what we feel could be improved. In turn, the modeler can ask us for clarification on any points where they want more information.

I personally am also a fan of open judging. When I was the NMRA Contest Chairman, the judging room was open while the judging was done. People could watch the judging and listen to their comments and discussion. But only the judges could talk, and no one was to talk to the judges. Only once in the years I held that job did we ever have a problem with it and, in that case, the modeler got into an argument with the judges about his own model while the judging was occurring. That was the only time I had to have someone removed from the contest room.

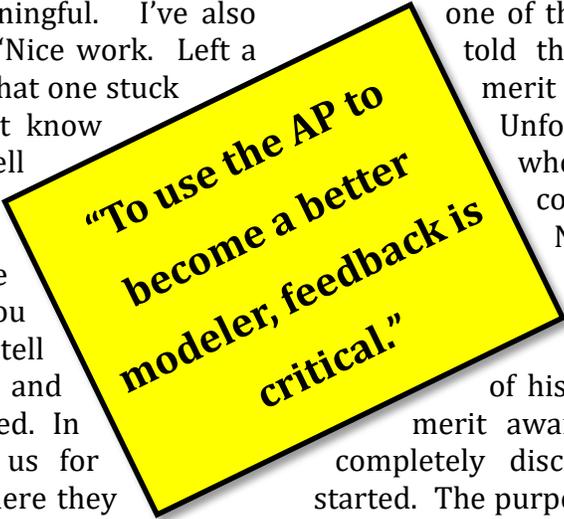
A better way to learn what the judges are looking at and how they are evaluating models is to become a judge. Again, I know the MCoR, and

while I was working the NRMA contests, we were happy to have "novice" judges with each team. Even if someone had never judged before, they are welcome to join a team and "learn to do by doing." Most of the people in this Region who have judged learned the process that way. Once you know what the judges are looking for, you can make sure that you double check those things in your own model building.

While judges are always welcome and necessary, if you judge, you have certain responsibilities too. First, you need to set aside your own prejudices when you judge. The first time I ever entered a contest was in Manhattan, Kansas. We didn't have anyone qualified to provide AP judging and arranged from some members from another Division to provide the judging. As the judges entered the contest room, one of them looked at the diesels and told the other judge "I never give merit awards to diesels." Unfortunately, a friend of mine who had several diesels in the contest overheard the remark. No diesels earned a merit award that day and it took a while for my friend to try the AP again. Whether or not any of his diesels would have earned a merit award is unknown, but he was completely discouraged before the judging started. The purpose of judging is to make you a better modeler, not a bitter modeler.

Secondly, contest judges must provide feedback. If you volunteer to judge but won't do the job of feedback, I propose you don't earn Volunteer points because you didn't **do** the job. Leaving feedback doesn't need to be a "book" for each model. The four words "your cables are fuzzy" told me exactly what I needed to know to fix the problem for the next time. But without those four words I might never had understood what was wrong.

Judges don't have to be experts in every era or every railroad when judging a model. What you're looking for is what did the modeler do and how well did they do it. If you're a Rock Island fan and preparing to take off points on a



"To use the AP to become a better modeler, feedback is critical."

UP model because the Rock didn't do it that way, you need to rethink your judging. The same thing applies to free lanced models or changes to structures from the photo presented. In another model contest I judged, the modeler entered a structure and a photo of the building as it existed today. In his narrative he explained that he modeled an earlier era and, while he liked the building, the windows were too modern. So, he modified the windows from square openings to arched openings as was common practice in the era he modeled. The judges ignored his write up and deducted a chunk of points because the model didn't exactly match the photo. Wrong! Judges need to read what the modeler provides.

Judges also must be consistent with the judging guidelines. For example, if you are judging the Scratch Building category, you *cannot* give a model more than 10 points if it is not completely scratch built. But on the other hand, you can't give a model less than 11 points if it is completely scratch built. The same applies to the points available in each category. If a judge can't be consistent and gives more points or less than the guidelines allow, it distorts the entire process.

While all judges should try to be as objective as possible, we are only human and we are all subject to some subjectivity whether we recognize it or not. Even if someone develops a software judging program for use in judging models, even the program is influenced by the subjectivity of the programmer. One method, in my opinion, to lessen the subjectivity is where you start with points when judging. In the National Contest instruction to the judges, I always explained that every model in the contest room started with 125 points. What the judges were to look for were those things that could be done better or were missing and deduct points from the category accordingly. Judges were also

cautioned that they were only judging one category. In the contest room you do not deduct points for something that could be improved in a category someone else was judging. I know this point may sound simplistic, but it does frequently occur, especially with new judges. In the contest room, judges should stay in their own lane.

The last point in judging applies primarily to the contest room where models are judged by category by teams but is also something to be aware of judging in someone's home. Remember my water tank model that earned 87 points? I've always considered that when judging. Any time I'm judging and the scores are totaled up, if the model earns 84-87 points, I relook at the model. That 3.5-point range represents less than 3% of the total possible points. While I think I'm pretty good at judging after all this time, I don't think I'm beyond a possible +/- 3% error rate. Even at the National Contest, the Chief Judge was tasked with identifying any model earning 84-87 points and he and I would relook at those models. Not all models in that range would earn a merit award, but they all deserved a close look.

And some, in fact, did earn merit awards based on that re-evaluation. As judges, we try our best, but a 3% error rate is worth a second look.

If you want a further review of what a judge should do, I'd suggest you read the NMRA's Judges Code of Conduct. It's worth rereading before you judge in a contest or in someone's home. It is reprinted on the next page for your review.

If you have any other questions on judging feel free to send them to the MCoR AP address on the website

apchair@mcpr-nmra.org

and Craig or I will do our best to answer them. 📧

Marty

“What the judges were to look for were those things that could be done better or were missing....”



NMRA Code of Conduct

Definition - This comprises a pledge that contest judges, contest staff and contest entrants are expected to observe during the conduct of the contests.

Contest Judging Purpose:

1. Provide an objective and consistent evaluation of the skill and effort in the building of models and to provide recognition of those skills.
2. Employ a uniform point scoring system for both scratch built and kit built models.
3. Be an educational vehicle in which entrants are encouraged and inspired to build better and better models.
4. Operate on the honor system.
5. Contest entrants are trusted to provide an honest description of the work they have done on the entry forms.
6. Contest staff will provide an objective and consistent evaluation of the models. Moreover, they should accept descriptive material at face value unless they feel there is an error or find compelling evidence that the description has been misrepresented. In either case, the Contest Chairman and Chief Judge should immediately be notified.

Contest Staff and Judges agree to:

1. Be fair and honest.
2. Be friendly, open and encouraging to entrants.
3. Be helpful and instructive to applicants/entrants with regard to AP/Contest rules, Judging Guidelines, and forms.
4. Employ procedures to facilitate objective and consistent evaluations and scoring of the models including:
 - A. Using open judging (subject to complete silence by viewers) if possible.
 - B. Ensuring paperwork left with the model does not include the name of the builder and covers scores as much as possible and not disclose the name of the modeler prior to awards for any contest model judged.
5. In the case of a complaint, refer the complaint to the Contest Chairman or Chief Judge who should provide an honest and fair hearing.

Judges further agree to:

1. Reread the guidelines for any factors they are judging.
2. Not be biased toward or against any scale, prototype, type of construction, material, modeling era, other aspect of the model or modeler regardless of reputation, and to recuse themselves from judging their own models or any category in which they have entered or which they model.
3. Provide positive and constructive written comments to all applicants/entrants.
4. Disregard factor scores rendered by other teams and any totaled scores when engaged in team judging.

Entrants agree to:

1. Fill out all required forms in a truthful manner.
2. Describe their model as accurately and concisely as possible recognizing the time limits placed on judging. (Pictures and/or plans are encouraged to document conformity and prototype/construction practice.)
3. In the case of a complaint regarding the scoring of a model to present their case to the Contest Chairman or Chief Judge in a civil manner and respect the decision rendered.



Central Missouri Area News

By Doug Whetstone, Director
With contribution from Don Bowen

Work continues on the indoor railroad layouts around the Central Missouri Area (CMA) despite the spring like weather we have been enjoying. Don Bowen, an active member in the 100% NMRA Columbia Area Model Railroaders club, has been busy in the electronics department. Here's what he has to say.

"At one of our weekly lunches, Doug Whetstone asked if I (Don) knew anything about DCC++EX and at the time I did not. I have several Arduino projects and a Mega setup for testing DCC++ so I looked into it. DCC++ is a home brew DCC command station running on the Arduino UNO and Mega boards. In my test setup, I have a Raspberry Pi running JMRI connected to the Mega which allows me to run trains over WiFi with a cell phone using the Engine Driver App. DCC++EX is a cleaned-up version of the original DCC++ with additional features. One of the new features is the use of a WiFi shield on the Arduino so there is no need for JMRI.

"Using my DCC++ test setup I launched into learning DCC++EX. The first step was finding sources of information. The primary source is <https://dcc-ex.com/index.html> with a complete description of the hardware options and link to the Arduino source code. Another source is the Facebook group DCC++ and Arduino Model Railroading. Several of the DCC++EX developers are on that group. The Discord server DCC++EX is where the developers hang out, where new developments are announced, and has forums where all questions can be answered.

"For my application, I needed a WiFi shield. The listed WiFi shields are either currently unavailable, have very long lead time, or have problems. I purchased a WiFi shield that was available with quick shipping. I already had an Arduino Motor shield on my test setup. Once the shield arrived, I spent several days chasing down answers from the above sources to fix the problems on the shield. Everything finally worked and I was able to run trains with my cell phone over DCC++EX.

"My thoughts on DCC++EX: It, too, is a home

brew system and, as such, will take a little bit of tinkering to make it work. There is a wealth of information out there and members of the above groups are more than willing to help.

"Another project I am working on is a DCC booster. I have 10 Tortoise turnouts controlled and



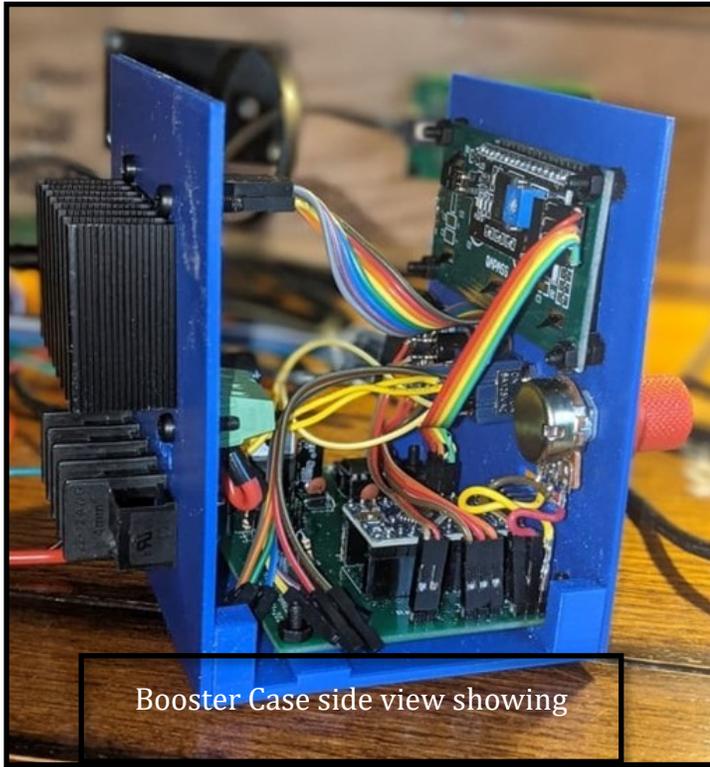
Booster Case front with 3D printed knobs

powered from the track bus through NCE switch-8 and switch-it. My road is nearing the 2 Amp limit of the power provided by either the DCC++EX or the NCE PowerCab. A sound equipped locomotive can put it over the limit.

"The booster uses an Arduino Pro Mini to control maximum current and temperature of the controlling H-bridge. If the temperature rises above the limit, the H-bridge is shut down. Other controls are a power switch and a reset button. A 2X16 LCD display shows settings and will be expanded to a 4X20 display. I purchased a bare PCB from <http://www.trainelectronics.com> and then 3D printed a case designed using <https://www.tinkercad.com>. The booster is still under development but is about a quarter of the price of a commercial booster with more capabilities.

"Other projects are putting sound in my locomotives. One is an older Atlas RS3 painted for

the GM&O. The locomotive is a typical eBay find, but needs a cleanup and re-lube. I usually do not put sound in locomotives because of my limited hearing. In this case, I found an etched metal fan screen from KV Models, so the molded-in fan was opened up and the screen added. The weight under the fan was cut down to clear two sugar cube speakers from Streamlined Back Shop driven by a Soundtraxx PNP sound card. Works great."
Don Bowen



Booster Case side view showing

Nothing has been happening on my own layout over the course of the summer and fall due to "other duties as assigned" getting in the way of progress. However, that has changed and I'm looking forward to getting back to construction on the Ozark & Green Mountain Shortline.

I want to wish everyone a wonderful Christmas season. Be safe and we'll see you in 2021 as we continue "on down the line . . . keeping our hand on the throttle and our eyes on the rail." 🚂

Doug

A Preview of the Contest Room
Photos By Larry Diehl





Tulsa Union Clinic—Contest Room vs AP Program **Presented By Duane Richardson, MMR and Whit Johnson , MMR** **As Transcribed by Ray Brady**



On Saturday morning of the Tulsa Union Convention, Duane Richardson and Whit Johnson gave a clinic on “*Modeling for the Achievement Program and Contest Room.*” In this clinic, they sought to “demystify the Achievement Program as well as how to properly do a write-up for models either presented for an AP award or entered in the Contest Room.”

As they indicated during the clinic, there **IS** a science behind the program for both the modeler as well as what the judges are trying to accomplish. Elsewhere in this issue are articles that elaborate that the intent of the evaluations is to help modelers improve their skills in modeling their railroad.

After a short introduction, Duane and Whit entertained questions from the audience about both programs. What follows is an abridged transcription of what your CK Editor recorded during the clinic in the hope that the information will be of benefit for your model railroad journey.

Duane Richardson: “Hello, I’m Duane Richardson from the Lone Star Region (LSR) and with me is Whit Johnson from the Mid Continent Region (MCoR) we are here to talk about a number of things.

First, if you are not in the Achievement Program (AP), I highly encourage everybody to get involved, because it WILL make you a better modeler. It is something you start off with and you are going to learn some things along the way. It will change your life in how you work a model or how you work a project. There will be things that you think “that will do” – that really won’t. Good-nuf isn’t good-enough.

“We’ll talk about the Achievement Program, and then the very slight, subtle differences between that and the Contests we have in the room next door [to this clinic room.] Between the two, there is one very common, crucial piece - the writeup. I hate to say that a modeling contest and an AP evaluation can get

down to a bit of a writing contest but the reality of it is that it does.

“When we are evaluating a model at a regional show, or a division meeting, or in your home, we may have an advantage because we can walk up to you and ask questions. But, in the contest room, your voice cannot be heard. You put the model on the table and leave it for the judges, and the only thing you have that explains your work is the write-up.

“So, if you go to the Lone Star Region website and pull up the “Please Read”, you will find a “how-to-do-a-writeup.

https://lonestarregion.com/sites/default/files/documents/contest/NMRA_contest_write-up.pdf

“Also go out to the NMRA web site and get the judging guidelines and it will tell you what the judges are looking for, and what they shouldn’t be looking for.

<https://www.nmra.org/sites/default/files/education/achievement/pdf/2006-judging-guide-lines.pdf>

*“Where this becomes important is because when I am judging you in your house, I am judging you on all five categories. But in the contest room, I am only looking at one category across all the models in the room. In there, I will only look at **construction**, or **details**, or **conformity**, or **finish and lettering**, or **scratchbuilding**. But as judges, we are not going to look at all five of them together. There will be other teams looking at the other categories.*

“So, where the writeup becomes important is to address the things listed under each category. The write-up is your voice in the contest room. Sometimes the item you wish to highlight may cover more than one category. If so, include it in the explanation for both categories. Remember, the only thing the judges have to go on is what you write. So, include it if it makes a point in that category....”

What follows is a synopsis of the questions or discussion that followed the above introductory remarks. While the questions and answers are brief, the actual clinic covered much

more material surrounding each question with anecdotal examples, elaboration on the answers, and more. A recording of the clinic is found [\(here\)](#) and makes for entertaining listening as well as being informative for your modeling experience with the AP Program as well as the Clinics at NMRA events. So, read on...

Question: Are there synonyms that are universal through what we are doing here? For example, in reading the NMRA website, I have question about what I feel are conflicting statements. What should I do?

Answer: If you have questions, talk to someone who has achieved that AP award. Or, talk to your AP chairman for your Division or Region. They can clarify, or can get to someone who can clarify for you.

Question: If you do a writeup for a model for the contest room and don't score enough to get a merit award, can you try again.

Answer: Yes, you can try as many times as it takes. Each time you enter, you will learn from the judges because of their comments about their evaluation. You can then make improvements to either the model or the writeup and then try again.

Question: Is the judging between regions similar ?

Answer: It is supposed to be the same across the planet. But, I won't tell you that it is. However, in the Mid-Continent Region, we have held joint conventions with five other regions in the last 20 years and where we have not had one model that wasn't even close to being judged differently depending on the Region.

Oh yes, we don't "judge" models. We "evaluate" models. We're going to critique your model, whether it is in your home for a merit award or in the contest room. If we do it the right way, we are there to answer your questions, to help you get a higher score the next time, and to improve your abilities.

Question: What if I don't want to show my stuff in public.

Answer: We understand that, and, in fact, there are things that must be evaluated in your home. For example, scenery is usually built in-place, and it is impossible to transport to a

meeting or contest room. In that case, we'll come to your home. And that has the advantage that we can interact with you about what you did.... And, it gets you past the creative writing problem that exists in the contest room setting.

Question: When I take a model to other organization's show, I win. When I take the model to an NMRA convention, I don't even place. What gives?

Answer: The other conventions are all popular votes. Whereas the NMRA contests are all structured evaluations. Hence, you are getting the feedback to make you a better modeler with the NMRA event. And it will also change your perspective when you go to another show and look at those models because of the evaluation factors used by the NMRA...

Question: What can I gain from the Contest Room?

Answer: You gain as much from the contest room as you do from clinics. The clinics give you information about what to do or what not to do. In the contest room you get to see the efforts of the best modelers in the region. And, you are going to learn from the evaluators all the time - every time.

Question: Can judges submit an entry in the contest room?

Answer: Yes, but a judge is forbidden to evaluate a category if he has a model entered in that category. He must step back and someone else must step in. It is called conflict of interest.

Question: Is the judging always done by experienced people?

Answer: Yes and no! There will always be an experienced person in the evaluation team. Rookies will always be working with others that have done it before. But everyone on the team is encouraged to come up with their own evaluation and then the team compares. Hence, the rookie is learning at the same the team is coming up with a final evaluation.

Question: What can I do for self-evaluation of the model? What is a good practice in preparation for having a model evaluated?

Answer: Taking a photograph of your model is really revealing. With the advent of cell phones, it is easy to take a picture, blow it up,

and look for places that need improvement. Just the process of “flattening” the image on the screen will reveal things you didn’t see when you are physically looking at the model. Then score the model yourself. Go through the score sheet and evaluate your work. You are going to find things you missed and want to fix. And that will improve your score.

Question: If I have information about my model applicable to both Construction and Scratchbuilding, when I do the writeup how do I handle that?

Answer: Include it in both sections of the writeup. When the judges are making their evaluations of their particular category, they need to know about it. Remember, if you don’t tell the evaluators, they won’t know. So, include it both places. Make it easy for the evaluators. And include pictures to clarify.

Question: In the conformity category, the instructions talk about “describing the prototype design.” What if you are freelancing?

Answer: The way you get around that is to say “I like this or that building. I’ll model something like that to fit my layout space” Prototype buildings suggest a particular practice. The idea behind Conformity is to have proof to show what you intended to build and then how well you did it. The question should always be asked, “If it were built this way for real, would it work?” You can’t put 10,000 gallons worth of water and tank on top of 1x4 legs. It won’t hold that weight up. So, follow “what normally would be done” to build your model for that realism..

And sometimes a model exists before a prototype is built. Many companies employ models to see how a prototype will look or function before they commit to building the real thing. So, your story can be that your model represents the original design, and the company modified it when they actually built it in a photograph that you are imitating.

Question: How much training goes into getting the evaluators up to speed?

Answer: Normally what is done is to give a training/refresher session to the evaluators where we go through the details of “construction,” scratch building, finish and

lettering, etc. before the evaluations begin. That way everyone starts on the same page when they enter the room to do the evaluations. Of course the experienced members of the team will be training their team members. And, sometimes the “newbie” will get the team back on track if they stray...

Question: What sources can I go to that will improve my model?

Answer: If you go on-line, it will give you a rough idea about what is usually done, and how it is done. Another option is to find someone that knows about the subject and pick their brain. Even walking into a business and asking questions about how and what they do is a great way to learn about a prototype that you are attempting to model.

Question: Where do I begin for the AP program?

Answer: If you are just getting started with modeling, or wanting to do something on a smaller scale, look at *Prototype Modeler* even if you are a freelance person. There is a lot of overlap between the various Achievement Program awards in the examples within the pages of the *Prototype Modeler*. In *Prototype Modeler*, you will find pictures of various scenes. By the proper selection, you can achieve a scene that encompasses all of the MMR requirements. You do not have to have a massive layout to fulfill all the MMR requirements. You can go from nothing to MMR in one project.

One last comment. The previous discussion just captured the highlights of the 1-hour clinic. The actual experience was not only informative, but also entertaining. Many, many examples, anecdotes, life experiences, and more were related by the presenters and the participants that would have made your attendance at the clinic very informative. If you have an hour to spend, go to this link and listen to the entire clinic. I guarantee you will not be sorry....

<https://www.dropbox.com/s/keekyp4xnhlnhvp/AP%20vs%20Contest%20Room%20Clinic.m4a?dl=0>

Thanks to Whit and Duane for sharing. 📎

Ray



Greeley Railroad Museum

By Craig Drenkow

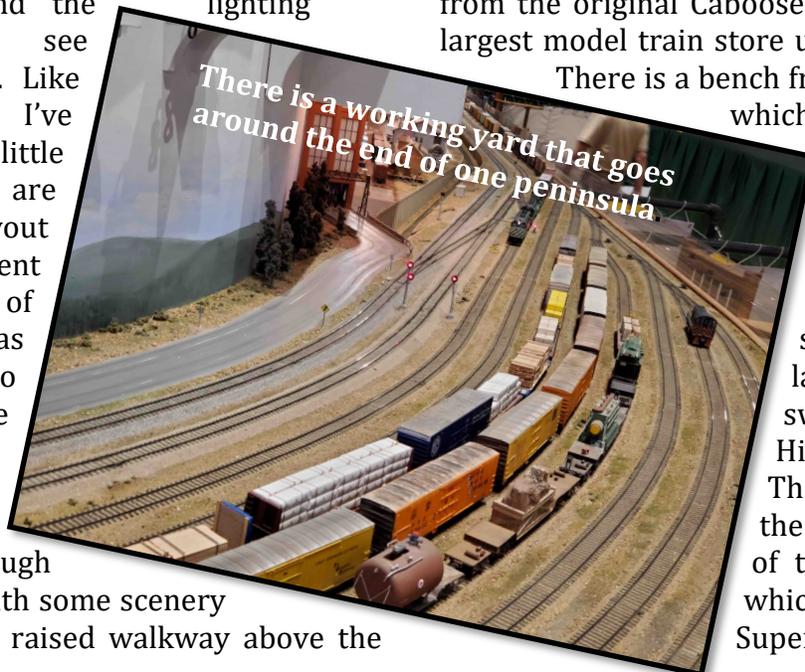
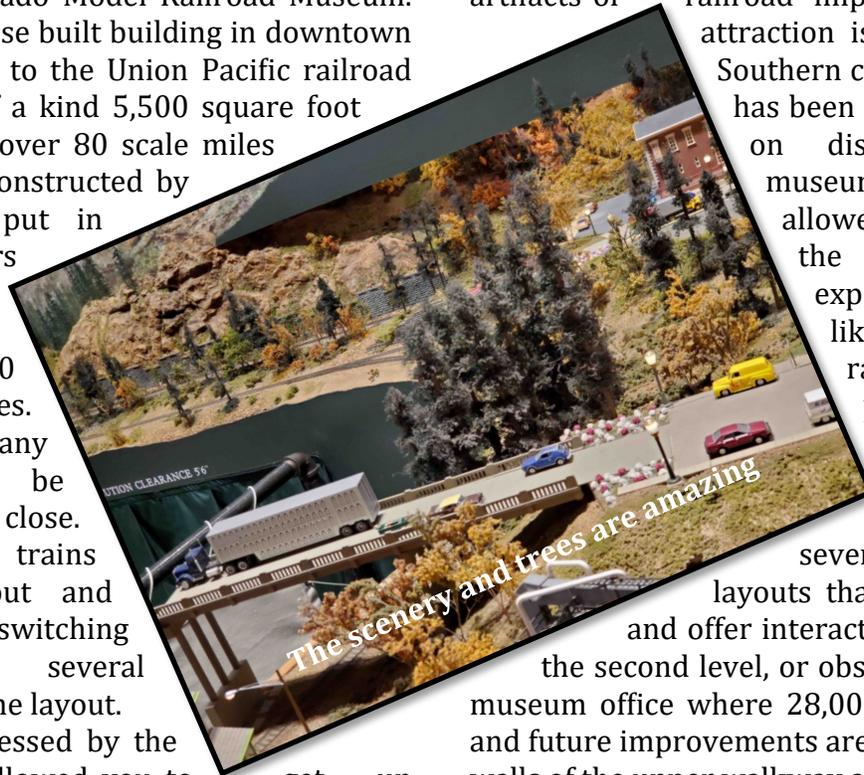
This summer I braved Covid and ventured out to Greeley, CO. The purpose of my trip was to go to the Colorado Model Railroad Museum. Located in a purpose built building in downtown Greeley right next to the Union Pacific railroad tracks, this one of a kind 5,500 square foot museum features over 80 scale miles of track. It was constructed by volunteers who put in 280,000 hours building handmade details and around 28,000 handmade trees. There are many scenes that can be viewed up close. Volunteers run trains around the layout and perform switching operations at several locations around the layout.

I was impressed by the wide aisles that allowed you to get up close to the operations. The scenes are beautifully built and the lighting allows you to see everything very well. Like many layouts that I've visited, there are little hidden details that are fun to find. This layout is designed to represent the logging country of the Northwest but has a distinctive Colorado mountain feel to the mountains and trees. The Oregon, California & Eastern railway runs through several elevations with some scenery stretching up to the raised walkway above the

layout.

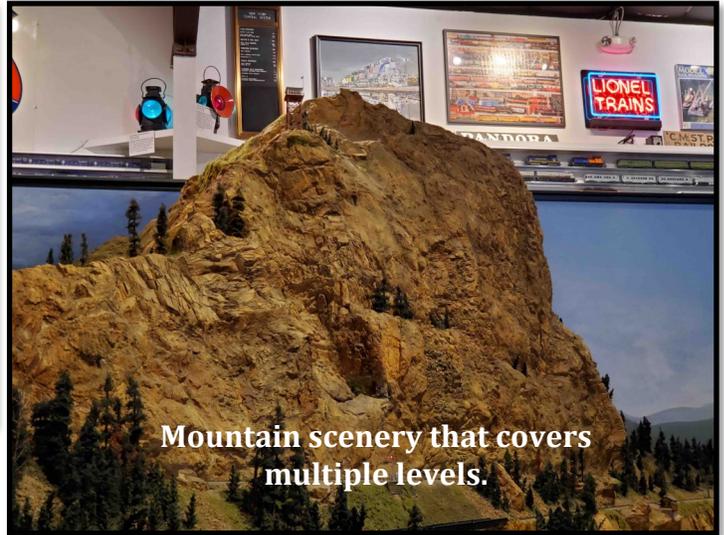
Around the outside of the railway are artifacts of railroad importance. A major attraction is the Colorado and Southern caboose #10583 that has been restored and placed on display inside the museum. Guests are allowed to walk through the caboose to experience what it was like to work on the railroad in years past. The museum also has displays of working crossing signs and several children's layouts that are at child level and offer interactive controls. Up on the second level, or observation deck is the museum office where 28,000 trees were made, and future improvements are planned. Along the walls of the upper walkway are displays of Lionel Collections, as well as timetables and a collection from the original Caboose Hobbies, the World's largest model train store until it closed in 2016.

There is a bench from the Greeley Depot which is one block north of the museum. The museum also features one of a railroaders most important tools, a selection of railroad lanterns, a display of switch keys, and a Hiawatha coach seat. They also have one of the 50 HO scale models of the Edmund Fitzgerald which sunk on Lake Superior. There are also





There are amazing pieces of rolling stock including this heavy load.



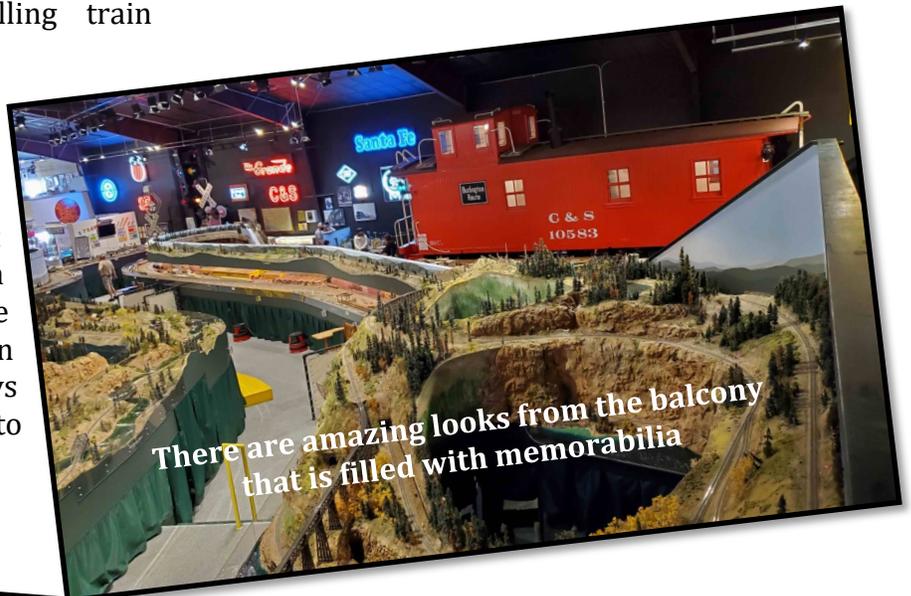
Mountain scenery that covers multiple levels.

models of the *Yaquina Bay*, *Winchester Bay* and *HMS Norfolk*.

The railroad can be operated two ways: by computer control, or by volunteers that include a live dispatcher controlling train movements.

The Colorado Model Railroad Museum was founded by Dave Trussell, whose dream was to build the ultimate model railroad layout. You can find out more about the Colorado Model Railroad Museum at <https://www.cmrn.org>. Michelle Kempema, the Executive Director, can be seen at many model railroad shows and she or her staff will be glad to welcome you for a visit to Greeley. 📍

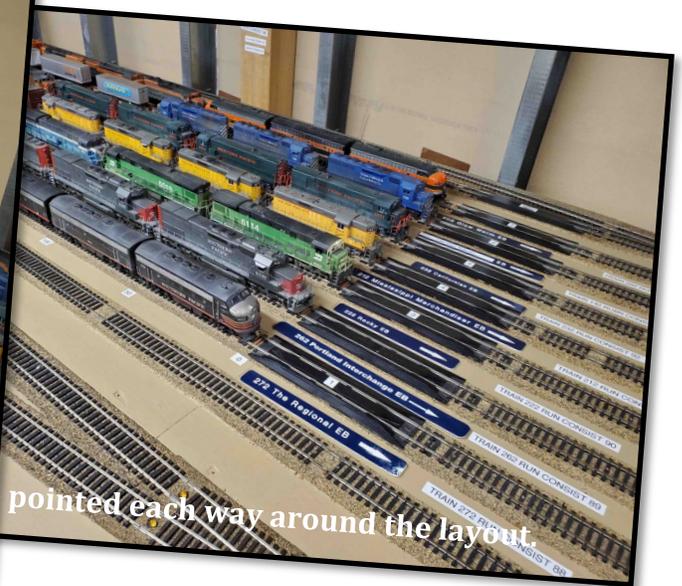
Craig



There are amazing looks from the balcony that is filled with memorabilia



Trains are staged in the backroom with some pointed each way around the layout.



The next 16 pages are the awards given out at the Tulsa Union Convention. We are deeply indebted to Mike Harang, Lone Star Region Photographer, for the pictures of all the models, awards, and recipients whose images you see, and to Whit Johnson for the organization and record keeping to bring it all together. Thanks Mike and Whit!



Tulsa Union Convention "Achievement Program" Awards

Master Model Railroader



**Duane Richardson, MMR (L) to
Kelly Russell, MMR #689 (R)**

AP—Author



**Marty Vaughn, MMR, (L)
to Larry Diehl (R)**

AP—Master Builder—Cars



**Marty Vaughn, MMR, (L)
to Larry Diehl (R)**

Master Model Railroader Merit Awards

**Awarded for a model whose evaluation achieved the
87.5 point threshold for the AP Program**



**Don
Winn**

**Dean
Smith**

**Marty
Vaughn,
MMR**

**Kelly
Russell,
MMR**

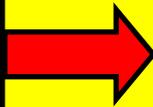
**Michael
Harang**



Gateway 2022
NMRA National Convention
August 7-13, 2022

Marriott Grand, St Louis, MO
Information/Registration at gateway2022.org

**Click on
picture to
play video**





Tulsa Union Convention

"Contest Room" Awards

By Whit Johnson



The Tulsa Convention Contest was a great success. Thank you goes to the LSR folks helping out in the room with model entry and to all the members that helped with the contest judging. We had several new folks join the effort this year and that is an important part of growing the Achievement Program as well as the volunteer base for the contests of the future. We look forward to the next convention and to visiting members at other events where models can be evaluated.

The table at the right summarizes the results of the Contest Room evaluations as well as the public voting on the Models, Photos, and Arts and Crafts in the "Contest Room." There were over 100 entries in the room and all were excellent.

Pictures of the entries are found on the following pages. Be sure to enlarge these images to the fullest extent your computer allows to be able to see the detail and excellence the modelers put into these models..... 

Whit

Contest Room Awards

Arts and Crafts - Page 28

Railroadiana			
Divina Gato-Hogno	1st Place	N&W Steam Loco w/ Passes	
Theme			
Divina Gato-Hogno	1st Place	Route 66 Vase	A&C Best in Show

Photos - Pages 28-30

Computer Enhanced Prototype or Model			
Duane Richardson, MMR	1st Place	2-6-0 Glenbrook	
Model Black and White			
Duane Richardson, MMR	1st Place	2- Stall Engine House at Night	
Ken Ehlers, MMR	2nd Place	Pandora Mining Co	
Geoffrey Hogno	3rd Place	Mt. Rushmore	
Model Color			
Ken Ehlers, MMR	1st Place	#223	
Geoffrey Hogno	2nd Place	Waterfront	
Duane Richardson, MMR	3rd Place	Start Mining 1	
Prototype Black and White			
Marc LaChey	1st Place	C&TS OY Snow PLOW	
William Hobbs	2nd Place	D&RGW #487 At Night	
Marc LaChey	3rd Place	4-4-0 Double Header	
Prototype Color			
Marc LaChey	1st Place	C&T OY Snow Plow	Photo Best in Show
Duane Richardson, MMR	2nd Place	C&T #484	
Marc LaChey	3rd Place	RGS #20 and Helper on Curve	

Structures - Page 31

On-line			
Mike Mackay, MMR	1st Place	Water Tank	
Dave Salamon	2nd Place	G. A. Sellios	
Don Winn	3rd Place	Hinkley Depot	
Off-line			
Don Winn	1st Place	Corner Tap	
Mike Mackay, MMR	2nd Place	Oil Derrick	
Dave Salamon	3rd Place	Wally's Towing	

Diesel and Other Locomotives - Page 32

Larry Patch	1st Place	0-4-0 On30 Diesel	
Brad Joseph, MMR	2nd Place	Union Pacific E-unit	

Non-Revenue - Page 32

Don Winn	1st Place	MOW Flat Car	
Don Winn	2nd Place	MOW Flat Car #2392	
Don Winn	3rd Place	MOW Gondola	

Freight Cars - Page 33

Kelly Russell MMR	1st Place	ECUX 4-dome Tank Car	
Dean Smith	2nd Place	ET&WNC Gondola #372	
Don Winn	3rd Place	Ballast Gondola	

Caboose - Page 33

Larry Patch	1st Place	Caboose	Member's Choice Best in Show
Chuck Lind, MMR	2nd Place	WSLC	
Dean Smith	3rd Place	ET&WNC Bobber #205	

Compete Train - Page 34

Mike Mackey, MMR	1st Place	NMRA Anniversary Limited	
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Displays - Page 34

Chuck Lind, MMR	1st Place	Turpentine Plant	Member's Choice Best in Show
Larry Diehl	2nd Place	The Foundry Dioramma	
Larry Diehl	3rd Place	Colorado Whiskey	

Passenger Cars - Page 35

Kelly Russell, MMR	1st Place	Excursion Stock Car	
Jack Ferris	2nd Place	CB&Q #1809 "Rock River"	
Marty Vaughn, MMR	3rd Place	Adam's Express Reefer	

**Member's Choice
Best of Show
Chuck Lind, MMR; Page 34**



**Model Best of Show
Larry Patch; Page 33**

**Photo Best of Show
Marc LaChey; Page 30**

**Arts and Crafts Best of Show
Divina Gato-Hogno; Page 28**

Participation Award

**Don
Winn**

**The most
cumulative
points in the
contest room
of all
participants
(826.5 points)**



Best Kit—Built

**Larry
Diehl**

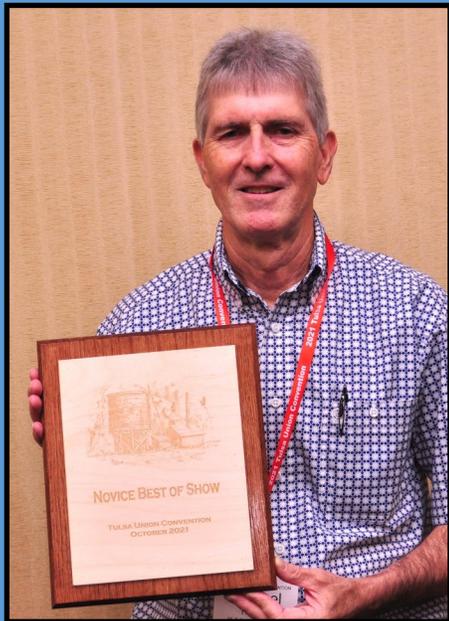
**The
Foundry
Kit (in a
Diorama,
P34)**



Novice—Model

**Michael
Harang**

**First time
scoring
87.5
points or
more in a
model
contest**



Best Tree

**Chuck
Lind,
MMR**

**Located on
the
Turpentine
Plant
Diorama
(P34)**



Arts and Crafts—Railroadiana



Divina
Gato-
Hogno



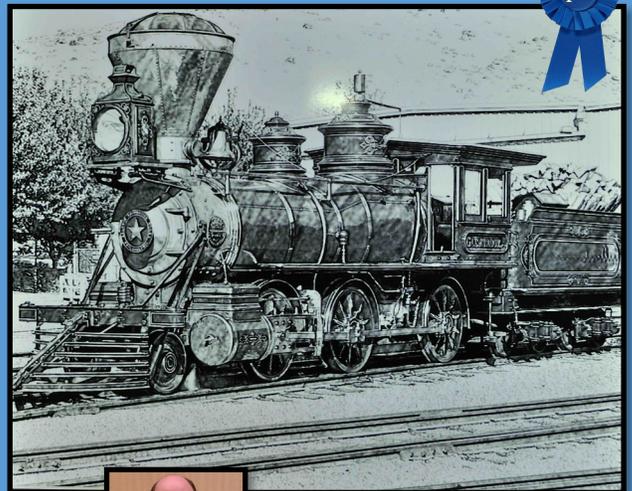
Arts and Crafts Theme



Divina
Gato-
Hogno

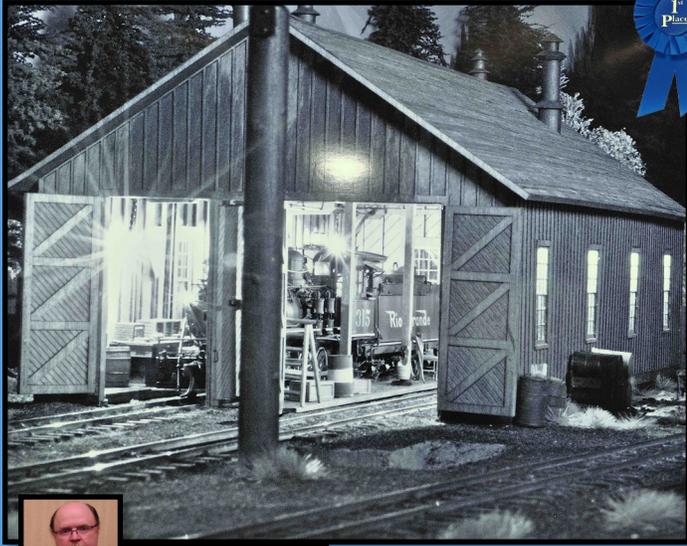


Computer Enhanced Photos



Duane
Richardson,
MMR

B&W Model Photos



Duane Richardson, MMR

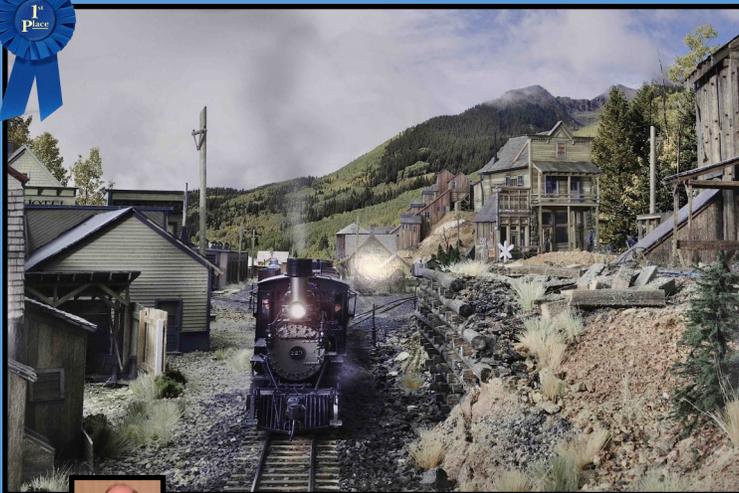


Ken Ehlers, MMR

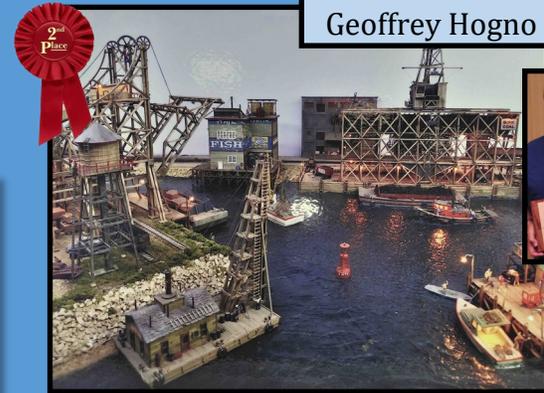


Geoffrey Hogno

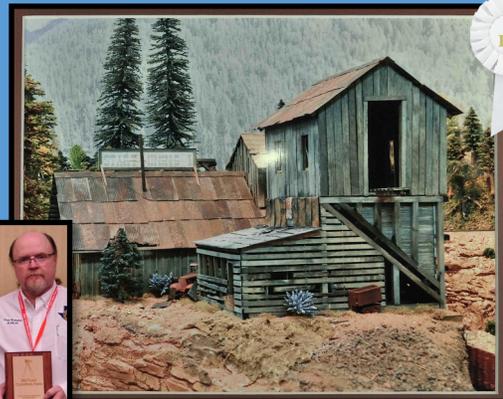
Color Model Photos



Ken Ehlers, MMR

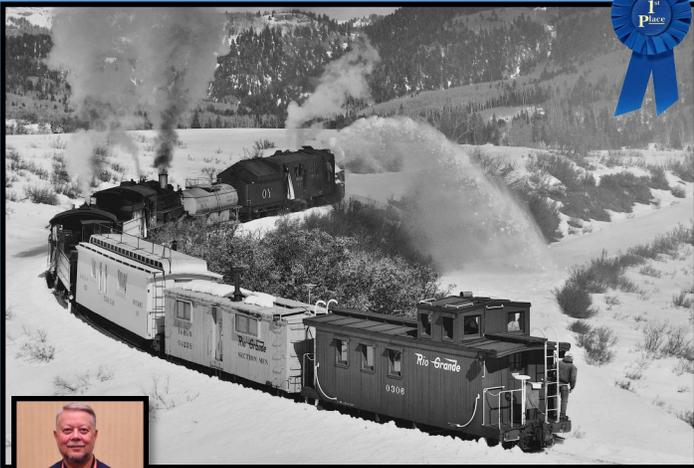


Geoffrey Hogno

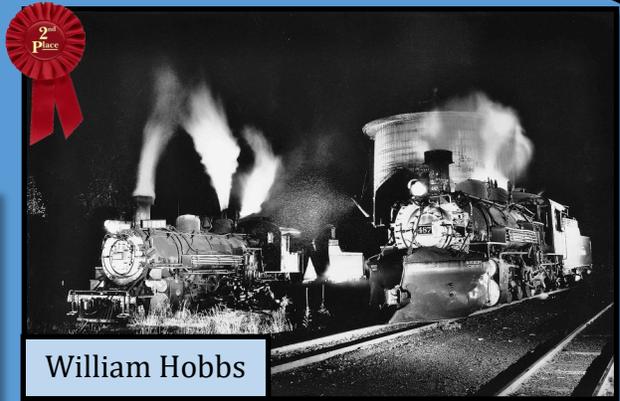


Duane Richardson, MMR

B&W Prototype Photos



Marc LaChey

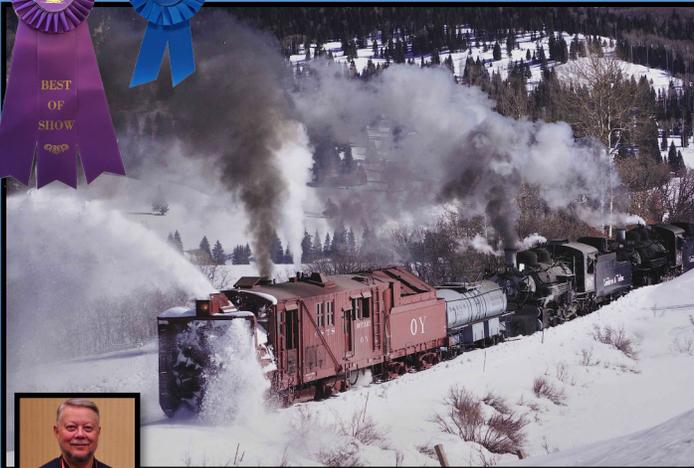


William Hobbs

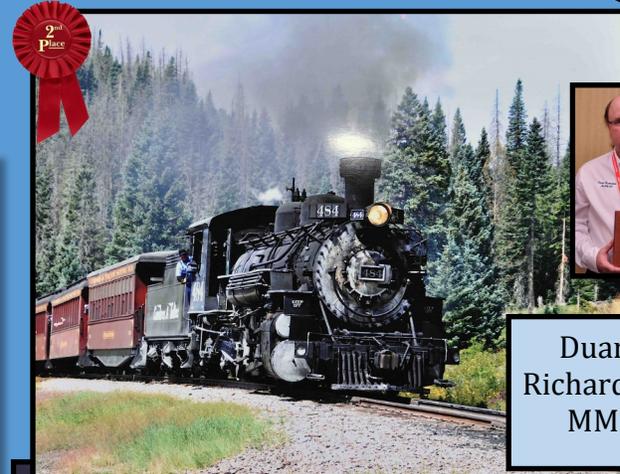


Marc LaChey

Color Prototype Photos



Marc LaChey



Duane Richardson, MMR



Marc LaChey

On-Line Structures

Dave Salamon



Mike Mackay, MMR



Don Winn

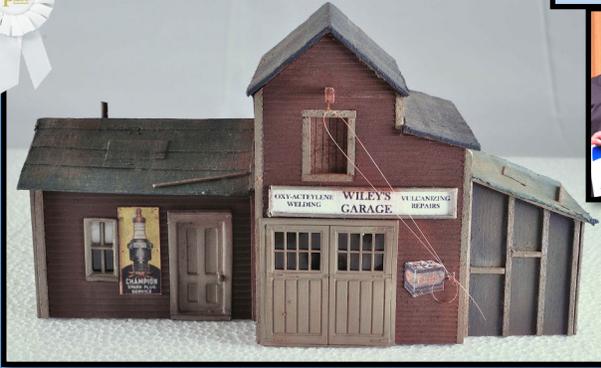
Off-Line Structures



Don Winn



Mike Mackay, MMR



Dave Salamon

Diesel



Larry Patch

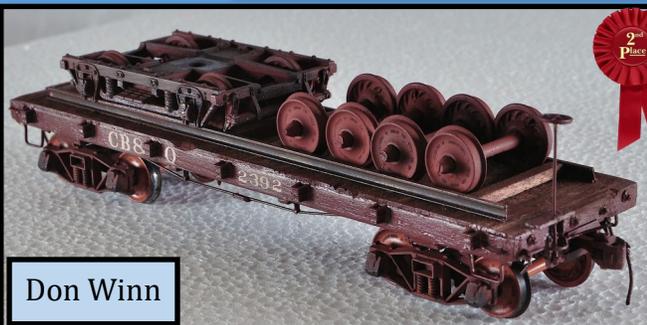


Brad Joseph, MMR

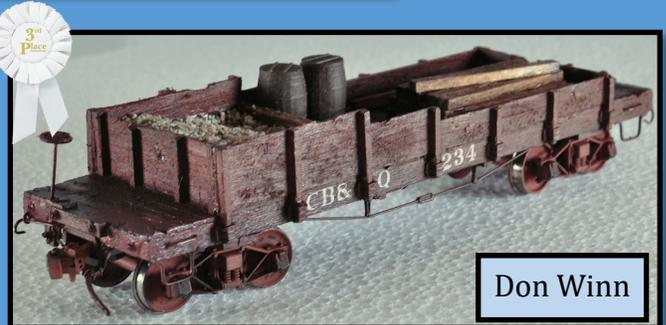
Non-Revenue



Don Winn

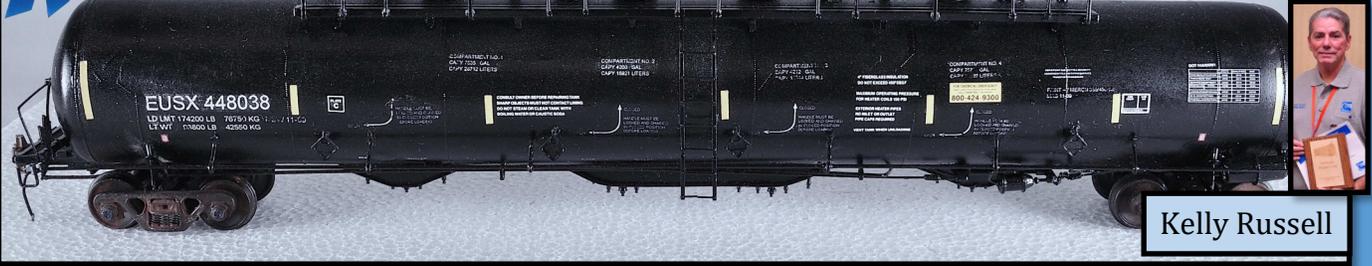


Don Winn



Don Winn

Freight Cars



Kelly Russell

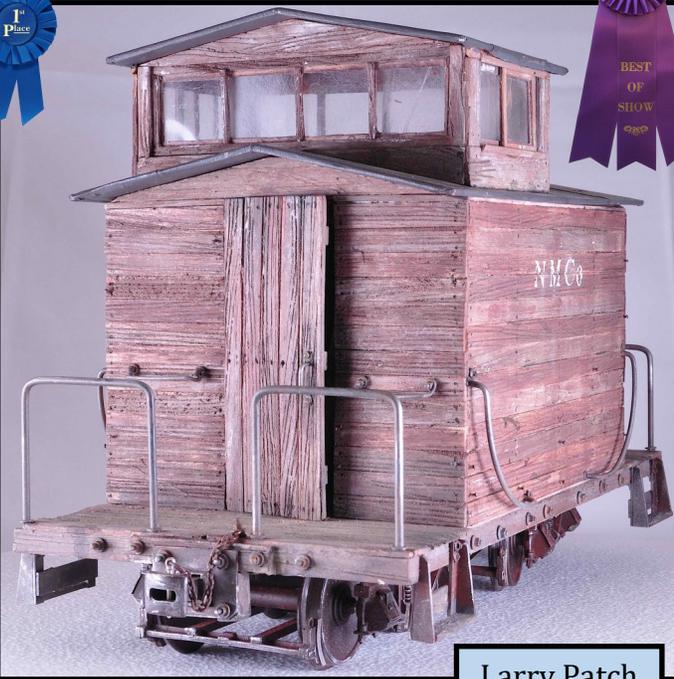


Dean Smith



Don Winn

Caboose



Larry Patch



Chuck Lind, MMR



Dean Smith

Compete Train

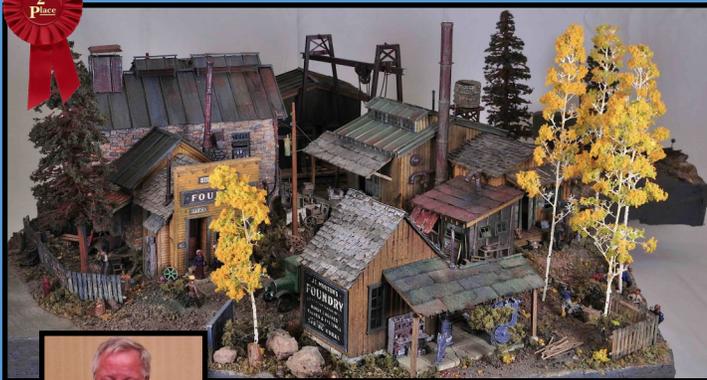


Mike Mackey, MMR

Displays



Chuck Lind, MMR



Larry Diehl

Larry Diehl



Passenger Car

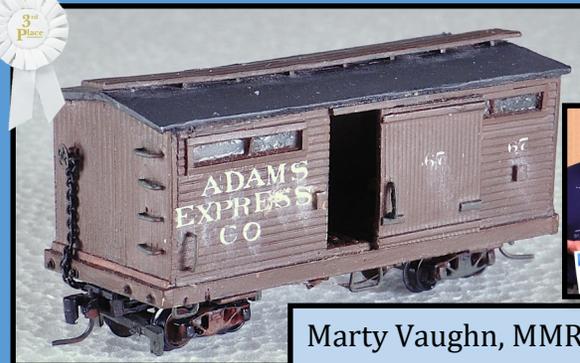


Kelly Russell,
MMR

Note: Express cars are part of
the Passenger Car category



Jack
Ferris



Marty Vaughn, MMR



Gateway 2022 NMRA National Convention August 7-13, 2022

Marriott Grand, St Louis, MO
Information/Registration at gateway2022.org

Gateway 2022 NMRA St Louis

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play video





Tulsa Union Convention “Region” Awards



MCoR Presidents Award (Kenney Johns Award)



**Brad Slone, MMR
(R) to Jim Senese**

This award is given by the President of MCoR in recognition of outstanding service to the Mid-Continent Region and to the Hobby of Model Railroading. Previous recipients can be found ([here](#)).

LSR Presidents Award



**Donna Orr (R) to
Speed Mueller (L)**

This award is is given by the President of LSR in recognition of outstanding service to the Lone Star Region and to the Hobby of Model Railroading. Previous recipients can be found ([here](#)).

LSR's Bob Clarke Award



This award is given in memorial to San Antonio logging modeler Bob Clarke. The award is presented to the entry that best depicts Logging or Backwoods modeling.

**Larry Alfred, MMR
accepting for Larry Patch**

MCoR's Narrow Gauge Light Iron Award



This award is given for the Mid-Continent Region contest model that most exemplifies the spirit of Narrow Gauge railroading. This year's award went to Larry Patch with Larry Alfred, MMR, accepting the award for Larry Patch.

**Larry Alfred, MMR
accepting for Larry
Patch**

MCoR's 2020 Larry Long, MMR Award



**Brad Slone, MMR (L) to
Larry Alfred, MMR (R)**

This award is given by the last three recipients, in recognition of Larry Long, MMR who served as President from 1991-1993 and is best known for his Imagineering Clinics done with Pat Harriman.

This award was envisioned to recognize the individual who has contributed to the hobby by encouraging us to remember that Model Railroading is Fun. Previous recipients can be found ([here](#)).

MCoR's 2021 Larry Long, MMR Award



**Larry Alfred, MMR, (L)
to Ray Brady (R)**

This award is given by the last three recipients, in recognition of Larry Long, MMR who served as President from 1991-1993 and is best known for his Imagineering Clinics done with Pat Harriman.

This award was envisioned to recognize the individual who has contributed to the hobby by encouraging us to remember that Model Railroading is Fun. Previous recipients can be found ([here](#)).

MCoR's Kenny Cline Memorial Award



This award is given by the last three recipients, in recognition of Kenny Cline in recognition of outstanding service to the Mid-Continent Region and to the Hobby of Model Railroading Fun. Previous recipients can be found ([here](#)).

**Whit Johnson (R) to
Ryan Moats, MMR (L)**

MCoR's Convention Chairman Award



This award is given by the MCoR Region in recognition for service as Chairman of the Region's 2021 Convention Committee

**MCoR President Brad
Slone, MMR, (L) to Ken
Ehlers, MMR (R)**



MCoR Member's Pike Registry

The Pike Registry is a free MCoR member benefit for layout owners that would welcome other NMRA member's visits. For more information, contact

ckeditors@mcpr-nmra.org

Indian Nations Division

Eastern Iowa Division



The Deep River Southern Railroad is a freelanced N-scale layout set in 1958. It's located in a room above the garage and is a 2-level layout designed for operations using Car Cards and Waybills. The layout is wired for DC and can accommodate 4 operators. A manual elevator connects the 2 levels. Scenery is about 90% done.

Dogwood & Redbud Shortline

The Dogwood and Redbud Shortline is my 7.5"-gauge backyard railroad that is a 550' loop with numerous bridges—two cross a creek and others are for drainage. A Super Mack, Critter, and Speeder provide the motive power and are all battery operated.

Come by, take look, go for a ride, let's operate.

Dave Salamon (918)607-2793 E-mail: drs_rr@yahoo.com



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

Central Missouri Area



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



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

Little Rock Area



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



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

Gateway 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

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@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://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.bigbendrclub.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