

CABOOSE

K I B I T Z E R

IN THIS ISSUE

- ♦ A Little Bit of Australia in Kansas
- ♦ Scratch-Building a Concrete Plant
- ♦ *Links to various MCoR Division Publications*



Alan Meinholdt's Australian FMG GE Dash-9



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The Caboose Kibitzer

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

Content Deadline

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

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



The Head End

By Brad Slone, MMR—President MCoR

I am often asked why I joined the NMRA. I was reminded of the reason “why” just today and I can sum it up in a word: camaraderie. Today, Allen Pollock, Dean Smith MMR, Ron Craft, my son William, and I all loaded up and headed to Springfield Missouri to attend the annual OMRA fall train show.

Now I can’t tell you how many trains shows I’ve attended over the years in Springfield. Probably more than I would care to count, but in almost every instance I have jumped in my truck, drove down there, spent time at the show with friends, and then headed home - roughly a three hour round trip. Not that I have ever minded this, but it is so much more enjoyable when you can spend those three hours sharing and joking with one another. For me, this is the embodiment of the NMRA - friendships and camaraderie.

Once at the show you get to meet up with old friends that you haven’t seen in a while and catch up with the latest goings on. Now I know that all of this can be done online, ideas can be shared, and conversations had, all virtually. But you’re never going to persuade me that it is the same as person-to-person meetings. Even if you are of the mindset that blogs and forums are the way to go, there’s one thing that I will go so far as to say you will never be able to do, and that is share a meal. The good times don’t have to end when you leave the show, but they can keep right on rolling while you’re eating lunch! The point is we can all debate the cost vs. benefits of the organization, but you can never have enough friends. And I would have to say that some of my best are railroad friends.

On the subject of train shows, the OMRA group had another very enjoyable show. For anybody that has never had the opportunity to

attend one it has always been an example of a show that is welcoming to all members of the family. You will see the same grey heads (me included) all the way down to the youngsters in strollers. It is a great place to see the interaction between the many generations that share an interest in the hobby.

Speaking of sharing the hobby with those that have an interesting in railroads, the Christmas season is just around the corner and thanks to the likes of the polar express and the many prototype incarnations that will be running on the rail, these are ideal opportunities to present the hobby and show them how railroading can be enjoyed long after the tree goes back into the attic.

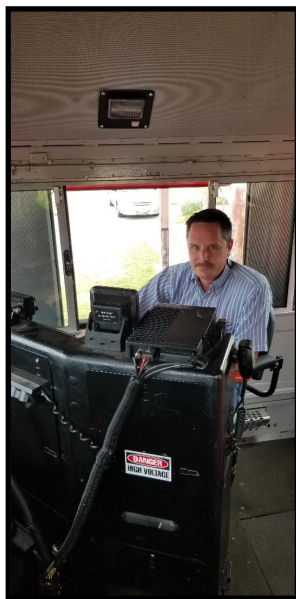
With the winds of winter already blowing, (matter of fact it’s just November and we’ve already seen our first snow) it’s time to get back to work on those models that have been side-tracked over summer due to outdoor activities. While probably not the whirlwind year for events that we experienced last year, we’ve still got an active year coming up. The National in Dallas is shaping up to be quite an experience and it looks like we will be having our Regional in Kansas City in July. More to follow on both.

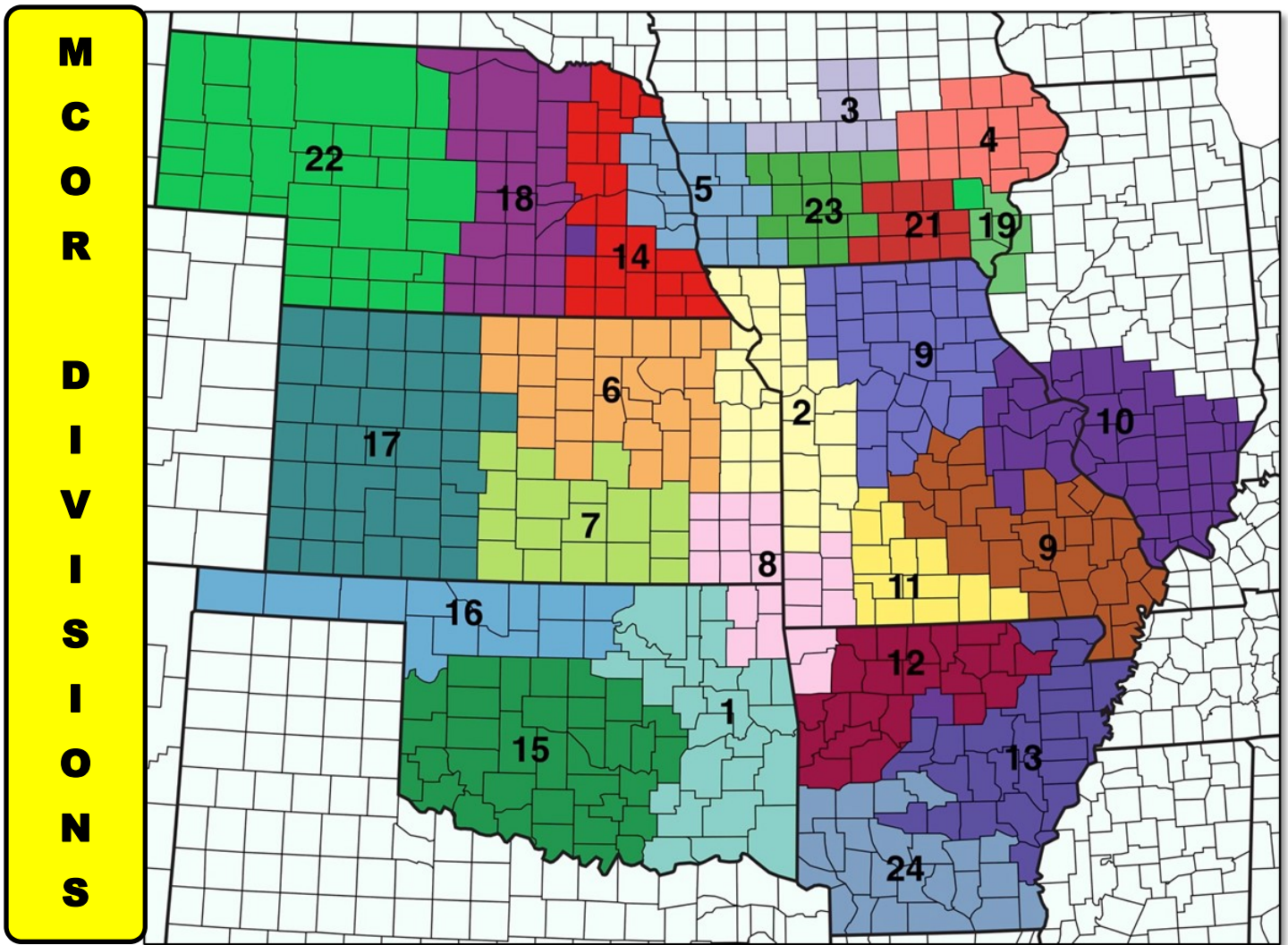
To round things out I’d like to remind everyone that Region elections are coming around soon. If you have ever thought about getting involved in the region, this is a fine opportunity, or as a minimum, encourage others. It’s a great chance to interact with others throughout the region as well as the national level.

Everyone, have a happy Thanksgiving and a Merry Christmas. Till next time keep your hand upon the throttle and your eyes upon the rail!



Brad





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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 every three months. Meetings start at 1PM. For the next meeting's location and program please email rkboelling@gmail.com.

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

Division 10: GATEWAY DIVISION (ST. Louis, MO) 3rd Monday each month, 7:00PM. Odd numbered months at Trinity Lutheran Church, 14088 Clayton Road at Woods Mill Rd (Hwy 141), Ballwin, MO. Even numbered months at VFW Hall, O'Fallon, IL. Info: <http://www.gatewaynmra.org/division.htm>

Division 14: COWBOY LINE DIVISION (Norfolk, NE): 3rd Thursday each month, 7:00PM at HyVee East upstairs meeting room. Corner 1st Street and Norfolk Ave. Info: Dennis M. Brandt, MMR, phone 402-992-2415, email dennisbrandt44@gmail.com

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

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

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



Editor's Musings—City of

By Ray Brady, Editor

If this issue of the Caboose gets out by December 15th as scheduled, Happy Hanukkah (I had many Jewish friends in the past, so I don't want to leave them out), Merry Christmas, and Happy New Years. I can't believe that another year has passed. It has been an interesting one, and I won't bore you with some of the details.

This Caboose Kibitzer is a little skimpy this time. My legwork on getting articles, and my associate editors (all the Division Directors) efforts have been a little lacking. I hope this is just a holiday thing and things will improve for the next issue. I know it is hard to get something down on paper, but each of you has a story to tell and we want you to share it. After all, with 900+ member of the MCoR region, surely we have a number of stories of our journey in model railroading. So get with your Division Director and let's get some articles going....

My own story is one of slowly working on Layout, Cardstock Buildings, and 3D-printed locos and cars. My progress is slow, as I need to "engineer" everything as I go, and sometimes that takes a lot of time to figure things out. Right now, the effort is in the 3D-printed cars and locomotives. I have the following items that I luckily (I think) picked up off the internet and am slowly moving forward with them. The items I picked up are:


1. EMD DD35A (2 units)
2. EMD DD35B (1 Unit)
3. Alco 855A (2 Units)
4. Alco 855B (1 unit)
5. GE U50C (1 unit)
6. EMD M-10004 A and B Units City of LA and City of San Francisco (2 X 2-engine sets)
7. EMD M-10005 A and B Units City of Denver ((1 3-engine set)
8. EMD M-10006 A and B Units. City of LA and City of SF (2 X 3-engine sets)
9. 1936 City of Denver Passenger Cars (11)

10. 937 City of San Francisco Passenger Cars (14)
11. And the 1936 City of Denver cars were basically the same as the M-10004 Trains
12. And the 1937 City of SF cars were basically the same as the 1937 City of LA

So that leaves me with enough work for the next 55 years. I should live so long. I have the 1937 City of SF and City of LA engines completed, and these are shown in the accompanying photograph. Union Pacific didn't start using the Harbor Mist Gray until about 1940.

The lighting of the passenger cars has me slowed, I am wanting to light them all from the rear locomotive of the 3-engine set as the passenger car wheels are plastic. And the wire I am using is 30 gauge between cars, which is too stiff to go between cars and still have them track OK. I could use stranded #30 wire (or smaller), but getting connectors with stranded wire is near impossible.

While the paint is not perfect, the overall body style and colors look nice in Armour Yellow and Leaf Brown. And, the EMD E2 engine nose is unique. The 1936 EMD M-10004 and EMD M-10005 body style is even more unique, and I can't wait to get them done.

Well, enough from me. Everyone, get your thoughts together and let's get some articles coming in.... Ray





The Main Line

By Robert Simmons, Western Kansas Division

The Main Line is a publication of the Western Kansas Division. In the *December 2022* issue, you can read about:

1. BNSF Railway Dodge City Yard activity.
2. Western Kansas Railroad layout update.

Go [HERE](#) to read about it.





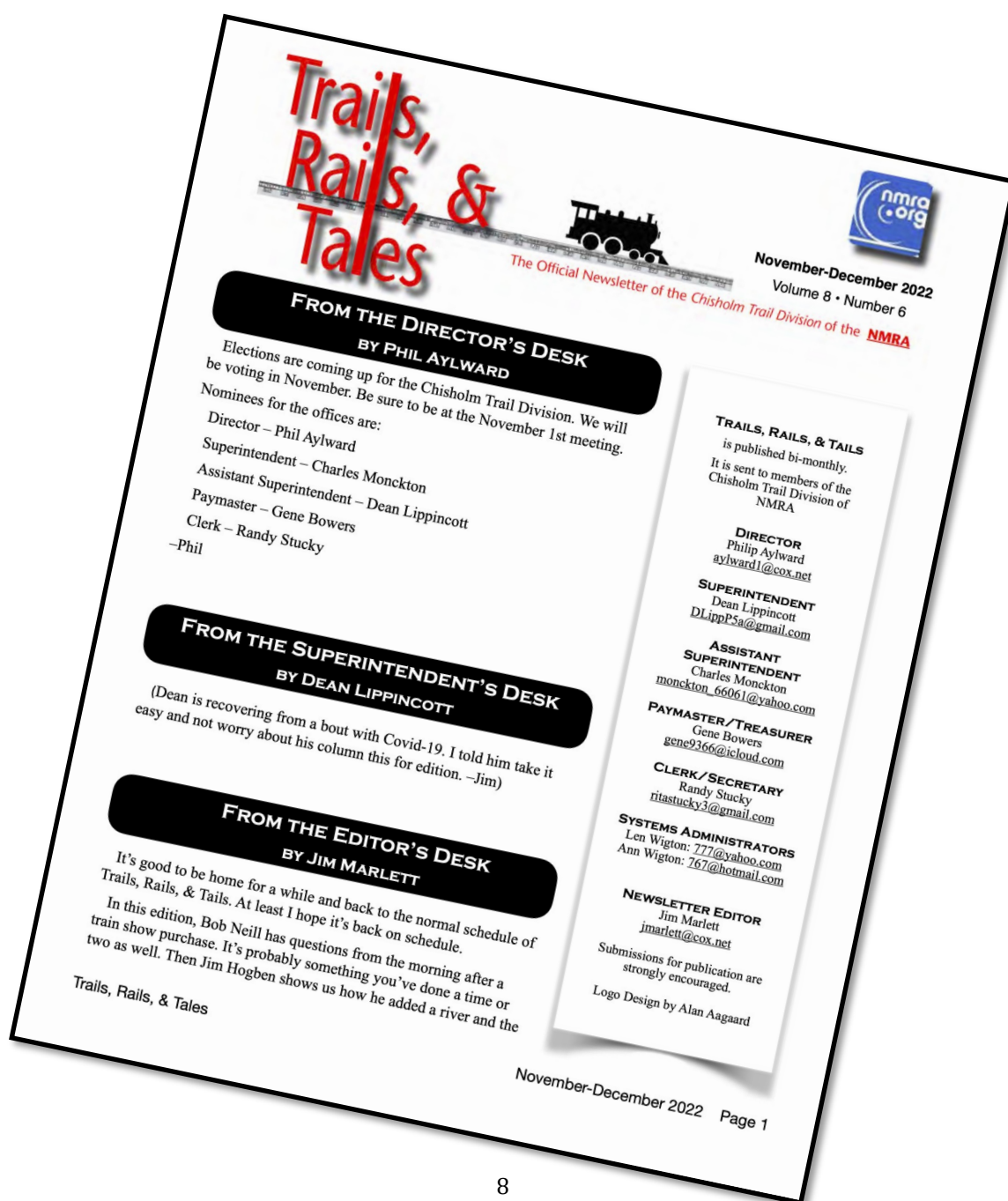
Trails, Rails, and Tales

By Jim Marlett, Chisholm Trail Division

Trails, Rails, and Tales is a publication of the Chisholm Trail Division. In the *November-December 2022* issue, you can read about:

1. Train Show Find.
2. How to make a river in a portable module
3. The 2022 National Narrow Gauge Convention

Go [HERE](#) to read about it.





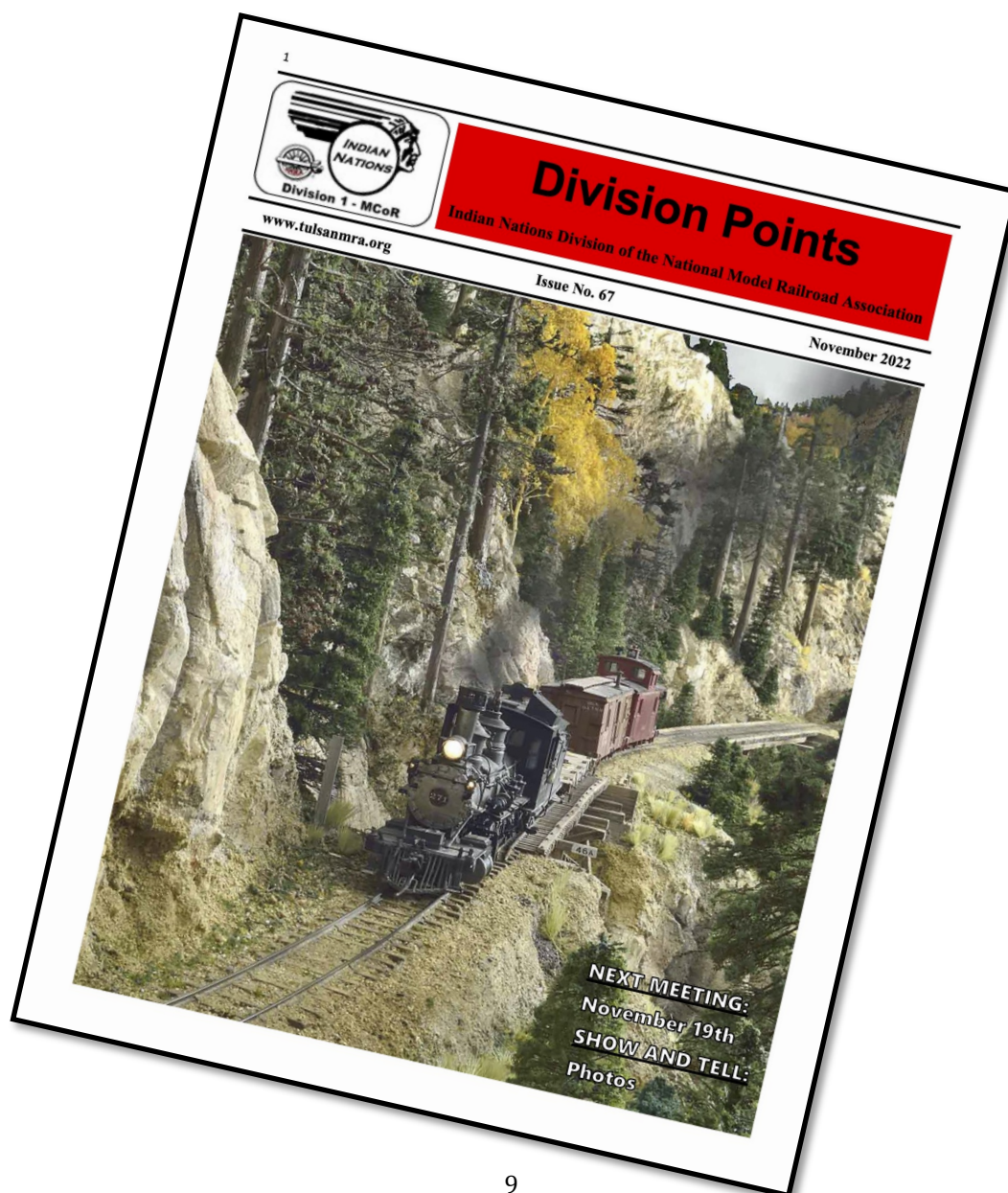
Division Points

By Dave Salamon, Indian Nations Division

Division Points is a publication of the Indian Nations Division, NMRA. In the *November 2022* issue, you can read about:

- 1 Jeff Young's presentation of over 45 years of locomotive photographs
- 2 Cincinnati Division 7 Car Projects
- 3 Joe Fugate's Easier Track Cleaning
- 4 Dave Salamon's Building a 3D Printed Structure
- 5 Tony Burgess Tips and Techniques

Go [HERE](#) to read about it.





The Wig Wag

By Ben Merta, Eastern Iowa Division

The Wig Wag is a publication of the Eastern Iowa Division, NMRA. In the *March-April 2022* issue, you can read about:

1. Making a Scene
2. On the Workbench

Go [HERE](#) to read about it.





A Little Bit of Australia in Kansas

By Alan Meinholdt, Kansas Central Division

Part 1: The Model

An Australia engine from the "Land Down Under " makes its way back to the Kansas Flint Hills. Yes, there is a story behind all this confusion. About two years ago, Athearn Trains announced orders for the second run of GE Dash 9's. In that group, you had your common choice of roads like UP, BNSF, NS, and many other roads that run here in this country. But one unique road name caught my eye like it did about 15 years ago when I missed out on ordering it then. Here was my second chance. I requested the GE engine from the FMG or Fortescue Metals Group. And unlike 15 years ago, Athearn also had BHP Iron Ore and Hammersly Iron Ore. Western Australia has some of the biggest iron ore hauling railroads and some of those trains are the heaviest in the world. Here was my chance.

At the NMRA convention in KC 2018, I talked to a few modelers from Australia. I asked them about the BHP and Hammersly GE engines. All of them have a few in their collection. One made the point that Athearn sent most or 99% of the engines to Australia. At the time neither one wanted to sell me one.

So here was my chance.

By now you are wondering why I have this engine on my track along with Rock Island, SP, UP and Santa Fe engines. Well, I have two reasons. I just like big road engines that can pull big heavy trains. And I can put my Aussie engine in line with my other engines and say it is being delivered to the coast to be shipped off to a "Land Down Under". So, the order went in, the engine is here, and I am a happy camper..... Yessss!



Part II: The Prototype (from Wikipedia)

The **Fortescue Railway**, owned and operated by Fortescue Metals Group (FMG), is a private rail network in the Pilbara region of Western Australia built to carry iron ore. It opened in

2008. When it was completed, it was the heaviest haul railway in the world, designed for 40-ton axle loads, 2.5 to 5 tons heavier than the other Pilbara iron ore rail systems. On 4 November 2014, FMG Rail commenced using 42 tons axle loads.

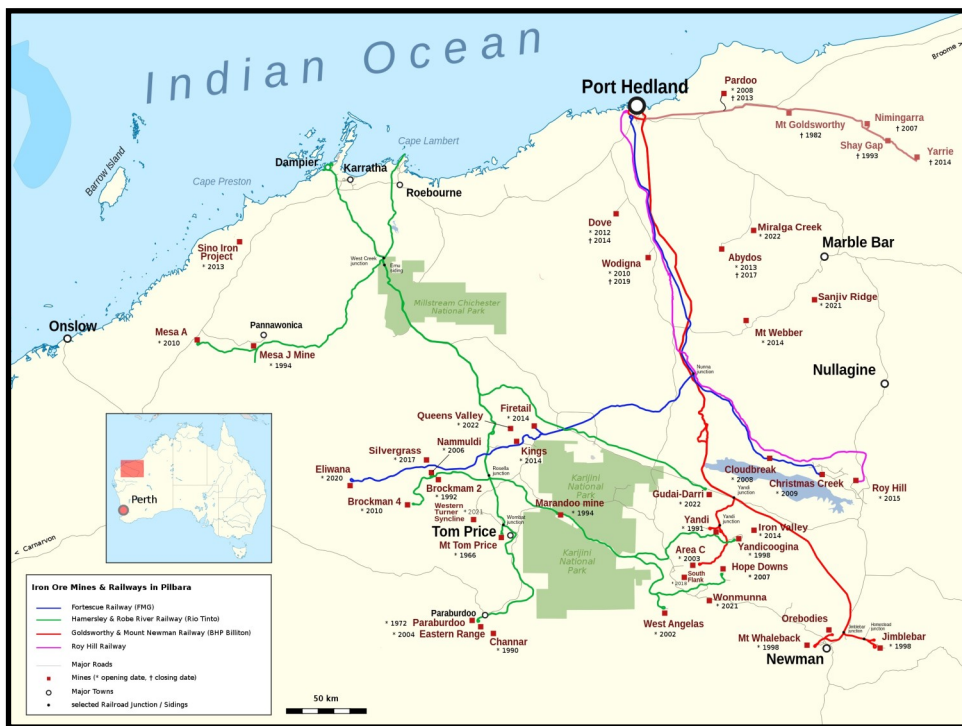
In addition to the FMG line, a few other networks operate tonnage in the region. Rio Tinto operate the Hamersley & Robe River railway. BHP operates the Goldsworthy and Mount Newman railways. And Hancock Prospecting operates the Roy Hill railway.

FMG originally planned to use the existing railway lines, owned and operated by BHP and Rio Tinto, to develop its Cloud Break deposit. Lengthy legal battles, however, forced the company to spend A\$2.5 billion to construct its own line.

Construction on the 280-kilometre line from the Cloud Break mine to the Herb Elliott Port at Port Hedland commenced in November 2006. The current network consists of 620 kilometers of track. The line was scheduled to be fully operational within 18 months. A cyclone in March 2007 killed two workers at the project and led to delays. The first train from the mine to the port ran on 5 April 2008. In December 2012, the line was extended to the new Solomon Mine.

The journey from mine to port takes approximately five hours and, on average, 14 trains are operated every day. The line is open access, meaning Fortescue is willing to allow other mining companies to use it for their operations.

Before deciding to construct its own line, in June 2004, FMG lodged an application with the National Competition Council of Australia to use part of the Goldsworthy and Mount Newman railways. In June 2010, the Australian Competition Tribunal ruled that FMG be granted access to Rio Tinto's Robe River line and



BHP's Billiton's Goldsworthy line but not to the busier Hamersley and Mount Newman lines. Treasurer Wayne Swan suggested that several advantages would accrue from access to the rail lines by third parties. It would increase

competition, reduce duplication of infrastructure, and reduce environmental damage. Access to the rail networks by third parties is governed by the State Agreements Act. In November 2010, BC Iron became the first mining company to access the Pilbara network via third party agreement.

To operate construction trains, four ex Hamersley & Robe River railway C636Rs were leased from Coote Industrial after overhaul in Perth; and a former Kowloon-Canton Railway EMD G12 locomotive leased from Chicago Freight Car Leasing Australia. As of October 2014, the locomotive fleet comprised 21 Electro-Motive Diesel SD70ACes, 15 GE Dash 9-44CWs, and nine former Union Pacific Railroad Electro Motive Diesel SD90s that were converted to SD70ACes. Seven rebuilt Union Pacific Railroad EMD SD90MAC-Hs Phase IIs were in transit from the United States. As of February 2015, FMG operated 45 locomotives (all of United States Manufacture) and 3,244 iron ore wagons.

Part III: The GREEN (from COSMOS)

Perpetual motion has been discovered in Western Australia's Pilbara. Well, kind of.... Fortescue mining has found its new ore-hauling electric trains will generate more power than they need. There's no smoke or mirrors. No laws of physics are broken. It's all thanks to gravity.

It's not a new concept – it's the nature of an electric motor to also be an electric generator. Regenerative braking is a feature of almost all electric vehicles, though they don't operate at the same scale as a train.

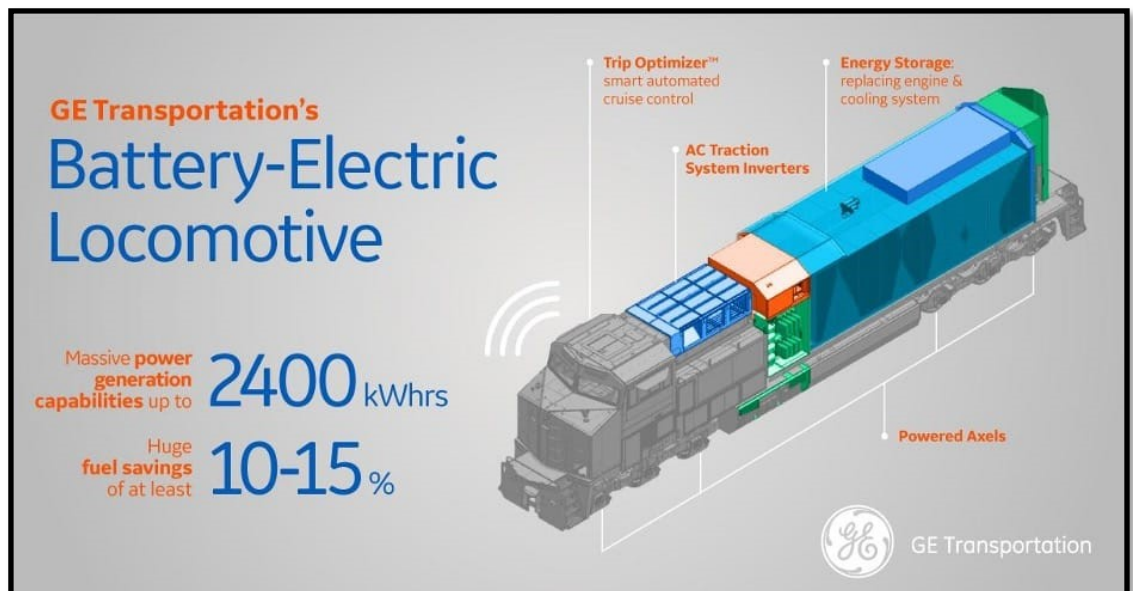
It's about the immense weight of iron ore cargo needing to be kept under control on long, gentle downhill slopes. The brakes that keep the 2.8km, 35,00-ton load stable, regenerate that friction into electricity – and prime the locomotives' batteries. By the time they've reached their destination, the batteries are full. It's an idyllic win-win situation for corporate cost efficiency and climate mitigation.

Perpetual motion machines

Fortescue Metals Group chairman Andrew Forest has announced plans to embrace electric trains – and profit from the process. Fortescue currently operates 16 trains with 54 locomotives that burn through some 82-million litres of diesel a year. It says that's 11 per cent of the company's total carbon emissions. It plans to build a fleet of "Infinity Trains" to exploit the energy potential of four of its rail routes from the Pilbara. These have sufficient slopes down to their Port Hedland destination.

Such terrain immensely simplifies the process. "The regeneration of electricity on the downhill loaded

sections will remove the need for the installation of renewable energy generation and recharging infrastructure, making it a capital-efficient solution for eliminating diesel and emissions from our rail



operations,” says Fortescue CEO Elizabeth Gaines.

All four Pilbara routes are to be equipped with regenerative trains by 2030. Any excess electricity will be offloaded to support the company’s other regional operations.

“The commercial opportunities are obvious for FFI [Fortescue Future Industries] as it pioneers this technology, captures its value, and distributes it globally,” says Forest. “Less obvious is that we have an opportunity to not only lower our operating costs, eliminate the cost of diesel from our company, but of course eliminate our rail system carbon emissions.”

Other Australian miners are embracing the idea – even if the routes don’t all offer a net energy gain.

Every bit counts. Especially when every train has three locomotives hauling some 250 cars. Rio Tinto has announced its intention to buy four battery-electric trains for use in the Pilbara. What power they don’t recover through their brakes will be replaced through purpose-built recharging stations. The first is due to be delivered in 2023. “Battery-electric locomotives offer significant potential for emissions reduction in the near term as we seek to reduce our carbon emissions in the Pilbara by 50 per cent by 2030,” says Rio Tinto executive.





TEXAS EXPRESS

SUPERCHARGED - HIGH SPEED - STREAMLINED



AUGUST 20-26
Dallas/Fort Worth
GAYLORD RESORT, GRAPEVINE

NATIONAL TRAIN SHOW

August 25-27

SPENCER CHRISTIAN

Banquet Speaker

GAYLORD RESORT

4-star Hotel and Water Park

BNSF HQ TOUR

Dispatching Center and Intermodal Yard

CLINICS

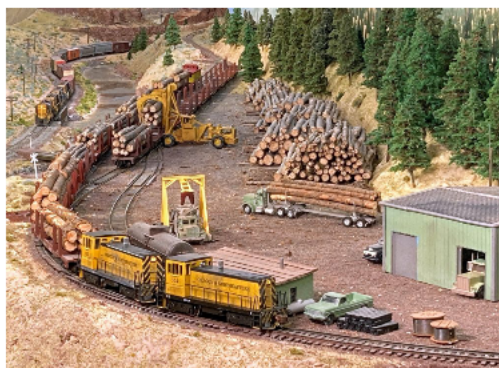
SIG ACTIVITIES

LAYOUT TOURS

OPERATION SESSIONS

CONTEST AND DISPLAY

FREEMO-N OPERATIONS



RAIL TOURS

Texo Grain Mill

Private Railcars

TexRail Back Shop

Texas State Railroad

Trinity Rail Car Plant

BNSF Intermodal Yard

Six Flags Railroad Shop

Grapevine Vintage Railroad

McKinney Ave Trolley Shops

Trinity Tank Car Cleaning Plant

BNSF National Operations Center

Museum of the American Railroad

BNSF Private Western Art Collection

T&P, Santa Fe, & Dallas Union Stations

Fort Worth & Western Railroad Back Shop

Union Pacific Dallas International Terminal

Light Rail & Commuter Shops (DART & TRE)

GENERAL INTEREST

George W Bush Library

Fort Worth Stockyards

Grapevine Wine Tour

Sixth Floor Museum

Fort Worth Modern

Holocost Museum

Kimbell Museum

Globe Life Park

AT&T Stadium

Dealey Plaza

NMRA *National Convention*

2023 TEXAS EXPRESS.COM



Scratch-Building a Concrete Plant

By Robert Simmons (Western Kansas Division)

A Concrete Plant from Scratch

I truly enjoy scratch building structures for my layout, the **Western Kansas Rails** in N-scale. It allows me the opportunity to represent the feel of living in Western Kansas. The structures can be a basic part of the scenery or can be important industries served by rail. And no other layout in the world has the same structures.

I, of course, started in 1993 using Walther's kits (which are excellent kits by the way). Then as I pushed myself, I began modifying and kit bashing to achieve the effect I was after. Then in the 2000's I took many layout tours and participated in many operating sessions on different layouts but kept seeing the same kits, different colors, sometimes modified, but the same kits none the less.

In 2014 I embarked on the adventure of creating a whole new layout, the **Western Kansas Rails**. It was to be similar in size to my previous N-Trak layout (18' by 24') but constructed with lighter components and to different standards. I decided to push every area beyond what I was comfortable with. Atlas code 80 track was replaced with Micro-Engineering code 55; all track switches were scratch built by me; and the scenery was to truly represent Western Kansas—particularly Garden and Dodge Cities. This required the use of real business names and unique structures including in this case a concrete plant named, oddly enough, Dodge City Concrete. This is the story of the **Dodge City Concrete** plant.

Phase I: Measurements

Phase I is to gather photos and measurements from the structure to be modeled. I took the opportunity afforded by Christmas Day to visit the site. I like using holidays as I know the plant will be shut down and I will not be interrupting their operations. If you cannot use a holiday, another option is to go to the office, ask for the Manager, introduce yourself, explain that you are building a scale model of their building, and ask permission to be on the property and take measurements and photos.

And, in the case of industries, ask about their operations so you can understand each structure and what it does. This helps if you need to re-arrange the structures to fit the space available on your layout. You will need a notepad or notebook, a couple of pens, a tape measure, and your phone or DSLR camera.

Take photos of all four sides of the structure (Figures 1 through 4). I take a distance picture of a



Figure 1



Figure 2



Figure 3



Figure 4

side to get the entire side, then move closer to take shots of every detail (doors, roll-up doors, windows, gutters and downspouts, vents, signs, etc.)

In taking notes, I use a separate page for each side which I label North, South, East, & West. Make notes of all features - doors, windows, vents, guttering, signs, etc. Start measuring from a corner

or
edge to
a
feature
like a
door
and

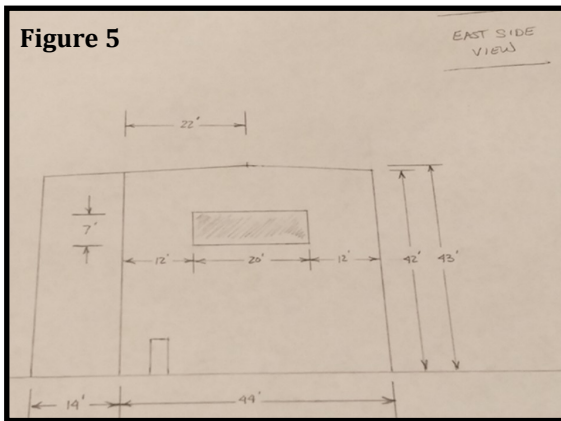


Figure 5

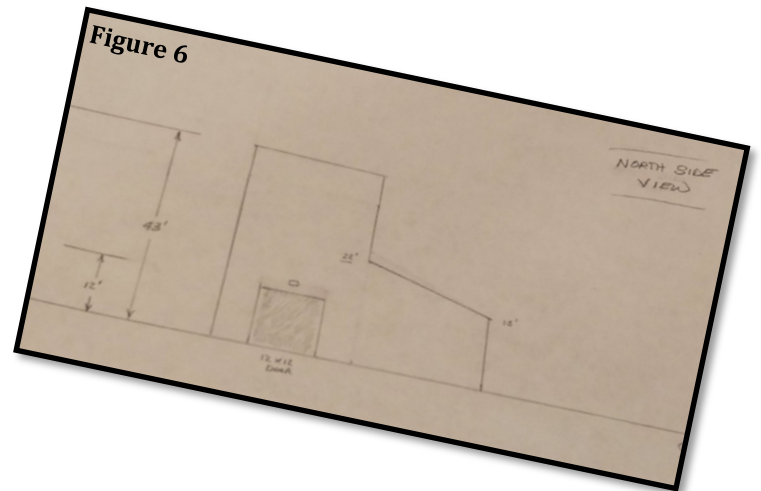


Figure 6

measure everything in reach. For areas you cannot reach, you can deduce. Passage doors are usually three feet by seven feet, so you can make your own scale ruler to measure features on each photo. In my case, the siding was metal, and when I measured the ribs, they were one foot apart which was great for measuring other features from the photos.

The last part of Phase I is to make some scale drawings using your measurements. Do one drawing for each side and compare them to check for errors (Figures 5 and 6). Phase I is now complete.

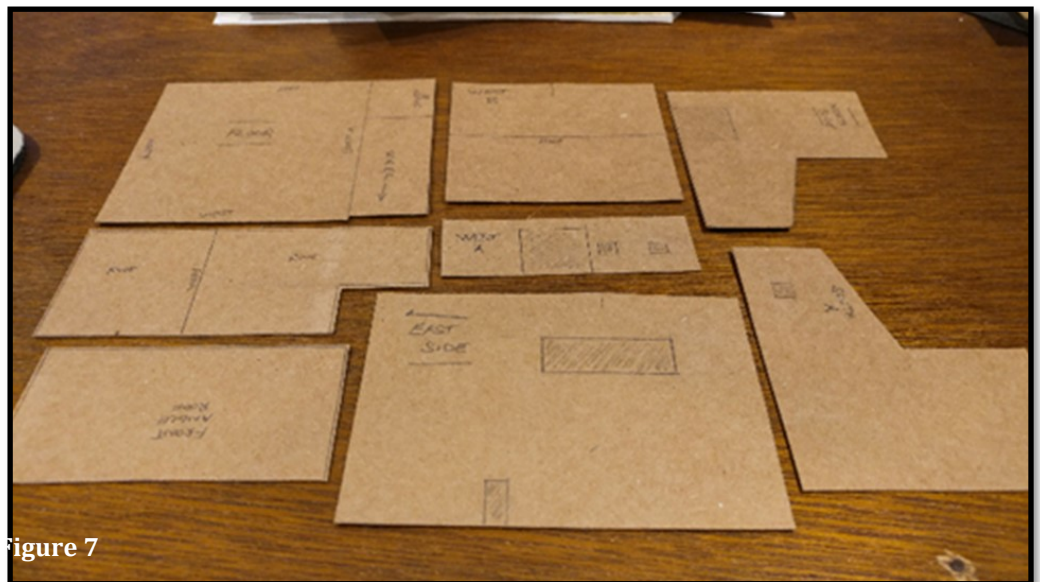


Figure 7

Phase II: Construction

I am a Mountain Dew fan, so I had some empty 24-can cube boxes. This is an excellent structure material as it is very thin and strong. Now is the time to transfer your scale drawings to the cardboard, then cut out each wall (just draw in the windows and doors). Do not forget the floor and the roof (Figure 7).

This is a double check on your drawings. I discovered on mine that one of the sidewalls was longer than the other - this is a great time to make any changes. Use some painters masking tape to put the pieces together and check for fit and finish. While you have the cardboard structure taped together, it is an excellent time to test fit the structure



Figure 8

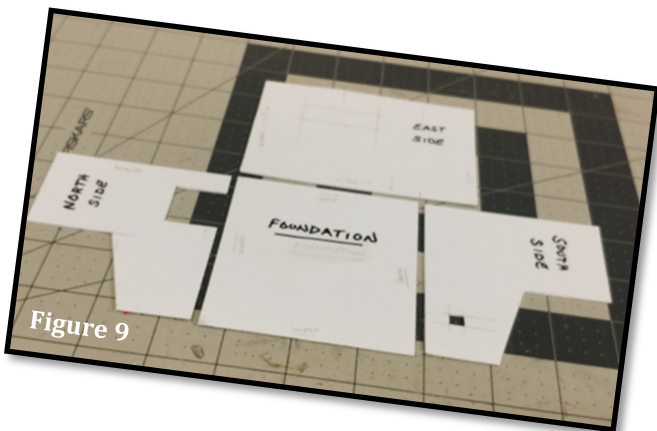


Figure 9

to the area on the layout you selected (Figure 8).

Once you are satisfied with the cardboard structure in all dimensions, you can start to disassemble it and use the pieces as partial templates (Figure 9). I usually use Evergreen 0.030 sheet styrene as the wall/roof structure. You will need to adjust your dimensions to account for the 0.030 width of the styrene, so I usually make the

two side walls to the full width, and then shorten the front and back sides by 0.060 to fit between them.

Again, using masking tape, test fit the four wall pieces together (Figure 10). If you are satisfied, you can

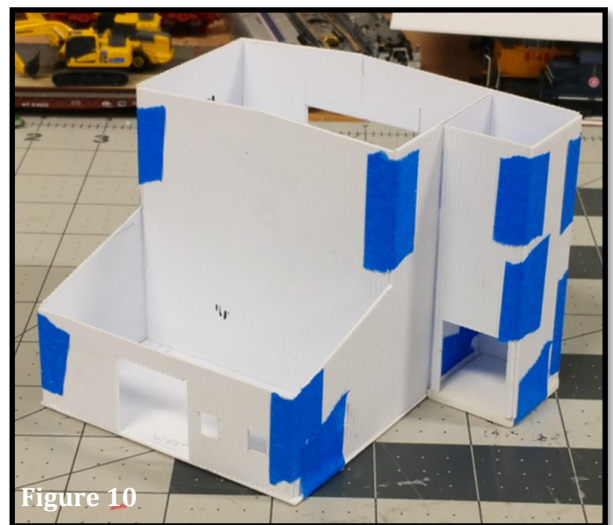


Figure 10

now make the foundation/floor. I use 0.040 styrene for the floor, and it extends flush to the outside of all four walls. A similar process works on the roof sections. I like to pre-paint the wall and roof sections before assembly (Figure 11).

This structure has color trim corner

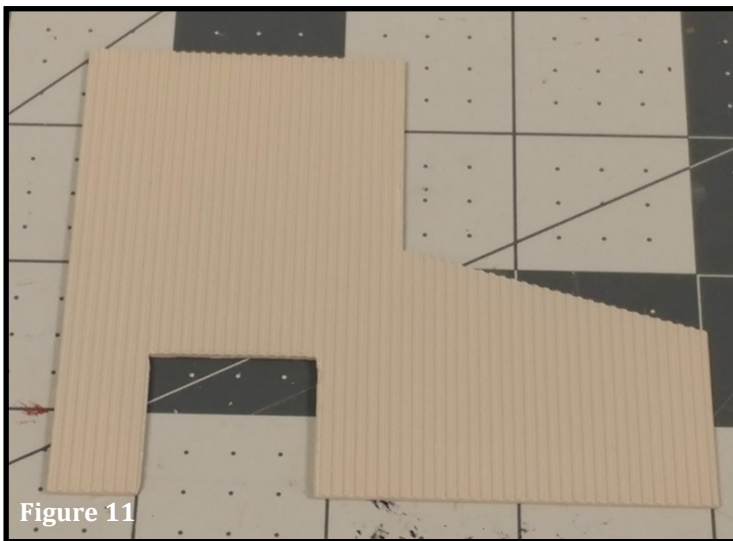


Figure 11

pieces, so I made the pieces by using 0.030 (same as the walls) styrene, cut into 0.030 widths (square). They were painted the proper color, then cut to length and glued in place (Figure 12). One thing to remember, sheet styrene will warp over time unless it is reinforced. An easy way to reinforce is to cut 0.030 styrene into

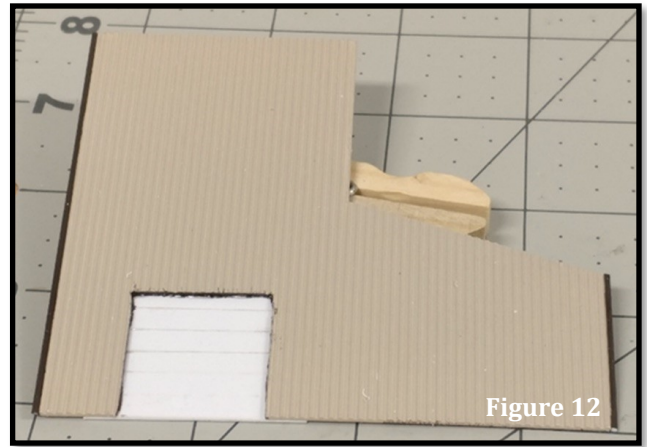


Figure 12

about one quarter inch strips. Before constructing the structure glue these on edge to the inside both vertically and horizontally (Figure 13). In this photo, you can just see the reinforcements sticking up above the wall on the inside. Be sure to leave room for the reinforcements on the underside of the roof. Another reinforcement uses the same strips cut into triangles, then gluing the ninety-degree side to the inside of all wall joints. This

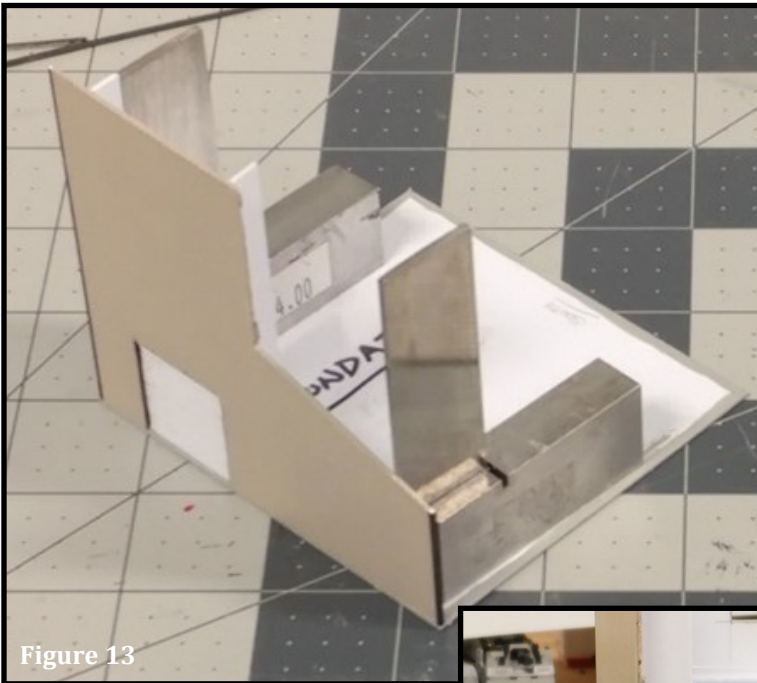


Figure 13

photo shows the beginning of the construction with the joining of the first wall with the foundation.

Figure 14 has two interesting aspects. You get a better look at the reinforcement strips on the inside, but it also shows an “oops.” At this point I



Figure 14

recognized that there was not a rollup door and two windows, but a rollup door, entry door, and window. At each step, you need to double check your structure against the prototype photos. Fortunately, it was easy to turn one window into a door, but it would have been a lot harder later.

Once you have the wall sections up, you can begin installing the roof sections. Remember that these also need reinforcements, and they need to clear the strips on the walls. When the test fit looks good, glue it in place (unless you are adding interior lighting). If you intend to add lighting,



Figure 15

now is a good time to paint the interior of the walls black to prevent light bleeding through. Then install the roof sections (Figure 15)

Figure 19 shows the completed, basic structure. This is the time to add additional details such as guttering and downspouts, the furnace exhaust vent. And in this case, the loading chute was higher than the surrounding ground and needed a taller concrete base and ramp.

I placed the completed structure



Figure 16

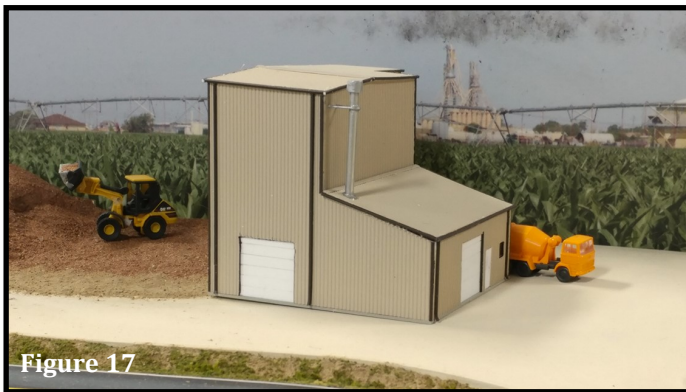


Figure 17



Figure 18

on the layout to check the fit (Figure 17), and then compared the look to the prototype (Figure 18).

Phase III: Details

To “plant” the building on the layout, I removed a section of the foam “concrete” so the structure snugs down to the proper height and yet remains removable for transporting the layout (Figure 19). In this view we see that a digital photo of the front door was reduced to n-scale and added to the door. On each side of both rollup doors there are bollards to protect the



Figure 19



Figure 20

building. To detail the concrete, tire tracks were added using chalk.

On the North side of the structure, there is a digital photo of the company sign, sized, glued to 0.010 sheet styrene, cut out, and mounted (Figure 20). On the rear or East side (Figure 21) you find the scratch-

built concrete block retaining walls as well as the scratch-built loading hopper and conveyor belt, all using the same techniques. In addition, you can view the scratch-built cement hopper and water tower. The cement powder silos are on the other side of the building and I wanted to tie the elements together, so I used an old building and made a office with American flag (Figure 22). And finally, Figure 23 shows the entire concrete plant starting



Figure 21

with the three aggregate pits, the mixing plant, the office, and the cement powder silos. No scene is ever finished, there are still a lot of things to add, like weathering, but the basic scene is now complete and will be a crowd pleaser at your next train show.

You can find a lot of other construction techniques on our Facebook page "Western Kansas Division" <https://www.facebook.com/> where you can scroll back to 2014 and see every aspect of the layout construction.

Robert



Figure 22



Figure 23



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



The Deep River Southern Railroad is a freeland 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

Eastern Iowa Division



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

Tony Bowen, MMR – Division Superintendent

E-mail: railroadteacher@gmail.com

YouTube Channel: Corn Country Rails

Chisholm Trail Division



Union Pacific Through the Rockies



My HO layout is a "freelanced/fictional" version of the Union Pacific in the 60's/70's on the Rio Grande's Route thru the Rockies. In a 13'x20' room, the layout is two levels connected by a 5 loop helix. The double track mainline is approximately 300 running feet with two small switching yards. NCE DCC supplies the power for the layout. The equipment roster shows UP F-Units, GP 38's and 40's, and UP/RGSD 40-2T's. Freight cars of all types supply the revenue for the line. You will see an occasional passenger train as well. 60% of the layout is landscaped and on the rest has industries/buildings in place—just not completed scenes. Industries served include coal, grain, fuel, and misc. LTL freight loads.

Terry Ross, Sup.

E-mail: terryross16@hotmail.com

Central Missouri Area



Clear Creek and Quicksilver RR

The layout is a 1:20.3 indoor/outdoor layout. Outdoors has landscaping that depicts the Georgetown Loop Devil's Gate high bridge. Indoors is a logging theme railroad with basic benchwork and 250 feet of roadbed and still growing. Three locomotives have been converted to battery power with more planned.

Allen Pollock

E-mail: pollocka@mchsi.com

Western Kansas Division



Western Kansas Rails

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

Robert Simmons – Div. Sup.

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

Little Rock Area



Missouri Pacific RR – McRae Subdivision

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

David Bogard – Div. Sup. E-mail: mopac55@hotmail.com

Kansas Central Division



UP—D&RGW—Colorado Midland

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

Ray Brady, Sup. E-mail: joycove@wilsoncom.us

Gateway Division

CB&Q RR-Hannibal Division

The K line. STL--Hannibal & a branch Old Monroe to Mexico, MO are modeled on a DD deck layout 425' of main and a 75' branch in code 83 with DCC controlling 18 trains plus 5 locals & coal & Cattle trains. Featured is a 22' long Cement plant, a quarry 5' W X 10' L X 3' D + large foundry & Brick plants. Plus 5 towns with fuel dealers, grain elevators and other small shipper

Hank Kraichely-Div.Sup. to contact:

Email: hkraichely@sbcglobal.net



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

centraliowarailroadclub

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

IA, Harlan N Scale

Nishna Valley Railroad Society

1303 Eighth Street, Harlan, IA, 51537

IA, Indianola HO Scale

Warren County Modular Railroaders

Transition era. RI and CB&Q

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

50125; (515) 961-3018

Iowa's only 100% NMRA club

IL, Collinsville HO Scale

Columbia Model Railroaders

410 Camelot Drive, Collinsville, IL, 62234

IL, Glen Carbon HO Scale

Metro East Model Railroad Club

180 Summit Avenue, Glen Carbon, IL

Contact: Bill Davis or Bob Gibson

email: memrrc@gmail.com

Information: www.trainweb.org/memrc

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

Visitors always welcome!

IL, Marion HO Scale

Southern Illinois Train Club

PO Box 1633, Marion, IL, 62959

KS, Augusta HO Scale

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

7:30. Information: info@augustahorrrclub.org

KS, Atchison

North East Kansas Model Railroaders

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

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

KS, Cherryvale

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

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

www.cvmrv.com

KS, Cherryvale All Scales

Parsons Model Railroad Engineers

Cherryvale Depot, Cherryvale, KS, 68335

KS, Ellis HO Scale

Kansas Pacific Model Railroad

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

restaurant afterward. Information: Tom Robinson,

rrailway@gbta.net

KS, Frankfort

Frankfort Subdivision

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

joem@bluevalley.net

KS, Dodge City

Western Kansas Rails N-Scale Layout

10594 W. Briarwood Dr., Information: Robert

Simmons, 620-521-3591

KS, Great Bend N, HO, O, G, Standard

Golden Belt Model Railroad Association. Meet first

Tuesday of Each Month @ 7:30PM at the First United

Methodist Church, Great Bend. Correspondence to 209

E 6th, Ellinwood, KS68526, Jim Loesch,

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 RailRoders (WAMRR)
 4323 West Maple Street Wichita, KS, 67206
 Contact: Lionel A. Smith, Jr., (316) 239-1174 or (816) 518-9050: eMail: LionelSmith@hotmail.com
 Meets 2nd Thursday each month 11:30AM Spears Restaurant
MO, Columbia HO Scale
Columbia Area Model Railroaders (100% NMRA)
 Missouri United Methodist Church, 204 S Ninth St, or member's homes. Thursday Evenings at 6:30PM.
 Facebook: Columbia Area Model Railroaders; Contact: Marty Oetting, martyoetting@gmail.com
MO, Jefferson City All Scales
Capital City Model Railroaders
 PO Box #243, Jefferson City, MO, 65102-0243

Email: pollocka@mchsi.com
MO, Kirkwood HO Scale
Kirkwood Railroad Association
 Meets every Thursday 7:00 - 9:00PM
 Contact: Rich Velten, 100 North Sappington Road, Kirkwood, MO, 63122
 Email: rmVelten@swbell.net
MO, Kansas City 16" Gauge Park Train
Kansas City Northern Miniature Railroad
 NM 60th Street & Waukonis Drive, Kansas City, MO
 Contact: W. Ohrnell (816) 746-5663
 Information: www.KCNR.com
 Meets 1st Wednesday each month at 7:00pm
MO, Kansas City HO Scale
Greater Kansas City Model Railroad Club
 Contact: Walter L. Ohrnell, 6060 NW Waukomis Drive, Kansas City, MO, 64153
 eMail: wOhrnell@kc.rr.com
MO, Kansas City HO Scale
Southern Kansas City Model Railroad Historical Society
 8600 Ward Parkway Suite 2030 Kansas City, MO, 64114
 Contact: Richard Boone Telephone: (816) 996-1534
 eMail: rBoone@traintown-kc.com
 Meets 2nd Monday each month 7PM Open house Sat. & Sun. 12 to 5PM
MO, Kansas City N Scale
Weekend En-gineers
 8600 Ward Parkway, Kansas City, MO, 64114
 Contact: Richard Boone: (816) 966-1534
 eMail: rBoone@traintown-kc.com
 Meets 3rd Sunday at 11:30AM
MO, Kansas City
Kansas City Narrow Gaugers
 Members Homes, Information: Dean Windsor, On3@worldnet.att.net
MO, Kansas City Standard, G, O, S, HO Marklin, HO, N, Z Scales and Wooden Trains
Union Station Kansas City Model Railroad Society
 30 West Pershing Road, Kansas City, MO, 64101
 Contact: Ted Tschirhart, Telephone: (816) 816-3449
 eMail: TedTschi@kc.rr.com
MO, Liberty
Heartland N-Trak Of Greater Kansas City
 131 S. Water St., Liberty, MO, 1:00. Information: Bob Osborn, 816-452-9227
www.lawrencemodelrailroadclub.org
MO, North Kansas City N Scale
Missouri Northern Railroad Society, Inc.
 PO Box #12591
 North Kansas City, MO, 64116
MO, Odessa HO Scale
Eastern Jackson County Mainliners Model Railroad Club
 "Outlet Mall", Odessa, MO, 64076
 Information:
www.EasternJacksonCountyMainlines.com
MO, Saint Louis N Scale
Mississippi Valley N Scalers
 1684 Harbor Mill Dr., Fenton, MO, 63026

eMail: mvns@railfan.net
Website: <http://mvns.railfan.net>
Facebook: <https://www.facebook.com/mvnsrr>
Featuring NTRAK and T-TRAK modular layouts
displayed at regional shows.

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

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

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

MO, Webster Groves **2-Rail O Scale (1/4" to the foot)**
Big Bend Railroad Club, Inc.
8833 Big Bend Blvd., Webster Groves, MO, 63119

Email: secretary@BigBendRRclub.org
Information: www.bigbendrrclub.org

NE, 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>



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