

# CABOOSE

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Marty Vaughn, MMR's Civil War Cannon



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## The Caboose Kibitzer

The Caboose Kibitzer© is the official publication of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA). Subscription to the Caboose Kibitzer is free.

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### [Caboose Kibitzer Subscription](#)

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

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

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

### Content 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](mailto:nmrahq@nmra.org)

Application (either online, or printed and mailed in) for NMRA membership may be obtained here:

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





# The Head End

**By Brad Slone, MMR—President MCoR**

At times I must remind myself that the hobby is fun. Now that may seem like a very odd statement to make, but hear me out. I'm a very structured person. At least I try to be, and this carries into my hobby as well. Typically, I have multiple projects going on simultaneously on the work bench. This helps me with the patient-factor when I need to let the glue dry. Even with a decent sized work area, space can fill up in a hurry, so I try not to get to spread out with any one project. Here is where the structure comes in. I try my best to complete a project before moving on to the next as I tell myself that it's far more productive to complete the project rather than put it up and come back to it at a later date, figure out where I left off, and complete it. This becomes even more difficult after I've been to a show and picked up a few more must-haves.

The problem with this, at least for me anyways, is that when I tell myself the projects on the bench need to be complete before I bring anymore out, at times leads to a drain on the motivation for the given project, i.e.. It feels like it is trying to cross the border into work! The other issue is that by the time I complete a project or two so that I have space to tear into the new-found treasure, often times my level of excitement for that new kit has fell off. Whereas if I'd had started it up when I wanted to, I might have a good portion of it complete.

So, at times I have to remind myself that I'm not scheduling a major construction project, but rather enjoying a wonderful pass time and if that means putting a project or two on the back burner to start something new while I have the notion to, why not. The hobby is fun!

On the subject of sharing the hobby with the next generations, the semiannual Boy Scouts jamboree is coming up later this summer in Boone Iowa. This event is coordinated by the folks up there and is a great opportunity to teach enthusiastic youth about the hobby and industry.

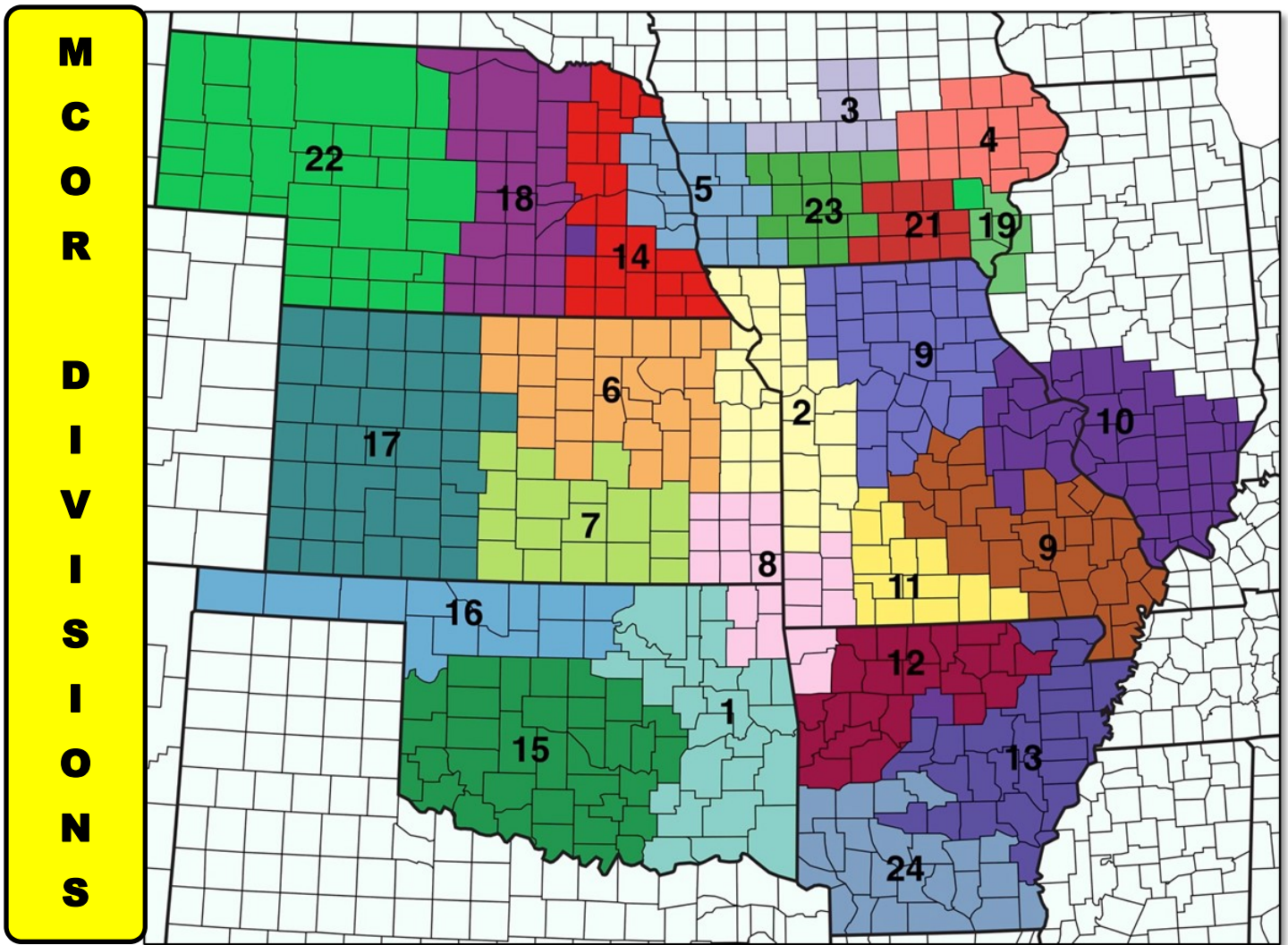
Speaking of events, we've got the regional coming up later this summer in Kansas City. Larry Deihl and the guys are working hard to get an excellent time put together for us. Following that, close to our borders to the south across the Red River, the Lonestar folks have got a Texas sized national convention ready to go. So, I for one am looking forward to seeing what they've got lined up for us.

To round things out I'd like to remind everyone that the regional elections are coming around soon. So when the survey goes out, be sure and make your vote count.

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

*Brad*





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3	Kate Shelley Division	Richard Liebich	<a href="mailto:dir-2903@mcors-nmra.org">dir-2903@mcors-nmra.org</a>	15	Oklahoma Hartland Division	Kurt Konrath	<a href="mailto:dir-2915@mcors-nmra.org">dir-2915@mcors-nmra.org</a>
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## 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](mailto:allanroecker@yahoo.com). Web page: [www.tulsanmra.org](http://www.tulsanmra.org) for meeting dates and additional info.

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

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

**Division 4: EASTERN IOWA DIVISION:** Tony Bowen, MMR acting superintendent; e-mail: [railroadteacher@gmail.com](mailto:railroadteacher@gmail.com) For division activities check out our website monthly at: <https://sites.google.com/site/easterniowadivision/>

**Division 5: WESTERN HERITAGE DIVISION (Omaha, NE/Council Bluffs, IA):** 1st Saturday (except January) at 9:00AM in the Sump Memorial Library, 222 N Jefferson St. (2nd & Washington Streets) Papillion, NE (across from Runza). For the latest, up-to-date information visit the WHD web site at: <http://www.whd.mcor-nmra.org> or the WHD Facebook page, Western Heritage Division, NMRA.

**Division 6: KANSAS CENTRAL DIVISION:** 1<sup>st</sup> Saturday every three months. Meetings start at 1PM. For the next meeting's location and program please email [rkboelling@gmail.com](mailto:rkboelling@gmail.com).

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

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

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

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

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

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



## Editor's Musings—What is Model Railroading

By Ray Brady, Editor

*Model Railroader... Modelleisenbahner... Ferrocarril modelo...* These are all ways of saying that we are model railroaders. And just like these languages are different, so too are the way each of us execute the task of model railroading.

For example, there are three articles in this issue of the Caboose Kibitzer written by three different people.

Robert Simmons expresses model railroading by building a superb modular layout that covers an area approximately 18' X 24'. He packs a lot of action in his layout and is able to do operations. And he has subspecialties that he is into. Since he models the Dodge City area, he has to scratch-build all his buildings - another aspect of model railroading. And, because of space and configuration, and the little issue of cost, he has scratch-built switches for his layout. Taken together, his approach to model railroading focuses on the layout, but incorporates many more technical aspects of the hobby.

David Lowell takes a different approach. He has no layout by his own admission. But that does not stop him. He is passionate about scratch-building rolling stock. And that takes him into the realm of researching the history of "his" railroad, as well as gathering specific information about each and every phase of a car's incarnation. Taken together, he has built some of the most elaborate and detailed cars and has taken multiple awards in model judging.

Marty Vaughn also takes a different approach. His model railroad is of the civil war era, where not much is available off-the-shelf. So not only does he have to research what the civil war troops were doing during the war, but also has to build something to 1860 standards. Again, research into the story is as much fun as the execution of a model.

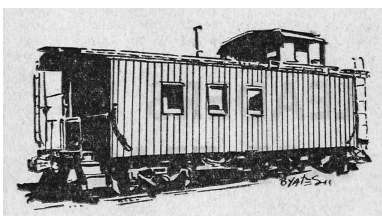
And, for the 7 people listed in the "Last Ride" of this issue, each of them had a different perspective to how to "Model Railroad." If you

look at the short bio of each, you can tell that each of the individuals were, well... individual.

And this editor of the Caboose Kibitzer is not immune from this as well. I have an N-scale layout with approximately 600 feet of mainline track. Throw in 6 major yards (Topeka, Salina, Denver, Ogden, Cheyenne, and North Platte) together with 13-10' passing sidings, I have a not-too-shabby layout. But, it is far from finished. And, in the process of building it, I have branched out into building a 650-ton coal tipple for Cheyenne that replicates the prototype in the steam era. And, that forced me to start scratch-building cardstock buildings because "I needed the real thing to go with the coal tipple." Then, in the middle of printing the Engine Backshop, some 3D-printed shells of the Union Pacific's M-10004 City of San Francisco, M-10005 City of Denver, and M-10006 City of Los Angeles came on the market. Needless to say, I scoffed them up. This, together with road trips all along the right of way that I have modeled on my layout have allowed me to 1) gather dirt every 50 miles so that the surface of my layout would be of the proper coloring and 2) take photos at these same locations so that I could get the background on my layout "just right." Oh yes, did I say I am a model collector. I don't know how many locomotives I need to install decoders in.

All this is to say that model railroading takes the form of, for MCoR's 850+/ membership, much more than 850 aspects of how to do modeling, whether it is tin type or proto87, whether it is 7.5" or TT scale, and anything in between, IT IS MODEL RAILROADING. So, do not let anyone tell you that there is only one way to "Model Railroad." We each are different and we all have different interest, and even those interests differ with time. So, **Happy Model Railroading....**

Ray







# **"Kansas City Flyer" 2023 MCoR Convention**

**By Larry Alfred, MMR**

Some really good news! The MCoR will be hosting the 2023 Region Convention in Overland Park from July 27-29, 2023. It's great to get back to Region events. The 2018 NMRA National in Kansas City interfered; 2019 brought us a great convention in Wichita; no convention in 2020 due to Covid; 2021 was a joint convention with the Lone Star Region in Tulsa; and finally 2022 was also bumped by the NMRA National in St Louis. So, these circumstances may have caused many of us to get out of the routine of our annual event.

So, here we are. This is a preliminary notice about the 2023 event. More details will be promulgated as they become available. Information will be put on the Turkey Creek Division website, the MCoR website, and the Convention website. The convention will be held at the

**Holiday Inn & Suites  
8787 Reeder Street  
Overland Park, KS 66214  
Phone: 913-888-8440,**

**Rate: \$99.00 (includes breakfast)**

If registering by phone, use the group code **MCoR** to get the group rate. To register online, use the link <https://tinyurl.com/ak5d4w7a>, enter your Check In/Check Out dates, and press the Search button. This will take you to the convention page with the \$99.00 convention rate. This is the same as the hotel rate we were able to get 10 years ago for the 2013 convention! **In order to secure this rate, hotel reservations must be made by May 19, 2023.** If in doubt, make the reservation and cancel later if necessary.

You can register now with a check using the form on the next page. We are working on an on-line registration with credit cards. When that happens, we will get revised registration forms on the websites as soon as we can with appropriate information. When you register, be sure that you specify your banquet meal choice (included with registration). It should be an enjoyable evening with a yet to be identified well-

known speaker. Also, consider signing up for lunches on Friday and/or Saturday - these are extra fare items. Other registration options, including Make-and-Take Clinics, Prototype Tours, and Layout Operating Sessions, will be announced as soon as details are available. Watch for these on the TCD, MCoR, and the convention websites.

The overall convention planning is coming along nicely... all of the typical events that you are used to participating in will be available. The clinic lineup is being organized. If you are interested in presenting a clinic, please contact Miles Hale, MMR at [mileshale@sbcglobal.net](mailto:mileshale@sbcglobal.net). A schedule of home layouts is also being arranged. For those in the Kansas City Metro that are and interested in having their home layouts on tour, please contact Steve McKee at [smckee@everstkc.net](mailto:smckee@everstkc.net). We are scheduling operating sessions on several home layouts on Thursday afternoon. The number of positions at these sessions will be limited, so be advised to sign up soon after the information is released. Details will be first sent to those that have already registered...then, posted on all websites. Prototype tours are also being planned with specific information being posted on the websites as it develops. Finally, a Non-Rail program is being worked on. So look for that also.

The model and photo contest will include the standard NMRA categories that you are used to seeing. In addition, we will include two special categories that the Turkey Creek Division has had fun with. These include a Square Footer category and a Business Card Challenge. These entries are limited to their respective sizes, with a standard business card being 2"x 3.5" ... no cantilevers on either of these.

Start making your plans to be in Overland Park this summer. We're confident that this will be a great convention ... don't miss it! Thanks, and see you there!

*Larry Alfred MMR, Convention Chair*

Mark  
Your  
Calendar



Mark  
Your  
Calendar

## Kansas City Flyer 2023 NMRA Mid Continent Region Convention

Hosted by  
Turkey Creek Division  
July 27-29, 2023  
To be held at  
Holiday Inn & Suites  
8787 Reeder Street  
Overland Park, KS 66214

### Registration Form

Name of Primary Registration: \_\_\_\_\_ NMRA #: \_\_\_\_\_

NMRA membership required to enter model contest.

Spouses' Name (if attending): \_\_\_\_\_

Name of other registrants: \_\_\_\_\_

(Spouse will receive a complimentary pass for admission to the train show and contest room. Extra fare participation must be purchased for each person attending these events.)

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

E-mail: \_\_\_\_\_ Phone: \_\_\_\_\_

#### Registration Fee (NMRA membership number required for reduced registration fee.)

NMRA member \$95.00 per person (Includes Banquet)

Non-member - \$110.00 per person (Includes Banquet)

Cost	# Tickets	Total Cost

#### Extra Fare Reservations:

##### Banquet only - \$35.00 per person

Banquet Choice (choose one per person)

\_\_\_\_ Chicken \_\_\_\_ Shrimp Pasta \_\_\_\_ Vegetarian

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##### Lunch \$20.00 per person

Lunch Choice (Friday) (choose one per person)

\_\_\_\_ Italian Sub \_\_\_\_ Chicken Wrap \_\_\_\_ Veggie Wrap

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Lunch Choice (Saturday) (choose one per person)

\_\_\_\_ Italian Sub \_\_\_\_ Chicken Wrap \_\_\_\_ Veggie Wrap

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**TOTAL REGISTRATION:** \_\_\_\_\_

#### Vendor Tables:

Train Show - Saturday July 28th and Sunday July 29<sup>th</sup>

\$30.00 per table

# Tables \_\_\_\_\_

**VENDOR REGISTRATION** \_\_\_\_\_

#### Send Completed Registration Form and payment to:

Bill Humenczuk

8624 W 116<sup>th</sup> Street

Overland Park, KS 66210-2828

Make checks payable to: Turkey Creek Division

For additional information contact Larry Alfred

(913)782-6584

[captlalfred@gmail.com](mailto:captlalfred@gmail.com)

#### MAKE HOTEL RESERVATIONS WITH HOTEL

Holiday Inn & Suites

8787 Reeder Street

Overland Park, Kansas 66214

(913)888-8440

Rate: \$99.00 (includes breakfast)

Ask for MCoR group rate

To register online:

<https://tinyurl.com/ak5d4w7a>



Kansas City will be hosting the 2023 Mid-Continent Region Convention from Thursday July 27 through Saturday July 29. The "Kansas City Flyer" will be held at the Holiday Inn & Suites, 8787 Reeder Street, Overland Park, KS. You can register for the convention on the Convention website at:

[www.mcor-nmra.org/Conventions/2023](http://www.mcor-nmra.org/Conventions/2023).

The reason for this memo is to recruit clinic presenters. We need you to present a one hour (or longer) clinic on any phase of model or prototype railroading where you have some expertise or interest. We will have screens and projectors in all clinic rooms. You will need to bring your own computer if you will be using it to present your clinic. The clinic rooms will be set up in theater seating. If you would like to do a hands on clinic, we would welcome that, but we need to know what type of a room set up you

need.

Please contact us at your earliest convenience to let us know your availability and potential subject. We will be scheduling clinics on Thursday evening; Friday morning, afternoon, and evening; and Saturday morning and afternoon.

We appreciate your interest and help in creating a great convention for all region members.

**Fran and Miles Hale**

**Clinics Chairmen**

[mileshale@sbcglobal.net](mailto:mileshale@sbcglobal.net)

**816-588-2302**

**508 South Cedar Street  
Belton, MO 64012**



## **Hank Kraichely Lifetime Achievement Award Established**

*Gateway Division*  
has established the

### ***Lifetime Achievement Award***

The first recipient is Hank Kraichely, and the award has been officially named the Henry "Hank" Kraichely Achievement Award. All in the Division felt it was very deserving and we were honored to present the award to him.





# Build Your Own Switches

## by Robert Simmons (Western Kansas Division)

This adventure began in 1995. I was just starting the construction of my home N-scale layout. The track plan was drawn but it would require over forty track switches. In those days, I was put on a strict budget by the Financial Director of the house (Wife) for purchasing the switches. It would literally take years to complete the layout. About the same time, the latest issue of *Model Railroader* arrived in the mail which featured a great article on how to build N-scale track switches from scratch using code-40 (true N-scale) rail. I glanced through the article, scoffed at the idea I could do that, and tossed it on the coffee table. Over the next couple of months, I kept coming back to that article, reading it over and over and came to the realization that 1) it wasn't that hard and 2) by breaking it down into small pieces, I could do that. I was still being mentally blocked by the code-40 rail. Then I concluded I could simply substitute Atlas code-80 rail.

This is where action began to replace thinking and dreaming. The article included complete written instructions plus a diagram on how to draw the switch template (remember this is decades prior to *FastTracks* templates or jigs). So I carefully drew my template and located a scrap piece of 1/8-inch Masonite as a work surface. I already had all the necessary tools and located sheet printed circuit board

from Radio Shack (**Picture 1**).

I tried several methods

of cutting the circuit board

into tie-width strips. One

of the best tool purchases I

have made is the Micro-Mark

MicroLux mini table saw with metal

cutting blade (**Picture 2**).

I was able to slice the circuit board

into thin strips the same width

as the Atlas track ties. I

then rounded up the other

necessary tools (**Picture**

**3**) – the clear plastic case holds the PCB strips, a roll of solder

(I prefer silver bearing

solder as it provides a

stronger joint – Warning:

DO NOT USE acid core

solder which is for

plumbing. If you can't get

silver solder, use rosin

core). The white tub is rosin flux paste, and I used a good quality

soldering iron.

The next step is to visit *FastTracks*

<https://www.handlaidtrack.com/track-templates>

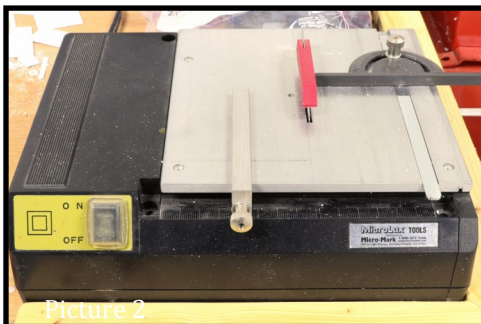
Here you will find their

excellent templates which you can download and print (**Picture**

**4**). I cut out the left or right template to keep the paper as small as



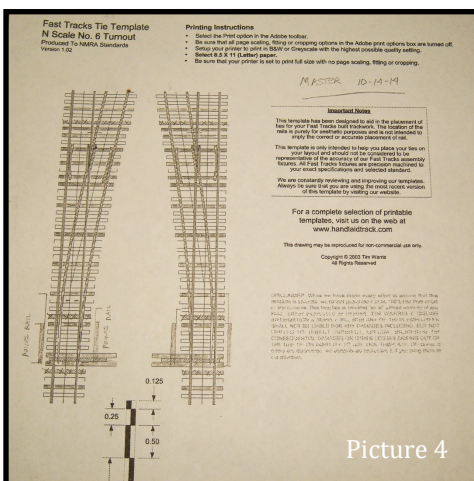
Picture 1



Picture 2

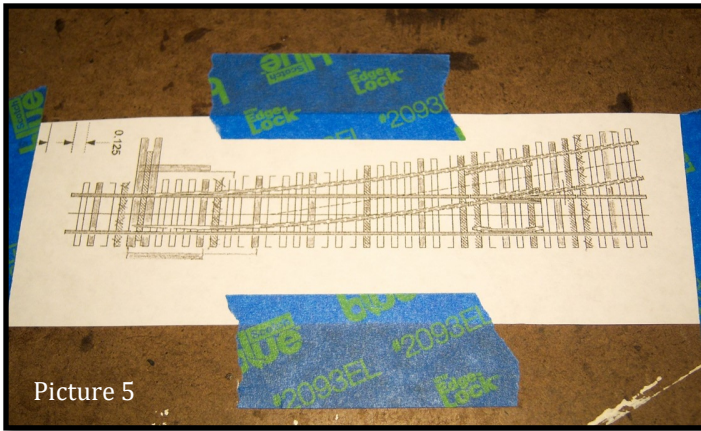


Picture 3



Picture 4



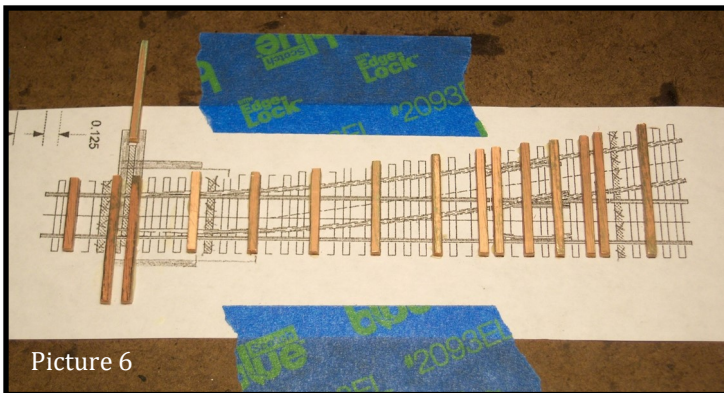


possible, then use masking tape to stretch it taut on a small piece of Masonite as a work surface (**Picture 5**).

Also, looking at **Picture 5**, we will give names to all the rails so we can follow along. The bottom rail will be called the **main line straight rail**, above that are the **diverging route points rail** (right) and the **main line frog point rail** (left). Next up are the **main line points rail** (left) and the **diverging rout frog point rail** (right). Then on top is the **diverging rout curved rail**, and lastly the two **guard rails**. In this picture note that

where bends are needed, I sliced through the foot of the rail to make the bends easier.

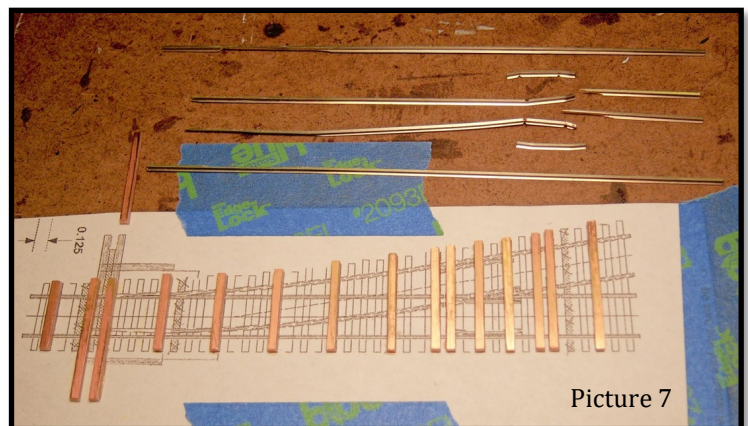
I decided to take my time, so I was to solder one rail in place each night and by the end of the week I would have a working switch. The first rail went in in about 20 minutes, so I kept going, and within four hours, I had my first switch. Continuing, I tried different techniques, but my first three switches went into the home layout and have performed without flaw for twenty-five years. After that start, I was hooked and by 2023 I have completed well over one-hundred switches in both N and HO scales for several layouts. Today, it is a lot easier thanks to *FastTracks* and we will start the process there. The processes described will work well with just about any scale.



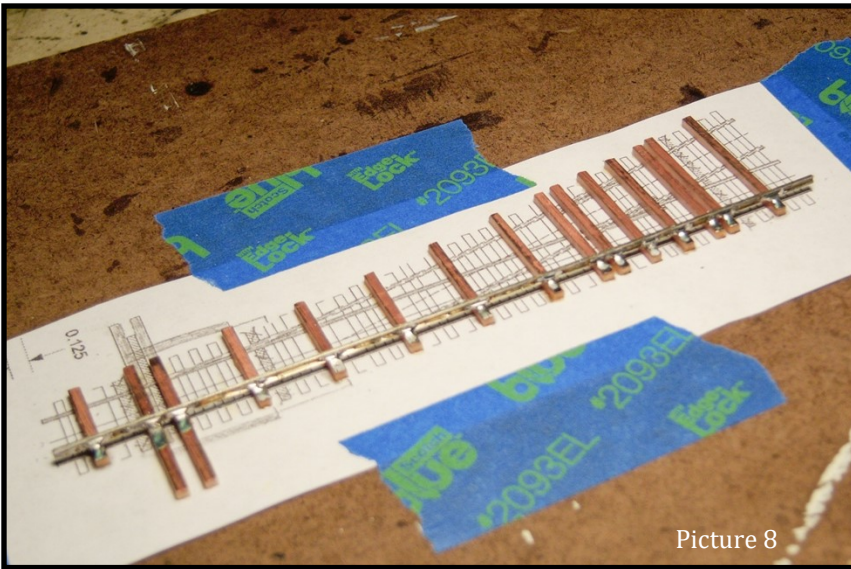
Once you have your template secured to the work surface, the first step is to cut the PCB strips to the proper length (**Picture 6**). Notice that because these switches were going into a traveling layout, I used more PCB ties than *FastTracks* shows on their template for structural strength. Before cutting, you should use a fine metal file to smooth all sides of the PCB strips to remove any burrs. For cutting the PCB ties, I use a Dremel with cutoff disk, lay the strip on the template in its spot, mark with a pencil, then cut to proper length and set aside in order. Once the cutting is complete, wipe the dust off the

template, and using a SMALL amount of common wood glue, glue each tie in the proper place. I laid my metal ruler on top and set something on top while the glue sets in about ten minutes. If you are satisfied the glue has set, lightly go over all the PCB ties with the metal file to make sure everything is smooth and flat.

To prevent going through several soldering tips, I want to keep the time the iron is hot short. So I now pre-cut and shape all rails before soldering begins (**Picture 7**). Now we are ready to begin. Let the soldering iron get hot and we will begin with the **main line straight rail** (it's easiest). On this straight rail, mark with a sharpie the point on the rail where the points rail will contact the rail at the point and again where the rail curves and no longer contacts the







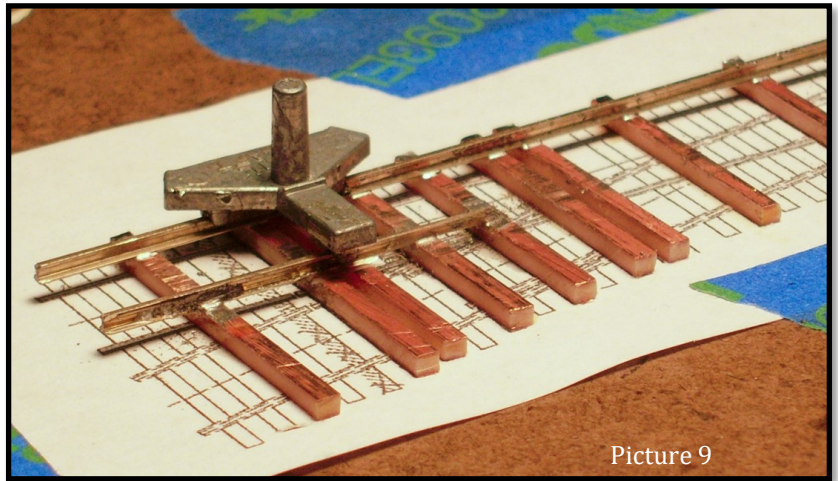
Picture 8

rail. Use your Dremel with cutoff disk to shave the straight rail to about half thickness between those marks to make a “pocket” for the points rail to slide into.

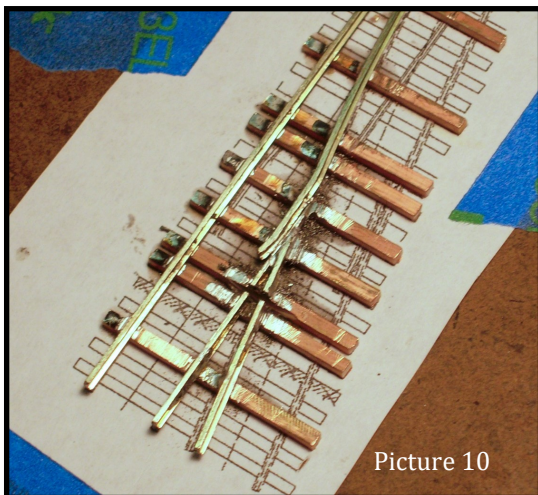
Now that the rail is prepared, take your applicator with a small bit of soldering flux and lightly wipe the PCB ties from the rail placement to the outside edge (**Picture 8**). Place the straight rail on the ties with the pocket facing inside and where the template shows. Once you have the rail correctly in place, tack solder one end to the PCB tie on that end, on the outside of the rail. Check the alignment against the

template again and tack solder the other end in place. Then, using your metal ruler as a straight edge on the inside of the rail to keep the rail absolutely straight (all other measurements come from this rail). Now you can add flux and solder all other ties to the rail lightly pressing down to keep things flat. I use a slightly larger amount of solder on these joints for strength.

Now that we have the first rail in place, all measurements come off this rail (**Picture 9**). For the measurements you can use the NMRA track gauge, but in this case since I was using Micro-Engineering code 55 track rail I elected to use the Micro-Engineering track gauge. The **main line frog point rail** is relatively easy. For the first three-eighths-inch from the frog point, use the cut-off disk to shave the side of the tip facing the other frog rail to about half thickness as the two rails must join at the point. Line the tip of the point with the point of the frog on the template while using the track gauge to maintain the gauge from the first rail. Use the same procedure, tack solder the frog point end with little solder (to not interfere with the



Picture 9

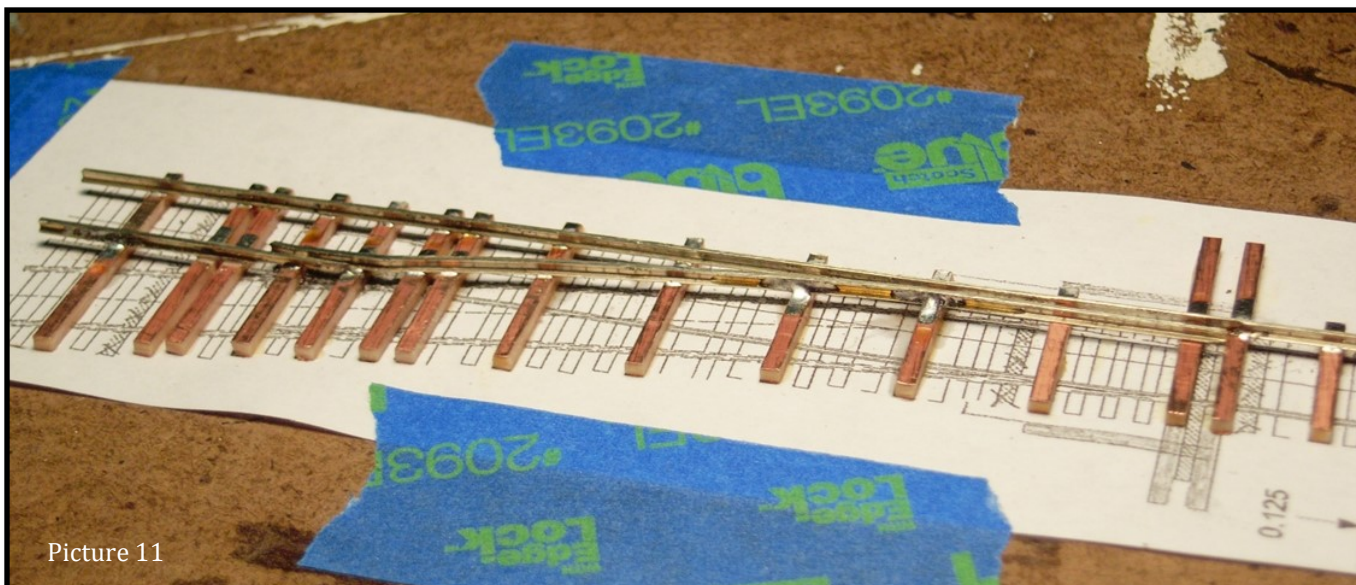


Picture 10

second frog rail). Then tack the other end, check the alignment, and solder all ties. From this point on, use two spare trucks (a 2-axle freight car and a 3-axle loco truck), to check each addition to the switch, in this case run it back and forth on the stub end of the switch to check the gauge of the two rails and any binding. Make any adjustments before proceeding.

On to the **diverging route frog point rail** (**Picture 10**) which is nearly the same as the previous rail start by shaving the inside of the rail to about half thickness and using the template, tack solder the frog point followed by the other end. Check alignment then solder all ties. I tend



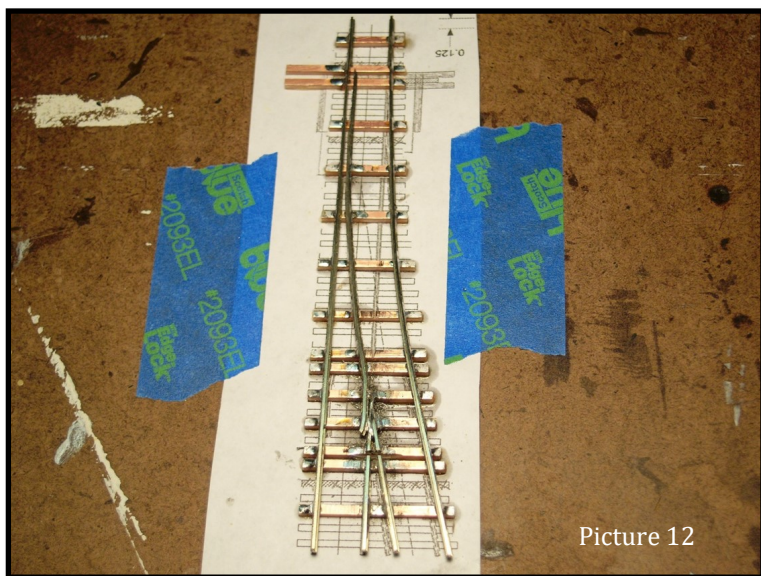


Picture 11

partially fill the frog point with solder for strength. From the point of the frog, go back three ties and use the Dremel to slice through both rails to isolate the frog.

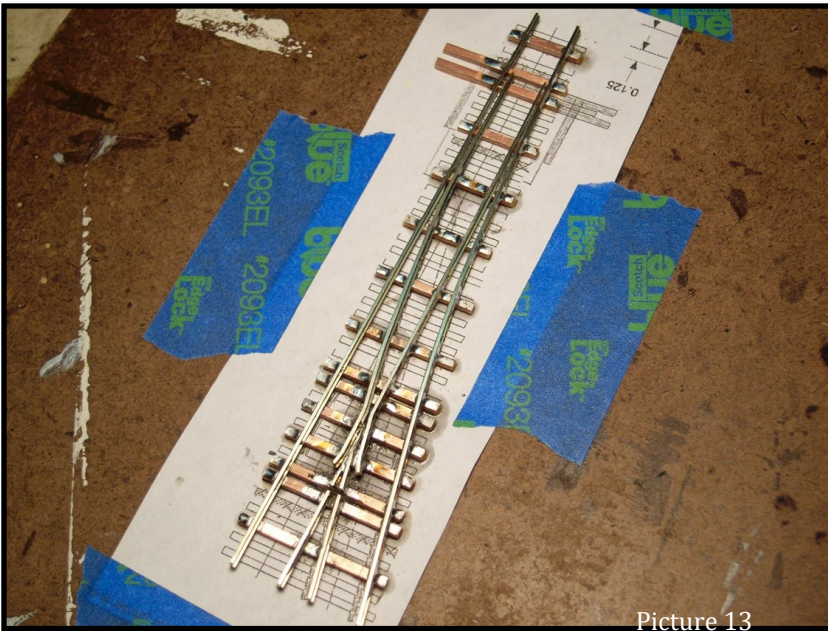
For the **diverging route points rail** (Picture 11) it is much easier if you gently use your fingers to curve the rail to match the template. Again, (Picture 7) do this before construction begins and lay the rail on the template without ties to make sure the curve matches the template. Use the point of a Sharpie to make a dot on the outside of this rail where it will bend into a frog guard rail. Use your Dremel to make a small slice to the outside of the rail base to aid in making this bend. Use a pair of pliers to make this bend and lay the rail back on the template to make sure you did not twist the rail during the bend. Correct if you did. With the rail on the template, mark where the frog guard rail ends and cut any excess off. On the other end - the points—mark where this rail will fit into the pocket of the first rail and use the Dremel to shave the outside of the rail until it fits the pocket and does not bulge out to reduce the track gauge. I use a small clamp to clamp the points rail into the pocket to hold that end in position. Then position the frog guard rails and tack solder. This part is critical. I use a short piece (about 1-1/2 inches) of K&S Brass 1/4-inch strip to function as an alignment tool here. You have to check two vertical planes. The guard rail tip must be parallel to the **main line frog point rail** and at the same time must follow the plane from the **diverging route frog point rail** to the beginning of the curve in the **diverging route points rail**. Now you can solder this rail to the ties. But as you

can see in the photo, when you get too close to the first rail to get the soldering iron tip to the tie, switch to the inside of the rail. Leave the last of the points rail unsoldered from just before the pocket as this part must move. Use the two spare trucks to check for any binding with the curved points rail or frog guard, make any adjustments before proceeding (Picture 12). It is time to add the **diverging route curved rail**. Use the track gauge to align the short section near the points and tack solder in place. Head to the middle of the curve and check against the soldered portion of the **diverging route points rail** with the track gauge and tack solder in place. Proceed to the



Picture 12

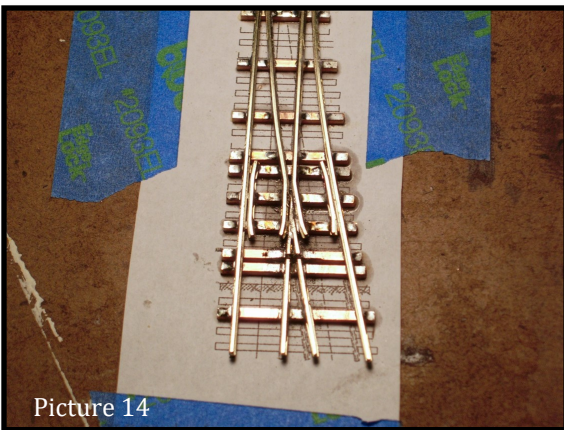




Picture 13

diverging route end and, again using the gauge, tack solder the end on the last tie. Now using the track gauge, proceed down the rail tacking each tie to the rail. When complete, check everything with the spare trucks. When everything looks good, permanently solder all joints (**Picture 13**). Nearing the end, we need to add the **main line points rail**, with a similar procedure to the curved points rail already in place. Again, I use a small clamp to hold the points end in the pocket while lining up the frog point end. When it looks good, tack solder in three places as before and check for binding with the spare trucks. Make any adjustments, and permanently solder in

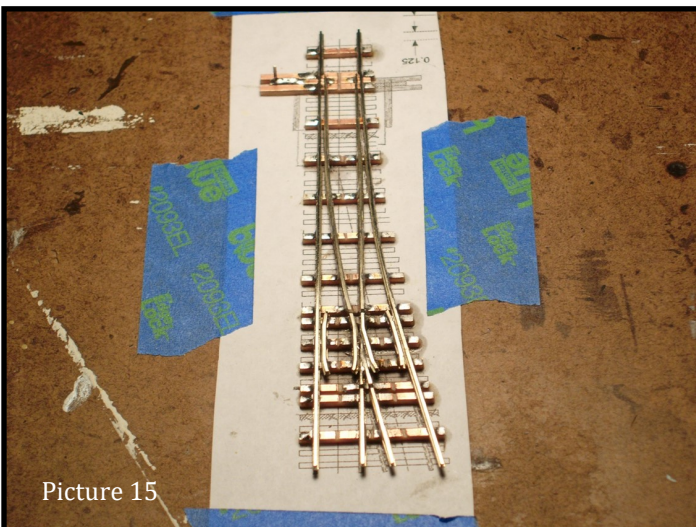
place. Now we have something that looks like a switch (**Picture 14**).



Picture 14

Time now to add the guard rails. Follow the placement on the template. Tack one end in position and test with the two spare trucks to check for any binding (too close together) and the inside wheels picking the point of the frog (too far apart). Make any adjustments and solder in-place (**Picture 15**).

The final three elements: First study the photo closely and you will see two ties ahead of the frog towards the points we sliced through both the main line and diverging points rails. This will partially isolate the frog electrically. Second, we must use the Dremel with cutoff disk to lightly slice through the copper cladding in the middle of each tie, from the points end all the way to where we just sliced through the two rails, then move to the middle of each route to the other end and between both frog point rails. This will give you two options. As I use them a “dead frog” with no power routing, or you may solder wires to a rail in the frog area and use this for “power routing.” Finally, solder a small “L” shape of steel piano wire to the end of the throw-bar to engage the switch throw of your choice (we use Caboose Industries sprung). Then slide the throw-bar in-between the headblocks and position. Then carefully solder one point rail to the throw-bar. You need to use only the point of the soldering iron tip and very little flux and a touch of solder or you might solder the throw-bar to one or both of the headblock ties. Be sure to also slit the copper cladding on the throw-bar as well. The main construction is now complete. Just re-test all directions with the trucks and make any adjustments.



Picture 15



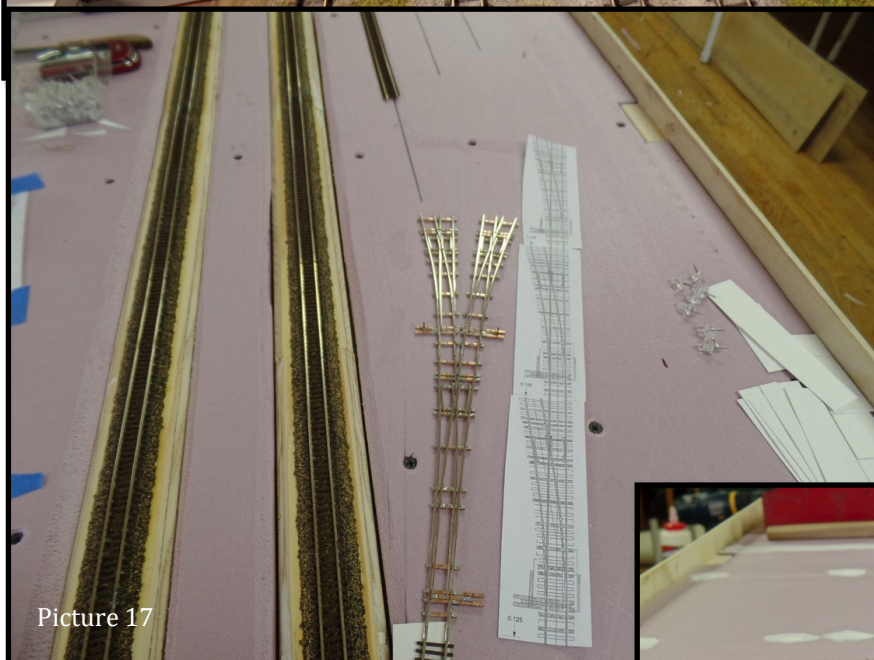


This all sounds complicated, but follow the old saying; “How do you eat an elephant? – One bite at a time!” Now install it in your layout.

Here is a tip: when I install a switch over roadbed, I cut a shallow “V” slice under the throw-bar to reduce friction when throwing, then add a ground or remote throw and enjoy **(Picture 16)**.

Using the templates gives you a variety of options not available in commercial switches as in this photo which is a view of my former home layout featuring a pair of number twelve switches for a high-speed crossover on the double track main.

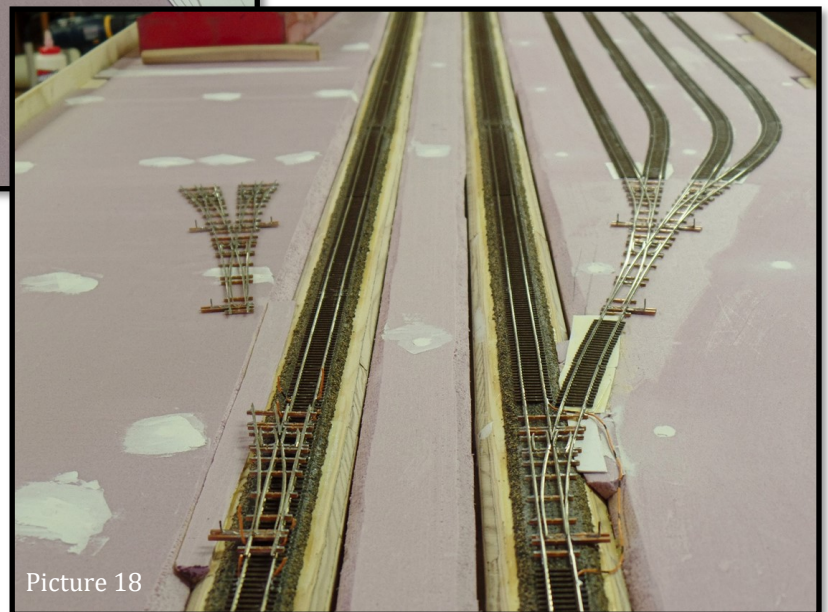
You can also use the templates for accurate track planning **(Picture**



Picture 17

**17)** . When designing the yard throats for the WKR layout, we laid out three templates as most would do, then discovered that by first using a “wye” switch going into a left and right, it greatly shortened the throat for more yard space.

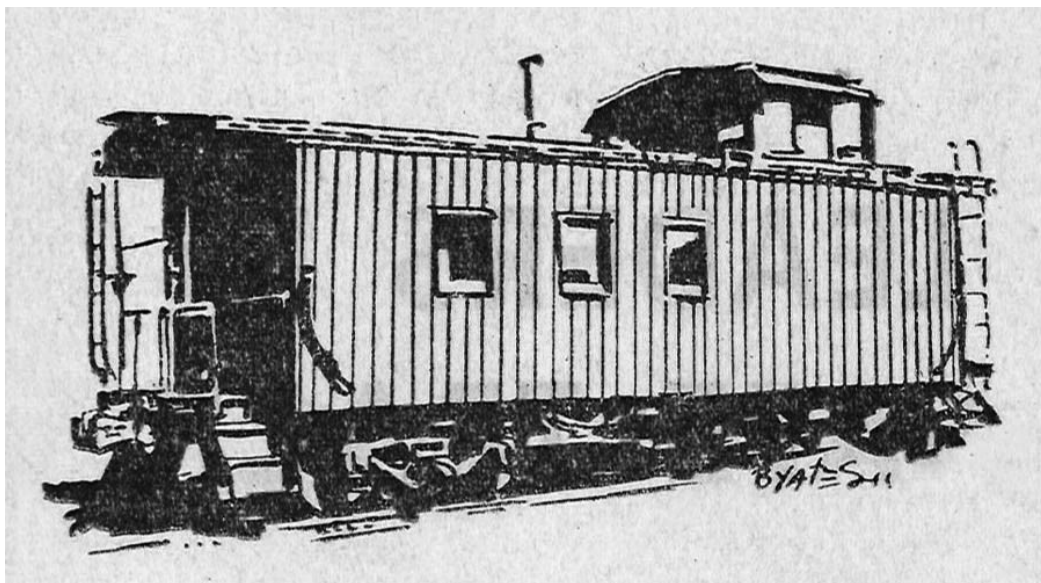
In **Picture 18** you can see the completed yard throat on the right and the mirror left side ready to install.



Picture 18



The last photo (**Picture 19**) is a view of a switch with the rails and ties painted and the ballasting, installed.





**Gateway Division, Mid-Continent Region  
National Model Railroad Association**



# ***Model Train Meet***

***Saturday, November 11, 2023***

***9 am – 3 pm***

**VFW Post 5691, 1234 Vandalia, Collinsville, IL 62234**

## ***Activities***

**Model Railroad layout displays**

**Presentations**

**Model Railroad Vendors**

**Swap Tables**

**Model Contest**

**(Popular vote/Merit judging on request)**

**Door Prizes**

**Layout Tours in the evening  
(Maps available at the meet)**

***Admission \$8.00, children under 12 free***

**For information or to display your layout contact**

**Walter Beckman at [mogulfwestern@gmail.com](mailto:mogulfwestern@gmail.com)**

**[www.gatewaynmra.org](http://www.gatewaynmra.org)**



# Minutes of January 2023 Board of Directors Meeting

Call to order: Brad Slone called to meeting to order at 10:01 am.

- Introduction of Attendees; Ryan Moats, MMR, Brad Slone, MMR, David Lowell, Ray Brady, John Garavalia, Larry Alfred, MMR, Larry Diehl, Todd Petersen, Bill Hobbs, Craig Drenkow, John Fales, John Rietveld, Ray Brunner, Riley Trigg, Robert Perkins, Whit Johnson, Bob Folkmann, Gene Tacey

- Presentation of Proxies; Brad Slone holds Dean Smith's proxy. Quorum by region counsel: 13 members at start of meeting consists of a quorum.

- Last train ride: Joe Ringbauer from Turkey Creek to be added (check membership list first), Another Gateway member recent to be added (possibly in summer)

- Reading of previous Minutes: David Lowell moved to dispense with reading of the minutes – seconded and passed.

- Old Business: Directors Needed. David Lowell suggested appointing directors as acting directors for other empty areas and Gateway is willing to pitch in here. John pointed out that on the issue of acting directors for an "Area", the president appoints the director for an "Area" so the president can designate whoever he/she wishes as "acting". Ray Brady points out the Kansas Central has a director but the membership is inactive, so is proposing to split Kansas Central into Chisholm Trail and Turkey Creek. Ryan and Whit points out that Kate Shelley should be considered inactive as it is essentially leaderless. Whit volunteered to step in and assist. Craig points out Cowboy Line is pretty inactive as well.

- New Business

- New Staff Appointments: none.

- Presentation of National Convention and new National Digital Magazine Platform – Riley Triggs, Lone Star Region

- National Convention: Texas Express (2023TexasExpress.com) in Dallas/Fort Worth from 8/20/2023-8/26/2023 at the Gaylord

Texan Resort and Convention Center. There will be operations and a free-mo railroad set-up. Rail and General Interest Tours across Dallas, Fort Worth, and other cities, including the BNSF headquarters and art collection. Tour over to the Texas State Railroad and a back-shop tour of Six Flags Railroad. Tours of various passenger stations between the two cities. Layout Tours will also be included. Banquet Speaker: Spencer Christian (from Tracks Ahead). National Train Show, 8/25/2023-8/27/2023

- Questions – [pubs@nmra.org](mailto:pubs@nmra.org). National Digital Magazine Platform (It's about time for the future). Issue date: 15th day of each month. This does not replace the paper version (i.e. you can still get it if you want). [nmra.zinioapps.com](http://nmra.zinioapps.com) is the website for this platform, with issues back to October 2020 at this point. Available for both Apple and Google platforms. There is a free issue available via the app (April 2022) for scouting etc.

- Presentation of Reports: Directors: Available in the board package, Achievement Program; We had more activity beyond what was listed in the report. Continued call for evaluation volunteers in each division/area; Convention Department; 2023 Regional, the 2023 Mid-Continent Region convention will be held at the Holiday Inn at US69 and 87<sup>th</sup> Street in Overland Park, Kansas from July 27 (noonish) through 29 (Saturday evening). Once there is a URL available for the convention website, Ryan will add it to the region page. Convention will have all the "standard things." 5000 square feet for the train show, 2000 square feet for the layout. Three clinic rooms and a contest room. Registration form is in process.

- 2024 Regional and beyond; The Convention Committee has talked about potential locations but nothing yet.

- Membership Department; Information is in the package.

- Webmaster Report; Information is in the package.

- Nominating Committee Report; Information



with current candidates is in the package. Marty Vaughn has submitted that he wishes to run for VP. David has declined running for Secretary, but he will see if he can find a new candidate. Terms are 2 years – Secretary and Treasurer take office after the General Meeting, President and VP take office on September 1 following the conventions.

- Treasurer's Report; Report is in the package. Treasurer/Paymaster addresses are needed for various division rebate checks. Ryan will include the blank certification forms with the minutes for divisions and areas that he hasn't received them from yet.

- The CNW historical society is building a museum and is soliciting donations. The question is whether we might use some of our funds as a donation for this purpose. One question is what we get back

from our donations to National. Whit moved to table this discussion until Kansas City and that Brad

appoint someone (Bob) to liaison with the CNW historical society and prepare a proposal for what the

region would be doing. Gene seconded. Motion carried. Brad is also going to task Alan with reporting.

on what our funds at National are being used for.

- Scouting Report; Included in the report – call for participation in the 2023 Railboree for the end of April (contact Whit if interested).

- Other New Business; As the CK is coming back on-line, there is a real deficiency of articles in the backlog, and call for the Directors to canvas for authors to produce content.

- Adjournment; Whit moved to adjourn. Todd seconded. Meeting adjourned at 11:13



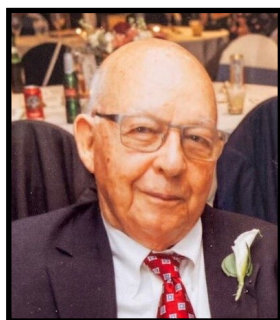


# The Last Ride

**KANSAS CENTRAL DIVISION—Christine Denise (Wilbur) Heinsohn** was born on Oct 7, 1951, in Lawrence, KS, to Robert and Lois Wilbur and died December 31, 2022. She graduated from Goodland High School in 1969. Chris attended Kansas State University beginning in August 1969. While at KSU she met David and they were married in May 1971. They had one child, Camillia Renee Heinsohn Shepheard. Chris studied Consumer Economics Education receiving a BS from the State University of New York, and received a Master of Science in Management from Troy State University. She spent her last 29 years doing computer training, support, and systems development for a national marketing company. Chris had several passions through her life including cooking, art, travel, model railroading and family. Chris served as associate editor of the Kansas Central Division Brass Pounder as well as the MCoR region Caboose Kibitzer.



**GATEWAY DIVISION—Robert A. Latta** passed away Monday, April 4, 2022, on his 90th birthday. Bob was born in St. Louis, Missouri to Earl and Roberta Latta in 1932, attended four high schools including Country Day and Punahou in Honolulu. He graduated from Iowa State University in 1955 with a degree in Animal Husbandry. After he married Kahla Roberts from Perry, Iowa in December 1955, he worked with his father on a family cattle ranch in Montana and later moved back to St. Louis to run Busch and Latta Painting Corporation until he retired. He was fortunate to find love again with Katherine after being widowed in 2012. Bob was an avid golfer (complete with a hole-in-one). He was a model train enthusiast, computer whiz with all the latest gadgets, master tinkerer, and world traveler. He was proud of his Scotch Irish Heritage but never mentioned what he wore under his kilts.

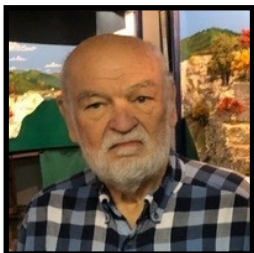


**GATEWAY DIVISION—Michael Eugene Worley**, 75 of Washington, died Monday, May 30, 2022, at the Parkview Home in Wayland following a short illness. A memorial has been established to F-Troop, Washington Model Railroad Historical Society, and Hospice Compassus. Michael was born June 12, 1946, in Chicago Heights, IL, the son of Verle Eugene and Evelyn D. (Davis) Worley. He graduated from Washington High School in 1964, the University of Iowa, and served in the US Navy. He was united in marriage to Jo Anne Wittstrom on June 7, 1968, He was employed with Washington Manufacturing, Washington Electric, owned and operated Worley Electric, and retired from the University of Iowa in 2012. He was a member of the American Legion Post #29 and the Immanuel Lutheran Church. He enjoyed fishing, model trains (founding the Washington Model Railroad Historical Society), and was active with lighting and scenery at the community theater for 25 years.



**CENTRAL MISSOURI AREA— Joseph Albert Ringbauer Sr.** was born on April 12, 1936 in Chicago, Illinois to the late Joseph and Maria Ringbauer (nee Heinzelmann). He was the beloved husband of the late Mary Alice Ringbauer (nee Cleary), loving father of Joseph A. Ringbauer, Jr. (Sara, nee Rohrs), brother of Robert William (Thea Erna, nee Straub), kind uncle of many nieces and nephews and grand nieces and nephews

**TURKEY CREEK—*Joe Ben Robertson***, age 86 of Belton, Missouri, passed away on Friday, December 23, 2022 at Research Medical Center, in Kansas City, Missouri. Joe was born in Bolivar, Missouri on July 14, 1936 to Harlan Vasco Robertson and Mayme Jenny Buresh Robertson. After graduating high school, Joe served his country in the US Army. In the early summer of 1959, he was joined in marriage with his wife Betty (Pfander). Together, they were blessed with three children, Mark, Kevin and Carol. For thirty-one years, he worked as Art teacher for Belton School District. In life, Joe served twelve years as a Belton City Alderman. He was a member of the National Model Railroad Association and received the honor of Master Model Railroader. He also was a member of MO-CAN and Crossroads United Methodist Church in Belton. He enjoyed motorhome camping with his church group, fishing, and especially showing old and new friends the latest additions to his Piper Valley Railroad.

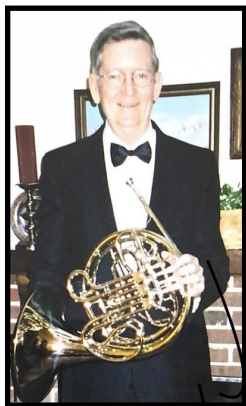


**KATE SHELLEY DIVISION—*Dale Laverne Mount***, age 87, passed peacefully at home with his wife and caregiver by his side on December 31, 2022. Dale worked for the Chicago Northwestern Railroad in the Marshalltown area. He then took a job with the railroad employees credit union and consolidated thirteen credit unions in Cedar Rapids. Dale had a life-long love of trains and was involved with many tourist and historical railroad societies becoming a board member and president of the Boone and Scenic Railroad. He also helped start the dinner trains for all to enjoy the fun of the railways. He was Board member, volunteer, qualifying conductor each year, and a tour guide for the Boone Scenic Railroad. Dale and Linda traveled many times with other railroad volunteers from Boone and Scenic Valley to the “Trains” convention held in different states and countries to ride and observe other tourist trains, history, and business strategies. They attended seminars regarding tourist railroads to receive and share ideas in all facets of tourist train operation. When Dale retired, he took a part time job with a company responsible for transporting Union Pacific Railroad crews to and from their trains, covering routes from Boone to Fremont, Nebraska, East to Clinton, and North to Mason City. Dale also volunteered for Operation Life Saver, educating Boy Scout Troops and school children on railroad safety. He was a member of the Iowa Historical Railroad Society, Burlington Railroad Historical Society, and the Chicago Northwestern Historical Society to name a few. For many years he organized Ames area rail fans, where railroad enthusiasts met once a month to share pictures, stories, and experiences of both current day railroad operations as well as historical operations. Dale also enjoyed model railroad trains. In his home in Ames, he had a large model railroad set up for his enjoyment.



**GATEWAY DIVISION—*David Lyon*** departed on his last ride Saturday, January 28, 2023, at the age of 88. David was a longtime, 10 years, Gateway Division Paymaster. He was a modeler and loved to ride tourist railroads. He was also active in planning and execution of the annual Fall Meets as well as a member of the 2000 NMRA national convention committee. He was known for his dry wit and sense of humor.

David worked at Southwestern Bell for thirty-five years, played French horn in the St. Louis Philharmonic Orchestra for sixty-two years and was Treasurer there for forty of those years. David and Judith have traveled to all fifty states and fifteen countries. He enjoyed his grandchildren and great-grandchildren and loved them all. David loved playing pool and won many tournaments at Friendship Village over the last three years. David was a tissue donor at Mid-America Transplant.







# **Chicago & Illinois Midland Caboose #63**

**by David Lowell (Gateway Division)**

## **Part I - The Prototype**

For many railroads, the caboose roster was an ever-evolving lineup of equipment. It regularly included equipment of multiple types, equipment from multiple builders or used equipment from other railroads. These fleets of cabooses served as both mobile offices for the Conductor, as well as his crew's quarters when away from their home terminal. They contained cooking, sleeping, restroom, tool, and office facilities. As a result of their function, they were under a constant assault by the elements, as well as the rigors of their daily service, legislative decrees, economic forces and technological advances. All these factors conspired to produce a varied fleet of vans. This also held true for the Chicago & Illinois Midland Railway (C&IM) as I discovered when I researched their caboose fleet.

I model the transition era of the C&IM, which began in April 1955 when the first two Electro Motive Division of General Motors (EMD) SW-1200 switchers arrived on the property. It continued through the delivery of four more SW-1200 and five EMD SD-9s which all arrived in November of that same year. The transition era lasted only eight months in all, ending in December 1955 when the C&IM dropped the fires on all 21 of its active steam locomotives for the final time.

The research I undertook to model the cabooses from the transition era turned out to be quite interesting. I was able to find information from a broader timeframe than my original focus. What I found was information that spanned from about 20 years prior to my targeted time-period to about 20 years past it. Even though I unearthed a fair amount of information, I am confident that what I found was still incomplete. As it turned out what I netted was a more global picture of the caboose fleet. This more robust scope, in essence, ended up providing insight into the caboose fleet for most of the modern C&IM era.

I consider the modern era of the C&IM to date from the 1926 acquisition of the northern

half of the defunct Chicago, Peoria and St. Louis (CP&StL) until 1996 when the C&IM was acquired by Genesee & Wyoming Inc. whereby it became the Illinois and Midland. The acquisition of the CP&StL trackage makes the starting point of the modern C&IM in so far as it is the key to the



history of the cabooses. That acquisition expanded the C&IM's route from 30 to 121 miles overnight and created the increased train operations which, in turn formed the basis of the need for more than just the two cabooses already on the roster in January 1925.

As the C&IM fleshed out its roster to sate

its new-found need for additional cabooses, it acquired predominantly used equipment. This resulted in a cornucopia of caboose types. Six numerical groupings, classes or series to be exact, all based on the cabooses' origins: the 30-series, 40-series, 50-series, 60-series (twice) and the 70-series. Based on *Chicago & Illinois Midland Railway In Color; Morning Sun Books; Ryan Crawford & James E. Lewnard*, by 1953 only sixteen cabooses were required to cover the daily assignments although twenty six were still on the roster. By 1959, the roster had been reduced to sixteen. The last cabooses ran until the fall of 1989. Between 1926 and 1989 the fleet was constantly in flux, as outlined in more detail below.

In the transition era time-period on which I am focused, there were examples from almost all the classes still on the roster except for the 50-series, which were the first to be culled. The 70-series would be purchased years in the future.

I had no success in finding any supplemental information about the 50-series cabooses except for the fact that they existed. They appeared in the Official Railway Equipment Register (ORER) in October 1921 and again in February 1932. They were no longer listed in the July 1940 issue.

The first group of cabooses added to the fleet to supplement the existing 50-series were the first set of 60-series cabooses. It became apparent while doing my research that the 60-series of numbers were used for two different sets of cabooses during two distinct time periods. This is not an uncommon practice by the railroads. As new equipment is added to the roster, whole classes of existing equipment would be renumbered. The first cabooses

assigned to the 60-series were all ex-Illinois Central (IC) side door cabooses. A C&IM company blueprint DRWG E-148 dated 7-15-31, which I own, and is titled "Stenciling for Caboose," is a drawing of a side door-style caboose. When compared to IC cabooses of that style, there is no question it is of IC heritage.

With regard to the C&IM drawing, there is a handwritten note on the drawing indicating numbers 68-70. I have positively identified three C&IM road numbers by photos: #63, #67 and #68. The above information combined with number ranges (not specific road numbers) listed in ORERs for the 1930s made it appear as though there may have been more cabooses in this series than noted on my drawing.

The C&IM may have obtained these first cabooses from the IC as opposed to another source for several reasons. The C&IM always had a friendly relationship with the IC as evidenced by the key trackage right agreement between IC's Avenue Tower in Springfield Illinois and the C&IM junction at Cimic Illinois (Chicago & Illinois

Midland / Illinois Central). This trackage rights agreement was only for about 16 miles of track, but it was the key link that connected the two divisions of the C&IM. Those two divisions consisted of the old Pawnee Railroad (Taylorville Division) that ran



east to west south of Springfield and the acquired northern half of the old CP&StL (Springfield Division) that ran north from Springfield via Havana to Peoria. The IC also had multiple facilities in Springfield adjacent to the C&IM facilities, and in the early days of the C&IM, the C&IM would have been a reliable source of line haul revenue for the IC for coal loadings generated on the Taylorville Division bound for



Chicago.

One of the IC to C&IM cabooses, the first #63, is ultimately the subject of this article and why I applied simulated steel sheathing to the kit. The prototype C&IM #63 had received steel siding like several other of the C&IM's 40-series and a couple of the 30-series cabooses. The refits probably all occurred around the same time frame. During the re-sheathing process of caboose #63, the side door openings were eliminated. They were framed-in and subsequently sheathed over. The C&IM's first set of 60-series cabooses can be modeled using the American Model Builders Illinois Central Side Door Caboose Kit No. 852.

The next batch of cabooses the C&IM utilized to expand their roster were assigned to the 40-series. This consisted of a group of 10 ex-Norfolk & Western Class CF cabooses acquired en-masse from the Georgia Car & Locomotive Company (GC&L) in January 1936. Per the book *C&IM in Color* several of these received steel sheathing in the same manner as described above. They did not have side doors like the ex-IC cabooses so no framing in of a side door opening was required. The rework of the exteriors was completed in conjunction with their reconfigured interiors. All modifications were accomplished just prior to WWII. The 40-series cabooses can be modeled by utilizing American Model Builders Norfolk & Western CF Class Caboose Kit No. 864.

The next series added after the 40-series caboose was the 30-series cabooses. Starting with three in the fall of 1938, five more followed later at undetermined dates. All of the 30-series cabooses were of Delaware & Lackawanna

Western (DL&W) heritage and were also acquired through GC&L. The 30-series cabooses can be modeled by using Shortline Model Products DL&W kit C-DLW-1 (SP-19) kit and Walthers Proto Milwaukee Road Rigid Caboose Truck with 33" wheels part No. 920-2030. This was the only group of C&IM cabooses to utilize this type of truck. All the other series of cabooses rode on leaf spring trucks.

The second set of 60-series cabooses were all Northeast (NE) style cabooses. I found one picture caption on [rrpicturearchive.net](http://rrpicturearchive.net) stating that #65 was built by American Car and Foundry (ACF) in 1937. I also found some information on a bill of lading from GC&L for cars 600, 669 & 719 from an unidentified railroad that were sold to the C&IM on April 8, 1952, which may also be tied to this series. However, other than that I have not been able to find any information on the lineage of any of these 60-series cabooses, only pictures. Thus, I am still trying to determine an appropriate prototype to use as a basis for these. Some generic Mantua NE style ready-to-run

(RTR) units are available painted and lettered for the C&IM. They are green with a red stripe but the car body is not prototypical for the series. I have also noticed that some of the second phase 60-series cabooses had five windows on the stove side and some only had only four indicating perhaps



mixed heritages. This is yet another mystery yet to be unraveled.

The final series was the 70-series, which oddly enough started with #71. I believe this was due to a carryover from the 60-series cabooses that ended with #70. The five 70-series cabooses were modern, all steel, extended vision cupola units bought new in 1972 from the International

# Part II - The Construction of C&IM #63

## CONSTRUCTION

The original concept behind my model of caboose #63 was to make it an example of how relatively minor modifications to a standard kit could produce a unique model variant. In this case, the change was only intended to replace the exterior wood sheathing that came with the kit to styrene sheathing to simulate the steel sheathing of the prototype.

In addition to replacing the exterior

The exterior grab irons were constructed of a mix of custom made and commercially available shapes. I used a Micro-Mark grab iron bender to make the grab irons that I did not have on hand. The process of making custom consistently sized grab irons with crisp 90-degree bends was not difficult using this handy little tool. As with the rivet decals, it just took a little time and patience. The underside of the caboose received a Cal-Scale A/B brake system with all the piping required to

interconnect the reservoir, triple valve, and piston. I also installed all the connecting rods for the brake system from the cylinder to the fulcrums and then the rods from the fulcrums out to the trucks. I installed all the train line air piping, car end brake line connection hoses and cut the glad hands from the Kadee #5 couplers

My plan had been to stop there. However, sometimes once you start a project, it just speaks to you and the plan gets changed.

Number 63 did just that. It spoke to me, and I heeded its call. It told me that it needed a complete interior as well as a crew. Unfortunately, no information was available for the interior layout. In fact, I could only find one picture of the caboose's exterior after it had been upgraded to metal sheathing. To me that was actually a good thing, as it gave me the opportunity to take some modeler's license. I was able to take the information I had assembled on the total caboose fleet and then base the



sheathing, only a few other minor details were required to replicate the steel sheathed appearance as seen on the prototype. Therefore, the wood siding that came with the kit would only be used as patterns to cut the new .040 styrene sheet exterior sides to simulate the steel sheathing. Bolt plates were made by using strip styrene and Micro-Mark water slide rivet decals were used to simulate the rivets. The rivets installation took time but was not too difficult.



interior of #63 on the C&IM 40-series cabooses.

I felt this was appropriate because, as it turned out, I had found a complete scale floor plan drawing and some black & white pictures of the inside of a 40-series steel sheathed caboose that was published in the *Train Shed Cyclopedia No. 11 caboose cars 1879-1943*. It seemed logical to utilize this as the basis for a 60-series interior as well. This assumption seemed even more plausible (I love rationalizations to support plausibility in model railroading) given the low number of cabooses that comprised the total roster at the time. In addition, only a fraction of those seemed to end up steel sheathed and updated.

My choice to model the interior after a 40-series caboose was also due to the fact that the C&IM was quite fastidious about their equipment. They had an unusually extensive car, paint and back shops for a railroad their size which they used to service their own as well as foreign road equipment. They also had a history of keeping those shops busy even during the months-long coal mine strikes. It only made sense that their caboose rebuild program was done in their own shops during the depression era when foreign road repair demand was down. Thus, updated caboose interiors probably would have been similar across all classes of cabooses.

I made some drawings, utilizing 3rd Planet track planning software, based on the drawings in the *Train Shed Cyclopedia* for the 40-series cabooses. I then modified them to fit inside my #63. The 60-series cabooses were slightly longer and had a cupola position at the B-end vs. the center position of the 40-series.

The interior fit out started by utilizing the discarded exterior wood sheathing to create the basic interior walls. To make the kit-supplied sides fit into their new locations, they were trimmed slightly in length and height. The voids in the siding where the side doors were have been filled in with material cut from behind where the cupola platforms was placed, making sure the groove lines were carefully matched up. The original sides from the kit had peel and stick backing. This made it very easy, once test fitted to satisfaction, to peel off the backing paper and

affix them in place.

Once committed to the detailed interior concept, not only did I want to enter the tricked-out caboose into the 2022 NMRA convention celebration of models here in St. Louis, I also wanted the caboose to be a functional piece of rolling stock for operations. This meant that due to the underbody and interior details, I had to find a space for the weight required to conform to NMRA standards. To resolve this conundrum, I added the weight inside the car body above the interior floor. This location is typical for most other cars without interiors. To then offset the thickness created by the steel plate, the interior finish floor had to be very thin to preserve as much of the interior height as possible for the details and to appear correct to the eye. This was accomplished by utilizing a wood floor pattern downloaded and printed onto copy paper to simulate wood plank flooring in lieu of actual scale wood flooring and its appreciable thickness. I trimmed the paper carefully to a friction fit both side-to-side and end-to-end including into the shallow door vestibules. Once trimmed for a snug fit, I then secured it to the top of the weight with double-sided tape. I have found that double-sided tape is quite useful for installing printed patterns like this and for applying home printed signs to backing material. The tape eliminates the issue of the moisture in spray or other types of glues from affecting the water-soluble printer ink. The printed floor material worked out quite nicely in that it did not appear any less realistic than had I used physical scale wood flooring.

As a result of the kit's original walls and the added thickness of my interior siding, the model scaled just a little narrower on the inside than the prototype. As a result of that I adjusted the standard depth of many of the furnishings by mere fractions of an inch to leave a realistic isle width down the center and to make sure it looked proportional. This meant that most of the furnishings I made from scratch for the interior (like the lockers, cabinets, and cupola platforms that were built from scrap materials) had to be modified to fit after their construction. This became necessary once I realized why the isle looked too narrow after I'd test fitted all the

interior parts. This adjustment was also necessary for some of the commercial parts like the benches.

The substructure of the cupola, as supplied with the kit, also required some modification. The portion of it that was intended to extend down below the roof line was cut away in a manner that allowed the cupola to still fit into the roof tightly and allowed the interior details to fit without overhead obstruction.

### **CONFORMITY:**

Others had already accomplished most of the heavy lifting required to make a success of this model. All I had to do was gather all the information and materials into one place. American Model Builders had already done a superior job on their IC side door caboose kit which gave me a solid starting point. The picture and caption in the *Chicago & Illinois Midland* by *Golden West Books; Wallin, Stringham, Szwajkart* (page 227) provided me with the color yellow (because the first 60-series hacks were painted yellow) and the inspiration to build the steel sheathed version. The *Train Shed Cyclopedia No. 11 Caboose Cars 1879-1943* provided the probable interior layout complete with drawings and photos. The last document was the original C&IM stenciling guide, C&IM DRWG E-148 dated 7-15-31 and titled "Stenciling for Caboose" that I am fortunate enough to own. All I had to do was meld it all together to produce a global understanding of what the finished product would look like.

### **FINISH and LETTERING:**

This was probably one of the most straight forward processes of the build. The first step involved the traditional application of Micro-Mark water slide rivet decals secured with a matt coat of clear finish. They were then covered with an air brushed finish of *Model Master* Insignia Yellow. The next step, decals, were installed traditionally over a gloss clear coat and sealed with a couple additional layers of clear dull coat. The trucks were hand painted *Polly Scale* Grimy Black and weathered with Pan Pastels. I brush applied *Polly Scale* Oily Black in perpendicular strokes to the long axis of the caboose to represent the tar paper roof and to replicate the signs of shed water, soot, and dirt by means of the slight variegations in the finish. The underframe was painted *Polly Scale* Steam Power Black.

I elected to keep the weathering to a minimum to reflect the relatively short period the caboose had been back in service prior to my chosen operation era. In addition, it replicated the improved durability of more modern paint on the cabooses steel sheathing vs. an older generation of paint on the wood cladding. The upholstery on the cupola seats and lower-level berths was a base coat of yellow. They were then masked and accented with green stripes to match the pictures in the *Train Shed Cyclopedia*.

Previously, I had done the artwork for the decals in PowerPoint for other caboose projects based on the CIM Caboose Stencil guide E-148. I then had them printed by Rail Graphics of Elgin IL.

## **Part III - Scratchbuilding C&IM #63**

As stated previously, the original concept was to mostly use a kit straight out of the box with some different siding and a few added detail parts. However, once I elected to add the interior details, it gave me an opportunity to do some scratch building, which is always fun. Most of the scratch building was done to complete the fit out of the interior, but there were a few exterior parts as well. The exterior details included four porch

end rails, four high porch grabs and four individual walk-over handrails atop the end ladders. All were bent from .020 phosphor bronze wire.

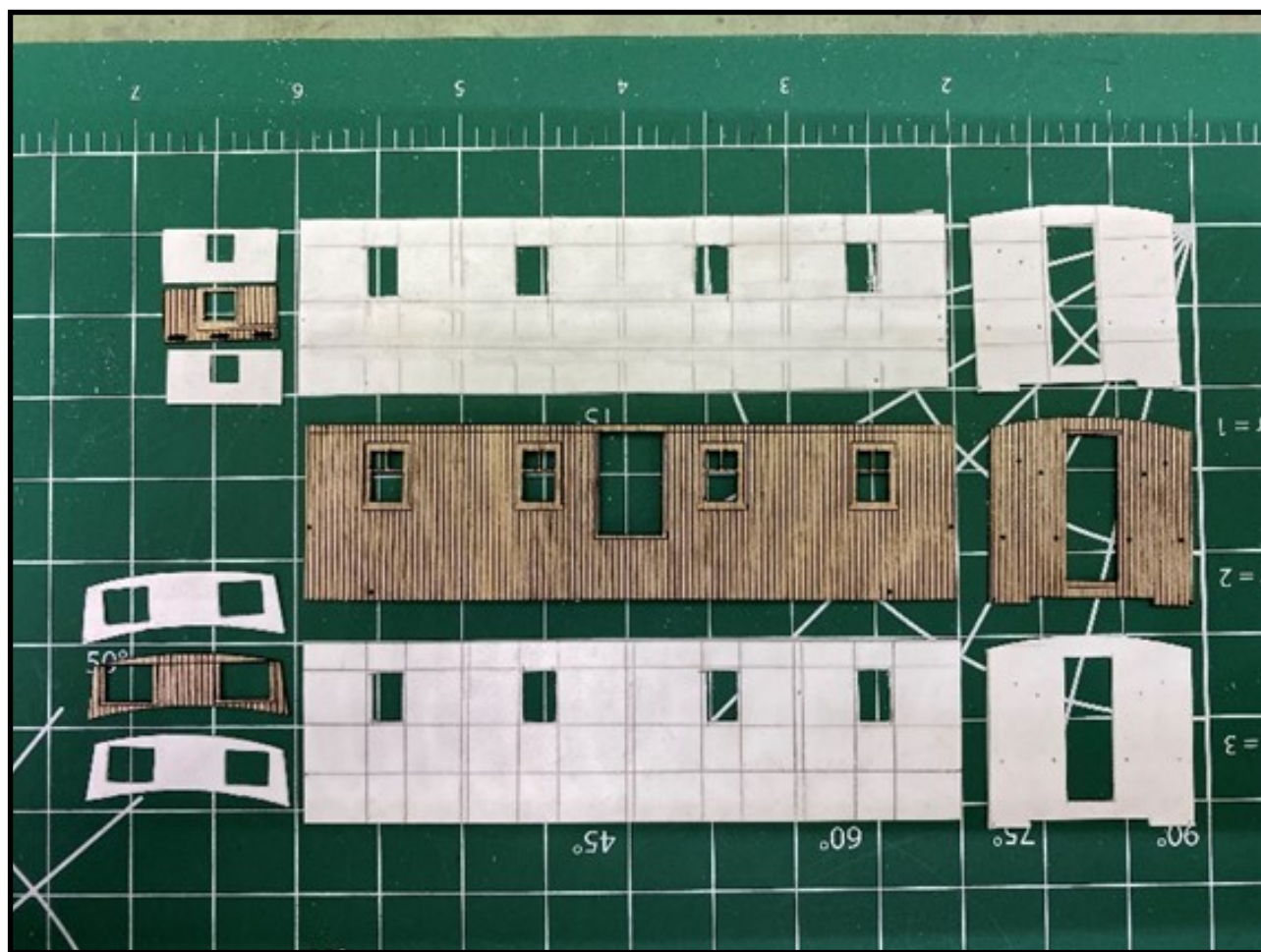
Moving to the interior, an undercounter ice box was made from a small wood block with a piece of .040 styrene for the door, its edges rounded over. It's pull up latch handle was made



from a modified scale wrench. Next, an upper set of cabinets was made from square wood stock with three (3) .020 styrene doors and rail spikes for handles. A cardboard countertop with a sink cut out and rim that was made from .010 x .020 styrene strip stock. The sink's goose neck spigot was made from .015 phosphor bronze wire. The spigot's faucet handle was also made from .015 phosphor bronze wire. The set of under counter cabinets were made from wood scrap with .020 styrene doors and rail spikes for handles. The caboose's tall lockers were made from wood stock with .020 styrene doors and rail spikes for handles as well. The fold down crew tables were made from card stock. The two cupola platforms were comprised of wood stock w/ .020 styrene doors and rail spikes for handles. There were four hand bent rungs made from .015 phosphor bronze wire added to each one. Two .010 vertical

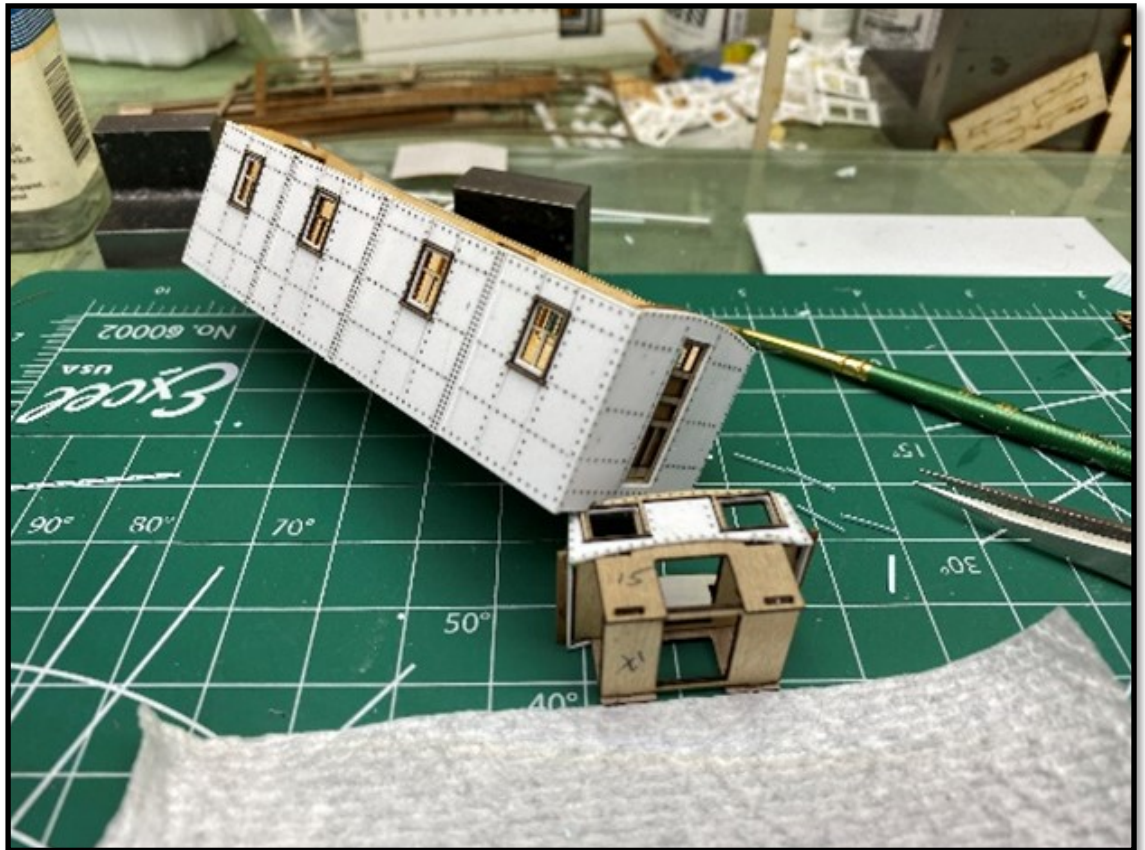
wire grabs, one each at each of the cupola platforms. One brake line air pressure gauge assembly in the cupola made from a scrap of white metal casting. There is also a speedometer in the cupola made from another scrap of white metal casting. The storage chest included a .020 lid and a .010 wire handle. A .040 wood scale 6" vertical board siding wall and door to partition off the toilet room, utilizing a rail spike for a handle. Six diesel locomotive truck sway braces were modified to be wall lights. I used .015 wire for the stove flue.

In the end, I was able to complete this model just prior to the NMRA convention which was held on home rails, as it were, here in St. Louis in August 2022. I entered it in the kit class for cabooses in the Celebration of Models. I was pleasantly surprised when it was awarded First Place in that category as well as a Merit Award. *Happy Rail*



All the kit-provided siding pieces served their primary repurposed function—to serve as patterns for all the replacement sheathing pieces. All the bolt plate and rivet lines have been laid out as well.

The “steel” sheathing has been installed and the rivet crew has finished their part as well. The lower part of the cupola is still intact. At this point, I had not committed to the interior fit out.



B-end looking forward. The toilet has not yet been installed behind the left-hand cupola platform nor the chest and lockers behind the right-hand platform.







A-end looking backward. All the comforts of home, available on the road. A sink with cupboard above and an icebox below. A water cooler and a heater/stove combo to heat the caboose, coffee or a meal.

The conductor, to whom this caboose is assigned, runs a tight ship, not only with respect to his official duties, but he also expects his office to be kept clean. As such, note the broom in the upper left corner tucked in between the bench and end-wall.





In this view the bottle jack, which the crew carries, can be seen stored behind the stove. The flat looking black discs on the walls are lights repurposed from the diesel locomotive truck sway braces.



Completed interior





Completed  
interior



Completed  
exterior





# TEXAS EXPRESS

SUPERCHARGED - HIGH SPEED - STREAMLINED



**AUGUST 20-26**  
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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

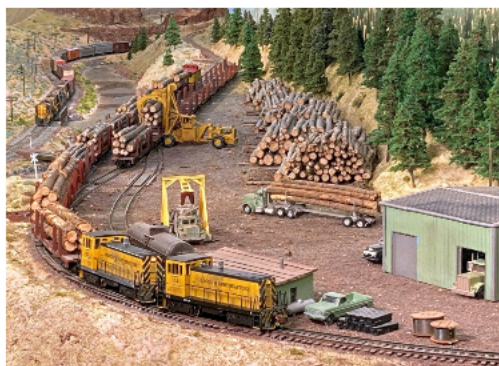
## SIG ACTIVITIES

## 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





# American Civil War Railroads

**By Marty Vaughn, MMR (Turkey Creek Division)**

Approximately 25 years ago I read a small notice in Model Railroader about the formation of a group of modelers with interest in the railroads of the Civil War. That notice had me hooked. I was interested in history, the Civil War, railroads, and model railroading. This was in the days before wide spread home internet and the next day I mailed D.C. Cebula, the person who placed the notice, and told him to sign me up!

Prior to the ready availability of home internet, the growth of the organization was a bit slow, but through the efforts of D.C. Cebula, Thom Radice, and others, the group has steadily grown and developed.

Today the American Civil War Rail Roads Historical Society is an active group of Civil War Railroad enthusiasts both in and outside the US. At most national NMRA conventions you'll find our members with a display in the SIG room. The groups monthly Zoom meets include modeling projects, historical information, and updates on member layouts. Most past meetings are currently available on YouTube and photos of models and historical and prototype information are available on the groups io site. There are no fees to become a member, but we do pinch in each year to cover our fee to keep our io web page and storage.

With the end of Covid restrictions, the group also resumed its annual in-person meet. Each year the group holds an in-person meeting at various locations. There is no meeting fee for these events, but each attendee is responsible for any admission fees at the sites we visit. These meets try to combine both an historical site and a local model railroad. Meets have ranged from Gettysburg to Savannah, Memphis to Chattanooga. Last year's meet in October 2022 was in Baltimore. Included with the two days of clinics on both modeling and history, the group toured the Baltimore and Ohio Railroad Museum and Ellicott Mills Station. The B&O Museum is one of those places all model railroaders and rail

fans should visit even if they aren't necessarily fans of the Baltimore and Ohio Railroad. It also has a large collection of Civil War era equipment. Ellicott Mills Station is the oldest station on the B&O line and I believe it's the oldest existing railroad station in the United States.

Members also got to operate on Bernie Kempinski's O-scale Aquia Lines. Bernie is a well-known author and you've probably seen his layout in Model Railroader or some of the books he's authored. As you can probably tell from the photos, this is a nearly complete layout. I got the chance to operate on this line and it operates like a jewel. Link and pin couplers are a real option in O scale (but I'm going to have to stick with Micro Trains couplers in N). As a first-time operator on the line I found the only difficulty I had was because it was my first time seeing the layout, I kept discovering more and more details at each station stop on the layout. Bernie's blog of his railroad is a fascinating guide to the Civil War modeling and includes links to many other sites of interest.

This year's meet will be a return to Memphis Tennessee. I'm not sure what the historical site will be this year as of this article. In past years the group has had a guided tour of the Shiloh battlefield and last time in 2019 we toured the Vicksburg battlefield and road part way on the City of New Orleans.

The model layout for this year is Charlie Taylor's Memphis and Charleston Railroad. This is another layout that really impresses me each time I've had the good fortune to visit. As an N-scaler it takes a moment to process that the trestle is nearly 15 feet long and the bridge is about 12 feet long. This is another O-scale layout that I had the chance to operate on the last time the group met in Memphis. Everything runs exquisitely and watching your train cross the long bridge and trestle is a real joy! It is also one of the few layouts (like the Aquia Lines) where the backdrop is as impressive as the layout itself. It

was painted by Charlie's nephew, and it is an integral part of the layout, not a "backdrop" as we usually use the term on a model railroad.

While the 2024 meet isn't confirmed yet, it is possible we will be in New Jersey and have the chance to operate on Thom Radices' Western and Atlantic HO railroad. I've not seen this layout in person, but as you can see from the photos it is another jewel in the model railroad world.

One of the members of this SIG, author and historian Dave Bright, has assembled the most comprehensive site on southern railroads during the war. All of this research is available on Dave's webpage. It is an incredible source of data on any and all southern railroads.

The railroads during the U.S. Civil War are a fascinating subject. Once they moved away from the rivers or, in the case of the Union from the seacoast, both armies were dependent on the railroads to supply the armies. Many of the major battles, Chattanooga, Atlanta, City Point, were fought to control rail centers. Part of the fighting during the battle of Corinth, Mississippi was fought through the rail yard. You can stand near the tracks where the battle was fought in Corinth today.

Depending on the location you model you could run a variety of equipment from B&O coal carrying hopper cars, to B&O iron sheathed box cars, to actual armored cars and railguns. It also has a similar advantage to narrow gauge railroading. Almost all the rolling stock was 26' long so you can model a lot of railroad in a little space. If you're not into scratch building, there are a number of vendors in both HO and O and the Micro Trains issue of N scale cars can still be found on eBay and other on-line sellers.

If you model Memphis like Charlie Taylor, your railroad can transfer cargo to and from riverboats and you can even model armored ships like the USS Cairo. If you model Aquia

Creek like Bernie Kempinski, you could model cargo transfer from sailing ships to the United States Military Railroad. If you were to model City Point, Virginia in mid-1864 to April 1865, you could even model large sailing ships, iron clad Monitor class naval ships and rails running out onto the docks to transfer cargo.

One of my personal interests is railguns and armored cars. Like any research, sometimes the more you know the more things change. The three models of the railguns shown in the photos were built at different times based on different sources and drawings, photos, and painting by an actual witness. But I've learned that they are all based on the same gun which is probably closest in actual appearance to the middle photo. The O-scale version is completely scratch build except for five pieces and was awarded the Bachmann Innovation Award in St. Louis in 2022.

If you're interested in the Civil War, early US railroading, modeling or prototype we'd be happy to have you join us. Just contact the group through the io-groups link below and ask our moderator, D. C. Cebula, to add you to the group. You'll find an active group of talented modelers with wide ranging interests in all things modeling, history and railroading...except diesels.

[American Civil War Rail Roads Historical Society](https://www.civilwarrailroads.com/)  
[CivilWarRailRoads@groups.io](mailto:CivilWarRailRoads@groups.io)

Dave Bright Confederate Railroads  
[www.csa-railroads.com](http://www.csa-railroads.com)

Bernie Kempinski's Blog (Links to the other two model railroads mentioned in this article can be found on this site)  
<https://usmrr.blogspot.com/p/instructions-for-operators-on-usmrr.html>



# B & O Museum



Ellicott Mills Station



B and O Wood Passenger Car 20



B and O Engine No 217 Camelback



B and O Wood Baggage Car 10 Regrettably this car was destroyed when the roundhouse roof collapsed a few years ago.



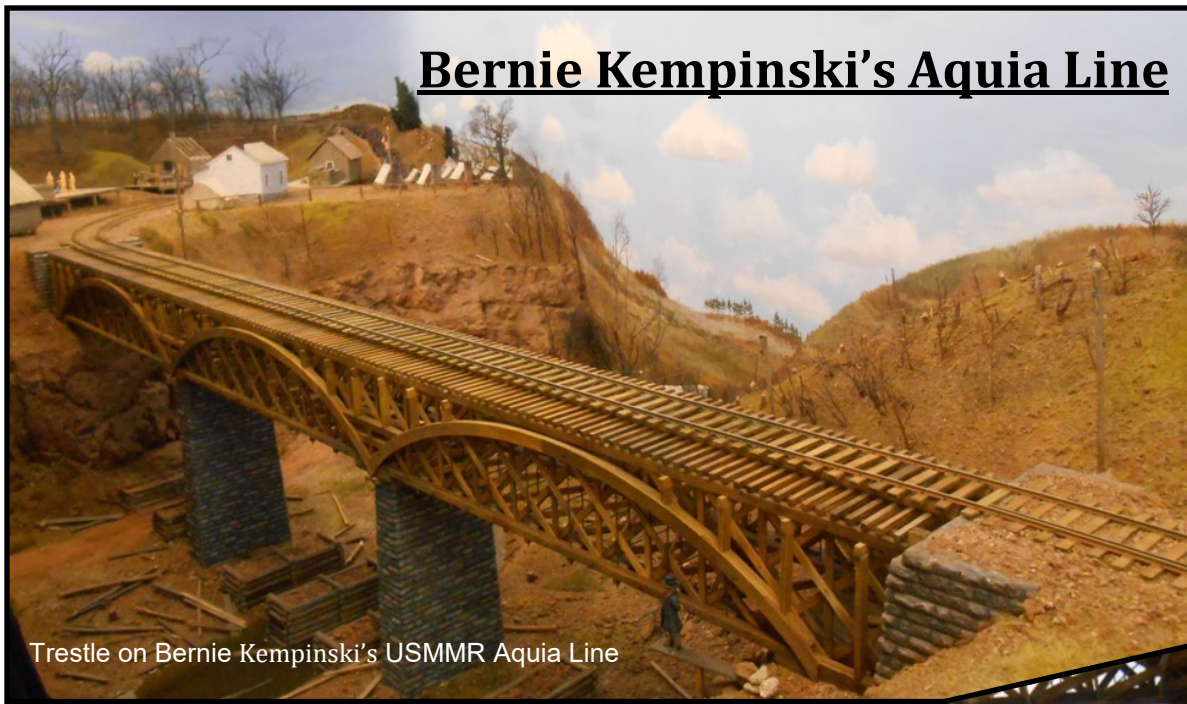
Civil War era B&O Engine



B&O Civil War Era Metal Sheathed Boxcar



## Bernie Kempinski's Aquia Line



Trestle on Bernie Kempinski's USMMR Aquia Line



Bernie Kempinski at the wharf on the Aquia Creek



View under the Trestle on the Aquia Line



Engine and Caboose the author operated on the Aquia Line



## Charlie Taylor's M & P Railroad



USMRR Engine on Charlie Taylor's Memphis and Charleston Railroad



M&C Engine Crossing on Bridge



Riverboat landing—some of the Backdrop on the M&C



Trestle on the M&C



## Tom Radices W & P Railroad



Operating session on Thom Radices' Western and Atlantic Railroad with three crews of two people in each, conductor and engineer



Atlanta Car Shed and yards on the Western and Atlantic



BTS kit bashed to resemble a conductor's car on the Western and Atlantic



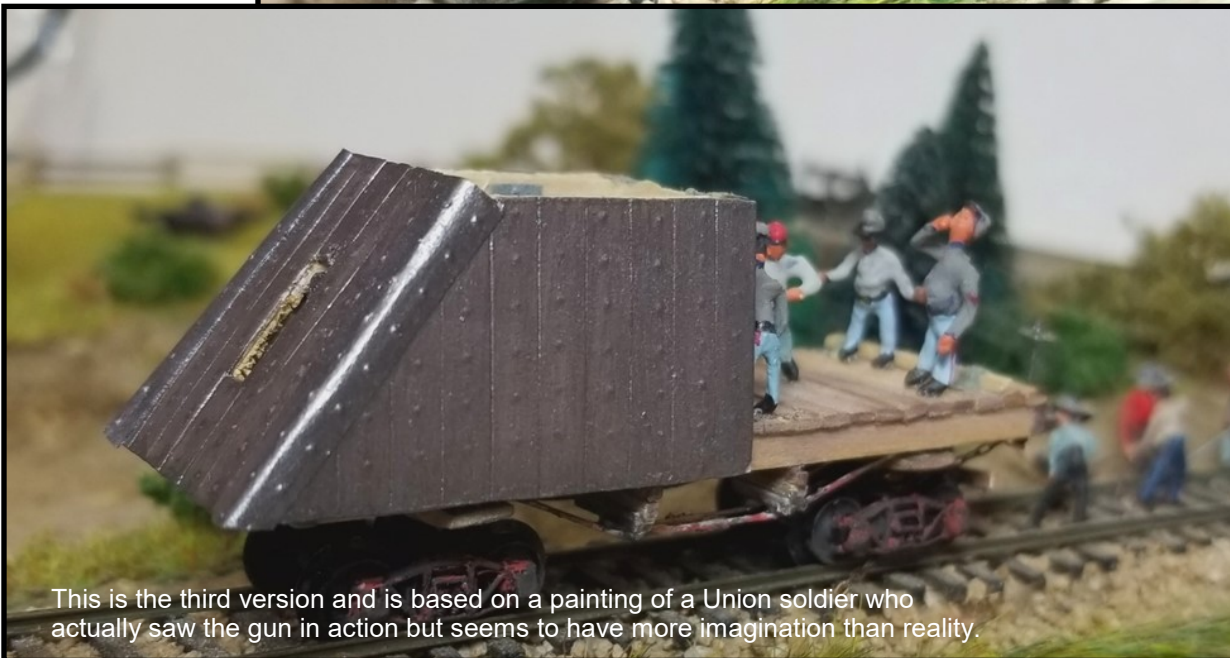
## Marty Vaughn, MMR Civil War Cannons



Based on a published plan in a book, this version is probably the least like the actual railgun



This version is based on a photo in the Library of Congress and is probably the closest to the actual railgun



This is the third version and is based on a painting of a Union soldier who actually saw the gun in action but seems to have more imagination than reality.



## Bachmann Innovation Award, St. Louis 2022



But I liked this version so much I also built an O scale version which was awarded the Bachmann Innovation Award at the NMRA Convention in St. Louis 2022.







# MCoR Achievement Awards

**By Craig Drenkow, MMR ( Cowboy Lines Division)**

I got a note from Ray Brady requesting information on Achievement Awards for this quarter. Well it was a good kick in the shorts to get busy. [ED NOTE: The CK Editor also missed two issues because of heath issues. It was not all Craig's fault.] With my lack of organization I have made every attempt to process things as they come in. When I looked back at my records I was amazed by how many there were since I last made a report. I think I might have reported some of these, but more recognition is better than none at all.

The achievement program is a great learning experience. From my experience in the AP program, I am amazed when I look back at what I accomplished/learned. You don't have to be a master at something to get started on something. I thought I will never be able to scratch build anything. Well I dove in headfirst by trying to build a Thrall Gondola. It didn't get a merit award, but it did give me an idea what I need to do better. That is the purpose of the Achievement Program. It is a learning program. If something isn't good enough, the people evaluating the project are supposed to tell you what to do to improve the project.

O.K. give me a minute to get off my soapbox. Here are the people who have gotten AP certificates. And, I want to provide special recognition for the new Master Model Railroaders in the Mid-Continent region. This is an impressive list and I want to congratulate each of them. If you haven't done anything lately or have not started, jump in. It's a lot of fun and can add to your enjoyment of the hobby. Feel free to contact me at E-mail: [apchair@mcpr-nmra.org](mailto:apchair@mcpr-nmra.org).

## CARS

Larry Diehl	9/18/21	Turkey Creek
Dean Smith	10/11/21	Cent. Missouri
Robert Spurgat	1/26/22	Turkey Creek
Craig Drenkow	5/2/22	Cowboy Lines
James Hogben	12/8/22	Chisholm Trail

## STRUCTURES

Greg Ohlmacher	4/5/22	Turkey Creek
Craig Drenkow	5/2/22	Cowboy Lines
James Hogben	12/8/22	Chisholm Trail

## Scenery

James Hogben	6/4/21	Chisholm Trail
Thomas Katafiasz	6/13/21	Kans. Central
Dean Smith	5/4/22	Cent. Missouri

## CIVIL ENGINEER

Dean Smith	5/4/22	Cent. Missouri
Thomas J. Persoon	1/13/23	Eastern Iowa

## CHIEF DISPATCHER

Glenn Koproske	10/19/22	Gateway
Thomas J. Persoon	1/13/23	Eastern Iowa

## AUTHOR

David Ackmann	5/24/21	Gateway
James Hogben	6/4/21	Chisholm Trail
Larry Diehl	9/18/21	Turkey Creek

Mike Barkurst	12/19/21	Kate Shelly
Dean Smith	5/4/22	Cent. Missouri
Glenn Koproske	10/19/22	Chisholm Trail
Cynthia Priest	12/5/22	Turkey Creek

## ELECTRICAL ENGINEER

Ray Brady	6/13/21	Kans. Central
David Ackmann	1/27/22	Gateway
Glenn Koproske	3/21/22	Gateway
Dean Smith	5/4/22	Cent. Missouri
Greg Gramlich	6/25/22	Gateway
Thomas J. Persoon	1/13/23	Eastern Iowa

## ASSOCIATION OFFICIAL

David Lowell	1/12/22	Gateway
John Fales	8/16/22	Turkey Creek

## ASSOCIATION VOLUNTEER

James Hogben	8/16/21	Chisholm Trail
David Ackmann	8/16/22	Gateway
John Fales	8/16/22	Turkey Creek
Cynthia Priest	12/5/22	Turkey Creek

## MASTER MODEL RAILROADER

Robert Spurgat #6991	2/26/22	Turkey Creek
Craig Drenkow #7095	2/22	Cowboy Line
Dean Smith #708	5/4/22	Cent. Missouri
Thomas Persoon TBD	2/23/23	Eastern Iowa



# 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@mc-or-nmra.org](mailto:ckeditors@mc-or-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](mailto: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](mailto: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](mailto:terryross16@hotmail.com)

## Central Missouri Area



### Clear Creek and Quicksilver RR

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

Allen Pollock

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

## Western Kansas Division



### Western Kansas Rails

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

Robert Simmons – Div. Sup.

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

## Little Rock Area



### Missouri Pacific RR – McRae Subdivision

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

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

## Kansas Central Division



### UP—D&RGW—Colorado Midland

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

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

## Gateway Division

### CB&Q RR-Hannibal Division

The K line. STL--Hannibal & a branch Old Monroe to Mexico, MO are modeled on a DD deck layout 425' of main and a 75' branch in code 83 with DCC controlling 18 trains plus 5 locals & coal & Cattle trains. Featured is a 22' long Cement plant, a quarry 5' W 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](mailto: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](mailto:ckeditors@mcpr-nmra.org)

## **AR, Bella Vista All Scales**

*Sugar Creek Model Railroad & Historical Society, Inc.*

PO Box #5452, Bella Vista, AR, 72714

Information: <http://sugarcreekrailroadclub.com>

## **AR, Conway HO Scale**

*Central AR Model RR Club*

PO Box #1825, Conway, AR, 72033

Contact: Daniel Gladstone (501) 269-3030

## **AR, Little Rock G, HO, N Scales**

*Southwest Independent Modular Railroaders*

3107 West Capitol Avenue, Little Rock, AR, 72205

## **IA, Coralville HO Scale**

*Hawkeye Model Railroad Club*

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

Wednesdays 7-9PM; Visitors welcome; Check website

for Saturday Open House. Contact: Tom Persoon, Public

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

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

Facebook: @HawkeyeModelRailroadClub

## **IA, Council Bluffs HO Scale**

*Greater Omaha Society of Model Engineers*

Contact: Brian Waters, Post Office Box 67, Council

Bluffs, IA, 51502; (402) 895-0296 or (402) 491-3692

Information: [SOME@TheHistoricalSociety.org](mailto:SOME@TheHistoricalSociety.org)

## **IA, Des Moines HO Scale**

*Central Iowa Railroad Club*

Iowa State Fair Grounds

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

50301 Phone:(515) 266-8899

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

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

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

## **IA, Harlan N Scale**

*Nishna Valley Railroad Society*

1303 Eighth Street, Harlan, IA, 51537

## **IA, Indianola HO Scale**

*Warren County Modular Railroaders*

Transition era. RI and CB&Q

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

50125; (515) 961-3018

Iowa's only 100% NMRA club

## **IL, Collinsville HO Scale**

*Columbia Model Railroaders*

410 Camelot Drive, Collinsville, IL, 62234

## **IL, Glen Carbon HO Scale**

*Metro East Model Railroad Club*

180 Summit Avenue, Glen Carbon, IL

Contact: Bill Davis or Bob Gibson

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

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

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

Visitors always welcome!

## **IL, Marion HO Scale**

*Southern Illinois Train Club*

PO Box 1633, Marion, IL, 62959

## **KS, Augusta HO Scale**

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

7:30. Information: [info@augustahorrrclub.org](mailto: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](mailto:john@cvmrc.com) or

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

## **KS, Cherryvale All Scales**

*Parsons Model Railroad Engineers*

Cherryvale Depot, Cherryvale, KS, 68335

## **KS, Ellis HO Scale**

*Kansas Pacific Model Railroad*

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

restaurant afterward. Information: Tom Robinson,

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

## **KS, Frankfort**

*Frankfort Subdivision*

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

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

## **KS, Dodge City**

*Western Kansas Rails N-Scale Layout*

10594 W. Briarwood Dr., Information: Robert

Simmons, 620-521-3591

## **KS, 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](http://www.kansascentralmodelrailroaders.org)

## **KS, Lawrence**

*Lawrence Model Railroad Club*

Bridge Pointe Community Church, 601 W. 20th

Terrace. Information:

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

## **KS, Manhattan HO Scale**

*Manhattan Area Rail Joiners*

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

66502; (785) 537-7624

- email: [dClagett@ksu.edu](mailto:dClagett@ksu.edu)
- KS, Olathe HO Scale**  
*MO-KAN Rail Joiners*  
 Contact: Louis Seibel, 1069 North Logan Street, Olathe, KS, 66061; (913) 393-3495 or (913) 927-6850  
 eMail: [L-seibel@comcast.net](mailto:L-seibel@comcast.net)
- KS, Overland Park O Scale**  
*Kansas City Module "O"*  
 Contact: Jack Ferris, 10334 Ash Street, Overland Park, KS 66207  
 eMail: [fhs1955@gmail.com](mailto:fhs1955@gmail.com)
- KS, Olathe**  
*Weekend N-gineers*  
 16624 W. 126<sup>th</sup> St., Olathe, 1:00PM. Information: Ken Clark, [hapheart@swbell.net](mailto:hapheart@swbell.net)
- KS, Overland Park HO Scale**  
*Kansas City Society of Model Engineers*  
 Contact: John Teeple, President, 9539 Perry Lane, Overland Park, KS, 66212; (913) 492-4142  
 eMail: [jsTeep@aol.com](mailto:jsTeep@aol.com)
- KS, Topeka N Scale**  
*Topeka N-Track Associates*  
 At member's home, 7:00PM. Information: Bob Wright, 785-273-7835
- KS, Topeka F/G scale**  
*Northeast Kansas Garden Railway Society (NEKAN-GRS)*  
 1308 SW Caldon Street, Topeka, KS, 66611
- KS, Wichita HO Scale**  
*Wichita Model Railroad Club*  
 PO Box #48082, Wichita, KS, 67201  
 eMail: [WCMR1@cs.com](mailto:WCMR1@cs.com)
- KS, Wichita N Scale**  
*Kansas Area N-Trak*  
 2046 South Elizabeth Street Apartment #1306, Wichita, KS, 67213
- KS, Wichita**  
*Wichita Toy Train Club*  
 130 S Laura, Wichita
- KS, Wichita**  
*Wichita Area Garden Railway Society*  
 At member's home, Information: Nancy Marin, [nanmarin@att.net](mailto:nanmarin@att.net)
- KS, Wichita All Scales**  
*Wichita Area Model 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](mailto:LionelSmith@hotmail.com)  
 Meets 2nd Thursday each month 11:30AM Spears Restaurant
- MO, Columbia HO Scale**  
*Columbia Area Model Railroaders (100% NMRA)*  
 Missouri United Methodist Church, 204 S Ninth St, or member's homes. Thursday Evenings at 6:30PM.  
 Facebook: Columbia Area Model Railroaders; Contact: Marty Oetting, [martyoetting@gmail.com](mailto:martyoetting@gmail.com)
- MO, Jefferson City All Scales**  
*Capital City Model Railroaders*  
 PO Box #243, Jefferson City, MO, 65102-0243
- Email: [pollocka@mchsi.com](mailto:pollocka@mchsi.com)
- MO, Kirkwood HO Scale**  
*Kirkwood Railroad Association*  
 Meets every Thursday 7:00 - 9:00PM  
 Contact: Rich Velten, 100 North Sappington Road, Kirkwood, MO, 63122  
 Email: [rmVelten@swbell.net](mailto:rmVelten@swbell.net)
- MO, Kansas City 16" Gauge Park Train**  
*Kansas City Northern Miniature Railroad*  
 NM 60th Street & Waukonis Drive, Kansas City, MO  
 Contact: W. Ohrnell (816) 746-5663  
 Information: [www.KCNR.com](http://www.KCNR.com)  
 Meets 1st Wednesday each month at 7:00pm
- MO, Kansas City HO Scale**  
*Greater Kansas City Model Railroad Club*  
 Contact: Walter L. Ohrnell, 6060 NW Waukomis Drive, Kansas City, MO, 64153  
 eMail: [wOhrnell@kc.rr.com](mailto:wOhrnell@kc.rr.com)
- MO, Kansas City HO Scale**  
*Southern Kansas City Model Railroad Historical Society*  
 8600 Ward Parkway Suite 2030 Kansas City, MO, 64114  
 Contact: Richard Boone Telephone: (816) 996-1534  
 eMail: [rBoone@traintown-kc.com](mailto:rBoone@traintown-kc.com)  
 Meets 2nd Monday each month 7PM Open house Sat. & Sun. 12 to 5PM
- MO, Kansas City N Scale**  
*Weekend En-gineers*  
 8600 Ward Parkway, Kansas City, MO, 64114  
 Contact: Richard Boone: (816) 966-1534  
 eMail: [rBoone@traintown-kc.com](mailto:rBoone@traintown-kc.com)  
 Meets 3rd Sunday at 11:30AM
- MO, Kansas City**  
*Kansas City Narrow Gaugers*  
 Members Homes, Information: Dean Windsor, [On3@worldnet.att.net](mailto:On3@worldnet.att.net)
- MO, Kansas City Standard, G, O, S, HO Marklin, HO, N, Z Scales and Wooden Trains**  
*Union Station Kansas City Model Railroad Society*  
 30 West Pershing Road, Kansas City, MO, 64101  
 Contact: Ted Tschirhart, Telephone: (816) 816-3449  
 eMail: [TedTschi@kc.rr.com](mailto:TedTschi@kc.rr.com)
- MO, Liberty**  
*Heartland N-Trak Of Greater Kansas City*  
 131 S. Water St., Liberty, MO, 1:00. Information: Bob Osborn, 816-452-9227  
[www.lawrencemodelrailroadclub.org](http://www.lawrencemodelrailroadclub.org)
- MO, North Kansas City N Scale**  
*Missouri Northern Railroad Society, Inc.*  
 PO Box #12591  
 North Kansas City, MO, 64116
- MO, Odessa HO Scale**  
*Eastern Jackson County Mainliners Model Railroad Club*  
 "Outlet Mall", Odessa, MO, 64076  
 Information: [www.EasternJacksonCountyMainlines.com](http://www.EasternJacksonCountyMainlines.com)
- MO, Saint Louis N Scale**  
*Mississippi Valley N Scalers*  
 1684 Harbor Mill Dr., Fenton, MO, 63026



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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](mailto:GreenPetticoat@yahoo.com)

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

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

Email: [secretary@BigBendRRclub.org](mailto:secretary@BigBendRRclub.org)  
Information: [www.bigbendrrclub.org](http://www.bigbendrrclub.org)

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

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

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

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



## 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