

CABOOSE

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Caboose Kibitzer Staff

Editor	Ray Brady
	ckeditors@mcors-nmra.org
Editor-At-Large	Hank Kraichely
Associate Editors – The Yard Crew	
AP Chairman	Craig Drenkow, MMR/Marty Vaughn, MMR
Membership Chairman	Whit Johnson
Copy Excellence	Robert Simmons
Associate Editors—The Road Crew	
Central Missouri Area	Dean Smith, MMR
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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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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

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

My old friends used to tell me that the older you get, the more time flies. And that is certainly true. It's hard for me to believe that I have been serving as President for almost 4 years, and that my time in office is growing short. It has truly been my pleasure serving for the past four years. We certainly had to deal with circumstances that no one could have expected, and we adjusted our traditional ways of doing business accordingly. But we came through stronger in the end.

We really have a wonderful organization within MCoR. So many people were willing to lend a hand or give advice. I can't tell you how many friends - good friends - I've made over the years through the region and national. It's been a topic I've touched on many times throughout my tenure. I will repeat it again; take every opportunity to get involved. The time that you spend will be paid back many times fold in the friendships and skills you will gain, not to mention the stories that you will create!

I would like to thank the many folks that have helped me during my tenure. On top of that list is my wife Gwen and son William who have put up with my railroad habit for many years. The officers, board, and many others who have helped along the way and that have helped me deal with issues and find solutions. We have a well-organized and

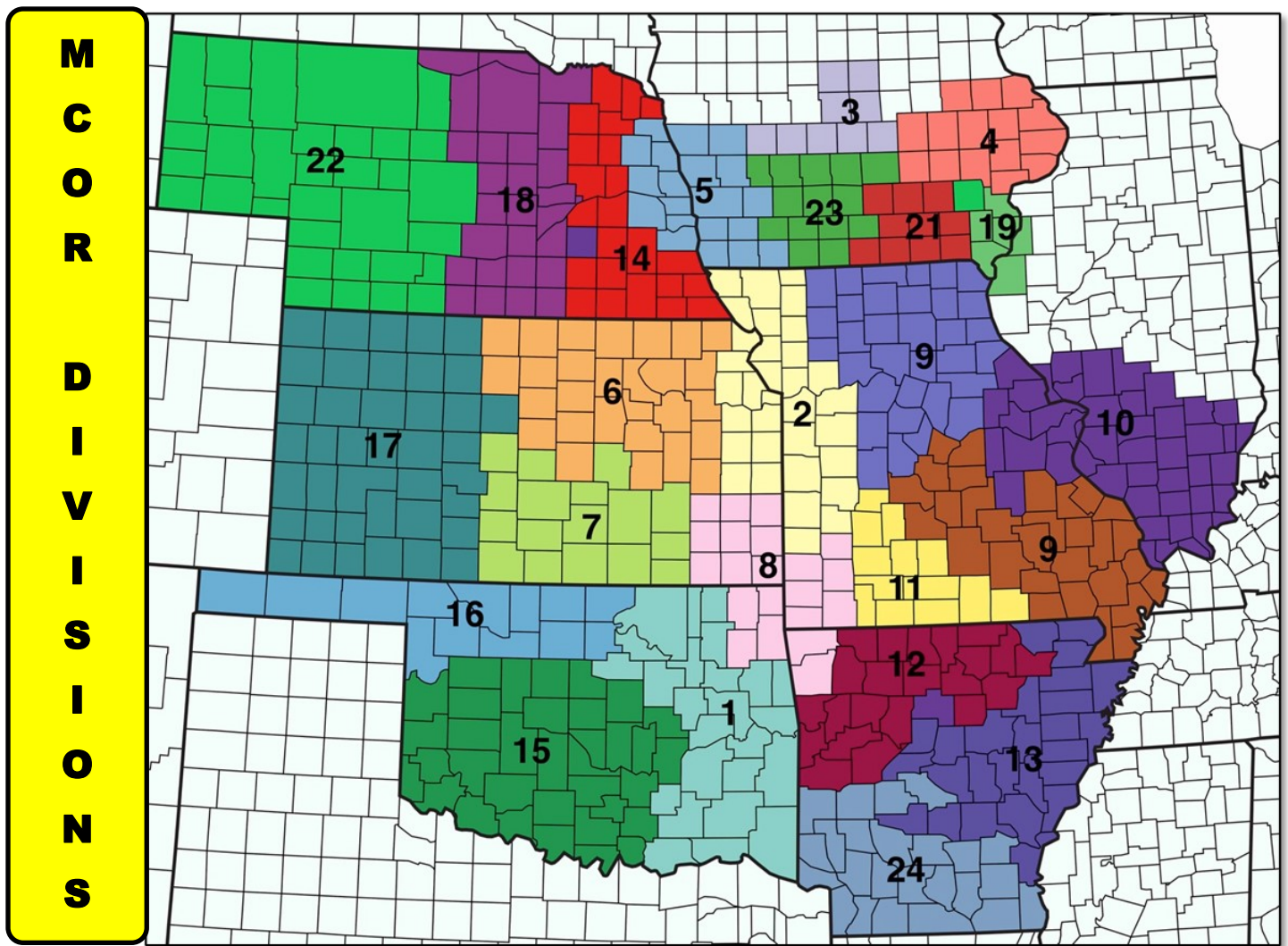
energetic region. Which, having interacted with other regions, is not something that can be said across the board. I am confident that Larry and the other in-coming elected officials will guide the region through the maze of yard tracks for many years to come.

So, what am I going to do now? Well as many of you know, I have a business that demands a large part of my time, as well as continuing to work my day job. So that will keep me plenty busy. There are a couple of up-coming railroad books, so I definitely want to expand the Presidential library! Probably the biggest thing will be getting back into modeling, something that is the greatest stress reliever in the world. The other thing that I'm really looking forward to is joining the ranks of the Statler and Waldorf club (Muppet show). Now you are probably wondering who this is and what it is. This is the club of ex-Presidents who set at the back of the room during banquets and such and give the current President a hard time! Alan Pollock is the ringleader. So Larry, look out!

Again, I would like to thank everybody for their support along the way. Until I see you down the tracks, keep your hand upon the throttle and your eyes upon the rail!

Brad





Div isio n	Division/Area Name	Director	E-mail	Divis ion	Division/Area Name	Director	E-mail
1	Indian Nations Division	James Senese	dir-2901@mcors-nmra.org	13	Little Rock Area	William Hobbs	dir-2913@mcors-nmra.org
2	Turley Creek Division	John Fales	dir-2902@mcors-nmra.org	14	Cowboy Line Division	Craig Drenkow. MMR	dir-2914@mcors-nmra.org
3	Kate Shelley Division	Richard Liebich	dir-2903@mcors-nmra.org	15	Oklahoma Hartland Division	Kurt Konrath	dir-2915@mcors-nmra.org
4	Eastern Iowa Division	Bob Perkins	dir-2904@mcors-nmra.org	16	Northern Oklahoma Area	—	dir-2916@mcors-nmra.org
5	Western Heritage Division	Bruce Hochberger	dir-2905@mcors-nmra.org	17	Western Kansas Division	Robert Simmons	dir-2917@mcors-nmra.org
6	Kansas Central Division	Ray Brady	dir-2906@mcors-nmra.org	18	Platte Valley Division	Todd Petersen	dir-2918@mcors-nmra.org
7	Chisholm Trail Division	Phil Aylward	dir-2907@mcors-nmra.org	19	Illowa Rails Area	Michael Worley	dir-2919@mcors-nmra.org
8	Maple Leaf Area	—	dir-2908@mcors-nmra.org	21	Fallen Flags Division	John Rietveld	dir-2921@mcors-nmra.org
9	Central Missouri Area	Dean Smith, MMR	dir-2909@mcors-nmra.org	22	Nebraska West Central Division	Gene Tacey	dir-2922@mcors-nmra.org
10	Gateway Division	David Lowell	dir-2910@mcors-nmra.org	23	Great Midwestern Division	Whitney Johnson	dir-2923@mcors-nmra.org
11	Ozark Mountain Area	Pamela MacPhail	dir-2911@mcors-nmra.org	24	Southern Arkansas Area	—	dir-2924@mcors-nmra.org
12	Northern Arkansas Area	—	dir-2912@mcors-nmra.org				



MCoR NMRA Division Meetings

Note: COVID-19 cancelled many in-person meetings in leu of ZOOM meetings. And now, some Divisions are resuming in-person meetings. Check before showing up...

Division 1: INDIAN NATIONS DIVISION (Tulsa, OK): Meet 4 times a year. Unless otherwise specified, all Indian Nations NMRA meets are held at the new Hardesty Library, 8316 E. 93rd. St. just east of Memorial Rd. in Tulsa, OK. Library opens at 9:00AM and the meetings start at 9:30AM-12:30. Superintendent - Allan Roecker 918-866-5732 or allanroecker@yahoo.com. Web page: www.tulsanmra.org for meeting dates and additional info.

Division 2: TURKEY CREEK DIVISION (Kansas City Area): 4th Tuesday every month at 7:00PM except Dec Holiday Party (Dec 17, 2019), at Lakeview Village, 9000 Park Pl., Eastside Terrace Bldg., Lenexa, KS. For current information: Martin Wade, TurkeyCreekNMRA@gmail.com or the Division Timetable <http://www.tc-nmra.org/TC-Calendar.html>

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

Division 4: EASTERN IOWA DIVISION: Bob Perkins, director (dir-2904@mcors-nmra.org

Division 5: WESTERN HERITAGE DIVISION (Omaha, NE/Council Bluffs, IA): 1st Saturday (except January) at 9:00AM in the Sump Memorial Library, 222 N Jefferson St. (2nd & Washington Streets) Papillion, NE (across from Runza). For the latest, up-to-date information visit the WHD web site at:

<http://www.whd.mcor-nmra.org> or the WHD Facebook page, Western Heritage Division, NMRA.

Division 6: KANSAS CENTRAL DIVISION: 1st Saturday every three months. Meetings start at 1PM. For the next meeting's location and program please email rkboelling@gmail.com.

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

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

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

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

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

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



Editor's Musings—Potpourri

By Ray Brady, Editor

This issue of the Caboose Kibitzer has been interesting to put together. I received only two original articles for inclusion, one from Craig Drenkow and one from Brad Slone. I appreciate their time and energy in putting something together. The rest of the issue is “reruns” of information previously published elsewhere.

In thinking about the last ride for Larry Shankles, I knew Larry from both the NMRA and the Topeka N-track club. He was an interesting individual and I remembered the interview I did with him back in 2017 when I was editor of the Kansas Central Division's **Brass Pounder**. In that article, I learned a lot from Larry and couldn't help think that what I talked with him about back then would be applicable to just about everyone in the NMRA today. While our journey's are different, the breadth of our journey would encompass a wide variety of subjects, and we should take the time to just listen to our NMRA cousins. For that reason, I have rerun the interview in this issue to get a perspective of not only what an interesting individual Larry was, but also that each of us would have a similar story should we be interviewed like Larry. Think about your story as you read the interview for Larry.

Then with more information wanting to be shared with the MCoR membership, I got to thinking about the wealth of information residing in each of the Divisions. While the size of each of our Division range from 250 for Gateway and Turkey Creek to 5 for some of the Divisions in the less-populated areas, I thought that the larger Divisions already put out a newsletter that is the rival to anything anywhere, including the Caboose Kibitzer at the Region level or the NMRA Magazine at the national level. So, I put

together summary pages for four of the local Division newsletters and a link to the actual publication for each Division.

It is my philosophy that I would like to publish original work in the Caboose Kibitzer. That way, the information is fresh and relevant to what the 850 +/- membership is doing. For that reason, I elected not to plagiarize from any of the Division publications. I believe in giving credit where credit is due, and so have offered the internet link to the publication, rather than publish the articles from these publications withing the Caboose Kibitzer pages.

As for the cover of this issue, I have included two of my brass 8500HP gas turbines on it. While my limitations after the open heart surgery are becoming apparent, I still can sit and put decoders in locomotives. To that end, I pulled my brass gas turbines out of their boxes and installed decoders on each of them (actually, there are two decoders per unit since there are two power units per turbine . So, the picture at the bottom of this page are the product of the decoder installation process. WHEW!!!

So, there you have it. This issue of the CK is ripe with information - both original and from within the Division of the MCoR. I trust you will find relevant information within the pages of this document. And, for the Division directors, I challenge you to canvas your membership, look where they are doing something new and exciting, and have them submit articles to me for future Caboose Kibitzers. After all, for this publication to survive, we need to support it. And, one of your key job requirements as Directors of each division is to provide support to the editor of the Caboose Kibitzer.

Until next
time:

Ray





“Kansas City Flyer” 2023 MCoR Convention

By Larry Alfred, MMR

Important information on the

July 27-29, 2023 MCoR Convention!

The **cutoff date for the hotel’s group rate has been extended** from May 19 to July 1, 2023. At \$99, this is a great rate when compared to the normal rate of \$164. It includes full breakfast. Some brief information follows on the convention. For full information, please visit the convention website at 2023mcorconvention.com. If you haven’t registered yet, visit the website to see what is being planned.

Who

The Turkey Creek Division and the Mid-Continent Region, NMRA, cordially invite you to join us at the “Kansas City Flyer 2023” MCoR Annual Convention in Overland Park, Kansas from July 27-29, 2023.

What

The convention will include a full slate of Clinics, Home Layouts, and Prototype Tours, a Non-rail Program, and a full Model, Photo, and Pass contest. The Vendor Show will include 7,000 square feet of vendor tables and operating layouts.

Where

The event will take place at the Holiday Inn & Suites, 8787 Reeder St., Overland Park, KS 66214, which is easily accessible from I-35 at 87th St. in Overland Park. **Registration forms for the convention and registration information for the Holiday Inn are included in the MCoR Convention website.**

The convention team is working hard to arrange an event that will allow us all to share and learn ideas and techniques, see old friends, and make new ones. Plan to attend!

Larry Alfred MMR
Convention Chairman

The Timetable

2023 MCoR Convention Schedule																
		7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
Thursday																
	Registration															
	Clinics															
	Train Show Setup															
	Modular Layout Setup															
	Layout Operating Sessions															
	Contest Entries															
Friday																
	Registration															
	Clinics															
	Train Show															
	Contest Entries															
	Layout Tours															
Saturday																
	Registration															
	Clinics															
	Train Show															
	Train Show Teardown															
	Layout Tours															
	Prototype Tours															
	Contest Entry															
	Contest Judging															
	Contest Viewing/Pickup															
	MCoR BOD Meeting															
	Banquet/Awards/Business Meeting															

The Layouts (as of June 1)

LAYOUT OPERATING SESSIONS

THURSDAY, JULY 27, 1-4 PM

Rick McClellan
Bret Overholtzer

HO
N

Frisco RR

THE LAYOUT TOURS ARE ALL SET!

FRIDAY, JULY 28, 12-4 PM

Ken Jenkins
Chuck Hitchcock
Mike Fyten
Mike McLain

HO
HO
S
HO

Rock Island
Ottawa Junction
Kaw Valley RR
MKT

FRIDAY, JULY 28, 5-9 PM

Gary Davidson
Doug Taylor
Dave Acheson
Jon Acheson

On3
HO-HOn3
HO
N

Cedar Gulch RR
Pennsylvania & East Broadtop
Colorado Joint Line SF BN DRGW RI
Santa Fe Argentine Div

SATURDAY, JULY 29, 1-5 PM

Ken Jenkins
Miles & Fran Hale
Jim Eudaly
Bill Scheerer

HO
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O
HO

Rock Island
Chesapeake & Ohio Hinton Division
Baltimore & Ohio

The Clinics (as of June 1)

HANDS-ON CLINIC: “BUILD A SMALL BRIDGE”- *Led by Larry Alfred MMR/Miles Hale MMR.*

“A REALISTIC TRACK ENVIRONMENT”- *Led by David Bogard.*

“USING THE PROTOTYPE AS A GUIDE TO DESIGN YOUR LAYOUT AND OPERATING SESSION”- *Led by John Breau.*

“CG&S RAILROAD—HISTORY, PLANNING & BUILDING”- *Led by Gary Davidson.*
“TRACK CLEANING”- *Led by Joe Fugate.*

“BEGINNING OPERATIONS FOR DUMMIES”- *Led by Gary Hankins MMR.*

“THE OTTAWA JUNCTION RAILWAY”- *Led by Chuck Hitchcock MMR.*

“LAYOUT PLANNING FOR THE NEW SPACE”- *Led by Kent Hurley.*

“INTERCHANGE STAGING”- *Led by Mark Juett MMR.*

“SETTING UP FOR OPERATIONS”- *Led by Mark Juett MMR.*

“HO TO 2-RAIL IN THE SAME SPACE”- *Led by Kevin Leyerle.*

“JUDGING/MERIT EVALUATION CLINIC”- *Led by Ryan Moats MMR.*

“ARGENTINE OPERATIONS”- *Led by Dan Munson.*

“YARDMASTER: ROLES & RESPONSIBILITIES”- *Led by Dan Munson.*

“CAST A GIANT SHADOW—THE ART & SCIENCE OF SATISFYING OPERATIONS ON A SMALLER LAYOUT”- *Led by Bret Overholtzer MMR.*

“REBUILDING THE SANTA FE BICENTENNIAL LOCOMOTIVE 5704”- *Led by Stephen Priest MMR.*

“BUILDING A CTC MACHINE FOR YOUR MODEL RAILROAD”- *Led by Stephen Priest MMR.*

“A NEW METHOD TO MAKE YOUR OWN FIGURES”- *Led by Marty Vaughn MMR.*

“HOW TO PAINT FIGURES FOR YOUR LAYOUT”- *Led by Marty Vaughn MMR.*

“GETTING STARTED WITH BRASS”- *Led by Martin Wade.*

“MODERN LAYOUT CONTROL”- *Led by Martin Wade.*

“HISTORY OF THE GILPIN TRAM”- *Led by Lind Wickersham.*

“BUILDING DETAILED STRUCTURES V.2.0”- *Led by Lind Wickersham.*

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 29th

\$30.00 per table

Tables

VENDOR REGISTRATION

Send Completed Registration Form and payment to:

Bill Humenczuk

8624 W 116th 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

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>

Craig Goes To An Operating Session

by Craig Drenkow, MMR (Cowboy Line Division)

I recently attended my first Operating Session. Well not my first. Actually my second as I had attended one at a regional convention. This one was held at a private residence and not a club layout. The reason I am calling it my first is because the regional convention was like a group outing. I knew everyone there except the two club layout hosts. The latest Op session was at a person's layout who I didn't know and with people I had never met. One person knew who I was from a podcast that we both listen to and comment on its website.

I used Google maps to find this guy's house and arrived about 5 to 10 minutes before the start time of the "Social Hour" part of the evening. This guy wishes to remain anonymous so I am not going to say when it is or who it is. Just after I pulled up in front of his house, he came out to put a railroad sign in the front yard. I am very shy and am uncomfortable in social situations which is why I haven't been doing Op Sessions before. I decided that I needed to get over that if I wanted to do Op Sessions. I got out and introduced myself and thanked him for inviting me. He took me inside and said others would be arriving very shortly and that pizza was on its way.

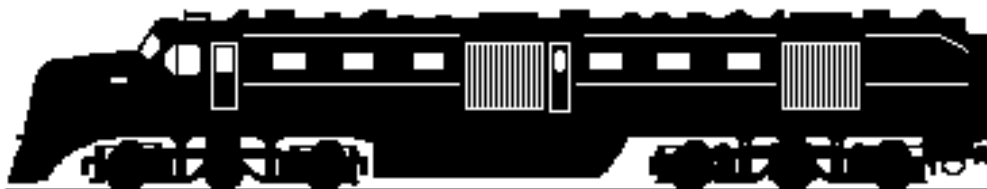
In a matter of about ten minutes, fifteen other guys arrived and we sat around the living room as the pizza came. Our host (I'll call him Steve, not his real name) put out the pizza and reminded everyone that water and soda was in the refrigerator. We enjoyed pizza and beverages along with lots of railroad talk - real railroads. We then proceeded downstairs for the

Safety Briefing. Being new to the railroad, I was paired up with another gentleman and ran trains as he acted as conductor. Had a wonderful time.

Toward the end of the evening, I ventured out on my own with a train and completed my run successfully. Lionel Strang on the Modelers Life podcast says that the model railroad community is the only place where a Doctor and a factory worker could run into each other and five minutes later be talking like friends who have known each other for years. These guys were that way. By the way, this layout was very nice, and trains ran without any problems. There was one wireless controller that apparently lost its programming or had a battery die, but that was the only problem. I had one train that had to wait to enter the yard until they made room for my long train. I guess that would just be an interesting part of this operating session. I must have been OK because I have already received an invitation to attend the next session. I really enjoyed this and look forward to maybe getting an invite to some other railroads in the area or an operating weekend.

I'm just glad that I stepped out of my comfort zone and took the plunge into doing this. I just wish there were more operating layouts closer to me. I will continue to search my area for other model railroaders and am working to get my home layout working and develop an operating system for it so I can invite others to my layout.

Craig





Early Bird Pricing Ends June 30th!!! Don't Miss Out!

Come for the O Scale *Virginian Railroad* layout of MMR® Mike Ross' and lots of other great layouts, then stay for the huge FreemoN Operations Roadshow, rail tours, operating sessions, clinics, banquet speaker Spencer Christian, and so much more!!!

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 **NMRA** National Convention 2023TEXASEXPRESS.COM



Brad's Travels

Brad Slone, MMR , President MCoR

I once again found myself on the road. This time I was heading back to McAlester Oklahoma. I'd been there several times before, so I had a pretty good lay of the land and had an idea of some of the places I needed to check out. But I also knew of a few places that I had never had the opportunity to see.

One of the first places I wanted to visit was Big V Feeds located on the northeast corner of McAlester. Big V Feeds operates a large feed mill complex at this location and sits at what is now the end of a spur that once upon a time extended to the next community to the east, Krebs. This branch comes off the Union Pacific (Missouri Kansas & Texas) main line and, while I'm not certain who has ownership of the line, it is operated by the Arkansas and Oklahoma Railroad. The reason I wanted to visit this business first was because the last time I was in McAlester a very well-kept SW-1 was working the mill. Unfortunately, that was not the case this time as I found what I believe to be an NW-2, although I'm not certain of this. From what limited research I was able to perform, it sounds like the 2010 is a former US Army locomotive. It was nice to see such a vintage switcher still doing the job it was built to do. But I was still hoping to see the SW-1.



After checking out the mill spur, I went by the yard offices located in what's called old town McAlester. Like many other modern rail yards, the McAlester yard is a shadow of what it once was. That said, it's still a very active place and is still a crew change point on movements of the Union Pacific heading north to Kansas City and south into Texas. With little going on in the yards, I headed south towards downtown McAlester to see what could be seen there.

Downtown McAlester is where the former MKT and the Rock Island crossed at grade. While I haven't seen many photos of RI movements in this area, there are numerous photos of MKT power crossing the diamond of the old Rock. This portion of the Rock Island was called the Choctaw route and ran from Tucumcari New Mexico all the way east to Memphis and in its day handled a fair amount of east-west traffic. Just south of McAlester is a large Army ammunition plant. That is where the famous red Katy boxcars with the large MKT letter hauled munitions. However, the Rock's Choctaw route also served the plant on the west side of town and I've been told that during the Vietnam War there was a considerable amount of war materials shipped westward via the Rock, something that would have been a dangerous proposition for the railroad in later years as maintenance became less frequent and derailments became more frequent.

Today the old route, while intact all the way to Oklahoma City, lies dormant a few miles west of McAlester and only runs as far east as the Oklahoma-Arkansas state line. While sleepy compared to the Rock Island hey days, the AOK railroad remains fairly active with local traffic having developed several transloading sites, one of which has been built next to the small RI yard running toward the

west side of town. Up at the crossing today was a pair of GE units sitting facing the crossing waiting for the next day's chores. On the west end of the yard, I found an interesting little work train consisting of a GP30 former Illinois Central caboose and a former Missouri Pacific ballast car. It was evident that they were staged there for work being performed in the yard, a testimony to the pride the company takes in their property despite being small in stature to the big player in town - the Union Pacific.



Once I had seen everything there was to see in McAlester itself, I decided to head eastward to the community of Wilburton, which is the headquarters of the AOK railroad and hopefully some interesting railroad equipment to capture on digital film.

Upon arrival at Wilburton, it was clear this was a regular mini-museum of old equipment large and small. There was a pretty good variety of motive power. While it was clear that not all of it was in operating condition, it was interesting to see that the railroad was keeping them around for something. On the active roster was a pair of former Santa Fe units in a patched-out paint job, another GP30, and the SW1 that I had been looking for. It appeared



as



though the SW1 had been receiving some maintenance. It is plain to see the old veteran was well cared for. One locomotive that seemed like a fish

out of water was a patched out former Southern Pacific tunnel motor. It would appear that the unit was not typically in operation, but a six-axle locomotive looked very out of place on a short line railroad.



There was some other interesting equipment around. Some cabooses and some MOW equipment. But probably the most interesting was a observation ended passenger car. With the place



it was sitting, I was unable to get a good full shot of the car, so I had to settle for an end shot. I couldn't find any indicators as to the lineage of the car, but I'm sure if it could talk it would tell an interesting story of how it ended up here.

When I had completed making the rounds around Wilburton seeing all the things there was to see there, I loaded up and headed east for my final objective of this trip, Heavener Oklahoma. The reason why I absolutely wanted to make it all the way to Heavener was that the Canadian Pacific/Kansas City Southern merger had just taken place days before and I wanted to get one last view of this Midwest holdout before everything was covered in red.



Before getting to Heavener, I made one last stop on the old Rock at Howe Oklahoma. At this point the RI crossed the KCS at grade and continued east into Arkansas and on to Memphis. Today the AOK interchanges with the KCS and the line eastward is nothing but a memory. Nothing much was going on here today, but I couldn't help but take a few pictures of the unlit signal guarding a long since removed diamond and

imaging what it would have been like to have seen the Rock Island heading eastward.

I had never been to Heavener before so I didn't know what to expect. It is a crew change point and they've got a fair sized yard and fueling racks. Back in the days before remote controlled DPUs, Heavener was the location where helpers were added to trains to help them over the Kiamichi mountains south to the community of Rich Mountain. I hit town just in time to see a south bound unit coal train leaving town. At first I thought I could get ahead of it and shoot the head end, but the engineer quickly had it up to speed and, being unfamiliar with the roads, I had to settle for a shot of the tail end.



I headed north back to town to see what I could see and noticed a former bay window caboose on display. I took a few shots of it along with the yard office. Fortunately, the markings of the Canadian Pacific had not made it this far south yet. Looking around for other targets of opportunity, I found an old B&O round top boxcar without it's trucks being used as a



storage shed. I couldn't think how odd that a boxcar from the east could be spending its final days so far from home. I headed over to the shops hoping to find some motive power that I could get some final shots of before any major repainting campaign.



Unfortunately, there was nothing sitting in any convenient spots, only a local lashup buried deep in the yard. I got as close as I could and took the best shot that I could, but it was far from a good magazine cover.

With nothing else of any note



worthiness to shoot, I headed back to the state route looking things over and considering heading back west to McAlester.

Just before I was ready to change directions, I noticed a four axle GEEP setting off by itself in a location that I thought I could get a good shot off without issue. I headed in that direction and sure enough there was a GP38-2 in clean paint basking in the sun by itself. I parked the truck and jumped out catching several shots of it in the early evening sun.



With my goal of shooting at least one Kansas City Southern engine accomplished, I decided to head back to McAlester, but I would find one last surprise. The old Rock Island runs parallel with state route 270. Just outside of Red Oak Oklahoma I happened to look over at one of several bridges and noticed that even after all these years the Rock Island Lines could still be seen painted on the side of the bridge. I couldn't help but turn around and grab a quick shot before the evening shadows had caught up with me.





The Last Ride

Gateway Division—*Bill Linton* spent 25 years in hospital administration and 15 years doing college athletic PR at Indiana State, Purdue, and the Mid-American Conference. He also did weekend sports TV for an ABC affiliate in Columbus, OH and 11 years as a color analyst on Ashland University Football broadcasts. In addition, Bill was a world class model train enthusiast. Bill served as the Gateway Division Assistant Superintendent for two years and many years as the Division's membership chairman. He was active in the Gandy Dancers Operations group. Most of all Bill was a great friend to everyone and will be greatly missed by all who knew him.



Kansas Central Division—*Larry Shankles* was employed by the Kansas Department of Transportation for 40 years as a Bridge Engineer, retiring in 2009. He was a proud supporter of Topeka Friends of the Zoo and was a season ticket holder for the Topeka Symphony Orchestra. Larry was a member of the National Railway Historical Society, National Model Railroad Association, the American Society of Civil Engineers and attended First Southern Baptist Church, of Topeka. Larry was a member of the NMRA since 1981 up until his recent illness, and was a founding member of the Topeka N-track club.





An Interview with Larry Shankles

By Ray Brady (Kansas Central Division)

In this issue, we honor Larry Shankles as having taken the last ride. This editor, in a previous life, had the pleasure of interviewing Larry as part of the Brass Pounder publication of the Kansas Central Division back in 2017. In recognition of Larry's life, and in providing a little insight to just one of the many model railroaders of the Mid-Continent Region, the Caboose Kibitzer is reissuing the interview to provide a little insight into what a MODEL RAILROADER is all about.

Brass Pounder: Larry, what drew you into model railroading?

Larry: I feel like I always liked trains. I was interested in it when I was a little kid but didn't have the money or time to do anything then. And then after I got out of college and was on my own, I had the time but I was just too busy with other things. Then about 1975 was when a friend I worked with started building a door layout. I got kinda interested in what he was doing so I would go down to his house and help him lay track. It didn't take very long before I was hooked. Then he moved away the following year so I bought his layout and I finished it.

BP: You say finished. Are they ever finished?

Larry: Well, they are never finished. I guess I should say I made it operational before he moved away. There was no senicing, just track. It had the little switch machines that Atlas had years ago – sort of a quarter round shape with a little lever like in an interlocking tower. You could gang them up and wire them such that if you threw one, it would throw all the switches for a certain route. I had that done – if you wanted to go somewhere, you would throw this switch and a whole bunch of switches would throw all at once. I thought that was pretty cool but it wasn't a very good layout. Most of it wasn't well designed and it had a lot of problems. The switches were unreliable.

I bought this house in 1976 and two months after Dave moved away I bought his layout. I had it down in the basement for a while but I had bigger ambitions than that little door layout. So eventually I sold it to another friend and started on my own.

BP: So what did you have for a vision for that one?

Larry: I don't know if you are familiar with the Clinchfield Railroad that Model Railroader did about building an n-Scale layout. They then combined the various magazine articles into one book. I think it is the best book there is out on how to design a layout. It has the rules and the processes you need to build a reliable, dependable layout.

BP: When was this, the late 70's?

Larry: Yes, the late 70's. Years later they combined the articles into a book and it is now out of print. They did reissue it not too long ago. Other books are out there, but it is THE BEST tutorial on building a layout I have ever seen.

BP: It is done for the Clinchfield, but is it applicable to any layout?

Larry: Yes. I basically copied that – but not the exact shape because I didn't have that arrangement downstairs. But the way it functioned, I did like what they did with it. But I never run a train on anything other than on Dave's door layout. It was so mis-planned that you could not run a

reliable train on it.

BP: Because of the track-work?

Larry: No, because of the shapes and curves being too tight for anything. I knew nothing. I had no experience other than a little on-the-door layout so I didn't know what worked and what didn't work. So I designed my layout downstairs. I had the big paperback book on designing layouts – how to do this or that. The layout was a point to point with a reverse loop at each end. And because of space problems, what I had to come up with on one end was a reverse-reverse loop. You had to back into a siding and then go into a loop to get turned around. I had no experience to know that backing up an n-Scale train is difficult if not impossible.

I had all the benchwork completed. I can't remember whether I had any track laid, or was about ready to start laying track but the basement started leaking. So, I had to tear everything down so they could get in there to fix the basement. That was around 1980. Once the basement was fixed and it was demonstrated it was fixed, I put all the benchwork back together. One reverse loop was hidden under another track, so I had to lay that track before I could go any further. I got that done very slowly and now it was about 1985 – one reverse loop in 5 years!

There was an n-Scale club that I knew about from swap meets. They were set up at a shopping center one weekend and I finally had enough nerve to speak to them. I asked one of the guys "how do you become a member of this group?" He held his hand out and I shook it and he said: "You're a member." This was long before you had dues. They gave me a pamphlet of n-track. So I came home and built a module. The next time they set up at a shopping center, I had a module.

BP: Just one?

Larry: No, two. Have you seen my modules?

BP: Have they been at shows?

Larry: Yes. They are urban scenes with sort of a yard in them. They are copied from some plans in an n-Track magazine. But, I knew I couldn't get two done in a month so I did one half of it with the track slightly different so it could stand-alone. Then another month later, I had the second one done and it is not stand-alone – it has to be paired with the first one. So, I was able to get some running experience.

BP: Were you able to get some switching experience?

Larry: A little bit. The sidings weren't powered, but the switches were standard Peco switches that allow power routing. But it didn't take long before the contacts and the switch mechanism got dirty and the power was unreliable. And more running reinforced to me that you can not back up n-Scale trains. So that spoiled my layout design in the basement. So, I said I needed to redesign this some other way. It had not registered, but I came to realize that I could not run a train any longer than the reverse loop. Well, I wanted to run longer trains.

BP: How long of a train could you run?

Larry: I think the entire layout was 30 ft, so the reverse loops were very short. I started to tinkering around with the design. And since 1985, I have been busy enough with n-Track that I have never gotten back to the layout – it is just a BIG SHELF down there piled high with trains stuff and that is all it will ever be. There isn't enough time left for me to do anything with it.

BP: So you are now in the "collecting" mode?

Larry: Pretty much! Every time I buy something, I tell myself "I can't keep doin' this. I haven't

got enough time left to run what I already have.” But, every month someone makes something new and I say: “Oh crap, I gotta have that.” I’m not a collector like the people in the N-scale Enthusiast group. I’m an accumulator.

BP: What I see is that everyone has a different emphasis in the hobby, and that is all right.

Larry: One of the neat things I have found in the [Topeka] n-Track club is that nobody is good at everything but everybody is good at something. Some members are good at track laying; some are great at problem solving; some are good at electronics; others are great at scenery. So, whatever you can’t do well, there is somebody that will help you. I’ve made an awful lot of friends in the n-Track world all over the country that I wouldn’t have otherwise.

BP: Do you collect a particular era?

Larry: Well, I started wanting to do the Frisco lines between Kansas City, Ft. Scott, and Springfield MO. I had a large area set up for the roundhouse in Ft. Scott. So it was going to be patterned on that. I was going to model what I had seen growing up during the transition eras – late 40’s and early 50’s with both steam and diesel but primarily steam. I also learned that steam engines, in those days, did not work very well in n-Scale. So after a lot of frustration I was forced to admit that diesels were the way to run stuff.

I remember seeing the steam engines down home but they were gone before I was very old.

BP: Where is “down home”?

Larry: Ft. Scott. Frisco was one of the first to be fully dieselized in the country – in 1952. I would have been only 5 when that happened. But I can still remember the steam – I can close my eyes and I can see the steamers. They are pretty indelibly marked in my mind.

BP: Did you live close to the tracks?

Larry: No. Both of my grandparents lived in a little town about 7 miles from Ft. Scott on the Frisco main line and that is where I saw the trains most of the time.

The area around there was a strip-mining area. One of my grandfathers worked at the mine. Back in the 20’s and 30’s he was a teamster – he drove a team of horses hauling the coal that had been processed back to the steam shovel so it could burn it to generate steam. He wasn’t technically a miner but was involved with the process. When I came along, I am not sure what he did, because the shovels were electric by that time.

I have always wondered how I would go about modeling a Kansas type strip mine. I have never seen anyone do it.

BP: You know that there is a Bucyrus shovel is down in that area so you could model the shovel?

Larry: That is probably too big for a layout. I have never seen it. I lived within 40 miles of it but never saw it. But I would not fit a layout. I have several models of coal shovels to use but they are not that big.

But how you build a hole in the ground the shovels made and the pile of the top material they just dumped – how you would build that in an n-Scale layout I haven’t figured out. And, I have never seen anyone model something like that. They just dug a hole and moved the topsoil and rock to the side, hauled out the coal, then they would move over a little bit put that topsoil where they had been, and repeat removing the coal. And the ground would just be a long pile of dirt beside another long pile of dirt. And from the ground, you could not see over the next furrow. How you would go about building it – I haven’t figured out. That was one of my goals to do that.

BP: There has got to be pictures out there that show that.

Larry: I haven't looked exhaustively for that. It is hard to find pictures of how they did things down there.

BP: Sounds like a trip to the Ft. Scott Historical Society.....

Larry: The Society's material is currently packed up in boxes awaiting a new building. Frisco used to have a huge yard – a gigantic yard. I had many relatives in the area – most of them coal miners and we were always going to visit somebody. You couldn't go south of Ft. Scott without driving beside a strip mine somewhere. There was one place – it is not there anymore – where they had this huge yard to assemble the coal car trains.

BP: Do you know where they took the coal?

Larry: I have no idea. But, they would bring the cars in from all the different mines, build a big train, and off they would go. Near this yard was this huge coal tipple that was the biggest building I had ever seen. Huge! I don't know how tall it was, but it was huge.

BP: You know, the older I get, the smaller all those buildings from my childhood get.

Larry: I am sure this was not as big as what a little kid thought it was, but I am positive it was ENORMOUS. I have looked for pictures of it. If I remember, it was located just south of the Bourbon County line into Crawford County. Crawford County Historical Society is still functioning so there may be something there.

BP: Well, I think you need a trip to Crawford County.....

Larry: I am pretty sure I found the site. It is the only place along the road when I went by it that was an empty field. There was hardly any grass growing so I am sure it is polluted.

BP: It is probably the coal, and the acidification that it yields.

Larry: It is just a pretty big flat piece of ground.

BP: Have you looked on Google Earth? There are usually a lot of witness marks of previous locations of railroads.

Larry: USGS maps will show buildings as big as that thing was. I am sure I found the location. It was a big building, but there is not a trace there anymore.

BP: They recently took out the turntable in Salina. The roundhouse is long gone, but the turntable came out in the last couple of years.

Larry: Ft. Scott had two roundhouses around the same turntable. The two together almost made it a circle. There was a little gap on one side, and a bigger gap on the other. But, it was almost 360 degrees. It was a 120 ft. turntable. It was the division point in the steam days. When they retired the steam, they shut the shop down. The roundhouse was torn down in the late 50's. The turntable lasted into the BN merger. BN even used it even for a few years – till '88 or '89 – before they tore it out.

Back in those days, steam in n-Scale was not that good. So, I had to switch to diesel. Frisco was what I saw all the time, so I modeled Frisco. But, getting Frisco in early n-Scale was slim to none, so that meant custom painting.

BP: So you have done painting?

Larry: Na! I am terrible at painting, and I hate painting. I have stacks and stacks of model kits that are half assembled to the point of painting and that is as far as it gets because I hate to paint. So then I look at another one that I have to have, and so I start all over again.

BP: Have you ever inventoried what you have?

Larry: For rolling stock [engines and cars] I have a thorough inventory. Buildings - I probably should do it, but haven't. I have about 4,000 cars and engines. I have more passenger cars than almost all railroads had. Santa Fe, Union Pacific, Pensy, and Southern Pacific are the only ones that have more passenger cars than I have - about 600 and some. And maybe 400 locomotives too. About 300 diesels and maybe 100 steam engines. I do have some custom painted Frisco locomotives that a friend down in Tulsa did for me. Fortunately they have finally come out with n-Scale Frisco equipment. Atlas and Life Like have been kind to the Frisco.

BP: Have you put lights in the passenger cars, or have they come that way?

Larry: Kato equipment comes ready to light. You can buy the lighting kits and put it in. All my Kato passenger have lights in them. They look pretty good. I like their system.

BP: You have run those when the [n-Track] Club layout has been set up?

Larry: Yes, often. But other brands have no light, no provision for lights, or they come with batteries. And I have not been impressed with the batteries. The batteries don't have any life to them and in no time they leak juice all over the inside of the car. Centralia Car Shops makes terrific cars and they come with batteries and I have gone through and removed the batteries. 1: they don't work long, and 2: they start leaking.

BP: Do you hook them up so they run off track power?

Larry: There are people that have done that but I haven't. Kato's trucks are beautifully designed but they are not easy to adapt to other cars. And anything else is pretty complicated and I just haven't done it. Rapido trains have batteries in their cars, and, again, I take the batteries out. Fox Valley came out with a lighting system for their Milwaukie Hiawatha and it's the best-designed battery powered system I've seen. It looks good. But, they have spent no money on batteries - they are absolutely crap. They leaked immediately, and once they leak, you can't put another battery in. There is no way to clean the contacts. I don't mess with the batteries. I have powered a few cars that didn't come with them basically using Kato trucks. I've put batteries in a couple of round end observation cars. I got an AA battery holder and they are a lot better battery than the little hearing aid batteries

that they use now. I'll show you what I did.



This is made from two ConCor cars and is my only

attempt at painting a car. The colors hide the joints. The decals came from a steam generator car. The vents are nail heads. This is one of the few attempts at doing any painting. I saw a picture and thought I could do that, but it was a lot of work.

I haven't figured out what they used this for. Maybe for the branch lines, if they didn't have an E-8 available and used F-units. Those didn't have steam generators, so I thought maybe they used it for passenger steam. But, I have since seen it used as the steam for a hook-and-wreck train. So, I don't know the motivation for why they built this, but they had two or them.

This is an old ConCor car and no provision for power. I wanted a working tail light so I put this AA battery in, drilled out the taillight,

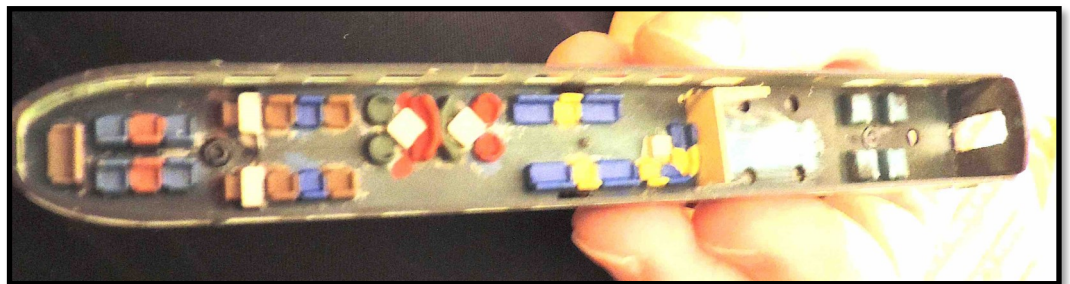


and put a brass tube to shield the grain-of-rice light from shining in the inside of the car and stuck it in using modeling clay. I stuck the battery holder in the roof, and covered the windows so you could not see the battery from the outside. Originally I had the battery on the floor, but then I thought why not put it in the roof and hence not snag wires when you took it apart. With the battery in the roof, it is a little top heavy but it works.

I had to put the partitions in since ConCor does not accurately represent the interiors. And, I paint the inside too because you can see it looking in the windows. I've done three of these cars - two with batteries and one with track power using Kato trucks.

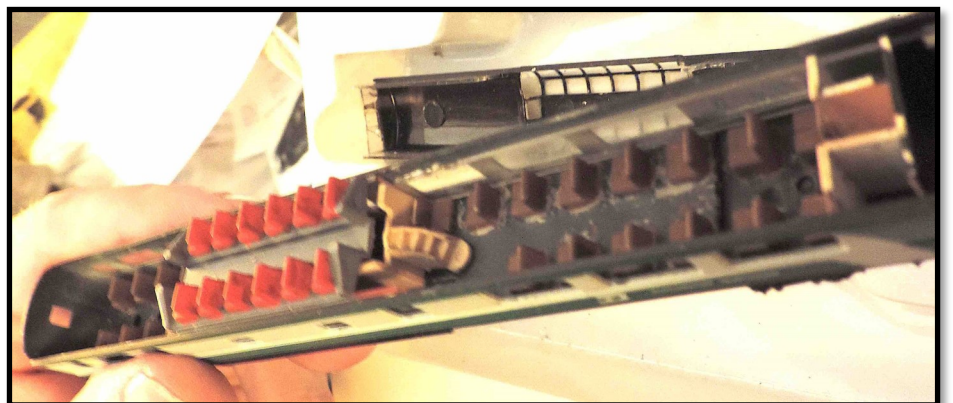
That leads to all sorts of electrical problems. With the grain-o-rice light bulbs, DC power is too much. And anything I tried generated way too much heat so it was difficult to put a track powered light bulb in there without melting the roof. I haven't attempted to use LED's. They should be a lot simpler, but I just haven't done it.

Here is another ConCor. They never did proper interior for their cars. The tail car is close, except there are no partitions. They have the correct furniture, but no partitions - which looks stupid. The coach is the same way. They put coach seats in it but no partitions. When you look in the window, you



don't see a wall, you look out the bathroom window. I can't stand that. This is one of the first ones I did to add partitions to the car. It is not complicated - just a few walls and you are done. I used .005 styrene for the shades. By just doing that, it stands out with realism.

In the dome car, they have the seats, but not a lot else. One of the things that drove me nuts was there was no stairs. In 1999 they came out with a Budd car with stairs. So I made an RTV mold of the stairs, cast the stairs, and then calculated how many stairs I was going to need. I thought I was NEVER going to get done casting stairs. And, even with no lighting, you can see the stairs. And, I know they are there!



This is their dining car, which is a mirror image of what it should be. And there is nothing you can do about it. I made the kitchen tables. It has been a learning curve.

Somehow I got attracted to passenger trains. And every once in a while Kato comes out with another car. So, whatever it is, I gotta have it. I got passenger trains all over the place.

I have two diners awaiting chairs. Most diners had 36 seats. That one, and one other that I have not finished had 48. I've been putting them off cause it is so tedious.

The tables are just a thin sheet of styrene cut to the proper size. And there is a .08 X .08 square rod that Evergreen makes that I use for the leg for the styrene table-top. The chairs are made from a styrene rod that is .08 X .06, I think, with a thin strip glued to one side and I end up with a piece 14 inches long. Then you put it in the chopper, set the gage for about a foot-wide chair and chop, chop, chop, chop, and you have a pile of chairs.



N scale is such tedious work.

BP: So how do you participate in the NMRA? Do you have things you like and things you don't?

Larry: I like their magazine. It is excellent. It, alone, is worth the cost of the dues.

BP: I saw in the latest one that they are going to raise the dues. Are they going to price themselves outside the market?

Larry: I don't like price raises, but that is miniscule to me for me.

BP: That is a good dinning car. Have you thought about replacing the couplers to get body mount couplers?

Larry: I tried it a few years ago, but was not very happy with it. I don't think I was accurate enough. The vertical position was off. And the tracks have to be good.

BP: I tried the new micro-trains couplers that just came out on some heavyweights and they highlighted some track problems.

Larry: Yes, you need to be careful of humps and S-curves.

BP: What might we do at the local level that would be better?

Larry: When the local division was organized, I was one of the charter members. Marty Vaughn was heading it up and getting it started. He was in Wamego at the time, and later was in Manhattan. Then there were three here in Topeka, and others were scattered all around. Most of the meetings were either here or in Manhattan or Emporia. We met down there a lot. But, I don't know if the division is cursed or not, but a lot of guys died or moved away. I think all of the Emporia guys have passed. [Richard] Naper moved here and then died. And most of the meetings got further and further away so I kinda fell out. They were either inconvenient, or too far away to attend so I got out of the habit of going. I used to go all the time.

BP: In the past, I have tried to say we need to move the meetings around but the fact is that it

is a large area. The membership is all the way up to Beloit, to Salina, to McPherson, Emporia, and Topeka and Holton.

Larry: We had some interesting programs.

BP: What did you have?

Larry: We had clinics and slide shows. One of the most interesting was a guy from Emporia had a slide show of the Emporia shops. And, the guy in Manhattan that had a hobby shop did a program on lighting passenger cars. Of course, he did it for an HO car. Anybody ought to be able to light an HO car!

A friend of mine in Kansas City put flowers on the tables in the diners in n-Scale. If I remember right, he used monofilament line – 3 or 4 of them – glued together with a little dab of paint on the ends and glued it on the table. He said he would never do it again – one time only.

BP: Your preference would be to have meetings here in Topeka?

Larry: In my case, yes! I'm just not up to long distance travel any more.

BP: We just had one here.

Larry: I would have made it, but the original schedule got bumped and it conflicted with the n-Track club setting up and running in Lawrence fairgrounds.

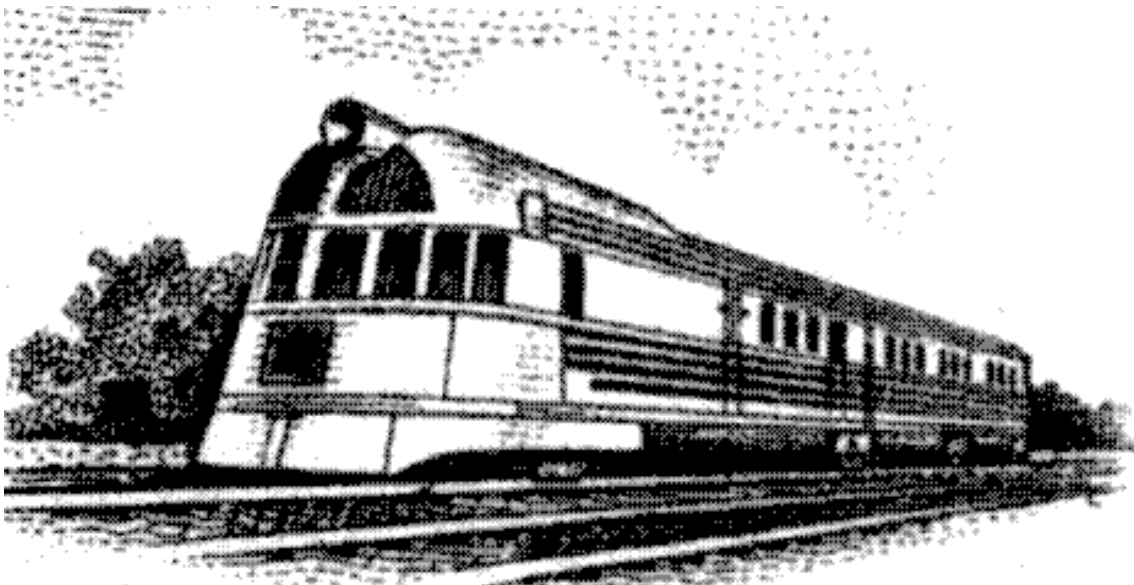
BP: I understand. It is hard to get all people to match schedules. When we make a last minute change, everyone's schedule gets thrown off. What would you think about a central location, like Herrington?

Larry: That would be interesting. I have always intended to go down there to train watch. There is a new bridge over the yard that would make train watching easy. I know it has sidewalks - been there once but did not have a lot of time. Otherwise, Herrington is a terrible place to watch. It is too flat. There are no elevations around the yard to be able to see anything.

BP: What kind of programs would attract you?

Larry: I'm into railroad history pretty good. If there are how-to clinics, they need to be independent of scale. They need to be about techniques no matter what scale you are in.

BP: Well, Larry, thanks for your time. It has been very interesting to hear your experiences, and to see some of your passenger car modifications.



tower at the middle of the railroad and communicate with the train crews via FRS radios.

Timetable operations commence during the week of the meet and Saturday is basically open running. During busy periods, it's possible to have over a dozen trains out running on the railroad so the dispatchers stay busy and the crews must really pay attention to their

orders to insure safe operations. As long as the weather cooperates? It's a great time for all involved. The meets are by invitation only and they are first rate, with RV spots available, catered lunches and dinners served on site daily.



Finally, Tony Burgess's collection of some competed structures he has built are presented in a 11-page pictorial essay. These

structures are fabulous. This essay shows the many facets of Tony's techniques. Shown are 4 of the pictures in the article.

In addition there are many small vignettes of stuff the Indian Nation modelers are doing. Your read of this issue of the "Division Points" will be well rewarded. The complete newsletter may be found at <https://tulsanmra.org/dp/DPMay23.pdf>.

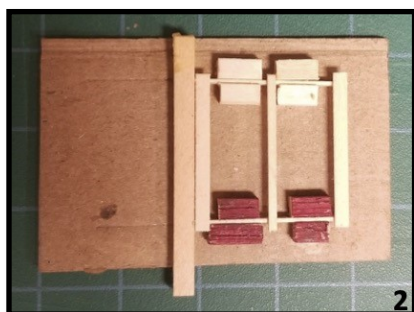


Turkey Creek Division (Kansas City Area)

Martin Wade, Editor

Turkey Creek Division of MCoR is a very active Division, having hosted numerous MCoR activities over the years. This year, they are hosting the MCoR Regional convention on July 27-29. They have a membership that has many, many layouts. This issue of the "Lightning Slinger" newsletter carries many articles—both large and small. In this issue, there are three good sized articles. They include:

Larry Alfred, MMR discusses the creation of wooden pallets for his layout. While he models in n-Scale, he offers up a writeup in prototype



dimensions such that a modeler in any scale would find his article useful.

Phil Stock recently moved into a new home

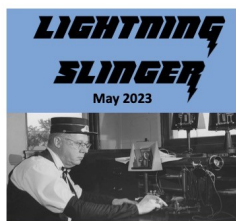


and had space to devote to model railroading. This article shows describes his concept and building of a workspace to work on his models.

Steve McKee offers up an update to his layout construction.



Included is the use of lighting to best show off the layout. The complete newsletter may be found at <http://www.tc-nmra.org/TC-Library/LS-Newsletters/LS 2023-05.pdf>



TC-NMRA Mtgs

May 23rd

Make & Take: Tips & Tricks
Miles & Fran Hale

Jun 27th

Mountain/Region Geology
Greg Ohlmacher
Making Kalin Steel Supply
Steve McKee

Jul 25th NO MEETING

REGIONAL CONVENTION JUL 27th

Mtg Time:

7:00 to 8:45pm

Location:

Conference Room
Eastside Terrace Bldg.
Lakeview Village Campus
[Click for Google Maps](#)

TC-NMRA Events

2023 Mid-Continent Region Conv.
Overland Park, KS July 27-29

RR Community

June 3rd Narrow Gauge Meet
Antioch Branch JoCo Library

WHAT'S INSIDE

- Next meeting Highlights
- Reports
- Pike Bio's, Visits, Projects
- Tributes and Legends
- Calendar
- Resources
- NEW! Want Ads

Turkey Creek Division

of the

Mid-Continent Region, NMRA



"For all gauges and all ages"

Division Meeting May 23rd, 7pm

(Location: Lakeview Village Campus)

Clinic Topic: Make & Take **THE KITS ARE IN!!!**

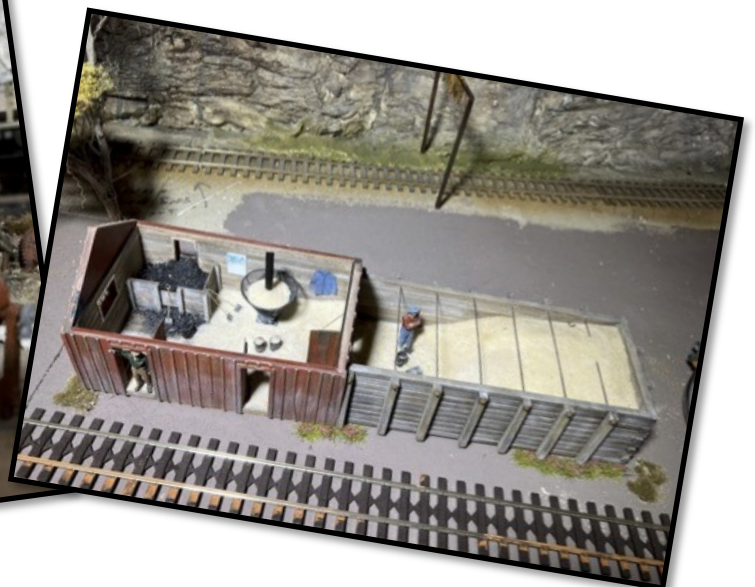
Fran & Miles Hale are no strangers to Make and Take and leading numerous construction projects at Conventions across the US. This month they will cover this years "Detail Make and Take". While everyone starts with the same Detail Kit the sky is the limit on where you can take it. Fran & Miles will give some ideas both on the kit as well as places this detail may lead you. It will be exciting to see some of the end results at this falls Modeling Challenge in October. Even if you didn't order a kit, join in to hear some ideas or even share some of your own.

[Come Join the fun!](#)



[Mtg Location: Lakeview Village Campus](#)

[See last page for details](#)





Gateway Division (St Louis Area)

Jeff Cooper, Editor

Gateway Division of MCoR is a very active Division, having hosted numerous MCoR activities over the years. In 2022, they hosted the National convention. They have a membership that has many, many layouts. This issue of the "RPO" newsletter carries many articles—both large and small. In this issue, there articles include :

A layout tour of Bill Wehmeirs HO-scale layout of the Katy. It included



superb detailing of the 1974 era and included three distinct switching areas as well as all the other railroads in the Kansas City area as he uses them as transfer runs from hidden track..

Ricky Keil has an article on Free-Mo. This type of layout is supported by modules from



individual members that are joined together in a free-form arrangements to provide operations over a large physical area.. These modules allow the members to



RPO

Volume 30, Issue 4
Winter 2023

From the Superintendent's Desk

By Jimmy Ables, Superintendent, Gateway Division

As we begin this new year, I'm very happy to return as Gateway Division Superintendent. As many of you know, my life has been quite eventful since departing as Superintendent in December 2018. Preparations and planning for the ill-fated 2020 NMRA convention, my battle with COVID, the pandemic, and planning, preparation, and execution of the 2022 NMRA convention. In my work life I was prompted to Cyber Operations task lead at CSIOS Corp in support of U.S. Transportation Command.

So, you might ask why I would want to return as Superintendent. The simple truth is I enjoy working with the Division's leadership team to build and improve the Division. I'm very excited to lead

Continued on Page 2

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Cover Photo: MKT U23B #350 leads a freight past an Industrial scene on Bill Wehmeier's Katy layout set in 1974 in the Kansas City area. See more photos of his layout in this issue of the RPO.



create very detailed layouts of specific areas while allowing them to be joined up with other member's modules.

We also take a tour of Hank Kraichely's Burlington

Route to see his representation of the Burlington through the Hannibal Division,

Jeff Cooper takes us on a regular feature—stations in the Gateway Division. This time he takes us on a tour of Dahlgren, IL. This is a small community of about 500 residents in Southern IL about 15 miles southeast of MT. Vernon,



And finally, Jeff Edwards takes us on a detail cruise of the old Wabash Hotel in Edwardsville, IL to show the structural elements that sometimes are overlooked when modeling such a structure. The complete newsletter may be found at <https://www.gatewaynmra.org/rpo/RPO-V30N4.pdf>





Western Kansas Division

Robert Simmons, Editor

Western Kansas Division of MCoR is a small Division, but they publish a monthly newsletter, none the less.. This issue of the "Main Line" newsletter carries a few articles, but also carries numerous advertisements for books and events throughout the area, This publication is you "go-to" to find out what is going on within and without the MCoR area. In this issue, the articles include :

A 4-page spread on the modeling efforts of Bob Boudreau as he models the scrapping of a locomotive.



A 4-page spread on the 2023 April Free-Mo event on April 22-23 up in



locomotives is presented. The complete newsletter may be found at [http://www.mcor-nmra.org/Divisions/Western Kansas Division/May 2023.pdf](http://www.mcor-nmra.org/Divisions/Western%20Kansas%20Division/May%202023.pdf)



National Model Railroad Association

The

Main Line

May 2023



Mid-Continent Region

The Monthly publication of the



Western Kansas Division



On The Cover: A recent addition to the Western Kansas Rails N-scale layout, this Intermountain SD40-2 was heavily weathered before it joins the Missouri Pacific Leasing Corp. (MPLX) lease fleet. Details inside....

Inside this issue: Spring Creek Free-Mo Event.....Page 8
 Ideas.....Page 18
 Real Deal.....Page 26
 Oddballs.....Page 36
 WKR Update.....Page 40

Deschler NE sponsored by Spring Creek Model Trains.

And, of course the monthly update to the WKR layout that Robert is building. In this issue, the weathering of some





MCoR MMR Award

Tom Persson (left) of the Eastern Iowa Division receiving his MMR certificate from Alen Merta, MMR. The AP awards leading to his receiving the MMR certificate are:

Model Railroad Engineer—Civil
Model Railroad Engineer—Electrical
Chief Dispatcher
Model Railroad Author
Association Volunteer
Master Builder—Scenery
Master Builder Cars



MCoR Achievement Awards



Dan Knipp of the Gateway Division receiving his AP certificate at the Divisional meeting on April 17th as an Association Volunteer. Dan is on the left. Dan has served for several years as Assistant Superintendent and also as program chairman for the Division. Before, during, and after COVID, Dan has served as a constant presence, helping to keep interesting programs and ideas flowing through our Division.



Tom Persson (right) of the Eastern Iowa Division receiving his AP certificates for Model Railroad Engineer—Civil, Model Railroad Engineer—Electrical, and Chief Dispatcher. With the completion of these three certificates, Tom has completed the requirements for Master Model Railroader. His picture receiving his MMR certificate is shown to the left.



MCoR Member's Pike Registry

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

ckeditors@mcpr-nmra.org

Indian Nations Division



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

Dogwood & Redbud Shortline

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

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

Eastern Iowa Division



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

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

Chisholm Trail Division



Union Pacific Through the Rockies



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

Terry Ross, Sup. E-mail: terryross16@hotmail.com

Central Missouri Area



Clear Creek and Quicksilver RR

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

Allen Pollock E-mail: pollocka@mchsi.com

Western Kansas Division



Western Kansas Rails

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

Robert Simmons – Div. Sup.

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

Little Rock Area



Missouri Pacific RR – McRae Subdivision

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

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

Kansas Central Division



UP—D&RGW—Colorado Midland

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

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

Gateway Division

CB&Q RR-Hannibal Division

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

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



MCoR Regional Club Rosters

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

AR, Bella Vista All Scales

Sugar Creek Model Railroad & Historical Society, Inc.

PO Box #5452, Bella Vista, AR, 72714

Information: <http://sugarcreekrailroadclub.com>

AR, Conway HO Scale

Central AR Model RR Club

PO Box #1825, Conway, AR, 72033

Contact: Daniel Gladstone (501) 269-3030

AR, Little Rock G, HO, N Scales

Southwest Independent Modular Railroaders

3107 West Capitol Avenue, Little Rock, AR, 72205

AR, Shannon Hills HO, N, O

Crooked Rails Modular Club

10701 Shannon Hills Dr, Mabelvale AR 72103. Meetings

10AM Saturday. 40' x 18' traveling layout plus HO, N,

and O scale at club. Visitors welcome. Contact David

Ware (501-664-1923) or Charles Dempsey (510-917-5790)

IA, Coralville HO Scale

Hawkeye Model Railroad Club

860 Quarry Rd., Coralville, IA 52241. Club entrance SE

corner across street from Konami Rest. Meetings:

Wednesdays 7-9PM; Visitors welcome; Check website

for Saturday Open House. Contact: Tom Persoon, Public

Relations Officer, Persoon06@msn.com; (319)-351-

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

Facebook: @HawkeyeModelRailroadClub

IA, Council Bluffs HO Scale

Greater Omaha Society of Model Engineers

Contact: Brian Waters, Post Office Box 67, Council

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

Information: SOME@TheHistoricalSociety.org

IA, Des Moines HO Scale

Central Iowa Railroad Club

Iowa State Fair Grounds

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

50301 Phone:(515) 266-8899

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

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

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

Friday each month.

IA, Harlan N Scale

Nishna Valley Railroad Society

1303 Eighth Street, Harlan, IA, 51537

IA, Indianola HO Scale

Warren County Modular Railroaders

Transition era. RI and CB&Q

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

50125; (515) 961-3018

Iowa's only 100% NMRA club

IL, Collinsville HO Scale

Columbia Model Railroaders

410 Camelot Drive, Collinsville, IL, 62234

IL, Glen Carbon HO Scale

Metro East Model Railroad Club

180 Summit Avenue, Glen Carbon, IL

Contact: Bill Davis or Bob Gibson

email: memrrc@gmail.com

Information: www.trainweb.org/memrc

Work/run meetings 6:30PM every Thursday at Club

House; Business Meetings first Thursday each month.

Visitors always welcome!

IL, Marion HO Scale

Southern Illinois Train Club

PO Box 1633, Marion, IL, 62959

KS, Augusta HO Scale

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

7:30. Information: info@augustahorrcub.org

KS, Atchison

North East Kansas Model Railroaders

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

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

KS, Cherryvale

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

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

www.cvmrv.com

KS, Cherryvale All Scales

Parsons Model Railroad Engineers

Cherryvale Depot, Cherryvale, KS, 68335

KS, Ellis HO Scale

Kansas Pacific Model Railroad

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

restaurant afterward. Information: Tom Robinson,

railway@gbta.net

KS, Frankfort

Frankfort Subdivision

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

joem@bluevalley.net

KS, Dodge City

Western Kansas Rails N-Scale Layout

10594 W. Briarwood Dr., Information: Robert

Simmons, 620-521-3591

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

Golden Belt Model Railroad Association. Meet first

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

Methodist Church, Great Bend. Correspondence to 209

E 6th, Ellinwood, KS68526, Jim Loesch,

KS, Hutchinson N Scale

Kansas Central Model Railroad Club

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

www.kansascentralmodelrailroaders.org

KS, Lawrence

Lawrence Model Railroad Club

- Bridge Pointe Community Church, 601 W. 20th Terrace. Information: www.lawrencemodelrailroadclub.org
- KS, Manhattan HO Scale**
Manhattan Area Rail Joiners
 Contact: Don Clagett, 1223 Pierre Street Manhattan, KS, 66502; (785) 537-7624
 email: dClagett@ksu.edu
- KS, Olathe HO Scale**
MO-KAN Rail Joiners
 Contact: Louis Seibel, 1069 North Logan Street, Olathe, KS, 66061; (913) 393-3495 or (913) 927-6850
 eMail: L-seibel@comcast.net
- KS, Overland Park O Scale**
Kansas City Module "O"
 Contact: Jack Ferris, 10334 Ash Street, Overland Park, KS 66207
 eMail: fh51955@GMail.com
- KS, Olathe**
Weekend N-gineers
 16624 W. 126th St., Olathe, 1:00PM. Information: Ken Clark, haphheart@swbell.net
- KS, Overland Park HO Scale**
Kansas City Society of Model Engineers
 Contact: John Teeple, President, 9539 Perry Lane, Overland Park, KS, 66212; (913) 492-4142
 eMail: jsTeep@aol.com
- KS, Topeka N Scale**
Topeka N-Track Associates
 At member's home, 7:00PM. Information: Bob Wright, 785-273-7835
- KS, Topeka F/G scale**
Northeast Kansas Garden Railway Society (NEKAN-GRS)
 1308 SW Caldon Street, Topeka, KS, 66611
- KS, Wichita HO Scale**
Wichita Model Railroad Club
 PO Box #48082, Wichita, KS, 67201
 eMail: WCMR1@cs.com
- KS, Wichita N Scale**
Kansas Area N-Trak
 2046 South Elizabeth Street Apartment #1306, Wichita, KS, 67213
- KS, Wichita**
Wichita Toy Train Club
 130 S Laura, Wichita
- KS, Wichita**
Wichita Area Garden Railway Society
 At member's home, Information: Nancy Marin, nanmarin@att.net
- KS, Wichita All Scales**
Wichita Area Model RailRoders (WAMRR)
 4323 West Maple Street Wichita, KS, 67206
 Contact: Lionel A. Smith, Jr., (316) 239-1174 or (816) 518-9050: eMail: LionelSmith@hotmail.com
 Meets 2nd Thursday each month 11:30AM Spears Restaurant
- MO, Columbia HO Scale**
Columbia Area Model Railroaders (100% NMRA)
- Missouri United Methodist Church, 204 S Ninth St, or member's homes. Thursday Evenings at 6:30PM.
 Facebook: Columbia Area Model Railroaders; Contact: Marty Oetting, martyoetting@gmail.com
- MO, Jefferson City All Scales**
Capital City Model Railroaders
 PO Box #243, Jefferson City, MO, 65102-0243
 Email: pollocka@mchsi.com
- MO, Kirkwood HO Scale**
Kirkwood Railroad Association
 Meets every Thursday 7:00 - 9:00PM
 Contact: Rich Velten, 100 North Sappington Road, Kirkwood, MO, 63122
 Email: rmVelten@swbell.net
- MO, Kansas City 16" Gauge Park Train**
Kansas City Northern Miniature Railroad
 NM 60th Street & Waukonis Drive, Kansas City, MO
 Contact: W. Ohrnell (816) 746-5663
 Information: www.KCNRR.com
 Meets 1st Wednesday each month at 7:00pm
- MO, Kansas City HO Scale**
Greater Kansas City Model Railroad Club
 Contact: Walter L. Ohrnell, 6060 NW Waukomis Drive, Kansas City, MO, 64153
 eMail: wOhrnell@kc.rr.com
- MO, Kansas City HO Scale**
Southern Kansas City Model Railroad Historical Society
 8600 Ward Parkway Suite 2030 Kansas City, MO, 64114
 Contact: Richard Boone Telephone: (816) 996-1534
 eMail: rBoone@traintown-kc.com
 Meets 2nd Monday each month 7PM Open house Sat. & Sun. 12 to 5PM
- MO, Kansas City N Scale**
Weekend En-gineers
 8600 Ward Parkway, Kansas City, MO, 64114
 Contact: Richard Boone: (816) 966-1534
 eMail: rBoone@traintown-kc.com
 Meets 3rd Sunday at 11:30AM
- MO, Kansas City**
Kansas City Narrow Gaugers
 Members Homes, Information: Dean Windsor, On3@worldnet.att.net
- MO. Kansas City Standard, G, O, S, HO Marklin, HO, N, Z Scales and Wooden Trains**
Union Station Kansas City Model Railroad Society
 30 West Pershing Road, Kansas City, MO, 64101
 Contact: Ted Tschirhart, Telephone: (816) 816-3449
 eMail: TedTschi@kc.rr.com
- MO, Liberty**
Heartland N-Trak Of Greater Kansas City
 131 S. Water St., Liberty, MO, 1:00. Information: Bob Osborn, 816-452-9227
www.lawrencemodelrailroadclub.org
- MO, North Kansas City N Scale**
Missouri Northern Railroad Society, Inc.
 PO Box #12591
 North Kansas City, MO, 64116
- MO, Odessa HO Scale**

Eastern Jackson County Mainliners Model Railroad Club
 "Outlet Mall", Odessa, MO, 64076
 Information:
www.EasternJacksonCountyMainlines.com

MO, Saint Louis N Scale

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

MO, Saint Peters HOn3 Scale

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

MO, Savannah G, O, HO Scales

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

MO, Springfield

HO Scale

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

MO, Webster Groves 2-Rail O Scale (1/4" to the foot)

Big Bend Railroad Club, Inc.
 8833 Big Bend Blvd., Webster Groves, MO, 63119
 Email: secretary@BigBendRRclub.org
 Information: www.bigbendrrclub.org

NE, Freemont

All Scales

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

NE, Hastings

N Scale

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

OK, Claremore

All Scales

Claremore & Southern



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