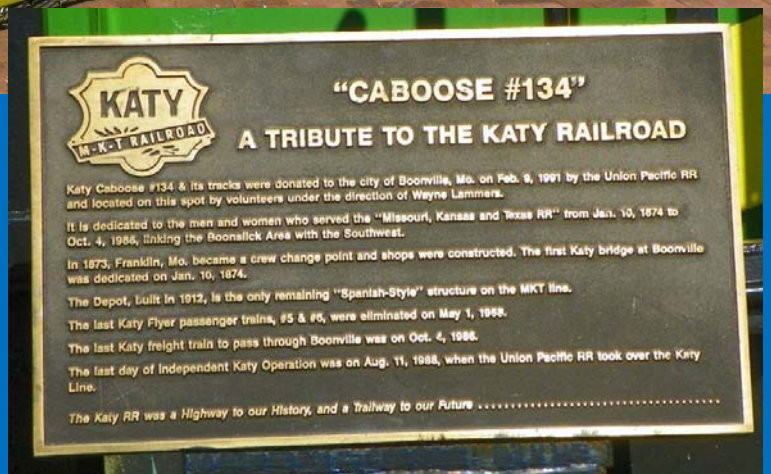


Caboose Kibitzer

1st Quarter 2012 VOLUME 62, ISSUE 1



See page 36 & 37



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NEXT Month ?

**What will you send me
To put in this newsletter**

caboosek@kc.rr.com

Photos must be 600 dpi

816-861-3449

Dead line April 30, 2012

Don't run just hurry.

ted

The Head End

by , MMR

MCOR PRESIDENT

Meet us in St. Louis!

Welcome to the new Caboose Kibitzer. This issue of the Caboose Kibitzer is our first completely online issue. This is a new thing for the NMRA and the Mid-Continent Region; we are the first to have a publication online completely. Please enjoy and share with your Division members who may not have access to the web as easily as some of us.

In this issue please allow me to guide your attention to the section referring to the Mid-Continent Region Annual Convention. This year our hosts in the Gateway Division are planning a great time for us. For this first time in the last 20 years I have been a member of the Mid-Continent Region the convention will start on Wednesday and wrap with the train show on Saturday and Sunday. A whole extra day of convention activities is planned.

At the January Board of Directors meeting in Olathe, KS, we had a great turnout. Most of the Divisions and Areas were well represented. Several changes

were announced to the Region Appointed Positions. I would like to take this opportunity to thank David Engle, Gary Hemmingway, Steve Marquess, and Richard Liebich, for their many years of service to the Mid-Continent Region. David served as the Boy Scout Coordinator for the region. Gary served as the Division Meet Chairman on the Region Convention Committee and was responsible for editing and distributing the Switchlist. Steve has served as long-time director for the Maple Leaf Area. Richard Liebich has served as the Photo Contest Chairman on the Region Convention Committee.

Appointments were made to the following positions and thank you folks for stepping in to help out, these folks have left some large shoes to fill. I look forward to working with these folks and the many others who are serving the hobby through volunteer service with the NMRA.

Robert Folkmann
Region Scouting Coordinator
Nelson Moyer MMR
Division Meet Chairman, Switchlist Editor

Steve August
Maple Leaf Area Director
Allen Merta MMR
Region Photo Contest Chairman
Ryan Moats MMR
Region Asst. Contest Chairman

It is my hope that we will get the opportunity to see you, maybe meet you, in St. Louis!

Let's work together and continue to build the hobby. Practice the old proverb, "Each One, Teach One" and our hobby will continue to grow.

Keep the rails shining!



Whit Johnson

Conductor's Call

BY TED TSCHIRHART , Editor

**Please send any changes
address
email
deaths**

**Send to your information to
Your director see page 2.**

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Union Pacific clarifies photo policy

<http://trn.trains.com/en/Railroad%20News/News%20Wire/2012/01/Union%20Pacific%20clarifies%20photo%20policy.aspx>

Published: January 4, 2012

Photo by Tyler Dzierzek OMAHA, Neb. Union Pacific stirred some buzz last month when it announced a new photo policy, and many railfans assumed that UP was cracking down on railfan photography. However, it turned out that UP had something else in mind.

The new photo policy sounded pretty tough on the surface, particularly a paragraph that said, "Violators are subject to a citation for trespassing on railroad property. Union Pacific will seek removal from publication any photograph or video that violates this policy." There also was a stern warning against setting up cameras between the rails for head-on run-over shots.

However, Mark Davis, a spokesman for the Union Pacific in Omaha, said those policies are not aimed at the vast majority of railfans. Less than 1 percent of railfans would deliberately do something so foolish or dangerous as digging a hole in the ballast to plant a camera, Davis acknowledged. The last time that happened, UP's safety team saw the posting of the video on YouTube and reported it to Davis. Davis pointed out that planting a camera within an active railroad track was automatically trespassing.

More importantly, the big problem is imbedded in the first sentence of the policy, and was not aimed at railfans at all. It seems that a fad has begun among professional photographers to use railroad tracks as a setting for high school graduation photos. These photographers set up their tripods in the middle of mainline tracks and pose students on the tracks. In at least one case, the photographer set up inside a tunnel with the student inside, highlighted by the tunnel portal in the background.

Union Pacific police and safety teams are quite concerned about this fad, which seems to be growing rapidly. Plans are now being discussed for what to do in the upcoming graduation season. Among other things, the entire railroad police force and other UP officials may give hundreds of talks at high school convocations asking students to be careful and to report any photographer who suggests such a shot. Those photographers could get a visit from UP cops pointing out the penalties for such blatant trespassing.

For railfans, the UP is not the old, hostile UP. Davis said the Union Pacific welcomes fans and welcomes the thousands of photos they take.

In fact, in the same part of the website where UP warns of dangerous trespassing, is another

set of advice for railfans. That advice, which can be found at <http://www.uprr.com/she/policy/index.shtml>, begins, "Union Pacific Railroad has always valued the countless numbers of persons that have taken photographs of our trains and structures over the years.

While we appreciate all of the photographers' efforts, we also want them to follow their passion or their profession safely."

That statement, which got little notice, explained why the new policy was articulated, including a reference to the problem with graduation photos. It even offered some

advice on how not to trespass inadvertently. "While it is easy to determine rail yards and rail structures such as bridges would be off limits along the tracks, it may not be so easy to determine what is or is not railroad property," the statement said. "When in doubt, take the safe way and photograph from identifiable public property, such as the shoulder of a public road."

Davis said that even if UP police see railfans trespassing inadvertently or in some non-threatening way, they will merely point out where the property line is and guide them to public property. No one at UP is looking to harass or be unfriendly to railfans, he said. Davis also said the UP understands that railfans can be another set of eyes for dangerous or threatening situations. Don Phillips

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Operation on the Webster Groves & Fenton RR

Text & Photos by Dave Roeder, MMR

Early operations:

The Webster Groves & Fenton RR was planned from the start as an operations oriented railroad. The goal was lots of switching and as many trackside industries as possible to create traffic. Attempting to duplicate miles of railroad in HO scale [60.8 Feet = 1 mile] is very difficult on a basement size railroad, so compromises had to be made regarding distance between areas of activity. The time period of the 1980's to 1990's called for longer trains, but I had to compromise on that as well. The finished railroad has a single track main line length of 123'.

My primary goal was to create an operating schedule that could be run in about 3 hours. I started out in 1994 as soon as the track work was down and some scenery was in place. The first sessions were very informal using hand written switch lists made up on the spot. I would invite a random group of guys over and we would run the switch lists as best we could. These early switch lists were the basis for my emerging operations schedule.

Getting organized:

In 1996 I decided the computer was a much more efficient way to keep switch lists. The next step was to get organized and put the trains in some sort of order. Since I was not interested in doing it exactly like any prototype, it was a simple matter to number the trains I had staged and send them out in that order. Trains with an out & back movement received 2 numbers to indicate outbound and inbound moves. This was the beginning of monthly operation on the railroad.

It soon became apparent that we had too many through trains, so I started tweaking the schedule and eventually created a total of 13 jobs that could be done in about 3 hours with a crew of 7 to 9. I was not able to eliminate all of the through trains on my first pass at a schedule. I still did not have enough trackside industries, nor did they

match the freight we were trying to deliver. You can't have coal hoppers at a grain elevator or tank cars at a rock quarry. I had way too many flat cars with nice loads and no place to deliver them. I had boxcars with roof walks and gondolas with rivets. This was when I entered into the brutal phase of "thinning the herd". I also began system wide replacement of plastic wheel sets and conversion from friction bearing to roller bearing trucks. All rolling stock was



weighted to NMRA standards and couplers were body mounted.

I had to get rid of any freight cars that did not fit the era or were of no use on the railroad. I gave some away, sold some & finally arrived at a nice balance with 230. I will not add more, if I get something newer or better, then something else goes. It is a discipline that must be adhered to in order to run 13 trains as scheduled. During this period I also revised several industries by replacing them with enlarged structures to handle more traffic. I soon realized the passenger depot was taking up too much room, so I made a serious revision that added the 25 car capacity Webster Yard. This had the added benefit of one more crew position. A scratch built Frisco depot now serves the railroad but does not dominate the real estate.

The details of operation:

Fast forward 15 years and here we are with operations controlled by one piece of paper for each job. In the past 10 years, the use of the computer to create track warrants, car cards, operating orders & switch lists has become more common and is an easy way to get your paperwork in order. While many still use car cards, waybills, switch lists, timetables and track warrants, I believe the single sheet Train Order done in EXCEL spreadsheet is the best method for operations on the Webster Groves & Fenton. An-

other feature of this system is that the jobs are re-set after each session so the paperwork remains the same. I run all jobs in reverse to re-set. This gives me an opportunity to correct problems such as missing coupler springs and car details that are inevitably damaged during the sessions. Another advantage: I get to run my own railroad once a month. My response to critics of this style of operations is this: If you run any railroad

every month, eventually you come to know by the name/ number & makeup of a train where things go. You will not be delivering that string of coal hoppers to the grain elevator, nor will you set out those tank cars at the saw mill. This holds true for any operational system. I like to say it is not wrong, it is just different. I do rotate a few cars now & then due to newer replacement cars that are 62' instead of 50' and so on. When re-setting, I often move cars as far from the industry as possible to create work for the crews. Blind sidings provide storage for empties along with the need to work facing and trailing point moves.

Details for the operators:

The railroad has a single track main line with a loop for continuous running, but during operating sessions it runs as a point to point layout. A master schedule sheet provides the dispatcher with the overall game plan and features spaces to fill in crew names, throttles, and times. Each train order has notes describing the details of the switching moves. Sidings are all numbered and turnouts are lettered. The control panels have full details showing numbered sidings as well as lettered turnouts. Manual ground throws are all close to the fascia. Stall motor switch machines are used on most of the turnouts. All of the turnouts on the main line are signaled to indicate position. Control panels at both yards and at Valley Park feature red/ green LED turnout position indication. I use 1/4" diameter metal discs

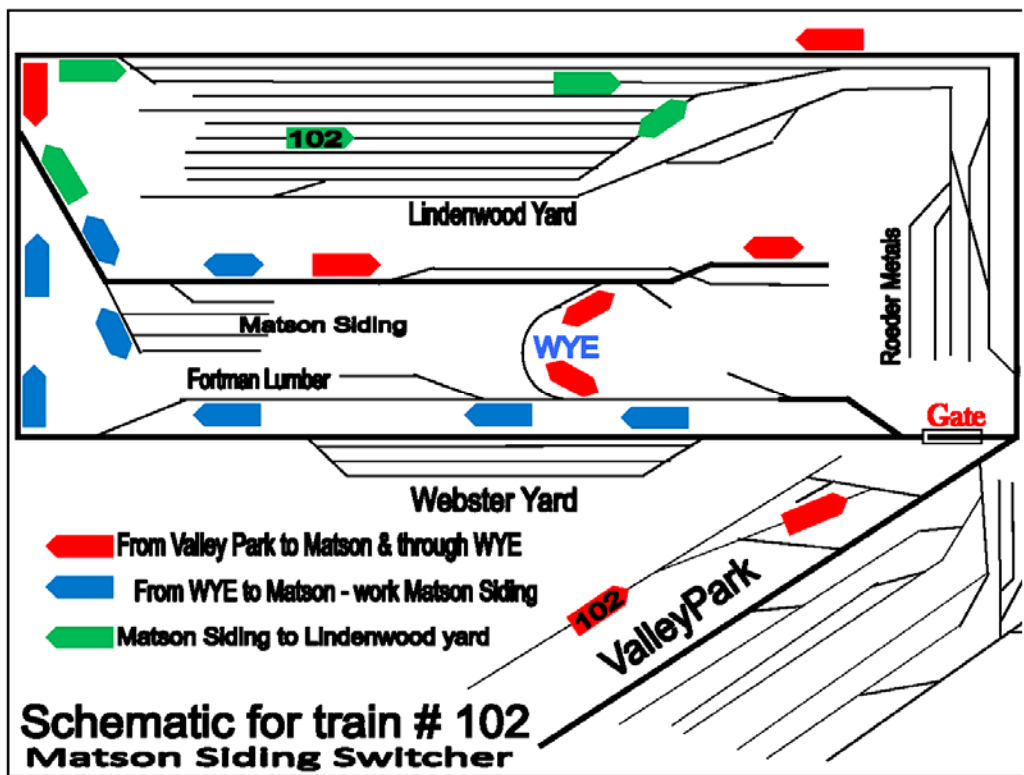
soldered to .031" music wire with turnout letters on them to assist crews in identifying the various powered turnouts in the switching areas. These can be rotated sideways for photography making them invisible. Blocks are identified on the railroad with end of block signs and yellow paint on the rail joints.

Operation aids:

Other operational aids include clearly marked names on all major areas of activity, place names and directional arrows for all destinations mentioned on the train orders. These items are all generated on the computer in EXCEL spreadsheet using Microsoft Word Art and Shapes. I provide hooks to hold the clipboards with train orders and schematics as well as cup holders for beverages. Pencils are provided for use in marking off cuts of cars on the train order as they are blocked. The floor is covered with black foam rubber interlocking squares and I have numerous bar stools for seating. Various devices for uncoupling cars are provided since everyone seems to prefer a different type. The most recent is a 1/4" wood dowel sharpened in a pencil sharpener.

Caboose tale:

The BN had gotten rid of cabooses by the 80's, but as late as 1993 there were still some holdouts. There was even one in the small Hall Street Yard in north St. Louis, MO. The yard crew used it to eliminate long walks in the cold when blocking cuts of grain cars. It had been taken off the books and somehow escaped the cutting torch. It was lost to the BN but not to the yard crews who made good use of it. My wife likes to see a caboose on the end of a train, so we run



them on the WG&F. American Model Builders has released a series of ex NP and GN short wood cabooses that were painted BN Cascade green. I built these up in BN paint as contest models just for fun.

Example of a job on the WG&F:

Train #102 The Matson Siding Switcher is a local that runs from Valley Park to Matson Siding then on to Lindenwood yard. Matson Siding is a maintenance & repair facility specializing in restoration of private passenger cars, AMTRAK certification, repair of freight cars and general rolling stock maintenance. They also do light maintenance & repairs on

diesels. This provides ample opportunity to vary the cars coming to the facility.

The paperwork is typical of the jobs run on the WG&F during one of the monthly sessions. This train is put together by the Valley Park crew and has the power attached. Dispatch is notified of the status on #102. When a road crew becomes available, the dispatcher contacts the Valley Park crew.

Getting out on the road:

Dispatch sends a road crew over to take 102 out on the main. The road crew takes the train order and checks the consist. Train 102 enters the main at the Valley Park turnout and proceeds to Matson Siding where the



train enters the WYE tail track. It runs forward down the main & once the caboose is clear, the turnout is thrown for the WYE and 102 backs on to the WYE. When the locomotive is clear of the exit to the WYE, that turnout is thrown and 102 gets permission to use the main to proceed back to Matson Siding where it now has all trailing point moves working the siding. When all switching is complete, 102 gets permission from dispatch to move to Lindenwood Yard where it ties up.

References: a copy of the train order for #102 & a simplified schematic for train #102.

Plan it, Build it, Run it:

There is no substitute for running regular operation sessions to gain experience and confirm your general direction as the railroad takes on a more finished look and the operating crew becomes more familiar with your overall operation scenario. Early sessions pointed out the need for changes in rolling stock and a switch from 6 axle diesels

to 4 axle units. The reason for the change was the fact that shorter trains did not look correct with the larger diesels. These are things that were not evident when doing the track plan. A good track plan is still a requirement, but feedback from operators is critical when fine tuning the operation. The goal for me was to have a reliable smooth running railroad that was enjoyable to operate. A local OP-SIG expert once remarked that you can always get crews to come out once, but unless the railroad runs well and is easy to understand, they will not return.

Please make plans to attend the upcoming Gateway Division Mid Continent Region Convention in St. Louis, MO May 31st to June 3rd, 2012. This will be an expanded NMRA Regional Convention featuring 3 full days of Model Railroading activities. The expanded schedule allows us to present 40 home layouts on tour, over 30 clinics and 3 prototype industry tours. In addition there

will be the traditional train show with modular layouts to see and a banquet Saturday night at the National Museum of Transport. The Gateway Division is pulling out all the stops on this one, so mark your calendars and "Meet us in St. Louis" for a weekend of fun. For more information or to register, just visit our web site

<http://www.gatewaynmra.org/2012>.

Dave Roeder, MMR



WEBSTER GROVES & FENTON RR - TRAIN ORDER

POWER : WG & F GP - 50 #9702 CABOOSE : WG & F #4001

TRAIN NUMBER : 102 WG & F mixed freight from Valley Park to Matson Siding to Lindenwood Yard

Train enters main at turnout VP

Matson Siding Switcher

Matson Siding Switcher					Valley Park	Matson Siding	Matson Siding	Lindenwood Yard
NUMBER	CAR TYPE	DAL	COLOR	Originates	Set out	Pick up	Terminates	
BN	7000002	Box Car	50	Green	See	43		
FWD	750034	Box Car	52	Green	Yardmaster	43		
BN	335180	Box Car	60	Green		42		
PLYX	1410	Box Car	55	Olive Green		43		
TCAX	30030	Box Car	54	PennCent. Grn.		43		
C&S	7003	Gondola	53	Mineral Red		45		
CB&Q	Silver Cliff	10-6 sleeper	82	Silver		48		
CB&Q	Silver Falls	10-6 sleeper	82	Silver		48		
CB&Q	Silver Maple	8-3 sleeper	72	Silver		47		
CB&Q	104008	Power car	72	Silver		47		
						Total: 10		
CIC	320	Gondola	53	Yellow			From 5	
DRGW	64147	Box car	50	Orange			sidings 5	
BN	332159	Box car	50	Green			at 5	
SLSF	44227	Box car	60	Red oxide			Matson 5	
BN	219303	Box car	50	Green			5	
FWD	126101	Flat car	60	Mineral red			5	
SLSTA	97320	Power car	72	Blue/White			5	
WG & F	8790	DomeObservation	72	Silver/Burgandy			5	
							Total : 8	

- | | | |
|-------|---|---|
| A / B | 1 | Enter main line at turnout VP - proceed to Matson siding turnout G |
| A / B | 2 | Proceed to turnout S [WYE turnout] end of power block for throttle A/B |
| MA | 3 | Proceed through turnout S and continue until caboose clears turnout S |
| MA | 4 | Reverse move train through turnout S into block 82[WYE move] |
| FL-B | 5 | Fortman Lumber throttle picks up train as it enters block 82 - turnout G on Fortman
Lumber cotrol panel must be set for WYE move |
| FL-B | 6 | When locomotive is clear of turnout G [block 78] throw turnout G and proceed on to main
exiting Fortman Lumber at turnout A |
| A / B | 7 | Proceed to Matson siding and reverse move into turnout G to work pick ups/setouts |
| A / B | 8 | Exit Matson siding at turnout G and proceed to turnout E - Lindenwood yard track 5 |
| | 9 | Turn off power to track 5 |

Gateway to Model Railroading Fun

NMRA MCoR Convention May 30, - June 3, 2012

The Museum of Transportation A St. Louis Treasure

Jon W. Marx, Gateway Division

When planning to attend the 2012 MCoR Annual Convention in St. Louis, we strongly recommend including time to visit the Museum of Transportation on Barretts Station Road in St. Louis County. John H. White, Curator Emeritus of the Smithsonian Institution, said, "The St. Louis Museum of Transportation houses one of the largest and best collections of transportation vehicles in the world."

The Museum was founded in 1944 when a group interested in preserving historically significant items of transportation that were even then rapidly disappearing. Starting with a horse-drawn street car from Bellefontaine, MO, the collection has grown to what visitors see today. Located on part of the right-of-way of the first railroad built (1851-53) west of the Mississippi River, even its location is of historical significance.

The Museum organizers acquired 129 acres on Barretts Station Road in 1947. The property includes one of two Barretts tunnels. Both were bored using hand labor, hand tools, and black powder. Alfred Nobel's patent for dynamite would not be granted until 1867. Originally 450 feet long it was later shortened to 410 feet. This line was in active service until 1944 when transportation demands of WWII created a bottleneck in the shipment of war materiel. The Missouri Pacific then moved the right-of-way 100 feet south and the tunnels were abandoned. The second tunnel is on private property east of the Museum and not accessible. A recent issue of the Missouri Pacific Historical Society Magazine had an article about the Barretts tunnels. The tunnel is considered unstable and cannot be entered.

The Museum collection includes more than 70 locomotives, many of them are one-of-a-kind survivors of their class or parent railroad. On display in the Roberts Building is the oldest locomotive in the collection, the Daniel Nason, built between 1858 and 1863 for the Boston and Providence Railroad. The Nason is unique in that the cylinders and drive rods are inside the frame. It is also from the link and pin coupler era. On a related note, the B&P built the Canton viaduct over the Neponset River between 1834 and 1835. It has since been reinforced for heavier equipment and now carries Amtrak Northeast Corridor trains.

Two tracks over from the Nason is the Frisco 1522, which was restored to operating condition between 1985 and 1988 by the St. Louis Steam Train Association. Between 1988 and 2002 the engine was used in excursion service, mostly around the Midwest. The 1522 was borrowed for the HBO-produced movie *Truman*, starring Gary Sinise, in 1995. However, any true railfan, especially Frisco enthusiasts, know that the real star was Frisco 1522.

Another highlight of the Roberts Building displays is the set of pas-

senger cars through which guided tours are available. The first car in the tour is the "Aleutian," a business car built by Pullman in 1923 for the Copper River & Northeastern. This car costarred with the 1522 in *Truman*, appearing in the scene where Truman held up the famous "DEWEY BEATS TRUMAN" headline.

Another Frisco locomotive on display is the "Russian decapod." Built during WWI for Czarist Russia as part of an aid package, it was not delivered because of the Russian Revolution in 1917. Built to Russia's 5' gauge, the engine needed to be regauged to operate on our 4' 8 1/2' rails. There are three things to note related to its intended heritage. First is that the drivers are wider. Lead truck wheels are easy to swap out, but drivers are more easily modified. (Even the prototype found it necessary to modify "as received" locomotives.) Second, the running boards along the boiler are wider because in Russia soldiers rode there to protect the train. And third are the three builders plates on the smoke box. Both English and Russian characters are seen.

Nearby is the last of the *Zephyrs* built for the CB&Q by Electro-Motive Corporation and Budd delivered in April 1939. The *Zephyr* on display at the Museum served the route between St. Louis and Kansas City as the *General Pershing Zephyr*. The first *Zephyr* was the world's first streamliner. In 1934 it set a new speed record between Denver and Chicago, 1000 miles at 78 mph, cutting 12 hours off the normal time for the trip. The cost of the fuel used for the trip was \$14.64.

For fans of articulated power a Union Pacific Big Boy and Norfolk and Western Y6a #2156 (1942). The latter is the only compound locomotive in the Museum collection.

As an adjunct to its Railroad Engineering Department, Purdue University in West Lafayette, IN, had a small collection of railroad equipment, including a trolley test car (*Louisiana*) that had been built for use in engineering test work by an agency of the 1904 World's Fair. In the mid-50s the university decided to "deaccession" the collection. That collection now resides at the Museum.

Electric power is also well represented. The only surviving Milwaukee Road bipolar (1919), #E-2, B&O #1 (1925), the second commercially produced diesel-electric locomotive in the U. S., B&O #50 (1935), the first successful non-articulated passenger locomotive, PRR GG-1, #4918 (1942), and Illinois Terminal Railroad Class C freight locomotive (1929) are only a few examples.

The rolling stock collection is also representative of rail history. Cabooses, a covered hopper, tank cars, reefers, the first tri-level auto carrier, built by the Frisco in 1960, a Hood's glass-lined tank milk car, and several types of cars found on passenger trains. One car that cannot be missed is the GATX #96500. At 97 feet long with a capacity of 63,000 gallons, this is the largest freight car built. Because of its design, it is referred to as a "whale belly." It proved to be TOO big

and led to maximum size restrictions being placed on new freight equipment. The maintenance of way equipment collection includes a Union Pacific rotary snow plow (#90081) and a Cotton Belt wedge snow plow built on a steam locomotive tender.

Not all the displays are static. The Museum of Transport Trolley Volunteers have been granted space to restore and operate trolley cars for Museum visitors. One is a Chicago "el" car built in 1960 for the Chicago Transit Authority. Chicago had some 1947 Pullman-built PCC street cars that they wanted to retire to reduce street congestion. The cars were sent to St. Louis Car Co. and many of the parts from the PCCs were recycled into these cars. The cars were retired in the early 1990s in part because they are not easily air conditioned and could not easily be made compliant with the Americans With Disabilities Act. The car was purchased for scrap value and brought to the Museum and restored to operating condition.

The second car was built in 1947 by St. Louis Car Co. for the Philadelphia Transportation Co. It ran in the Philadelphia area until the early 1990s and was retired for the same reasons the CTA car was. This car was purchased at scrap value, brought to the Museum, and restored to operating condition.

The third car was built in 1914 by St. Louis Car Co. for the City of St. Louis Water Department. It served to transport department employees from the end of public transportation on the north side of the city another seven miles or so to the filtration plant at Chain of Rocks on the Mississippi River north of downtown St. Louis. It also transported the general public who lived along the route and, later, when the Chain of Rocks Amusement Park was built, transported people to the park. This car and two others were retired in the mid-1950s, brought to the Museum of Transport, and stored for several decades. The trolley volunteers inspected the car and realized it was in an excellent state of preservation. While it required several thousand hours of restoration work, it was the one most easily restored to operating condition. The car is over 90% original. Another unique feature of this car is that the floor is higher than one would expect on a trolley car. The reason is that this car was also used to take freight cars of supplies to the filtration plant. Its coupler height had to match those of standard freight cars.

A fourth car, a St. Louis PCC that ran on Grand Avenue, is in the process of being restored and could be close to finished in 2012.

The normal operating schedule for the trolleys is from April 1 to October 31, depending on weather conditions. Operations are on Thursday and Friday mornings and all day Saturday, Sunday and holidays. The cars operate on about 900 feet of track from the

loop on the east end to the Barretts Tunnel on the west end. As this is written (mid-2011) ground is being prepared to extend the trolley track to go behind the Earl C. Lindberg Automotive Center. The building has a second floor on the north end and passengers will be able to access the trolley cars there as well as at the other stops. The half-circle of track in the loop at the east end came from the street car operation in Boston. Another unique piece of track work on the trolley line is a curved switch entering the north side of the loop.

On the days the trolley operates, a miniature train, as one would see at a zoo or other attraction, operates on the north end of Museum property. A tram is available to take passengers from the Visitors Center to the station. Part of the right-of-way goes over the turntable from the Frisco's Lindenwood yard. If you decide to ride the miniature train, the route of the tram to the train will go near the Rock Island Aerotrains.

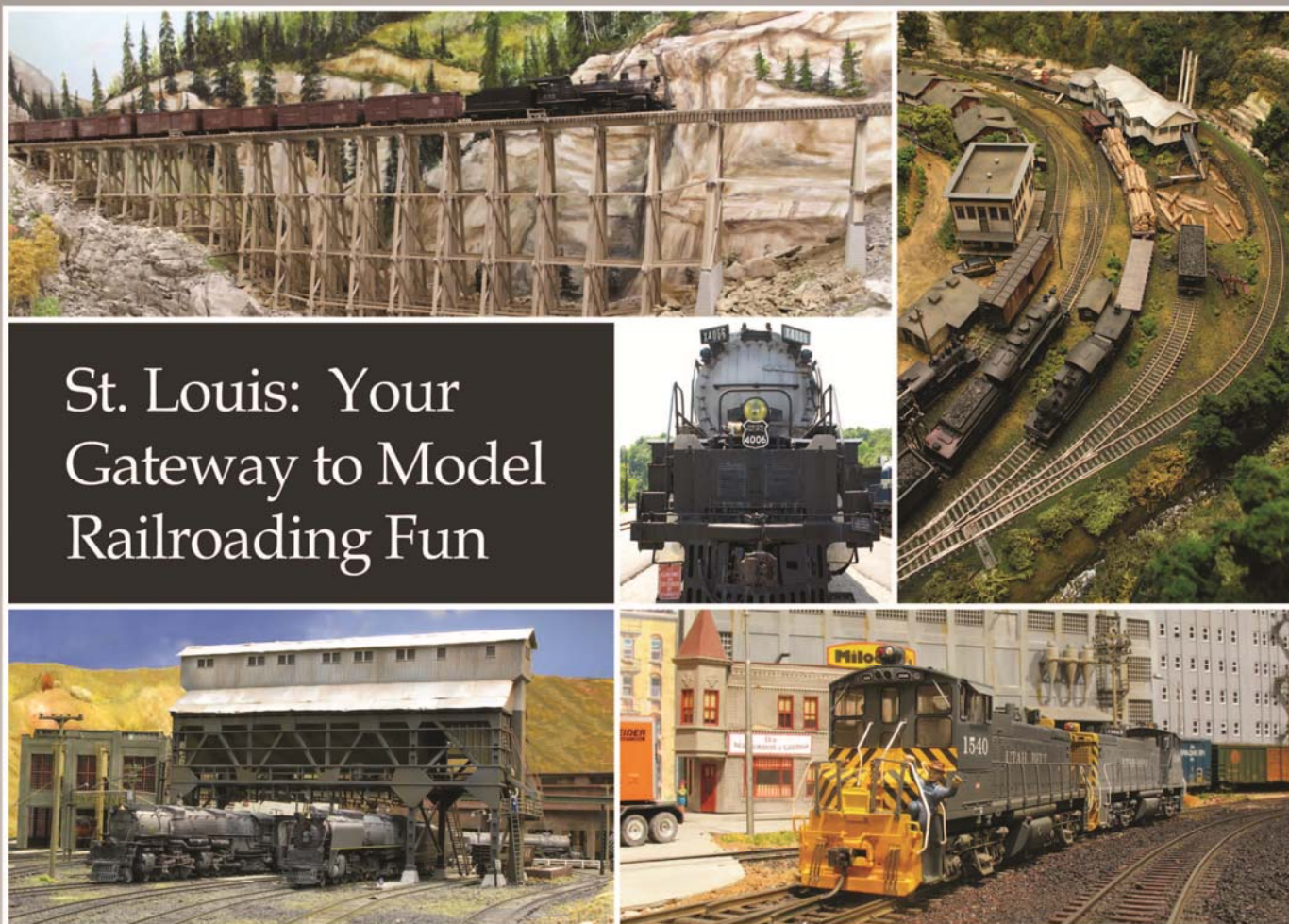
Railroad equipment is not the only thing to be found at the museum. When entering the Museum one passes a Douglas C-47A transport airplane and a Mississippi River tug boat. Displayed in the parking lot is a Panama Canal mule used to move ships through the Panama Canal. Behind the Visitors Center is the Earl C. Lindberg Automotive Center. On permanent display are the Bobby Darin "Dream" car, the only operational Chrysler Turbine car and, for those familiar with St. Louis history, part of a motel unit from the Coral Courts Motel that was located along old Route 66 in suburban Shrewsbury, MO. These units were unique in that they had glossy ceramic tile on the outside walls and a one-car garage for guests' vehicles. The latter feature seemed to give the establishment a somewhat questionable reputation. The Darin car was designed in 1953 by Andy Di Dia, a Detroit clothing designer, and features the first use of rear seat speakers and hidden windshield wipers among other innovations. The author was told that this car was the inspiration for the car used by The Jetsons in that cartoon series.

This article can only hint at the artifacts on display at the Museum. Unfortunately, not everything is available for viewing, such as Wabash Mogul 573 (Rhode Island, 1899), last steam engine on the Wabash, which is being cosmetically restored using funds raised by the local chapter of the NRHS. The Museum web address is: <http://www.transportmuseumassociation.org/>. If you are able to visit, "Welcome aboard!" We hope you enjoy your visit to this genuine St. Louis Treasure.



Registration, additional information and details are available online at

<http://gatewaynmra.org/2012>



St. Louis: Your Gateway to Model Railroading Fun

2012 MCoR Convention: May 30 through June 3, 2012



- Attend clinics by noted model railroaders, including Tony Koester, Bill Darnaby and Mont Switzer.
- Visit more than forty model railroad layouts.
- Experience guided tours of the Union Pacific Car Shop, Gateway Rail Services and American Model Builders.
- Operate on great local model railroads.
- Enter the model and photo contests, enjoy St. Louis activities, and dine at the Awards Banquet at the Transport Museum.



For more info or to register online: www.gatewaynmra.org/2012

The 2012 Mid-Continent Regional Convention is hosted by the Gateway Division NMRA, May 30 through June 3, 2012, in St. Louis, Missouri. We've added an extra day this year for more activities, more clinics, more layouts, and more value for you. The convention, train show, and hotel are all under one roof at the Holiday Inn Southwest Convention Center at Watson Rd. and Lindbergh Blvd. in Sunset Hills, Missouri, with a special room rate of \$89 per night.



2012 MID-CONTINENT REGIONAL CONVENTION REGISTRATION FORM

GATEWAY TO MODEL RAILROADING FUN!

St. Louis, Missouri -- May 30 - June 3, 2012

To Register On-Line Go To: gatewaynmra.org/2012

Title	First Name	Last Name (please print)	Name to appear on badge
Registrant:			
NMRA Membership Number:		Expiration Date:	
Spouse			
Street, City, State, Zip:			
Email:		Phone:	
Member of SIG: RPM [] OP SIG [] LD SIG [] Scale: N [] S [] G [] HO [] O []			

	Quantity	@ Price	=Subtotal
Primary NMRA Member Registration		\$ 55.00	
Primary Non-Member Registration - (Includes 6-month Rail Pass Membership - if eligible)		65.00	
Spouse Registration		10.00	
Thursday Prototype Tour - Gateway Railcar Services		25.00	
Friday Prototype Tour - UP Desoto Car Shops (includes Lunch)		39.00	
Saturday Prototype Tour - American Model Builders		5.00	
Saturday Awards Banquet (at the Museum of Transport - Open Bar - Tony Koester - Keynote Speaker)		50.00	
Golf Shirt - Blue with Gateway Division/NMRA Logo Size: S [] M [] L [] XL [] XXL [] XXXL []		35.00	

Check or Money Order (Payable to Gateway Division)	Amount:
PayPal (Transfer Funds to: gatewaynmraconv@charter.net)	Amount:

Return Form and Check or PayPal Receipt Copy to:

Gary Gross
5581 Baronridge Drive - # 5
St. Louis, MO 63129-3030

Site Hotel for all activities:
Holiday Inn
St. Louis Southwest (Viking)
10709 Watson Road, St. Louis, MO 63127
314-821-6600



Information : Contact Registrar (Bill Linson) at 636-220-6652 or email: blinson@charter.net

The Indian Nations Division of the NMRA will be hosting its 3rd annual Tulsa Area Layout Design and Operations Weekend, March 23, 24 and 25, 2012.

With the help of other Model Railroaders, Divisions, LD and OP Sig's and Model Railroad Hobbyist we've able to help spread the word on the past 2 events and I hope that you all can help again this year.

We have a great weekend of operations lined up and a full day of presentations on Saturday:

Lance Mindheim – *Planning and Designing a Switching Layout*

Lance Mindheim – *Modeling Prototype Switching Operations*

Steve Davis – *Computer Switchlists for Model Railroads: Why? And HOW to do it for FREE!*

John McBee with Dick Hovey - *What Time Has Taught Me About My HO Scale Pueblo Division*

Jim Senese/Tom Fausser/Dave Salamon – *How we operate our model railroads: variations in car forwarding systems*

Additional Activities include:

32 Square Foot Layout Design Challenge – Open to everyone!

Bring your trackplans, photos, display boards and mockups to share with everyone, great place to solicit feedback on your layout!

Panel question and answer discussion

3 Operating sessions with several layouts available for each session

The cost is \$35.00 to get in and that includes an self serve sandwich bar which includes sides and a drink.

There are shirts available also for those who are interested.

Operation signups are by first come first serve.

I'm asking that you please forward this flyer to all members of your division, clubs or anyone else who may be interested. I've attached a copy of the flyer that can be put in your newsletters also.

Appreciate any help in communicating this with other model railroaders.

Here is the web page address, it will be updated over the next several days with a PDF copy of the registration, Hotel information and also the Layout Design Challenge PDF is going to be posted for those that are interested in participating in that event. The Pay Pal portion is live and can be used today to register.

<http://ldopsigmeet.tulsanmra.org/>

If you have any questions please don't hesitate in getting in touch with me.

Thanks again and Hope that you all can attend also!

Dave Salamon
Indian Nations Division Superintendent and Tulsa Area LD/OP weekend Chairman
Deep River Southern - N Scale
www.picturetrail.com/salamon

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3rd ANNUAL TULSA AREA LAYOUT DESIGN AND OPERATIONS WEEKEND

March 23, 24 & 25

Presented by the Indian Nations Division of the NMRA
In conjunction with the LDSIG and OPSIG

Location:
Shriners Temple
2808 South Sheridan Rd.
Tulsa, Oklahoma 74129

Plan to Attend!

Workshop Presentations

Saturday March 24th from 8:00am-5:00pm

(Check Web page for detailed information on presentations and activities)

- **Lance Mindheim – *Planning and Designing a Switching Layout***
- **Lance Mindheim – *Modeling Prototype Switching Operations***
- **Steve Davis – *Computer Switchlists for Model Railroads: Why? And HOW to do it for FREE!***
- **John McBee with Dick Hovey - *What Time Has Taught Me About My HO Scale Pueblo Division***
- **Jim Senese/Tom Fausser/Dave Salamon – *How we operate our model railroads: variations in car forwarding systems***

Additional Activities include:

- ✓ 32 Square Foot Layout Design Challenge – Open to everyone!
- ✓ Bring your trackplans, photos, display boards and mockups to share with everyone, great place to solicit feedback on your layout!
- ✓ Panel question and answer discussion
- ✓ 3 Operating sessions with several layouts available for each session

Local layout operating sessions:

Friday March 23rd from 6pm-9pm

Saturday March 24th from 7pm-10pm

Sunday morning March 25th from 9am-12pm

(Register early to secure spots as an operator on the layouts.)

Come Operate on Great Layouts!

Visit our web page to register using Pay Pal or fill out the registration on reverse side of this flyer.

<http://ldopsigmeet.tulsanmra.org/>

Come and Meet well-known Model Railroad Author and Custom Model Railroad Builder Lance Mindheim!

Welcome to the 2013 Convention

Turkey

Creek

Kansas City

captalfred@gmail.com

REGION CLUB ROSTER

Big Bend Railroad Club, Inc.
8833 Big Bend Blvd.
Webster Groves, MO 63119-3731
www.bigbendrrclub.org
Facebook
secretary@bigbendrrclub.org
(O)

Capital City Model Railroaders
PO Box 243
Jefferson City, MO 65102
(HO)

Central AR Model RR Club
P.O. Box 1825
Conway, AR 72033-1825
Daniel Gladstone 501-269-3030
www.artrains.org
(all)

Claremore & Southern
3049 Clover Creek Dr
Claremore, OK 74017
(HO)

Columbia Model Railroaders
410 Camelot Dr
Collinsville, IL 62234
(HO)

Eastern Jackson County Mainliners
Model Railroad Club
Outlet Mall, Odessa, Mo
www.easternjacksoncountymainline.com

Greater Kansas City Model Railroad Club
Walter L. Ohrnell, President
6060 NW Waukomis Dr. N.W.
Kansas City, MO 64153
wohrnell@kc.rr.com
No web site at this time

Brush Creek and Western - three tier scale railroad, era between 1935-1975
(HO)

Greater Omaha Society of Model Engineers
Post Office Box 67
Council Bluffs, IA 51502
Brian Wieters
402-895-0296 or 402-491-3692
SOME@TheHistoricalSociety.org
HO, G, O

Green Valley Baptist Model RR
11993 County Rd 162
Savannah, MO 64485
Nancy Adams 816-262-0304
nadaams@bi-vetmedica.com
Kansas Area N-Trak
2046 S Elizabeth #1306
Wichita, KS 67213
(N)

Kansas Central Model Railroad Club
Charles Moll
3106 Tulane Place
Hutchinson KS 67502
c.moll@sbcglobal.net
H) 620-663-8167
(HO)

Kansas City Garden RR Society
David Roberts
24595 Hedge
Paola, KS 66071
GScalefun@hotmail.com
913-406-3400

Kansas City Module "O"
Jack Ferris, Secretary/Treasurer
10334 Ash
Overland Park, KS 66207
fhs1955@gmail.com
2 Rail O Scale Modular Layout - double track main line with 4 track staging yard plus On3 single track loop. Control is wireless DC. (O)

Kansas City Soc. of Model Engineers
John Teeple, President
9539 Perry Ln.
Overland Park, KS 66212
913-492-4142
jsteep@aol.com

Kirkwood Railroad Association
Rich Velten, Treasurer
100 N. Sappington Rd
Kirkwood, MO 63122
rmvelten@swbell.net
www.krra-stl.org

We meet every Thursday evening from 7:00 PM to 9:00 PM.
(HO)

Manhattan Area Rail Joiners
1223 Pierre St
Manhattan, KS 66502-4331
Contact: Don Clagett
dclagett@ksu.edu
785-537-7624

Mississippi Valley N Scalers
20 Apostle Ct
Fenton, MO 63026
<http://mvns.railfan.net>
mvns@railfan.net
(N)

Missouri Northern Railroad Society Inc.
PO Box 12591
North Kansas City, MO 64116
(HO)

Modular HO Narrow Gauge Society
914 Summer Leaf Ct
Saint Peters, MO 63376
(HO)

Mo-Kan RailJoiners
1069 N Logan
Olathe, KS 66061
913-393-3495
l-seibel@comcast.net
(all)

Nebraska Railroad Museum
1835 N Somers Avenue
Fremont NE 68025
1'-1'
Dave Fachman
402-727-0615
fevr@fremontrailroad.com
www.fremontrailroad.com

Nishna Valley Railroad Society
1303 Eighth St
Harlan, IA 51537
(HO)

Northeast Kansas Garden Railway Society (NEKAN-GRS)
1308 SW Caldon
Topeka, KS 66611-2412
Northwest Kansas Model Railroad Club,
603 S Smokyhill,
Oakley, KS 67748-2321

Oklahoma N-Rail
Bruce Alcock, President
P.O. Box 96131
Oklahoma City, OK 73143
info@oknrail.org
<http://www.oknrail.org>
N Scale

Layout at Crossroads Mall, I-35 and I-250 next to where Macy's used to be.
Open Saturday 10am to 9pm and Sunday, noon to 6pm.
Ozark Model Railroad Association
424 W Commercial
Springfield, MO 65803
(all)

Parsons Model Railroad Engineers
Cherryvale Depot
Cherryvale, KS 68335
(HO)

Southern Illinois Train Club
PO Box 1633
Mrion, IL 62959-7833
(HO, N, G)

Southwest Independent Modular Railroaders
3107 W Capitol
Little Rock, AR 72209
(HO)

The Sugar Creek Model Railroad & Historical Society Inc.
PO Box 5452
Bella Vista, AR 72714
(all N modules for shows)

Tri-City Model Railroad Association
607 S Shore Dr
Hastings, NE 68901
(HO, N)

Union Station Kansas City Model Railroad Society
Ted Tschirhart
816-816-3449
30 West Pershing Road
Kansas City, MO 64108
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tedtschi@kc.rr.com
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Indianola, IA 50125
HO Scale,
WCMR1@cs.com
Wichita Model Railroad Club
PO Box 48082
Wichita, KS 67201

Please send new club info
Or any changes to
caboose@kc.rr.com

THE SWITCH LIST

FIRST QUARTER 2012 By Nelson Moyer

THE SWITCHING LIST

*new since last issue

The Switching List contains all known Mid-Continent Region, NMRA, train shows and Division meetings. It also lists all known club shows and swap meets in the Mid-Continent Region (IA, IL, MO, AR, NE, KS, and OK). To list your event, send it to: ku0a@mchsi.com, Nelson Moyer, 28 Ealing Drive, Iowa City, IA 52246. To subscribe, or unsubscribe, to The Switching List send an email to the above link. Look for us on the MCoR web site: www.mcor-nmra.org. Put me on your newsletter list.

DIVISION MEETINGS

COWBOY LINE DIVISION (NORFOLK, NE) meets 3rd Thursday each month, 7:00 P.M. at HyVee East upstairs meeting room. Corner of 1st Street and Norfolk, Ave. Info: Dennis Brandt, Div. Dir: 402-9925-2415 or email dennisbrandt44@gmail.com for more information.

*EASTERN IOWA DIVISION SPRING MEETING will be held at the Hawkeye Model Railroad Club on April 28, 2012 from 9-Noon. The HMRC is located at 860 Quarry Road Coralville, IA. The meet includes Achievement Program merit judging, show and tell (bring you newest creations), silent auction, and a clinic on judging photographs for NMRA sanctioned events. The club will host an operating session in the afternoon, so bring your NCE controllers to join the fun. Check the EID web site at: <https://sites.google.com/site/easterniowadivision/home> for the latest information.

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

INDIAN NATIONS DIVISION 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 Tul-

sa, OK. The library opens at 9:00 am and the meetings start at 9:30 am. Web page: www.tulsanmra.org Superintendent - Dave Salamon (918)272-5512 or drs_rr@yahoo.com

KANSAS CENTRAL DIVISION Meetings are at 1:00 pm. For the full schedule check the MCoR website or email: garyonho@cox.net.

KATE SHELLEY DIVISION We have a temporary project we are doing for the Ames Historical Society on building a model N-scale railroad of the Ames yard as it looked in the 1930's. We'll be doing this from January to the end of April. Our meetings will be at the following while we are building this. Anyone is welcome to lend a hand if they would like to.. From Jan-April 2012 Starting at 6 PM-???? Need more info:: 515-233-5665, Meeting address::: 1013 Adams St., Ames, Iowa, This is the north part of Ames, the house is called the Adams House.

OK HEARTLAND DIVISION, NMRA meets in the even months in the Oklahoma City area. All who are interested in Model railroading are welcome. Info: www.okcnmra.org

PLATTE VALLEY DIV. (HASTINGS, GRAND ISLAND, KEARNEY, NE) meets 2nd Tuesday of each month at 7:00 p.m. in members homes on a rotating basis. Info: John O'Neill, MMR, Div. Dir., 308-384-5011 or jponeill@computer-concepts.com.

WESTERN HERITAGE DIVISION (OMAHA, NE / COUNCIL BLUFFS, IA) meets second Saturday (except June and December) at noon in the Sump Library at 2nd & Washington Streets in Papillion (across from Runza). Visit whdnmra.info for more info and a map.

WESTERN HERITAGE DIVISION 2012 MODEL TRAIN SHOW AND SWAP MEET, April 28-29, 10a.m. – 4 p.m., \$7 adult (under 12 free), \$20 family, Omaha Burke High School, 12200 Burke St., Omaha, NE. Clinics, contests, merit judging, and door prizes. For schedule see www.whdnmra.info

WESTERN KANSAS DIVISION (GARDEN CITY,

KS) Meets every Tuesday evening from 6:30 P.M. to 9:00 P.M. at 4091/2 N. Main St. (second floor above "Stage" department store) 7 layouts on display (2-HO, 5-N) Operating sessions available Info: Robert Simmons, Division Director (620) 521-3591 or ras@odsgc.net

TURKEY CREEK DIV. (KANSAS CITY, MO & KS) March, April, and May Meetings will be at Nieman Elementary School, 10917 West 67th St., Shawnee, KS 66203.

*July 14, 2012 - TURKEY CREEK DIVISION TRAIN SHOW 2012, Shawnee Mission North High School, 7102 Johnson Drive, Overland Park, KS 66202, Time 8:00 to 3:00, Layout Tours 3:30-9:00, Clinics Starts 9:00, Model & Photo Contests, Door Prizes, Display Layout, Swap Tables and Railroad Groups. Table rental is \$16.00 ea. Vendor set up Friday July 13th 4pm to 9pm. For information on tables and special requests contact Robert Jefferis at jeffbobj@everestkc.net or 913-634-4441. We will have food and refreshments available during the show. Additional door prizes will be set aside for advance registrants. Advance Registration: \$3 by June 10, 2012, full registration: \$6.00 (\$5.00 NMRA member) at door, children under 12 free with paid registration (All rates include Sales Tax).

For more information contact: Louis Seibel: L-Seibel@comcast.net, 913-927-6850 (Cell), 913-393-3495 (Home). Make checks payable to 'Turkey Creek Division' and mail to Turkey Creek Division Show, C/O Robert Spurgat, 3305 Westwood Drive, St. Joseph, MO, 64505

TRAIN SHOWS & MEETS

THE CENTRAL ARKANSAS MODEL RAILROAD CLUB OPEN HOUSE. (CAMRC) promotes the train hobby through member participation in club-sponsored, train-related activities presented to the community. In preparation for our four upcoming Open House in 2012: Summer - Saturday, June 16, 2012 Theme: A memory-maker event for fathers and grandfathers Fall - Saturday, Sept 22, 2012 Theme: Trains 101 - What newbies need to know Winter - Saturday, Dec 1, 2012 Theme: Santa's helpers: Tips on gifting a train for Christmas We are going to do some Spring cleaning on our train diorama and work on developing new one's for 2012. Don Hansen has gra-

ciously invited us to his home to work on the modules (Flyer attached). Also, our first open house of 2012 is on Saturday, 3/31/2012 from 9am to 3pm at the McGee Center, Admission like always is free. (flyer attached). Please help us get the word out about the Open House, please print off some of the flyers and distribute to your friend.

Thanks - Hope to see you at these two upcoming events.

May 18 2012: THE DAKOTA SOUTHEASTERN DIVISION OF THE THOUSAND LAKES REGION, will host NMRA Regional Meet in Sioux Falls, South Dakota May 18-20 2012 Sioux Falls Convention Video May 18 -20, 2012 more information on clinics and other events coming check web site <http://www.thousandlakesregion.org/>

May 30-JUN 3, 2012—MID-CONTINENT REGION CONVENTION, Holiday Inn, Southwest Convention Center at Watson Rd and Lindberg Blvd. in Sunset Hills, MO; special room rate of \$89.00 per night. 44 Clinics given by noted model railroaders, including Tony Koester, Bill Darnaby and Mont Switzer. Layout prototypical operating sessions on three nights, More than 40 quality layouts open for your inspection, self-guided tours so you can visit on your own schedule and stay as long as you wish, Visit the Union Pacific Car Shop in Desoto, Mo and Gateway Rail Services in Madison, IL, plus an interesting industry tour. Enjoy some of the local activities that St. Louis has to offer: the Museum of Transportation, the Gateway Arch, St. Louis World famous Zoo and many more for your enjoyment. NMRA Model Contest including Judged, People's Choice and Display. Awards Banquet on Saturday evening with Mississippi River Jazz to entertain you. Registration options include conventional mail-in and on-line with payment by check or PayPal.

Go to the Gateway website <http://gatewaynmra.org/2012> for full details and options.

June 9-10, 2012—PITTSBURG MODEL RR CLUB 34TH ANNUAL TRAIN MEET, Meadowbrook Mall, Centennial & Broadway, Pittsburg, KS, Sat: 9 am-9 pm, Sun: 1 pm-4 pm, Operating Layouts, Lunch available in building, Admission is free, Tables: 8' tables \$12.50 each, 6 or more \$10.00 each Same Fees as in the past—No Increase! Advance registrations preferred due to availability of

swap tables and must be postmarked and paid for by June 1, 2012. Dealers may set up Friday June 8 at 8 pm or Saturday June 9 at 8 am. For additional information call 620-231-9674 before 8 pm CST please. Mail payment to: Pittsburg Model RR Club, 508 N Woodland, Pittsburg, KS 66762

September 9, 2012--BOEING RAILROAD CLUB ST. LOUIS, Greensfelder Recreation Complex At Queeny Park, Admission: \$3.00 (Children under 12 FREE), Tables: \$12.00, Doors open for Seller at 8:00 am, Tables furnished. 30 X 96 with one chair per table, Info: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206, or 636-668-6313 after 6:00 pm, e-mail: wmschimmel@gmail.com.

November 17-18, 2012--BOOT HILL MODEL RAILROAD CLUB TRAIN SHOW, Ford County 4-H Building, Wright Park, Dodge City, Kansas, Sat 10AM to 6PM, Sun 11AM to 4PM, Operating Layouts in several scales, Model Train Vendors, Door Prizes, Lunch Counter, Info: Robert Simmons ras@odsgc.net.

*November 24, 2012 - JOPLIN MISSOURI - THE JOPLIN MUSEUM COMPLEX'S TRAIN SHOW AND SWAP MEET will be held on Saturday, November 24th 2012, at the Joplin Museum Complex. The Museum Complex is located at 7th and Schifferdecker Streets in Schifferdecker Park. Hours will be from 9:00 a.m. to 3:00 p.m. Attractions to include several operating model railroad layouts along with over 65 tables of items for sale or trade. Admission: \$3.00, adults; children 12 and under admitted free with paid adult. All proceeds at the door go to benefit the Joplin

Museum Complex. For more information, call Rick Gardner at (417) 673-4888; e-mail: rickgardner@sofnet.com; or visit: www.tristatemodelrailroaders.com

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Building a Frisco GP40-2

By

Richard E. Napper, MMR

First, a little history; the Frisco railroad owned 25 3000 HP GP40-2s, road numbers were 750-774, all were manufactured by Electro Motive Division at LA Grange, IL. All were built in the year 1979. After the merger with Burlington Northern the units were renumbered to 3040 through 3064.

I have a goal, I want to have one powered Frisco diesel of every make they owned in every paint scheme it was ever painted in; I am about 80% done. I was looking at my list of diesel models the other day, and to my horror, I found I had not purchased any models of the 3000 HP GP40-2. I immediately drove to the hobby shop and purchased that afternoon two blue box GP40-2s. I only need two models because this particular diesel was only painted in the Mandarin Orange and White paint scheme while on the Frisco railroad.

As usual, this particular model does not come painted for the Frisco railroad; I could only purchase two Southern Pacific painted models.

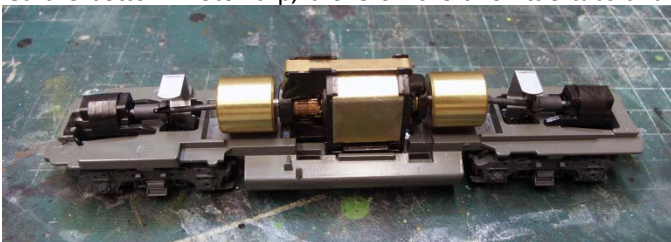


My first task is to strip the shell so I can re-paint the shell as a Frisco unit. In the past I have used an excellent paint stripper called Plaststrip, however, it is no longer manufactured; matter of fact, the producer has passed away. I am slowly running out of the solution, but I have figured out what it really is; it is Castrol Super Clean Degreaser, a light purple liquid that will not harm plastic. You can purchase it at any automotive supply parts store or even Amazon.com. This paint stripper is the best you will ever use, it beats all the others hands down, and it is re-usable. Just place your model shell in the paint stripper for about 30 minutes. Remove the shell from the stripper, and then use an old toothbrush to remove the paint from the shell; then rinse the shell in warm water and let it dry.

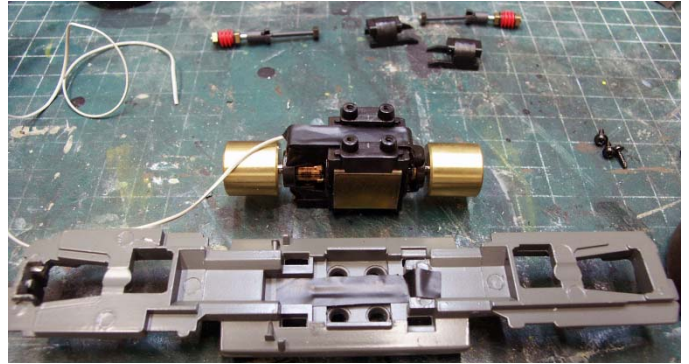


I am going to put a DCC decoder in this model, and my first rule is if the model does not run well on DC, it will run NO BETTER on DCC. As you can see below, although this is a DCC ready model, you still need to isolate the bottom motor brush connection from the chassis.

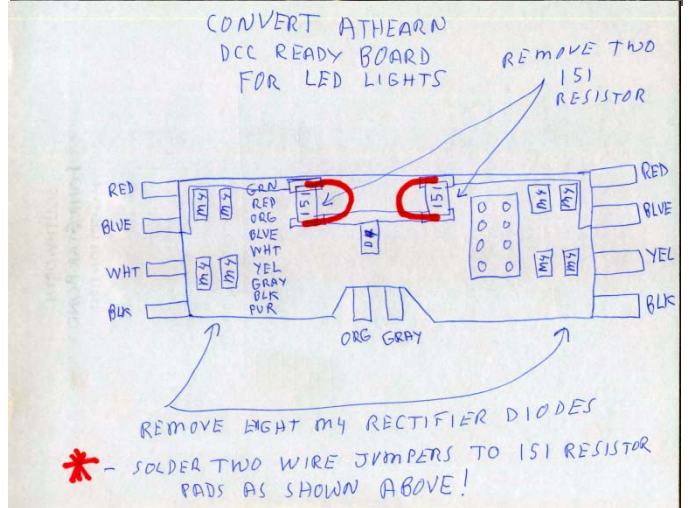
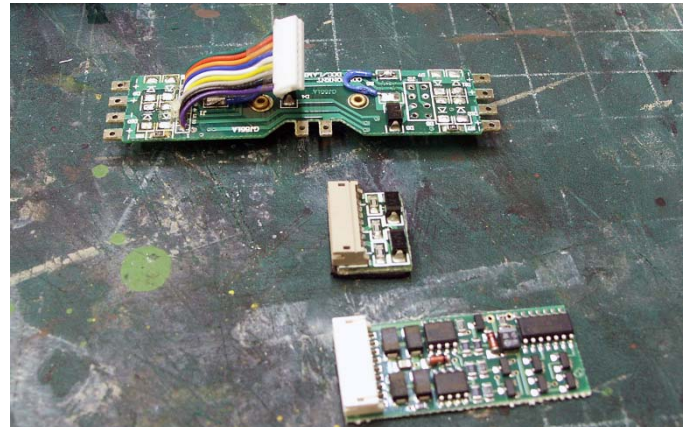
I removed the bottom motor clip, broke off the two little tabs and

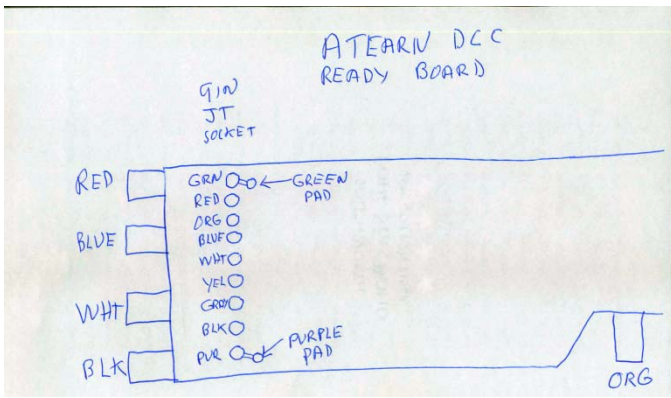


filed them smooth; I then soldered a gray wire to the motor clip while it was still off the motor, and then insulated the connection with black electrical tape on both the clip of the motor and the frame. You may now reassemble the drivetrain while adding any necessary lubrication. Using a VOM, check to be sure that the Lower motor clip is now isolated from the frame, do not proceed until this is correct.



In all of the Athearn models, Athearn likes to use the small 1 1/2 volt bulbs, and this DCC ready model is no exception. This means that the little circuit board in this model is wired only for the 1 1/2 Volt bulbs; I like to use LEDs for all of my lighting. I will be using the NCE D13SRJ decoder which has four lighting functions. I will be installing a front headlight, a rear headlight, a rotary beacon, and MARS light in this model. I will be using the blue wire, white wire, yellow wire, green wire, and the purple wire in this install. In order to provide 14 V DC to the blue wire I had to strip everything off of the small DCC ready circuit board provided by Athearn; I then placed two jumpers on the little board to get the 14 V DC to the blue wire contact. I also had to wire a green and purple wire to the little circuit board.

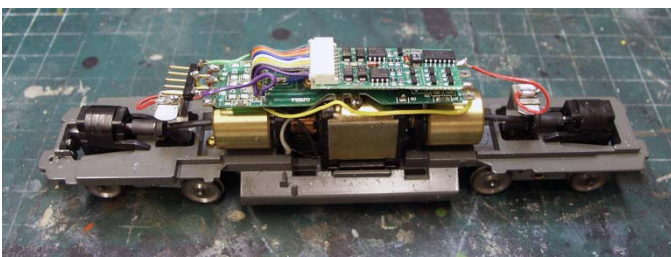
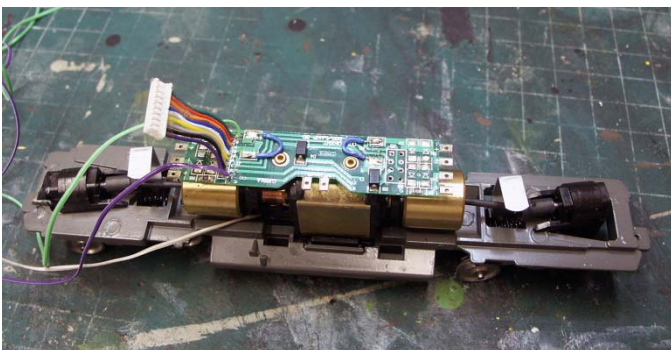




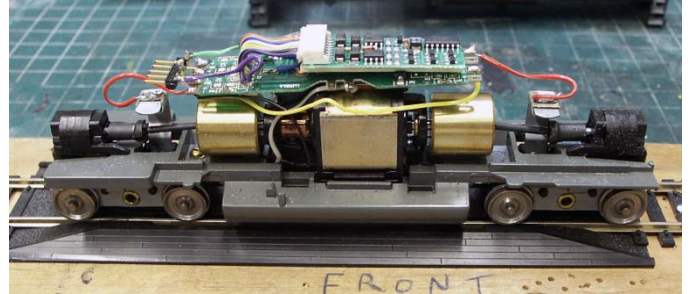
The previous picture shows two small diodes left on the circuit board, but they should both be removed. Notice that I have stripped off the NMRA eight pin socket. The little board in the middle of the picture was removed from the 9 pin JTS socket on the main circuit board; it was used to make the model run on DC. Remove the dynamic break hatch from the shell; remove the little weight pocket completely from shell or the decoder will not fit.



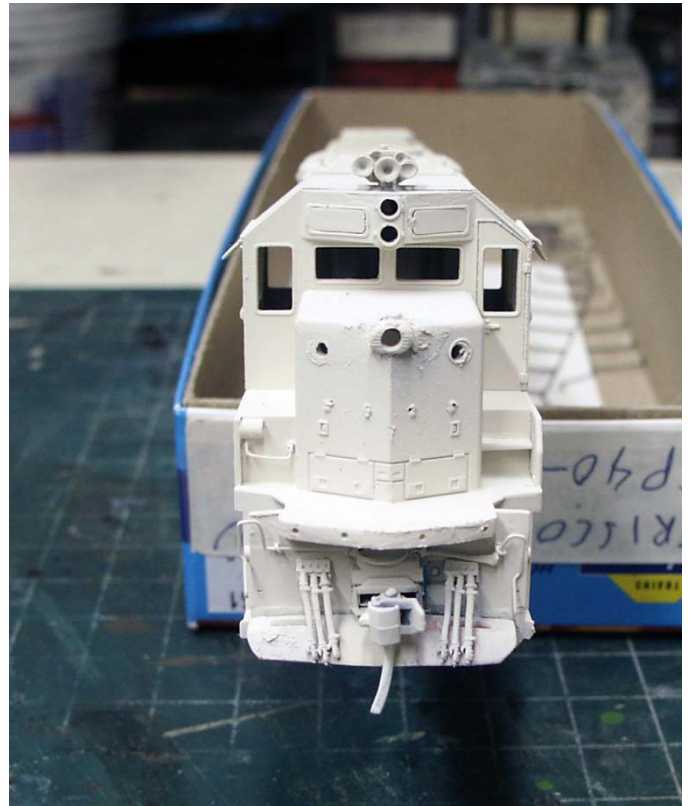
Using a number 50 drill bit, I drilled a hole in the frame; I tapped the hole for a number 2-56 screw, I then connected a black wire to the frame which I used to bring frame power up to the little circuit board. The DCC ready board clips on to the top motor clip, but I later had to solder this connection to keep the board in place. Using slide-on clips, I wired the red wires to the top truck clip and then to the little circuit board. I also soldered the gray and black wire to the little circuit board. I soldered a green wire, purple wire, and the yellow wire to the little circuit board and brought them to the left end of the board. Using a gold plated plug and socket, I wired the plug to the left end of the little circuit board and attached the yellow, green, purple, white, and blue wires. By using the plug and socket, I can totally remove the shell from the frame for servicing.



Since the frame is half of the track circuit, the couplers must be fully insulated from the frame. Using a Dremel cutoff wheel, I cut both ends of the frame off. Turning to the shell, I added styrene at both ends of the shell to mount the coupler on; I used Kadee number five couplers in their plastic box on both ends of the shell. I have attached them to the little styrene pads that I had added to the shell using a 2-56 brass screw. I then used more plastic to fill in the hole below the coupler on the pilots of the shell. This method totally insulates the couplers and improves the look of the pilots on the shell.



I then added the small step plows to both pilots, brass MU hoses, coupler cut levers, and the using .080" white styrene; I fabricated and installed the new safety pilot porch.



Yes, I know it is not the correct air horn, but I like to use the little brass five chime air horn. Using a number 79 drill bit, I drilled out all of the grab iron holes on the shell. I also drilled out and installed the lift rings on top of the long hood. I installed the curved grab iron at the end of the long hood, and the one grab iron under the front step. The other grab irons will be installed after the shell has been painted and decaled. I installed the Mars light in the short hood. Using a number 46 drill bit, I drilled out the front and back headlights and the Mars light. I added a firecracker antenna to the cab roof. The shell is now ready to paint.



I spray painted Floquil Reefer White directly on to the black shell; this usually works just fine for me, but this time the white turned a slight shade of yellow. I put the shell back into the paint stripper, and started over. I spray painted the black shell with Floquil Foundation Gray and let it dry for two days. Since the only part of the shell that needs to be white is the middle band and the short nose, that is all that I painted white. I again let the shell dry for two days.



I have had very good luck using 3M blue painters' masking tape to mask my shells with; I cut new edges in the three-quarter inch wide tape, and apply them to the shell. Be sure and burnish the tape edges down completely before painting the next color on the shell. Note that on the short hood the hand brake cut-out is Mandarin Orange and not white. For the Frisco Mandarin Orange, I have had good luck using Floquil SP Daylight Red; it has a slight orange color to the red.

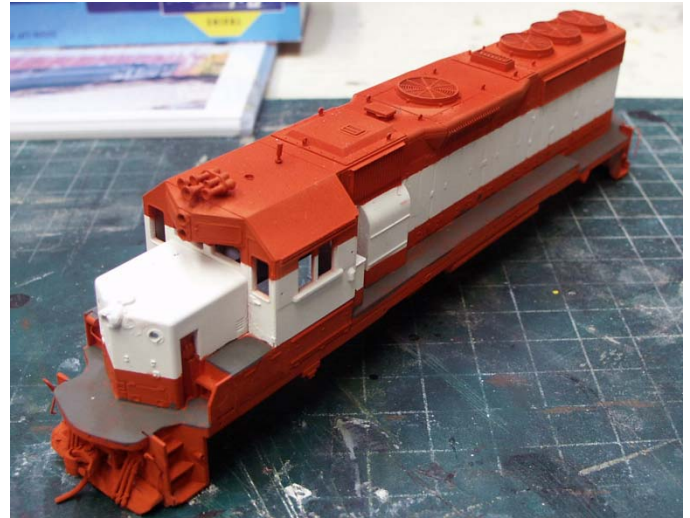


After I spray paint the shell with Mandarin Orange, I immediately

remove the masking tape and let the shell dry for about two days.



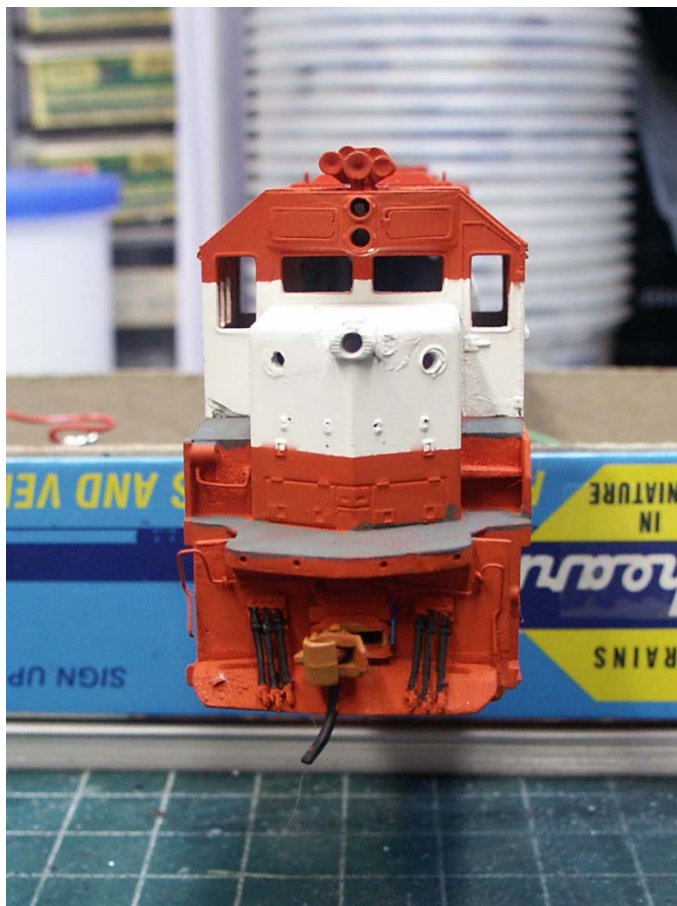
I happen to have a few overhead views of the Frisco GP40-2, and I noticed that the frame walkways are black; I had not noticed that before, so I hand painted them with Floquil Weathered Black.



Even on a freshly painted diesels, all of the fan vents, air vents, and fans are black and you cannot see through them. I again hand painted these areas with Floquil Weathered Black.



The front and back number boards have to be painted black by hand. I painted both couplers rust colored and all MU hoses and air hoses are painted black with a silver tip on the glad hand.



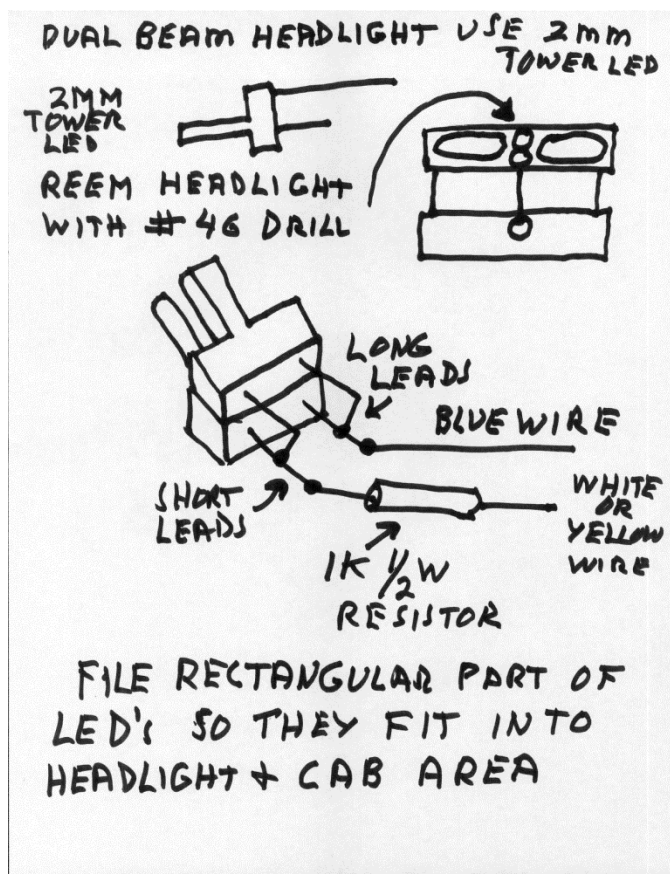
I used Champ white on black bug board numbers and Harold King decal set number hood unit L-461. I don't want to hear any crap about the coonskin on the low nose, refer to rule one!

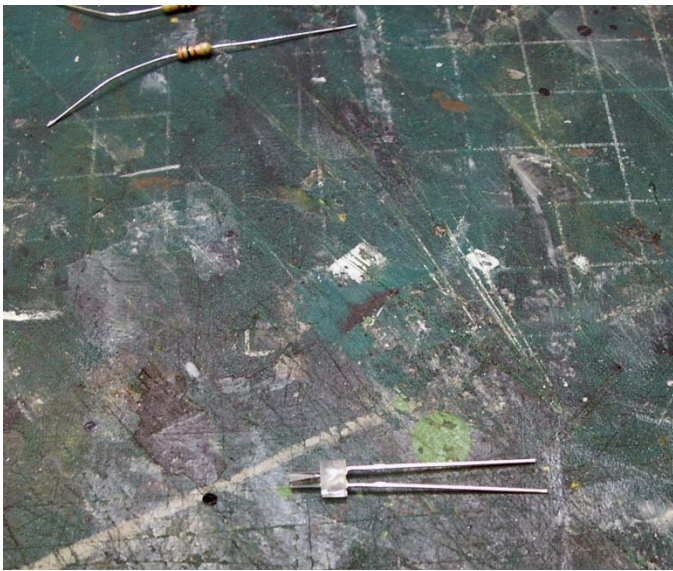


Rule 1) This is MY Railroad!

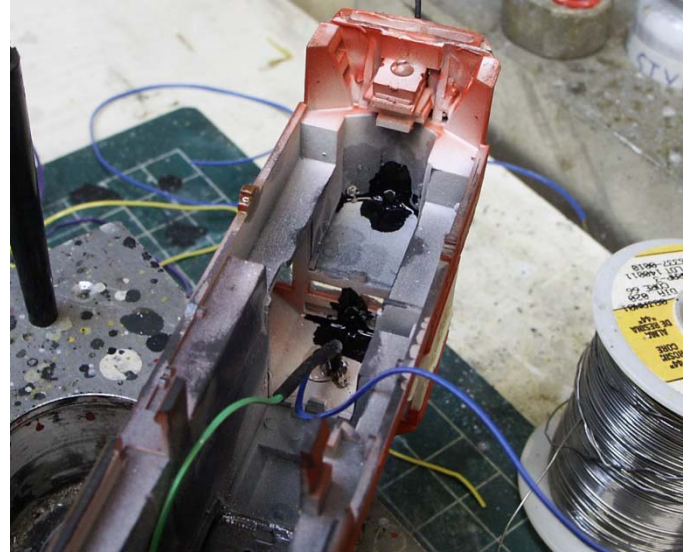
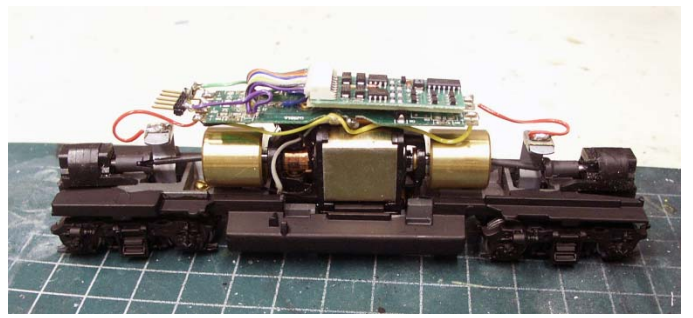
Rule 2) While illuminating discussion of prototype history, equipment and operating practices is always welcome, in the event of visitor perceived anachronisms, detail discrepancies or operating errors refer to RULE 1. In order to install decals you must first paint the shell with a clear gloss coat. After the decals have been applied and had time to dry, you then spray the entire shell with Dull Coat. Now the rest of the grab irons can be applied to the shell and all are painted white.

Next thing is to add the LED lighting to the shell. I use 2MM tower white LEDs. The cab roof Rotary Beacon uses a T-1 Orange LED. I used a 1000 ohm resistor with the tower LEDs. I used a 560 ohm resistor with the orange T-1 LED. As indicated below, one tower LED must have the rectangle area part of it filed down even with the tower column or it will not fit into the headlight opening in the cab roof. Paint the inside of the light openings with black paint to eliminate the glow in the cab effect.

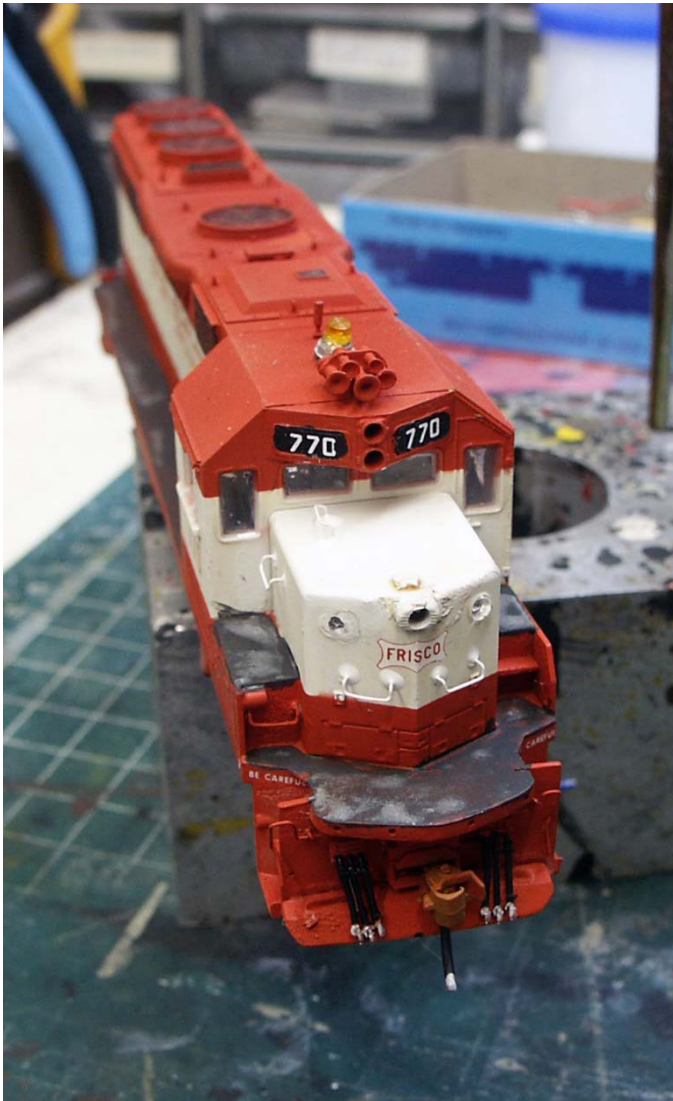




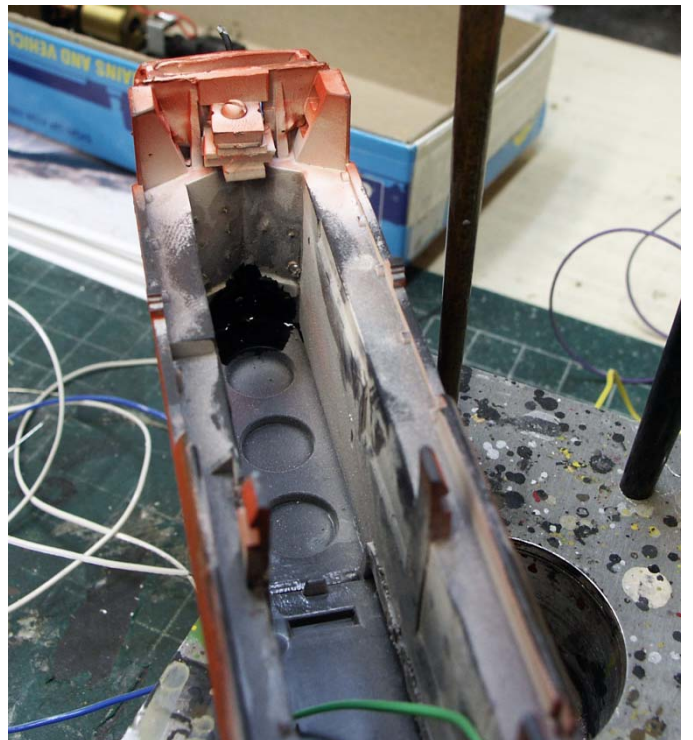
I drilled a hole in the center of the cab roof and installed the Rotary beacon after I installed the LED in the Rotary beacon shell. It is super glued in place from inside the shell. I only use Bob Smith Industries superglues; they are the best on the market.



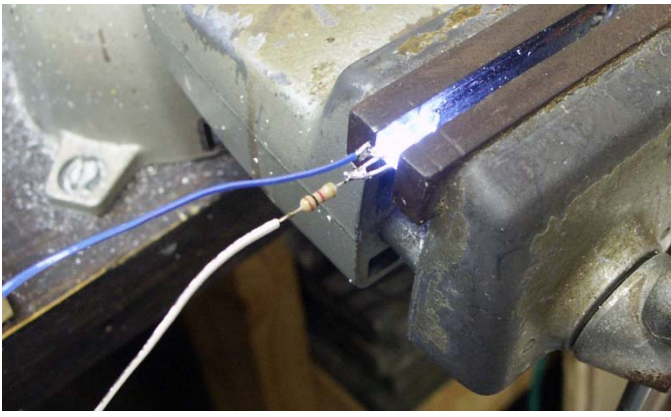
These are the areas that need to be painted black on the inside of the shell.



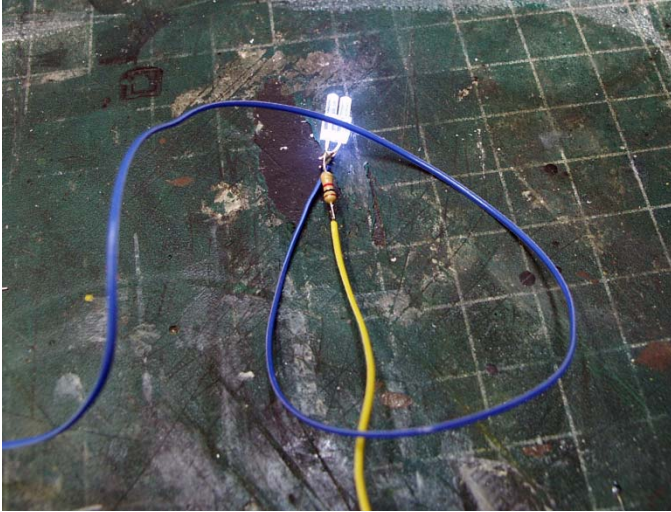
This is the completely wired and ready motor and frame with DCC decoder installed.



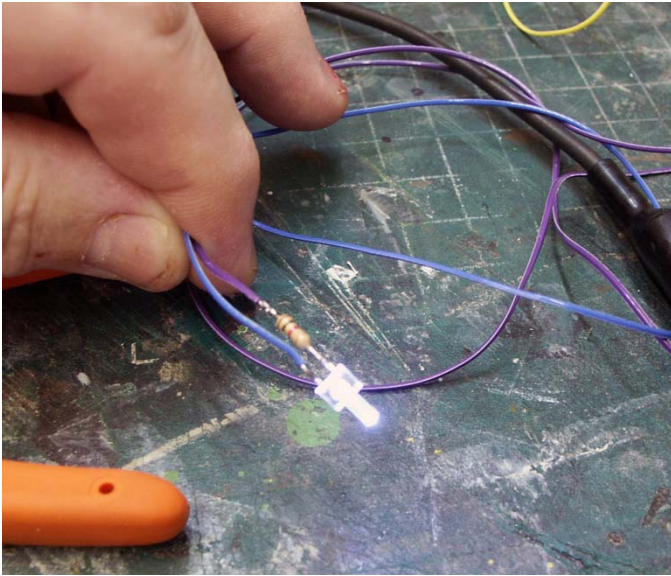
Be sure and let the black paint dry for about a day before installing the LED lights; I did not do that and I paid the price. The long lead on all LEDs is the positive lead; be sure and connect a blue wire to this lead. Connect the resistor and the correct color wire to the negative lead of all the LEDs. Here is the front headlight.



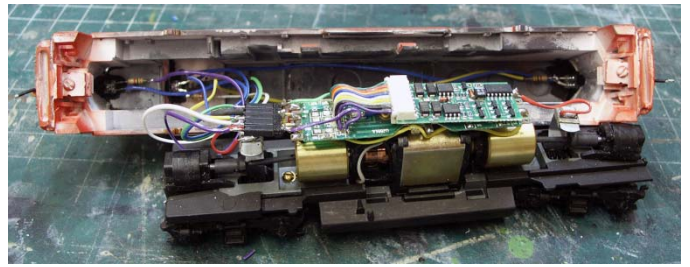
Here is the rear headlight.



Here is the Mars light.



I should not have installed the Rotary beacon in the cab roof until after I had put the front headlight in place it would've made things a lot easier. All four blue wires are twisted and soldered together and then soldered to the socket; the white, yellow, green, and purple wires are then soldered to the appropriate pins on the socket. As you can see below, using the plug and socket makes it possible to unplug the lighting and remove the shell completely from the frame.

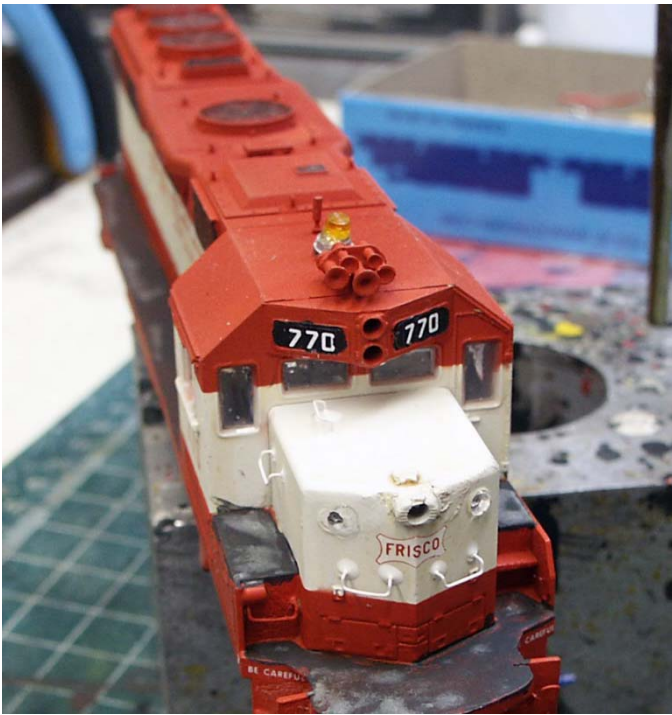


I then placed the shell on the frame put the engine on my DCC test track, applied power, addressed locomotive number 770, and tested all light functions and motor control.

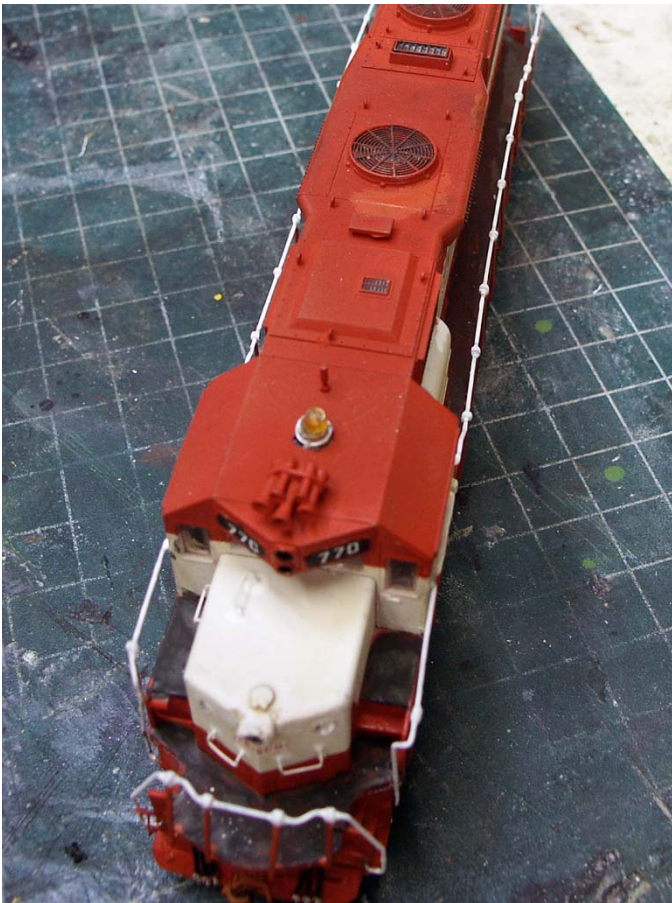


Everything worked correctly, and I like a headlight that shines down the track like it should instead of those anemic little bulbs. I use, pure white LEDs for all lighting, except for the Rotary beacon which uses an orange LED. You can use a sunny white or yellow glow LED if you wish, but I do not like them. Refer to rule one! For window glass I use Microscale Kristal Klear, it is applied with a tooth pick while the shell is lying on its side or front and back. I like the Microscale Kristal Klear because it puts the window glass in the window and not in front or behind it.





I do not like the new plastic handrails that Athearn is now providing for its diesels. Yes they are scale size, and looked pretty, but they break way too easily for me; I hate them. Therefore, I installed the old metal handrails on this diesel; they may be oversized but they will stand up to any kind of wear and tear you can throw at them. The old Athearn hand rails are .020" steel piano wire. After installing the handrails, hand paint the handrails with White and the stan-chions Mandarin Orange. Frisco number 770 is now finished. Remember the Frisco!







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The Cavalry Brigade for the 1st Federal Division

Train to Shiloh

March 29 - April 1, 2012

Fellow Reenactors:

We need your help as a matter of high priority. In conjunction with the 150th Anniversary of the Battle of Shiloh, March 30th thru April 1, 2012 in McNairy County, Tennessee, Cleburne's Division and First Federal Division have worked with the Union Pacific Railroad to provide a "first of its kind" reenacting/railroad experience. This experience is not likely to ever be repeated! The Union Pacific Railroad, transportation company was chartered in 1862 by Congress to build part of the nation's first transcontinental railroad line. Check out the video clips on this page: http://www.uprr.com/newsinfo/media_kit/steam/excursion_adventure/index.shtml

Prior to the Shiloh event, the Union Pacific Railroad will operate a steam powered train from Omaha, Nebraska to Memphis, Tennessee. This 1,000 mile ride will take a couple of days and food will be provided by a caterer. The only cost of this experience for you will be the cost of food and the expense of you getting to Omaha to board the train. This experience is open to period civilian, military federal and military confederate, properly attired, reenactors. You can even have wagons and guns loaded aboard the train but no animals. The train will make stops along the journey to interact with the public and the media. We can have up to 500 reenactors.

We recognize that there are a number of logistical challenges. For example, for Eastern reenactors, dropping off tents, etc. at Shiloh and then driving (one way rental perhaps) to Omaha or flying from Memphis. Unfortunately, at this time, there is no other information to share as we have just begun to plan the details.

What we need to know on an urgent basis is the following:

- How many reenactors might be willing to participate in this train ride? We are NOT asking for a commitment, just a sense of the extent of support there is for this train ride. Please take a guess and let me know ASAP so we can continue coordination of the logistics and work with Union Pacific.
- What suggestions might you have to make this experience work for reenactors and the hobby?

Thanks for your help and cooperation!

Joe Grosson on Behalf of the Blue & Grey Alliance and

Generals Joe Way and Terry Crowder, Commanders of Cleburne's Division and First Federal Divisions respectively

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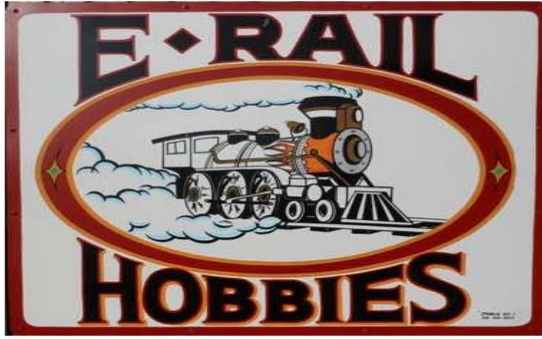
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Two Conventions, Two Tours, Two Cities, Two Years!

By Robert D.

It was about November 1998, nine months before the NorthStar99 NMRA Convention in St. Paul. For the umpteenth time my wife, Prue, and I were sitting in our kitchen in the Minneapolis suburb of Golden Valley trying to figure out when we could retire. All of our thinking had focused on the magical moment I turned 65, but that was three long years away.

We had decided the “where”—St. Louis—both further from the North Pole and closer to at least one set of grand-critters. But when, when, when could we pull the plug on the security of full time work?

More-or-less whimsically I said, “Ya’ know, the 2001 NMRA Convention is in St. Louis. Why don’t we at least ‘semi-retire?’ We can rip out the Pseudo-Soo Line right after the NorthStar99 Convention, move south, and build a new Pseudo-Soo in St. Louis in time for the Gateway 2001 Convention?” After thinking about it for about two microseconds she said, “Sure, why not?” So much for measured counsel.

And we did! Over 250 model railroaders visited the “old” Pseudo-Soo Line during the NorthStar99 convention in August 2001. I had the *chutzpah* to post a sign inviting everyone to visit the new Pseudo-Soo in St. Louis in 2001! After the convention I had one last operating session for the regular crew and then started tearing out 19 years of labor and love. Most of the layout went to two young enthusiasts. We bought an almost new, totally unfinished basement in the St. Louis suburb of St. Peters in February 2000. We moved into the house above the basement on April 18th. Fifteen months ‘til the Convention! What have I done?

Now, eleven years later, in preparation for the 2012 Mid-Continent Convention, the epic story can be told. Here, then is the Semi-Saga of the Pseudo-Soo Line and “the rest of the story.”

We looked at about forty houses in the St. Louis area before finding the perfect basement – essentially unfinished so I would have a blank sheet of paper to work from. (Photo 1) The sellers were kind enough to allow me to measure the basement that day. I rushed down to Mark Twain Hobbies in St. Charles to buy Abracadata “3D Railroad Concept and Design” software. (This product is now marketed by the Liquidator.com but is also available via other on-line

vendors.) I started the plan on my laptop before we left town! The layout would occupy only about one-third of the basement but I used Abracadata to design not only the railroad but the entire basement with bathroom, walk-in closet, family room, and workshop. I was on the road on business a lot during my last months in Minneapolis so most of the design was done in motel rooms. I would be ready to hit the basement running the day we moved in.



Photo 1: February 2000. We buy an empty basement. Bare concrete walls are evident. This is the area that would become the family room, bathroom, and walk-in closet. Photo by Prue Johnson.

But first we had to get moved. I credit Prue for making it go so smoothly. We had moved many times during my Naval career and knew the ropes and pitfalls. After 40 years of marriage I have piles of stuff and Prue has an equal amount of junk (she thinks it is the other way around!). Over a period of several months Prue packed almost everything – train stuff, crafts, books, tools, family history, on and on, a total of 370 boxes! Every box was numbered with a large red marker and she kept a notebook listing the contents of each box. I printed large labels for each box to tell the movers where in the new house the box should go – master bedroom, dining room, etc. Most were aimed at the basement. Moving day came and the moving company only had to stuff 30 additional boxes with dishes and clothing. Three days later, on April 15, 2000, when the van arrived at the new house the movers could unload without a lot of “milling about smartly” while we tried to figure out where boxes should go. Afterward, with Prue's notebook listings, we could almost always find what we needed at the moment.

I had 35 years of model railroading under my belt and 18 years of operations so I had a good idea about what my “ideal” layout would be like.

First, the new layout, as did the old, would try to capture the look and feel of the “Old Soo” across Wisconsin between Sault Ste.



Photo 2: The future layout area filled with four great walls of boxes a week or so after moving. The red box numbers and the white placement labels are visible on several boxes. This area is now part of the layout room.

Marie, Michigan (The Soo) and Minneapolis in the 1950s. Sault Ste. Marie and Minneapolis would be represented by staging yards. The area between Rhineland and Weyerhaeuser, the Third Subdivision of the Gladstone Division on the real 1950s Soo, would be modeled. (Prue's grandfather was an engineer and her father a conductor and brakeman on the Soo working out of Rhineland.)

Second, the layout would to be mostly flat, apropos the flat, swampy terrain of northern Wisconsin (one of the Pseudo-Soo's nicknames is “The Swamp Level Route”). This also assures reliable coupling and uncoupling. Further, operators would be able to follow their trains continuously without duck-unders or direction reversals. A continuous loop with a double-ended yard would simplify re-staging. All areas of the layout would be within easy reach for easy uncoupling, and buildings would not block access to hand-thrown turnouts or easy uncoupling. Aisles had to be wide enough for operators and visitors to move around freely. Because the overall configuration would be a simple circle, there had to be a convenient entry point – high and wide – to allow even inflexible people like myself to get into the interior easily. Basic layout height at the Homasote would be about 49 inches and the minimum mainline radius would be 30 inches.

Third, it would minimize complicated wiring – been there, done that! That means command control and mostly, if not all, manual turnout throws.

Last, the benchwork had to allow for storage of lots of boxes, books, and so on. We needed some place to put all that stuff we had collected! That, plus the “easy reach” requirement, led conceptually to a two-foot wide around-the-walls layout with a center peninsula.

That in turn led to my basic bench-work design. It would consist of 24" x 96" (2 x 8-foot) modules. Eight-foot stringers would be attached to five crosspieces with 1.5-inch screws. I used 1 x 3-inch lumber for framing the modules and for the supporting legs. This lumber size is generally not available at lumberyards so I ripped mine from good quality 1 x 6-inch lumber. I could have used 1 x 4's but I didn't see a need for the extra strength and four inch boards would reduce usable space under the module. The prefabricated frame could then be attached to the wall studs with 3-inch screws. After the bench-work was complete the Homosote could go directly on the framing, attached with 1-inch plasterboard screws. Of course, with the standard two-foot module width I could get 16 linear feet of surface with each piece of Homosote without any waste.

Three 1 x 3-inch legs, 16 inches out from the wall, would provide the otboard support for each module. This depth permits 16-inch deep shelves under the layout, also anchored to the studs. The framing for the base is made of standard 1 x 2-inch lumber. A standard 4 x 8 foot sheet of plywood or OSB (oriented strand board) could be cut into three 16" x 8' pieces for the surface so, again, very little waste. This width can hold a standard "book box" or "3.0 cube" used by the moving companies, a copy paper box, or a typical liquor box. With the Homosote at 49 inches I would be able to stack up to three book boxes under each module. Alternatively, I could also install an intermediate shelf for books and supplies and still stack two book boxes on the base. The intermediate shelf would be exactly the same size and design as the base simplifying construction.

The 16-inch supporting structure under the 24-inch deep modules would also provide ample toe room and 8 inches of overhang for my simplified wiring. Wiring would be supported with plastic wiring clamps without having to drill holes through the framing and threading wire *ad infinitum*. Installation would be fast and the wires easy to reach and solder, at least until the fascia was added. No more standing on my head under the layout! Figure 1 (separate sheet) is an elevation view of the general arrangement.

The greatest design challenge was the staging yard. Logically it would be across the entrance and as high as possible. I wanted a grade up to the staging yard that would allow most trains to climb the grade unassisted with a single powered 1950s (F3/7 or FA) locomotive but would require helpers for heavy trains. Experience and testing showed that a 4% grade was about right. That would require more than 20 feet

of grade on both ends of the staging yard to provide a "nod-under" clearance of 58 inches. Also, a double-ended staging yard would have to be 7 or 8 tracks wide to meet my operational requirements. My maximum "tonnage" is 15 forty foot cars plus locos and caboose. Therefore, two to four of the tracks had to be at least ten feet long. With the two ladders, even using Atlas #4 turnouts, the overall staging yard would be quite long. The combined grades and yard would eat up a lot of prime real estate. A wide staging yard would also reduce the usability of the main level under the staging yards on either side of the entry. The Abracadata software was instrumental in letting me see the folly of building a double-ended staging yard.

My solution was two stub-ended, 4-track yards facing "nose-to-nose" on opposite sides of the entry. I would still need the 20 feet of grade from each direction. However, they top out on either side of the entryway between the two staging yards rather than at opposite ends of a single double-ended yard. The two longest staging tracks are over 11 feet in length (they could have been longer) and the bridge over the entrance has a 58 inch clearance. The bridge itself is 44 inches long (that is, the entryway is 44 inches wide) and carries only two tracks so it is an easy "nod-under" for the tallest or most inflexible individuals. The the 4-track staging yards plus the mainline track leading up to the yards consume only 12 inches of the 24 inch wide module. That leaves enough room on both sides of the entry on the main level for 3-track interchange yards and industry sidings. A final very important consideration is that I maintained my closed loop for continuous running. Figure 2 (separate sheet) details the entryway and arrangement of staging track.

This arrangement gave me more mainline run and room for the little town of Cameron west of Weyerhauser with five industries before starting the climb to the dual crossovers on the bridge across the entrance. It reduced each of the staging yards to 4-tracks wide rather than 7 or 8 if I had used a double-ended yard. It used fewer turnouts than a double-ended yard would have (6 versus 14) and it is easier for operators to find and select the correct tracks. It allowed the C&NW and Rice Lake Interchanges to each be three tracks wide with room for several industries.

My operational concept for this "nose-to-nose" staging was that three of the four tracks in each yard would be occupied at the beginning of a session. Trains in the right staging yard are at Sault Ste. Marie (The Soo) pointed west; those in the left yard are

at Minneapolis headed east. The fourth track in each yard was reserved for some unknown future expansion (guaranteed to be good planning because all four tracks are now in use!).

Here is how it works: A pre-staged train would depart by backing from its staging track onto the main. It would then proceed around the layout, doing its work, and complete its run on the same staging track it started from. Thus, a train leaving from Sault Ste. Marie, for example, would back out of the right staging yard. It would then proceed westward through Rhinelander, Ladysmith, Weyerhauser, and finally arrive at Minneapolis – the exact same physical location it had started from. Re-staging between sessions for the six staged trains is practically eliminated.

It has worked very well in practice. It does not seem to be particularly confusing to my operators other than that they seem to have a hard time understanding which is "right staging" and which is "left staging". I doubt that it is the first time the concept has been used but I have never seen a similar arrangement nor have I read any articles describing it.

I had the Convention in mind when I was developing the entry geometry but I was also concerned with the movement of visitors and operators around the layout. I decided on a minimum aisle width of 36 inches although there is more width in most areas. This also worked out well and folks were able to move about with ease when 30 to 35 people were in the layout room during the Layout Planning SIG event.

The final design of the "new" Pseudo-Soo Line is shown in Figure 3 (separate sheet). The design provided about 200 feet of mainline. There are three major yards, four interchanges, and 60 industries including team tracks and ice houses. Incorporated into the interchanges are two branch lines including a reversing loop representing Superior, Wisconsin and Bessemer, Michigan. These two locations also provide additional staging.

I had used Atlas Code 100 Customline track components for years and I wanted the convenience and reduced electrical complexity of the isolated frog. However, I wanted to move to a smaller rail size. Happily, Atlas rounded out its Code 83 product line in time for construction. The only non-Atlas trackage is the hand-laid narrow gauge/dual gauge Thunder Lake Logging Railroad that was saved from the Minneapolis layout.

As mentioned above, I wanted to eliminate the tangles of wire needed for powered switch machines. I had used a few Caboose Industries ground throws in Golden Valley. They provided a good compromise between prototypical appearance and ease of use. Manual throws generally required that turn-outs be within easy reach but that was an integral part of the plan. The final design has one throw 24 inches from the fascia and the rest are less than 21 inches.

I had used the *On Board* Command Control System for many years in Golden Valley. It was a good system but had limitations. I liked what I was hearing about DCC and decided this would be a good time to switch. After studying the several systems available I decided that Digitrax would be the best bet. Before I left Minneapolis I bought the “Empire Builder” starter set plus two IR receivers, a Radio receiver, two extra IR throttles, a Radio throttle, and two Utility throttles.

During the first two months after we moved into the new house a lot of time was devoted to getting the house up to snuff – shelving, medicine cabinets, etc. After that I concentrated on my workshop. Next came the basement bathroom, walk-in closet, and family room. I did all of the stud walls, insulation, electrical work, plumbing fixtures, telephone wiring, and ceiling tile myself with some help from Prue and two local teenagers with an interest in trains. (Photo 3) Prue and others also helped with painting the walls and floor.



Photo 3: About ¾ done with the perimeter walls. Andrew Hoener, a local teenager with an interest in trains, is stapling telephone cables to the joists. Mark Rollins, another local, is taping joints in the background.

I had been able to save four 2' x 8' modules from the “old” Pseudo-Soo Line in Golden Valley. One of these held the hand-laid dual gauge area representing the Thunder Lake narrow gauge railroad connection with the Soo Line in Rhinelander. I built crates to protect these four modules while in transit. Would you believe that each crate consisted of two 2' x 8' frames that would become modules in the new layout? The modules traveled safely and the crating was incorporated directly into the benchwork. One frame had to be shortened by less than an inch to fit its chosen space. Between the saved modules and the crating I had almost 100 linear feet of modules ready for the Homosote before we left Golden Valley!

Once I started the benchwork I needed a lot of frames for the bases and shelving. I constructed a fixture to hold the pieces while I screwed them together. It was easy to clamp everything squarely and each frame only took a few minutes to assemble after cutting the lumber to length.

First track was laid in July 2000 (Photo 4) but the final wall separating the railroad from the furnace room wasn't complete until early September. Photo 5 shows the benchwork along this wall and provides a good view of the general construction method.



Photo 4: First track at Ladysmith. This is I test fitting a couple of pieces. I was finally getting some of those boxes put away! Photo by Prue Johnson.



Photo 5: Benchwork construction along the dogleg. This gives a good idea of the general construction methodology. The furnace, hot water heater, and workshop are on the other side of the wall. The entrance to the layout is at the far left of the photo. The right staging yard will be above the main level here.

Every time I started work on a new area I had to move dozens of boxes, chairs, file cabinets, and other furniture. Sometimes I thought that the boxes traveled further after landing in the basement than they did moving from Golden Valley! Photo 6 gives a feel for the level of chaos I lived with as I pressed onward.



Photo 6: Organization is key! A view from the family room. Weyerhaeuser is visible on the far wall. The nearby bookcase is one of two I built and used in Golden Valley. The other one is hidden in the chaos about eight feet beyond the first. These just happened to have been built to the module size of 8' long x 2' feet deep. The more distant bookcase became the supporting structure for the Rice Lake Interchange, the grade up to the entryway (several feet to the left off the photo), and the left staging yard.

It was early October when I completed the drawer unit for Prue that was a key ingredient in the overall plan. However, a good bit of benchwork and 60 feet of mainline had gotten built along the way. Photo 7, taken sometime later, shows the unit in place, the entryway bridge, and left staging yard viewed from the family room.



Photo 7: The drawer unit I built for Prue. The left staging yard is visible with the Rice Lake Interchange hidden behind it inside the layout room. The double-track bridge is highlighted with reflective tape for safety. Beyond the entryway are the peninsula and the Rhinelander yard.

Photo 8 shows the left staging yard and Rice Lake Interchange taken from above the entryway. (Photo in October 2006)



Photo 8: An eagle's eye view of the left staging yard and Rice Lake Interchange. The mainline is on the far right starting its descent to the primary level. It can also be seen in the distance near the top of the photo. The Rice Lake Interchange area provides three tracks for interchange plus two stub sidings for industries. Notice that one of the stub sidings goes beneath the mainline to reach the Stein Bros. Manufacturing plant.

Command control systems only require two bus wires and a control cable. I felt I should use at least AWG 14 wire for power distribution. The least expensive way to buy it is in 100-foot rolls of standard Romex cable commonly used in homes. I built a simple fixture to help slice down the middle of the jacket. With the jacket peeled off I had the individual white, black, and bare wires available. I used the bare wire as the

“neutral” on the layout. This eliminates having to strip away insulation to attach feeders to this wire. I used the black wire as the “hot” wire. Note that with DCC the idea of “neutral” and “hot” are meaningless but the color code helps keep phase straight. I originally had only one power district but eventually split the layout into two districts.

I attached the two bus wires with nylon cable clamps under the overhang. This keeps the power wires about 6 inches apart. With this spacing I have not had any problem with the bare “neutral” contacting the stripped and soldered points on the black “hot” wire. However, it would not be hard to wrap some insulating tape around the joints here and there if necessary. The control cable is positioned between the bus wires. As far as I can tell there is no interference between power wires and the signals on the control cable. DCC, or at least Digitrax' rendition of it seems to be very robust.

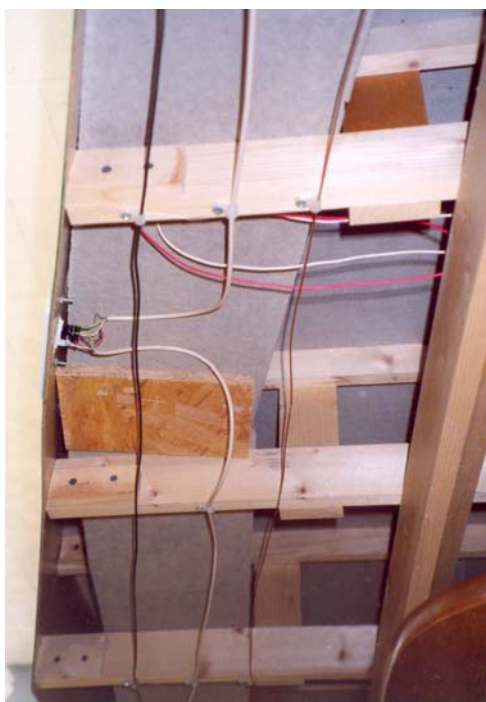


Photo 9: Ant's eye view of the bus and control wiring from under the peninsula. Only the outboard twelve inches of benchwork is shown. The routing of the control cable to a QuickPort can be seen. The red and white wires are feeders from the reversing loop track and are connected to a separate bus (not visible) for the loop.

Digitrax recommends use of 6-wire telephone cabling and jacks. I wanted jacks about every six feet along the fascia (in those “ancient” days IR and radio throttles were not so common and were relatively expensive). Digitrax sells front panel modules that permit easy daisy chaining but the cost seemed extravagant to such a cheap

guy for such a large layout. A friend I met through the Gateway Division, James McDonald, steered me to the Leviton Telcom “QuickPort” modular system – about one-fourth the cost and four times the work of the Digitrax modules! These were available through Home Depot and elsewhere. Single port cover plates were available “off the shelf” but I had to special-order the few multi-port cover plates I needed.

The QuickPort jacks are not designed for daisy-chaining but they can be daisy-chained by leaving the dust covers off. QuickPort jacks use “punch-down” terminals that provide very positive connections with no breaks in the wiring. To aid in trouble shooting I separated the control wiring into five strings of cable all originating at a 6-port splitter near the Digitrax command station. I installed the two infrared receivers and one IR/radio receiver on a structural beam above the layout. Thus, I have both very positive jack connections and can use Digitrax utility throttles as well as the convenience of walk around, tetherless control with infra-red and radio throttles.

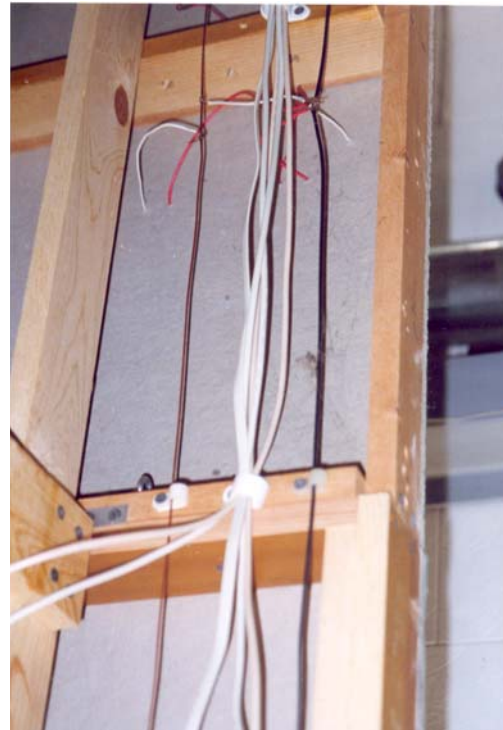


Photo 10: Another ant's eye view taken from below one of the standard 2 x 8 foot modules. Only the outboard 8 inches are seen. The bare “neutral” power bus is on the left; the black “hot” bus on the right. Feeders from the power cables to tracks above are evident. Also note the 2” x 2” mending plate anchoring the module to the supporting structure. This shot is near the Digitrax Command Station and shows the multiple control cables leading from it.

Incidentally, it took several weeks to find a tool that could crimp 6-pin phone plugs to the cable. Inexpensive 4-pin tools were readily available but the only 6-pin crimpers I could find were professional quality and quite expensive. I eventually found a “no-name” tool for about \$15.00 that has served well.

October was largely consumed by an 18-day vacation to the East Coast, and a 10 day Amtrak trip to San Diego, and visits to the grandkids in Illinois. Also, over my objections, Prue ruled that we needed new wall-to-wall carpeting in the living room and bedrooms. I tore myself away from the layout to pull out the old carpet, pads, and nail boards in preparation for the rug layers. Happily, the old carpeting looks pretty good in the layout room and it provides a little cushioning to make the floor more comfortable for operators! Then I was ready to work on the layout more-or-less full time

The peninsula is a fairly standard L-girder structure. A bit of a challenge was carpentry to maintain my 30 inch minimum radius, the 36 inch minimum aisle width, and to hide the two columns supporting the house. My design locks the peninsula in place around the columns. Moreover, the columns anchor the backdrop while the backdrop hides the columns. Photo 11 shows the peninsula and overall layout at the end of December 2000, eight months after moving in.

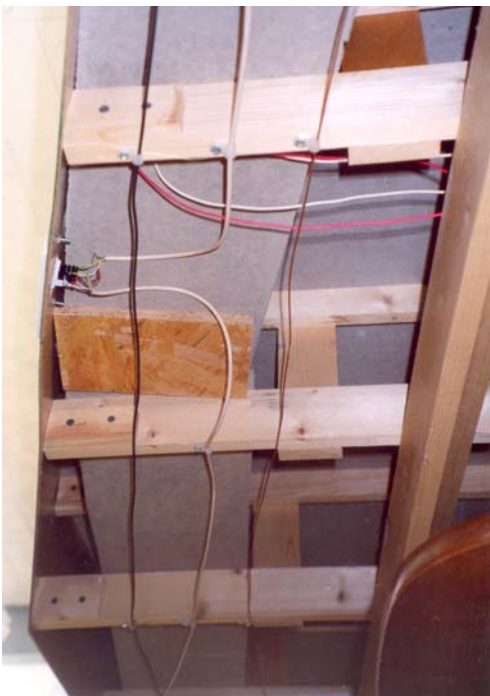


Photo 11: The peninsula in progress. The lower level of the peninsula is complete with the main level about 1/2 done. The black thingie at the end of the peninsula is the resistance soldering unit that I used to quickly solder rail joints and elec-

trical drops without damaging plastic ties. Note backdrop framing at the root end of the peninsula. On the right is the entry to the Weyerhaeuser yard. Further along the wall are the Thunder Lake Narrow Gauge with Ladysmith in the distance. The florescent fixtures on the right are cocked about 45 degrees to better direct the light onto the layout. Several QuickPorts are visible along the fascia. The dangling white control cable on the right is being pulled for a more distant section of the layout. One of the two Digitrax IR receivers is seen clamped to the beam over the aisle. On the far left of the photo is the right staging yard above the C&NW interchange and industries. The main with its 4% grade is hidden behind the staging yard. The wall in that area had not yet received its coat of sky blue paint.

I started the peninsula in November but didn't finish until January. Track work was completed on the peninsula in mid-January. There was still a lot of work to do but it was starting to look like a real model railroad!

Now that I wasn't making so much dust (or at least it was contained in the workshop) Prue was able to get her craft area adjacent to the layout room organized. She started producing her wonderful stamp art backdrops. She completed over 35 linear feet by the time the Convention rolled around. Those, plus the 25 feet of backdrops saved from Golden Valley, really helped the layout. In fact, I think the backdrops received as much attention as the railroad! Here are a several of photos showing how they look in use (photos 12 – 15)



Photo 12: Ladysmith is where the first track was laid and the area that first

received scenery. Prue's stamp art backdrops can be seen behind the 3D buildings. I originally put down the team track where the black roadbed is but realized it was a poor location. After moving the team track to its present location I left the roadbed in place and modeled an old foundation to make it look like this was once an active track. The “cloudy” area in the upper left of the photo is a commercial print that I considered using but decided against prior to the Convention. The cutout in the foreground represents the Wisconsin River but the fascia has not yet been contoured.



Photo 13: The ice house at Rhinelander. This very nicely shows off one of Prue's backdrops. Photo by Christopher T. Johnson, December 2002

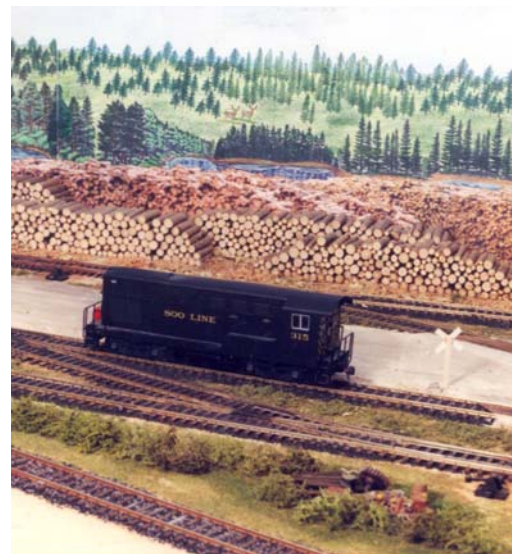


Photo 14: The Rhinelander Paper Mill H10-44 switcher awaits duty. This is a good illustration of the stamp art backdrops that Prue makes. The piles of pulpwood beyond behind the switcher are cuttings from lilac bushes but the ones more distant are from photos taken in 1996 at the Potlatch Corporation paper mill in Cloquet, Minnesota.



Photo 15: The Milwaukee Road Interchange at Heafford Junction. The main is in the foreground. The unpowered Milwaukee Road track crosses the main on the far left. The interchange track connects the main with the Milwaukee Road. A separate stub siding serves two industries. This photo again shows how Prue's backdrops have a major impact on the scene.

The "new" Pseudo-Soo Line came to life on Friday, February 19, 2001, ten months and a day after we moved in. That is when I had my first operating session with a group of St. Louis fanatics I had fallen in with! Included were Rick Newton (Gateway 2001 Operations Special Interest Group Coordinator) and Mike Peters (Layout Design SIG Coordinator). The session was a near disaster! In particular, the Weyerhaeuser yard was badly undersized. I had not allowed for the added traffic from Cameron and the Rice Lake Interchange (these had not been modeled in Golden Valley). I added a track at Weyerhaeuser that became the new main. The second session a month later went better but Weyerhaeuser was still not fluid. I squeezed in another track and it became the new new main line. That did the trick. In fact, it turned into a pretty slick working arrangement! Later I added a short run-around at Cameron and extra sidings branching off of the C&NW interchange. Except for those changes the trackage is pretty much as I designed it before moving in.

During the spring of 2001 I was still trying to convert all my locos from the On Board system to Digitrax. James McDonald helped considerably by converting several of them. I was also trying to understand DCC. A couple of errors I made while wiring the QuickPorts caused a lot of grief. I also needed more buildings and it was time to do

some scenery. I was more relaxed than when I was struggling to hang gypsum board but it seemed some projects took forever!

Finally, two weeks before the Gateway 2001 Convention I called it quits and focused on cleaning

up and running trains 'round and 'round. Wheels were checked for cleanliness and gauge. Couplers were checked for operation and height. Continuous running (and running backward) gave me a chance to see a few problems in the track that needed fixing.

My Convention schedule called for two bus tours and an operating session for the OpSIG. For the operations session I had to have the railroad fully staged; train orders, car cards, and waybills ready; schedules and schematics posted; etc. Then, only a few days before the Convention, Mike Peters asked if I could open up my layout on Thursday to the Layout Design SIG. He assured me that there would only be few visitors. Oh sure! Why not?

Tuesday was tour day. Prue and I delivered fliers throughout the neighborhood a couple days before to warn people that there would be big buses coming through. Both tours were sold out months before and I expected the normal problems with buses being late and lost. But, due to the hard work of John Schindler, Convention bus coordinator, all buses arrived not only during the appointed hours but nicely spaced. It was hot, hot, hot and the visitors appreciated the gallons of lemonade and ice tea Prue served in the garage. We had 25 tokens in circulation to control the number of people in the layout room at one time. A display showing the layout from empty basement to the present helped keep visitors happy until they could go into the basement. My three helpers, Carol Cordry, Dave Biedle, and Andrew Hoener, kept the trains running while I smoozed with the guests. During NorthStar99 the last bus did not leave until after 11:00 p.m. but this time everybody was gone well before 10:00 p.m. Three hundred and thirty model railroaders and their families had visited the new Pseudo-Soo Line! Wow!

On Wednesday the OpSIG session brought 10 competent operators who did a wonderful job moving trains and cars in accordance with the train orders and waybills. The Thursday open house for the LDSIG poured another 90 visitors through in spite of Mike's minimalist predictions. The layout continued its performance and took many bows. There were a few minor hiccups but nothing serious impeded the fun!

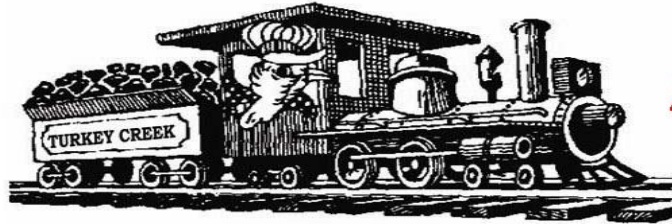
My most enjoyable moments were visits by old friends from the Twin Cities. There were also numerous people who told me they had seen my layout at the NorthStar99 Convention. I was surprised by how many said they had operated on the old layout either at the Convention or during the several MinnRail operating sessions organized by Gary Freseman. In fact, one of my Wednesday evening guests had operated the old PSL and had picked the new layout because he had enjoyed the old so much.

A number of people asked if I was going to move again so I could be on tour at the 2002 convention in Ft. Lauderdale or 2003 convention in Toronto. I might have been a little crazy but I am not that crazy! Making the move and preparing for the Convention was a lot of work, often frustrating, and I was sometimes in a state of panic. I certainly owe a lot to the help and patience of my long-suffering spouse. But in the final analysis it is fun to say that the Pseudo-Soo Line is probably the only layout that has been on two tours at two Conventions in two cities in two years!

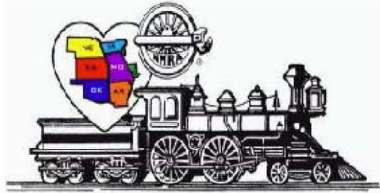
Eleven years later the Pseudo-Soo Line is still going strong. I have had monthly operating sessions ever since the convention. I am very pleased with the unusual staging arrangement and the layout as a whole. So please come to the Regional Convention in June 2012 and be sure you sign up to take a ride on the Pseudo-Soo Choo. We promise to live up to our motto, "Prompt Service No Matter How Long It Takes!"

30

New Location



New Location



**Turkey Creek Division
Annual Train Show
July 14, 2012
Shawnee Mission North High School
7401 Johnson Drive
Overland Park, Kansas 66202**

Show Times 8:00 am to 3:00 pm Layout Tours 3:30 pm to 9:00pm

Clinics start at 9:00am – Clinics covering many aspect of the hobby

Model & Photo Contests – by NMRA judging and popular vote. Each model you entered into the contest will give you a chance in the special drawing to receive one of three separate \$50.00 gift vouchers, up to a maximum of 5 chances.

Special Youth Award- for the best overall youth model entry

Door Prizes – From lots of different manufacturers and local hobby shops

Display Layout and Layout Tours – IN addition to the display layout at the meet, several local modelers will be opening their homes to layout tours in the afternoon and evening.

Swap Tables and Railroad Groups – expect to find more than 90 tables from area dealers, local hobbyists and other railroad groups.

For information on tables contact Robert Jefferis at jeffbobj@everestkc.net or 913-631-4441.

Food and Beverages – will be available

**Turkey Creek Division Annual Train Show
2012 Registration Form
Please Print**

Advance Registration: \$3.00 by Jun 1, 2012 – Additional door prizes will be set aside for advance registrants
Full Registration at the door: \$6.00 (\$5.00 with NMRA membership card)
Children under 12 free with paid registration (all rates includes sales tax)

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

E-Mail address: _____

More Registrations: _____

Total Enclosed: \$ _____ Check # _____

Make checks payable to "Turkey Creek Division"

Mail to: Turkey Creek Show, C/O Robert Spurgat, 3305 Westwood Drive, St. Joseph, Mo, 64505

For More information contact: Louis Seibel, l-seibel@comcast.net, 913-927-6850 or 913-393-3495



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501 East Walker Road

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APRIL 14th AND 15th, 2012

HOURS: 9:00 A.M. - 5:00 P.M. SATURDAY THE 14th

AND 10:00 A.M. - 4:00 P.M. SUNDAY THE 15th

ADMISSION: \$3.00 CHILDREN UNDER 12 \$1.00

(under 5 with paid adult free)

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UNION PACIFIC TOURS WILL BE AVAILABLE AS AN EXTRA FARE ITEM (Saturday only)

FOR ADDITIONAL INFORMATION CONTACT:

Gene Tacey

P.O. Box 485

2012 TLR CONVENTION SCHEDULE – SIOUX FALLS

Thursday May 17th

Noon to 10:00 pm Registration Early registration at Good Samaritan Society – Jerstad Retreat Center

Friday May 18th

7:30 am – 6:00 pm	Registration	Registration at Good Samaritan Society – Jerstad Retreat Center
8:30 am	Room 141	DSED member's clinic on getting to the public
	Room 143	Gerry Miller's clinic on stripping models for painting
9:00 am	Living Room	Non-Rail - Depart for EROS tour from Jerstad Retreat Center
9:30 am	Room 141	Robert Albano clinic on free loads
	Room 143	Ryan Moat's clinic on paperwork for modeling contests-a primer
10:30 am	Room 141	Ryan Moat's clinic on judging NMRA modeling contests
	Room 143	Jim Bernier's clinic on ballast machine
11:30 am	Living Room	Load buses to Sertoma Park for lunch (lunch included)
12:30 pm	Non-Rail	Depart for St Joseph Cathedral and Sculpture Walk tours
12:45 pm	Sertoma Park	Load buses to depart for Ellis and Eastern Quarry and Trans-loading facility tours - tours will be alternated
3:45 pm	Tour Sites	Load buses to depart for Jerstad Center
4:30 pm	Room 141	Larry Diehl's clinic on distressing wood
	Room 143	Mark Malnkar's clinic on decoding the pullman code
6:00 pm	Great Room	Dinner with raffle for Dakota and Iowa engine rides. Cody Grivno from Model Railroader will be our guest speaker
8:00 pm	Room 141	Lester (Les) Breuer's clinic on moving an entire layout-lessons learned
	Room 143	Bonnie Durenberger's clinic on painting figures for realism
8:00 pm	Board Room	Board Meeting

Saturday May 19th

7:30 am	Registration	Registration at Good Samaritan Society – Jerstad Retreat Center
8:00 am	Room 141	Larry Diehl's clinic on modeling concrete
	Room 143	Eric Carlson's clinic on tree making made easy
9:00 am	Living Room	Load buses to depart for Midwest Rail Repair (MMR) tour – 1 ½ hour walking tour
10:00 am	Non-Rail	Non-Rail – Depart for Sertoma Butterfly House and Aquarium A \$9.00 fee applies
11:00 am	MRR	Load buses to depart for Dell Rapids Park for lunch (lunch included)
12:45 pm	Dell Rapids Park	Load buses to depart to Dakota and Iowa Rail for caboose rides back to Sioux Falls
4:00 pm	Room 141	Robert Albano's clinic on installing decoders in older engines
	Room 143	Jim Bernier's clinic on prepping rolling stock
6:30 pm	Great Room	Banquet and contest awards. Mike Brestel, NMRA President, will be our guest speaker
8:30	Great Room	Chinese auction

Sunday May 20th

9:00 am	Room 141	General Membership Meeting
Noon – 6:00 pm	Open House	Model train layout tours

RAILS TO THE ROCKS HOTEL RESERVATIONS:

All hotel reservations should be scheduled through the Evangelical Lutheran Good Samaritan Society – Jerstad Retreat Center to receive the preferred rate. The Good Samaritan Society has 32 rooms available on a first come basis for the prices listed below. Our agreement with the Good Samaritan Society requires that we will need to fill the Jerstad Retreat Center rooms first. Additional rooms will then be available at Staybridge Suites or Holiday Day Inn Express for a special rate when reserved through the Good Samaritan Society. Call 1-605-362-3800 and ask for Lorie Grau to make room reservations for the Rails to the Rocks 2012 TLR Convention.

Good Samaritan Society rooms – all rooms are non-smoking and alcohol free

Single rooms - \$55.00 per night + tax – 24 available – Available Thurs May 17th through Sun May 20th nights

Double rooms - \$65.00 per night + tax – 8 available – Available Thurs May 17th through Sun May 20th nights

Continental breakfast is included each day

Additional rooms are available at Staybridge Suites or Holiday Inn Express (The Good Samaritan Society rooms must be filled first).

- o Holiday Inn Express - \$84.99 + tax (Two queen beds per room)
- o Staybridge Suites - \$84.99 + tax (One Queen – studio, also includes a sofa sleeper)

FIRST CLASS TICKET - REGISTRATION FORM

RAILS TO THE ROCKS
SIoux FALLS, SOUTH DAKOTA
MAY 18-20, 2012

*Sponsored by the Dakota Southeastern
 Division of the TLR*

*Held at the Evangelical Lutheran Good Samaritan
 Society - Jerstad Retreat Center*
 5800 W 57th Street
 Sioux Falls, SD 57108
 1-605-362-3100 (Room Reservations – Lorie Grau)

Note: You must be a member of the National Model Railroad Association to attend. Membership will be checked!

Spouses or significant others need not be NMRA members to only attend the Friday Social and Saturday night banquet meals.

If you have ever received an NMRA 'RailPass' membership to attend a previous TLR convention, you cannot use that again. You must sign up for full NMRA membership to attend again this year.

A 6-month 'RailPass' membership is available for new members for \$10. See below.

Name _____ NMRA # (Required) _____
 Spouse/Guest Name _____ NMRA Membership Expiration Date _____
 Address _____
 City _____ State/Province _____ Zip/Postal Code _____
 Phone () _____ Email _____

EVENTS AND PRICING:	Price	Total
NMRA Early-bird Member Basic Registration (Postmarked before May 1st 2012) Includes all clinics, rail tours, Friday and Saturday lunches, Friday dinner and social, Saturday banquet and Sunday breakfast. Meals included when attending rail events. Save \$10!	\$105	
Spouse or Guest Early-bird Registration (Postmarked before May 1st 2012) Includes all clinics, rail tours, Friday and Saturday lunches, Friday dinner and social, Saturday banquet and Sunday breakfast. Meals included when attending rail events. Save \$10!	\$105	
NMRA Registrations postmarked May 1st 2012 or later	\$115	
Friday Dinner / Social and Saturday Banquet only	\$35	
6-month RailPass NMRA Membership for non-NMRA members	\$10	
	Total	

LET US KNOW WHICH EVENTS YOU ARE PLANNING ON ATTENDING:									
	Member		Spouse			Member		Spouse	
	Y	N	Y	N		Y	N	Y	N
FRIDAY EVENTS					SATURDAY EVENTS				
(non-rail) EROS Tour - 9:00 am All must have photo ID/Passport (Can)					Midwest Rail Repair Tour – walking required - 9:30 am				
Quarry and Trans-loading Facility Tours - 11:30 am					(non-rail) Sertoma Butterfly House & Aquarium – 10:00 am				
(non-rail) St Joseph Cathedral Tour / SculptureWalk - 12:30 pm					Dakota & Iowa Train Ride*– Cabooses (bench seats)-1 pm				
Friday Dinner - 6:00 pm					Saturday Banquet – 6:30 pm				

List any special dietary needs (we will do our best to accommodate):

*Dakota and Iowa Train Ride – limited to the first 90 registrants.

MAKE CHECKS PAYABLE TO THOUSAND LAKES REGION (TLR):	
Mail completed form and payment to:	Please direct any questions to:
Mike Kaufman, Treasurer	Jay Manning, Convention Chairman
400 Jesse James Ct	7100 W Stoney Creek Street
Garretson, SD 57030	Sioux Falls, SD 57106
	chessie@mindspring.com / 1-804-712-8056

RAILS TO THE ROCKS

The Dakota Southeastern Division of the National Model Railroad Association, Thousand Lakes Region is hosting the 2012 Region convention in Sioux Falls, SD May 18-20, 2012. The convention is themed around the railroad industry support to the rock quarrying operations in Eastern South Dakota. There are two very active rock quarries, and two short line railroads that will serve as the focal points of the convention.

On Friday, May 18, the attendees will have the opportunity to visit the quarry on the Western edge of Sioux Falls, including a trip to the bottom of the quarry. As part of that visit, the tour includes a visit to the Ellis and Eastern Railroad backshop located next to the quarry. The Ellis and Eastern supports that quarry and transfers loads East and West across Sioux Falls. On the Eastern side of Sioux Falls, attendees will visit the newly constructed Transloading Facility used to support concrete operations located in that area.

On May 19, attendees will visit the Midwest Railcar Repair Facility located in Brandon, South Dakota in the morning for a walking tour of the operations at that facility. Midwest has trackage for over 800 cars. After that tour, attendees will be bussed to Del Rapids South Dakota for a picnic lunch followed by a caboose ride on the Dakota and Iowa Railroad from Del Rapids to the falls in Sioux Falls. The Dakota and Iowa Railroad supports one of the largest rock quarrying operations in South Dakota with 2 large pits. The train ride passes through the support facilities for the newest pit, including the weighing and data uplink activities. The train ride is scheduled to go over the falls in Sioux Falls and then go back to an area by the Sioux Falls Water Treatment plant for unloading.

The convention is being booked as the "First Class Ticket". The convention registration fee covers the all tour costs with transportation to the facilities in buses; lunch on both Friday and Saturday; dinner on Friday night with a speaker and social hour—including the opportunity to purchase chances for a cab ride on the D and I; the banquet on Saturday night with its guest speaker followed by a Chinese auction. The residence facilities for the convention all offer a continental breakfast as part of the room rate.

More about front page



Clinics will be conducted during the convention presented by a wide variety of speakers on subjects ranging from "Cheap Loads" for cars, to "how to judge a modeling contest using the NMRA standards". On Friday night the guest speaker for the dinner is Cody Grivno from the staff of Model Railroader. Saturday night's guest speaker is Mr. Mike Brestel, President of the NMRA.

The DSED will also have its show layout at the convention site for anyone who is interested in modular railroading to examine, and for those more inclined to want to run trains, available for convention attendees to operate either their trains on, or trains furnished by its members. On Sunday afternoon, members of the DSED will have their home layouts open for convention attendees to tour. At the present time it appears that there will be 12 layouts available all in this area. Included in the tour will be the Sioux Valley Model Engineer Society permanent HO layout at the local fairgrounds and home layouts ranging from a prize winning N scale modular layout to HO layouts designed and built to conduct operating sessions.

Registration Information and the convention schedule are available on the Thousand Lakes Region web site: <http://www.thousandlakesregion.org/>



Boonville Depot

When the tracks of the Missouri, Kansas & Texas Railway (known as the MKT or Katy) reached Boonville from Sedalia on May 31, 1873, no fancy passenger station stood here, and the bridge across the Missouri River was eight months from completion. As passenger service grew, the MKT built this brick-stucco depot in 1913-1912. The architectural style, Spanish Mission Revival, reflects the company's motto: "Katy serves the Southwest." The MKT constructed only four other mission-style stations, one in Kansas and three in Oklahoma. The Boonville depot, the only one remaining, is on the National Register of Historic Places.

An MKT architect known only by the initials "HJB" designed the mission-style depots. Iron rails supported the concrete floor, and cinders and dirt provided fill to level the ground. Boonville's Cochran Construction Co. did much of the fill work. Bricks for the archways and paving came from Coffeyville, Kan. The depot's color scheme of light green trimmed with dark green was standard for many MKT structures.

In the heyday of railroads, the depot became Boonville's transportation and communications hub. Trains carried mail, and the telegraph agent worked behind the window farthest to your right. Spur tracks

branched off the main freight line for loading and unloading products. These spurs were often named "team tracks" after the mule-and horse-drawn wagons once used for loading.

The railroad helped change commerce from local transactions to national and global trade. It removed the isolation of small communities and increased mobility for Americans. But with the rise of the automobile, train travel gradually declined. The last two passenger trains through Boonville, southbound No. 5 and northbound No. 6, made their final runs on May 1, 1958. The last train to pass in front of the depot was in 1986.

With time, this icon of Boonville's railroad era began to decay. The Missouri Department of Natural Resources acquired the depot along with interim use of the MKT corridor in 1987 to be developed as Katy Trail State Park. Citizens of Boonville lobbied for restoration of the depot and helped raise money. The restored depot opened again in 1997. Today, it is home to the Boonville Chamber of Commerce.



Built in the early 1910s, this fine depot handled passengers and freight until the construction of the green depot in 1922. It was then used exclusively for freight until it was taken down in 1962. The area in the foreground of this photograph is the site of the present parking area that will be filled to make level with the tracks. Photo courtesy of Wayne Lammers.



The interior of the depot had two waiting rooms, one only for women, a ticket office, telegrapher's table and baggage room. The section jutting out allowed MKT officials to look up and down the tracks from inside. Outside the depot, on the right end, large doors and a loading platform connected to the baggage room. Blueprints from Missouri Department of Natural Resources.



In 1913, northbound train #352 pulls up to Boonville, one year after the depot was built. The train was probably bound for St. Louis or Moberly. During this era, 20 or more trains a day passed through Boonville. The tall pole next to the depot is a semaphore, or mechanical signal, used by railroads until electric signal lights took over. Photo courtesy of Wayne Lammers.



This exhibit is funded by donations to Katy Trail State Park and the parks, soils and water sales tax, which was approved by Missouri voters.

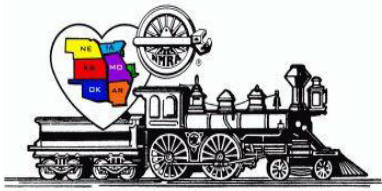


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The Mid-Continent Region is proud of its members 72 who have achieved the Master Model Railroader Award.

The current members with this honor include:

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MMR 30	Paul Moon MMR	Little Rock Area	MMR 369	David A. Bartz MMR	Gateway Division
MMR 73	John G Slater MMR	(Deceased)	MMR 370	Marion G. Brasher MMR	(Living Outside of Region)
MMR 82	Ronald E. Williams MMR	Ozark Mountain Area	MMR 372	James F. EuDaly MMR	Turkey Creek Division
MMR 90	W. Miles Hale MMR	Turkey Creek Division	MMR 373	Dave Roeder MMR	Gateway Division
MMR 106	Douglas C. Taylor MMR	Turkey Creek Division	MMR 377	Stephen M. Priest MMR	Turkey Creek Division
MMR 116	Charles R. Hitchcock MMR	Turkey Creek Division	MMR 378	Thomas E. Shook MMR	(Deceased)
MMR 119	Kenneth D. Ehlers II MMR	Indian Nations Division	MMR 380	Rick McClellan MMR	Turkey Creek Division
MMR 120	Col Peter B. Smith MMR	Gateway Division	MMR 381	Paul W. Myers MMR	Turkey Creek Division
MMR 128	Tim Kubat MMR	Ozark Mountain Area	MMR 383	Earl Mullins MMR	Platte Valley Division
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MMR 132	David Halpern MMR	Indian Nations Division	MMR 395	John O'Neill MMR	Platte Valley Division
MMR 137	Larry Keeler MMR	(Living Outside of Region)	MMR 398	Charles Stapleton MMR	Turkey Creek Division
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MMR 197	Fred Carlson MMR	(Living Outside of Region)	MMR 437	Brad Slone MMR	South Central Missouri Area
MMR 208	Patrick G. Lana MMR	(Living Outside of Region)	MMR 439	Howard Junker MMR	Platte Valley Division
MMR 209	Jan E. Jester MMR	(Deceased)	MMR 443	Monte R. Hofmann MMR	Nebraska West Central Division
MMR 211	Richard Yungclas MMR	(Deceased)	MMR 450	Bradley Morneau MMR	Turkey Creek Division
MMR 216	Joe B. Robertson MMR	Turkey Creek Division	MMR 459	Allen G. Merta MMR	Eastern Iowa Division
MMR 234	Rick C. Shoup MMR, HLM	(Living Outside of Region)	MMR 461	Nelson Moyer MMR	Eastern Iowa Division
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MMR 250	Joe Mock MMR	Cowboy Line Division	MMR 465	Dennis M. Brandt MMR	Cowboy Line Division
MMR 257	Stephen J. Titus MMR	Cowboy Line Division	MMR 475	Kenneth Breher	Eastern Iowa Division
MMR 265	Charles M. Buswell MMR	Cowboy Line Division			
MMR 273	Dean Windsor MMR	Turkey Creek Division			
MMR 277	Thomas J. Troughton MMR	South Central Missouri Area			
MMR 278	R. Doug Farner MMR	Maple Leaf Area			
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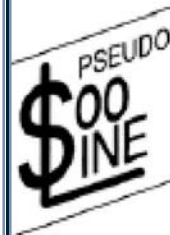
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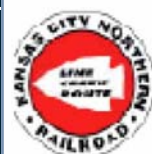
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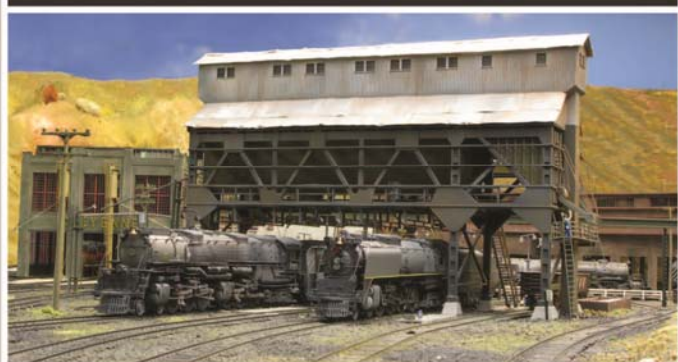
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