

Caboose Kibitzer

2nd Quarter 2012 VOLUME 62, ISSUE 2



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Front Cover
Mid Continent Regional Convention
Best of Show B&CC Water Tower at Beaver Brook
by Ryan Moats MMR
Back Cover is a picture of the last of three depots
in Cameron, Missouri. The 1920's Cameron boast-
ed over 40 trains a day and in 1955 the number
trains had dwindled to five a day. This depot was
erected in 1898. Photo by Louis Seibel

waybill

Second

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NEXT Month ?

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

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**Photos must be 600 dpi
816-861-3449**

**Dead line for 3QT October 31,
Dead line for 4QT November 30,
Don't run just hurry.**

ted

The Head End

by Whit Johnson
MCOR PRESIDENT

Model Railroad Month

As summer comes to an end we are quickly approaching Model Railroad Month. November is the month traditionally known as Model Railroad Month. Many Divisions and Regions have special activities to promote the hobby during November. I encourage each of you to join me in being actively involved in sharing and promoting our hobby every day all year long, with a special effort during the Month of November.

This is our second issue on line and there are many more to come. We need your help. Now that we are an on line publication we do have many improved methods for sharing your articles. However, we need you to help us out by writing about what you are doing in your hobby. In order for the hobby to grow we all need to share it with others.

Recently another organization I am involved with made what they believe to

be a unique discovery. A local group held an event open to the public. Usually these groups hold events for themselves and others within the organization. Their numbers were beginning to decline so they decided to try getting out into the public view. The event was publicized outside of normal methods for this group and to their surprise the turnout was up and the response was unique. Many people were not aware of the organization or for sure what it was about.

The moral of this is promote your meetings, shows, operating nights, work sessions, maybe to a friend who is not in the hobby to come and see just what it is about. If each of us can introduce just one person to the hobby that gets involved we have helped the hobby to grow.

Elections for Region Officers are ap-

proaching. If you have someone you would like to nominate for a Region position, please get the name to one of the other officers, or myself. We will get it to the nominating committee for review.

This is our hobby and it takes all of us to make this the great hobby it is.

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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Small Ideas

By Robert Simmons

All Photos by Kelly Chopp

Just about every one who builds a model railroad, tries to add scenes that catch the eye, and provoke conversation, amazement, or amusement. Those of us who are fortunate to live near the big Class 1 railroads see lots of action, and there are plenty of scenes to model, but because of space restrictions find it difficult to accurately model Bailey Yard in North Platte, NE.

We all have big ideas and plans for our empires, but sometimes a small idea may work better.

We are all faced with the corner area that no industry will fit, or a small space that needs something, or because of space restrictions your yard or terminal is already sized down. You can sometimes find big ideas to fill those small spaces from short lines.

I happen to live near a large Class 1 railroad, the BNSF, but also a short line called the Garden City Western. Kelly Chopp is an engineer for the GCW, and he almost always has his camera with him.

The big difference between large and small railroads is almost always money. The big roads will spend billions of dollars every year for infrastructure, and everything is bigger and better. On the other hand, smaller roads have to do the best that they can with far less money.

Case in point, sanding the locomotives. Instead of investing thousands of dollars on sanding towers, the short line makes do with a small tractor, bags of sand, and muscle power. **(Picture 1)** In most scales, there are models of small tractors, and you can easily add the fork lift tines on the bucket, then add the bags of sand and a couple of figures, and you have an eye-catching scene **(Picture 2)** This would be a perfect use of a old loco that no longer runs, placed on a little used siding next to a road, and you could even make the open sand hatch.

If you happen to model rural areas, you almost always have a county road crossing the tracks.

Another easy scene to model is a railroad crew clearing the track flanges of dirt and sand. **(Picture 3)**

In the case of the GCW, a air hose is connected to the air supply of a locomotive, and the offending sand is removed with compressed air **(Picture 4)**. Again, a air hose, and a couple of figures, and you're done. This could even be an assigned job during operating sessions.

A lot of model railroads feature grain elevators, because they look great, and can provide a lot of operating action. But occasionally, they can and do have accidents. Of course, no one wants to model the devastation of a grain elevator explosion, but every so often a bad section of concrete gives way, and the grain comes pouring out. Imagine the looks of amazement at your model of a grain elevator accident **(Picture 5)**. I think you could use a section of cardboard mailing tube for one section of elevator, then gently tear a hole leaving the pieces hanging open, paint it "concrete" color, then paint the outside "white" and you could even add a few strands of wire for the broken rebar, and finish with some "spilled" grain and there you have it, a scene that would be very rare indeed on a model railroad, and would generate a lot of conversation for visitors.

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Mid Continent Regional Convention



Non-Revenue 1/25th scale narrow 36"
Silverton Gladstone & Northerly #45 MOM Truck



CB&Q Class BA-19 Havelock Economy Baggage Car
#990



B&O 2-10-0 Class Y #6500



1/25th scale flat car-40'-
St. Louis & Northern Short Line #1817



Webster Groves & Fenton Rail Bus 1/25th scale



H0 Caboose Wabash #2230

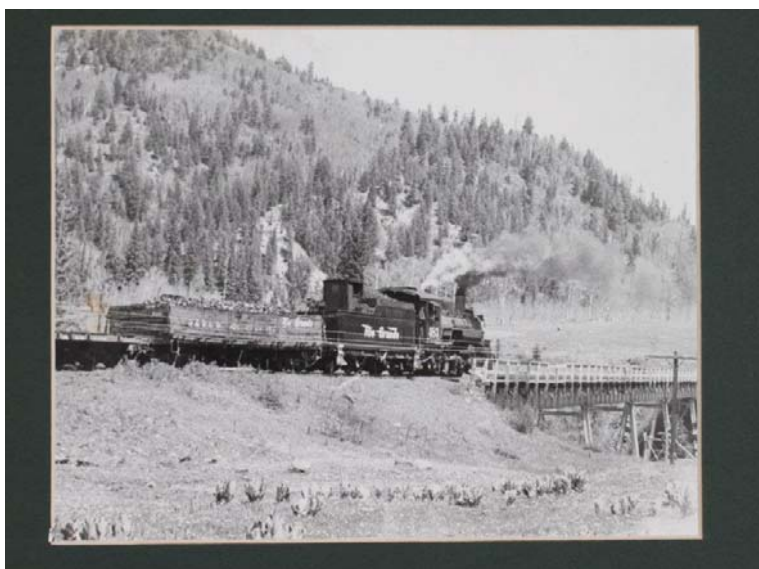
Mid Continent Regional Convention



Four O'clock Train to Silver Plume



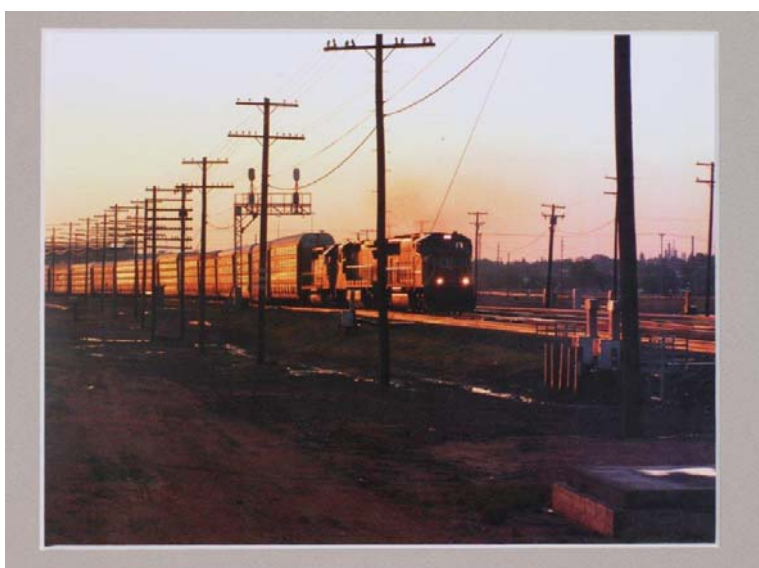
B&CC Water Tower at Beaver Brook



Last Train from Chama



CB&Q Stand Livestock and Scale House



Sunrise at Cheyenne



Monsantile Siuding @ Black Rock

Steam	Philip	Bonzon	MMR	B&O 2-10-0 Class Y #6500
	Philip	Bonzon	MMR	B&O 4-6-2 #5046
Diesel	Dave	Roeder	MMR	Webster Groves & Fenton Rail Bus 1/25th scale
	Dave	Roeder	MMR	ADM #1934 Diesel - GP 9 R - with cut off cab nose
	Dave	Roeder	MMR	BN #1632 GP - 7m Diesel
Freight Cars	Dave	Roeder	MMR	1/25th scale flat car - 40' - St. Louis & Northern Short Line #1817
	Brad	Slone	MMR	HOn3 Stock Car #701 ETNWNC
	Kent	Hurley		Quarry Car
	Dave	Roeder	MMR	HOn3 Silverton Northern RR Wood Flat Car 40 ft #55
Non_Revenue				1/25th scale narrow gauge 36" Silverton Gladstone & Northerly #45 MOW Truck
	Dave	Roeder	MMR	
Caboose	Dave	Roeder	MMR	HO Caboose Wabash #2230
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Passenger Cars	Nelson	Moyer	MMR	CB&Q Class BA-19 Havelock Economy Baggage Car #990
	Dave	Roeder	MMR	HOn3 Observation/business car Silverton Gladstone & Nottherly #2
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	Ryan	Moats	MMR	B&CC Water Tower at Forks Creek
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	Louis	Seibel		Layout Tour St Louis
	Ronald	Morse		HOn30 3-Spot of the Coyote Gold Tram ...
Color Prototype	Claude	Lundquist		"Sunrise at Cheyenne"
	Michael	Wise		ITS Engine house 1220
	Marion	Brasher		Orders at Chillie

Small Ideas

Pictures



(Picture 1) An easy to model sanding operation on the Garden City Western (Kelly Chopp photo)



(Picture 2) The sand hatch is open, and bag by bag the locomotive gets it's load



(Picture 3) Another task is cleaning



(Picture 4) Particularly on dirt or sand roads, road traffic carries the sand into the tracks. (Kelly Chopp Photo)



(Picture 5) This is what happens when a grain elevator has a blow out. This would be a very eye-catching scene to model. (Kelly

Welcome to the 2013 Convention

Turkey

Creek

Kansas City

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Eastern Iowa Division is
hosting an Op Session Week-
end April 5, 6, and 7, 2013.

I have attached a flyer of our
event and a link to our web-
site:

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Operating spots may fill up
fast so don't hesitate and reg-
ister early to take part as an
operating crew member.

Thanks,
Tony J. Bowen, MMR

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Traveling In Style

By Robert Simmons

Over the past few years, I have developed a N-Trak layout on my own which has now grown to eighteen feet by twenty-two feet. It's not the largest by any stretch, but I no longer have a vehicle to transport it. It has long since outgrown my Chevy S-10 pick up, and although my Club has two double-axle trailers I can borrow, neither of our Buick Regals could possibly tow them, so I have been totally reliant on others to transport my layout to shows.

I have towed trailers before, and I much prefer a self-contained vehicle, but I needed something large enough to contain the entire layout, yet be compact enough to maneuver through City traffic. Originally I came upon the idea of purchasing a used rental truck, and I contacted a salesman from a local car dealer to track one down for me. I thought we hit pay dirt when he reported that (Company X) had ten such units, and the price was right. This led to months of frustration, as Company X apparently didn't want to deal with individuals or even dealers, but only wanted to talk to wholesalers.

The clouds parted, and a ray of sunshine beamed on the day I was contacted by my brother-in-law who told me of his friend who owned a former Ford County, KS. ambulance. I had previously told him of my plans, and contacted his friend, who brought it over so I could look at it. (Photo 1)

I was kind of wary of the deal, as I had never even thought about an ambulance previously, but I got some masking tape, and a tape measure, and began marking off on the floor the approximate dimensions of the module sets, and I discovered that without modifications, I could fit the entire layout in the rear box. (Photo 2)

I began to see the possibilities. The storage compartments along the left wall are only about twelve inches deep, and cover the wheel well area, and the bench seat on the right covers the other wheel well area. The two rear doors open wide enough, and the center floor area is wide enough to load a 4 x 8 sheet of plywood, so I could easily load the layout. The floor is covered with tough linoleum, which is easy to clean, plus there is a side door entry also.

The vehicle itself also has some advantages, such as a five-liter V-8 diesel engine for plenty of power, plus an extra-capacity radiator, over-sized air conditioning system, oil cooler, plus a switch that makes the engine idle at a higher RPM, so during long idling periods it will not over heat and still run the air conditioning and electrical systems. It features a dual battery system that allows me to select battery one, battery

two, or both. The electrical control panel allows me to activate selected exterior lights, one on each side, and two in the rear. When the box doors are opened, the interior of the box is extremely well lit with six flush-mount ceiling lights. The box also has it's own separate air conditioning controls.

This truck is built to last. With my 1984 Chevy S-10, I was taking a light-duty vehicle and pushing it to it's limits and in some cases beyond, which allows zero safety factor. Now I have a 1991

Ford E-350 cab/chassis with a Hobart box. This is a real truck, with a one-ton frame and suspension, dual tires on the rear, and an adjustable air ride suspension system. This last element is key, as when using the trailers, the layout was always bounced around severely during transport. The ambulance is made to transport people, and the ride is incredibly smooth for such a large truck. This is the largest vehicle I have ever owned with a GVW of 10,500 pounds.

Of course, as with any endeavor, there are issues to overcome, one was insurance. Vehicles like this fall into a grey area, as my company cut off private vehicles at 10,000 pounds, yet it did not qualify for commercial, or RV either. I was able to get a special dispensation for the extra 500 pounds, so it is covered under my personal vehicles, with the stipulation that all official lettering, logos, emergency lights and siren be removed. I have already done this work, however I retained the plain red stripe for an accent. Fuel economy isn't the greatest, however it's like any vehicle, the faster you push it, the more you use, and I am not using it for daily transportation. I plan on using it just a few times a year, but when I do, I'll be traveling in style.

(Picture 1) This is how the ambulance appeared on the day of purchase. As large as it's carrying capacity is, with it's relatively short wheelbase, it's easy to maneuver through City traffic and to park.

(Picture 2) This is how the inside looked. You can lay a 4x8 sheet of plywood down on the floor, and the double rear doors make for easy loading. The box on the floor by the cab is a power inverter which supplies 110-volts AC. It will be moved into the vertical space behind it to clear the floor area. I can also remove the bench seat if extra capacity is needed some day.





2012 Mid-Continent Region Convention

Operating Sessions – Part I

Coverage by Robert Simmons

Having a operations based home layout, I am always on the look out for a good operating session. During my trip to St. Louis, MO. To attend the 2012 Mid-Continent Convention, I was fortunate enough to be picked to run on two of the three possible sessions. I wish to give full credit to the Gateway Division for all their hard work in putting on a great Convention experience for everybody who attended. I also wish to thank the owners of the layouts who opened their homes and layouts to a bunch of strangers, as I know how much work goes into that.

The first of the two sessions I attended was hosted by Bob Brady **(Picture 1)**. We all met outside on his patio until everyone who was scheduled to run arrived, then we headed down to the layout. Bob has a very impressive layout, based on the Frisco operations in and around the St. Louis area. This allows him to model not only the Frisco, but also other roads that crossed and interchanged with it, such as the MoPac, and being a MoPac modeler, I volunteered to run the MoPac turn.

Any good operating layout has to have good planning, and it was obvious from the start that Bob had spent many an hour in planning. The room lighting was well placed, and all tracks were within easy reach. **(Picture 2)** Along the main wall at the top was a complete system map for reference and just below that was a wall-mounted Digitrax fast clock which we did not use as we were all new to the layout. The layout is a multi-deck design with three levels, that travels along all the walls. **(Picture 3)** On the fascia, each switching point was clearly labeled with the City name, and was flanked by the car card box which was divided into switching locations, and the front of the box was labeled with the local job map. Bob uses car cards, but he made his smaller than most and this makes holding the cards easier and the card boxes smaller. Each car card box also had holes to hold the uncoupling sticks which if used, kept you from searching for the one you just set down somewhere. **(Picture 4)** Bob also showed

us a neat trick by using restaurant check folders to hold the car cards. Each job had it's own holder, and the car cards fit neatly inside the clear sleeve, and specific job instructions were also attached. I asked Bob how many he had to swipe to do this, and he told me he acquired his from a restaurant that had gone out of business. I also learned from Bob that most restaurants cycle these folders every so often, as they are always getting new ones from different companies who wish to have their logo on the outside.

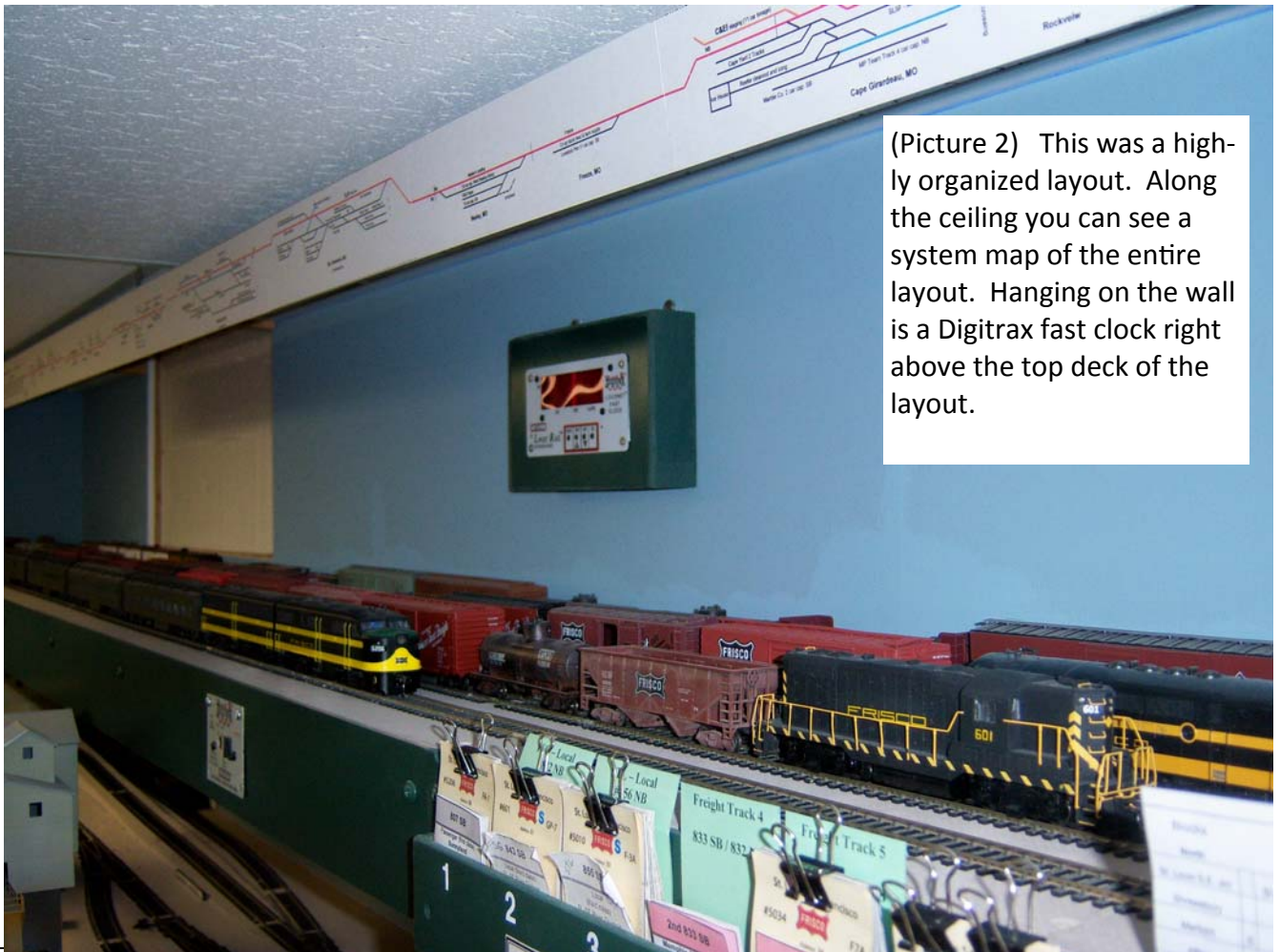
(Picture 5) Although we all had a blast during the operating session, and there was some kidding around, we were serious about moving the freight as we had come to run. It's not an easy task to walk into a layout you have never seen before, with an operating system you have never run before, and still make the trains run on time. **(Picture 6)** We all had our separate jobs to run, but we all had to operate as a big team, as just like in the real world, if a Yardmaster, or other trick did not do his job properly, most likely it would eventually affect the entire railroad. In this case, we devoted two hours to the session, and it took me every minute (and then some) to get my trick done. Fortunately, there was only one other train that depended on picking up my cars, as I got them there just in time. Although I had many operating sessions under my belt, I had never used car cards before, so it was a learning experience that I am very grateful for. Fortunately, I had been using Digitrax DCC for decades, so I was already familiar with that. It was some of the best two hours I ever spent with my clothes on. I will always treasure the memories and wish to thank Bob Brady and all the other operators for a great experience. I hope some day they can run a session on my layout.



Brady Op Session Pictures



(Picture 1) The Host, Bob Brady (in red), is giving instructions to one of the operating crew at the beginning of the operating session.



(Picture 2) This was a highly organized layout. Along the ceiling you can see a system map of the entire layout. Hanging on the wall is a Digitrax fast clock right above the top deck of the layout.

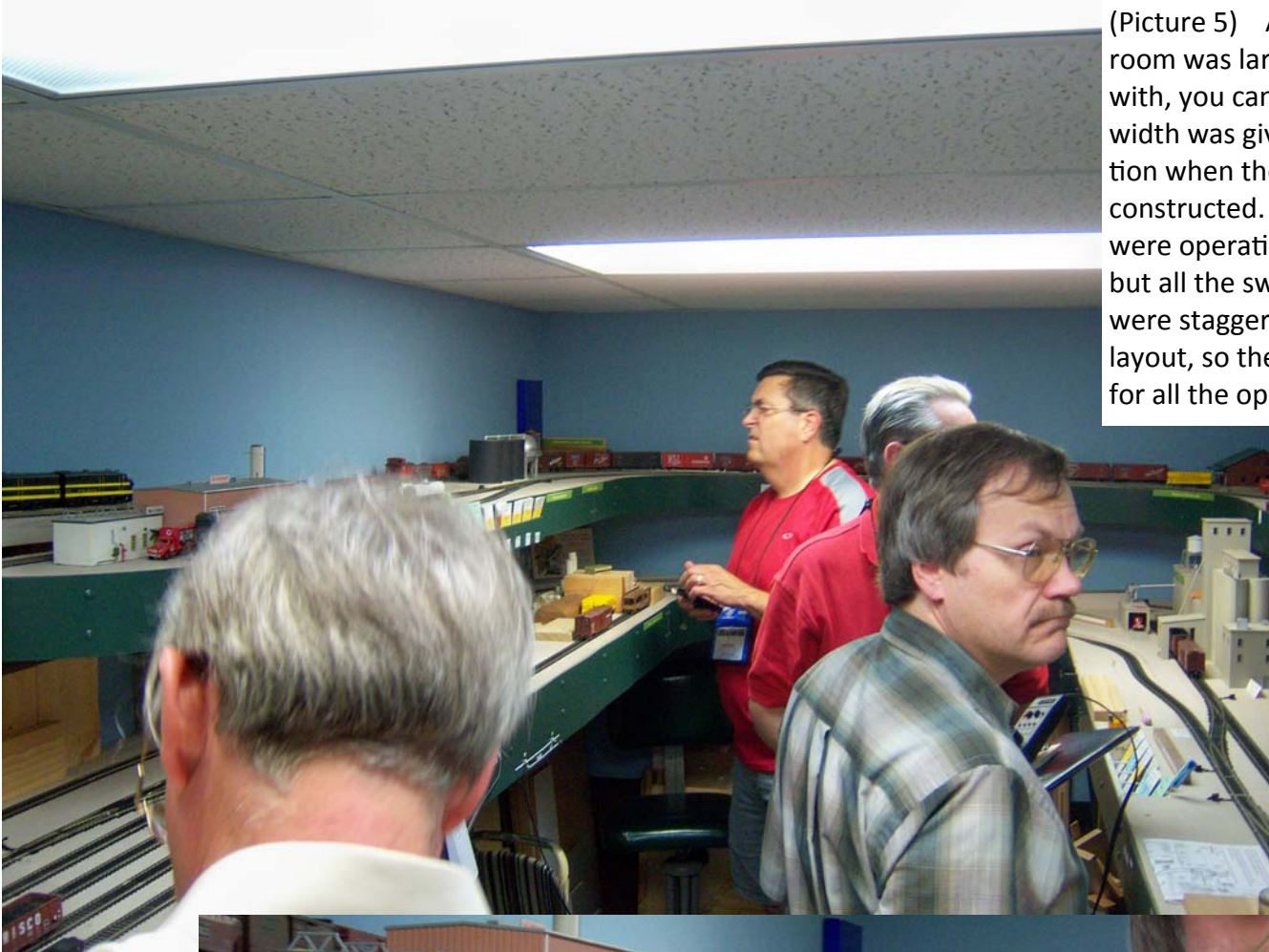


(Picture 3) Bob uses car cards, but smaller than most. This makes them lighter and easier to hold, but slightly harder to read. At every switching point, there is a car card box, divided by switching locations, and each has a local industry map.

(Picture 4) One unique idea Bob displayed is the use of restaurant bill holders. He obtained several from a restaurant which had gone out of business, but he told me that most restaurants recycle theirs on a regular basis, so it would not be hard to find some near you. Each job had a card holder, with specific instructions for that job.



(Picture 5) Although the room was large to begin with, you can see that aisle width was given consideration when the layout was constructed. Several trains were operating in this area, but all the switching jobs were staggered around the layout, so there was space for all the operators.



(Picture 6) A look of determination is on the face of one Yardmaster as he works a switching job in his yard.



THE SWITCH LIST

SECOND 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.

THE SWITCH LIST – October 2012

DIVISION MEETINGS

COWBOY LINE DIVISION (NORFOLK, NE) meets 3rd Thursday each month, 7:00 P.M. at Hy-Vee East upstairs meeting room. Corner of 1st Street and Norfolk, Ave. Info: Dennis Brandt, Div. Director: 402-9925-2415 or email dennisbrandt44@gmail.com for more 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 Tulsa, 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** meets the 4th Thursday of every month except Nov. which we meet the 3rd. Dec. we have no

meetings. We meet at the Ames Public Library meeting room. Business meeting starts at 6 PM and at 7 PM we have a get together, anything railroad goes. The Library is at 515 Douglas Ave. Contact KSD thru the NMRA web site.

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.

***TURKEY CREEK DIVISION, NMRA**, Meetings are held on the fourth Tuesday of the month at 7 p.m.. The October 23 and November 27 meetings will be held at Neiman Elementary School. The date of the December meeting has been determined, but it will likely be on the 18th. Check the Division Timetable at <http://www.tc-nmra.org/TC-Calendar.html> for current information.

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. The new web site is found at <http://www.whd.mcor-nmra.org>

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

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 graciously 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.

October 13, 2012 - THE TOPEKA MODEL RAILROADERS SWAP MEET, 9 a.m. – 2 p.m., The Crestview United Methodist Church, 2245 S.W. Eveningside Drive, Topeka, KS 66614. This event is intended as a time to get model railroaders together and socialize without the worry of watching layouts, or making sure vendors are attended to, so we are requesting no vendors, please. This is open to all model railroaders and clubs in the area. **Admission is Free. There is a \$2.00 fee for half a table and limit of 1 half table per person.** We encourage you to look around and through your collection and bring items that you no longer want or have a need for. Remember your junk is someone's treasure. When you are pricing it, price it so you don't have to carry it home. Coffee, Juice, and Donuts will be available for a free will donation to defray cost of the items and supplies. Come prepared to have a good time and find some treasures. For more information contact Tony Fox @ 785-477-9304 or e-mail tfox57@gmail.com or Terry Posten@ 785-235-8887. Visit our web site at www.tmrk.spruz.com for a map to the location.

October 13-14, 2012 – THE 22ND ANNUAL GREATER ST. LOUIS METRO AREA TRAIN SHOW, Kirkwood Community Center, 111 S. Geyer Rd, Kirkwood, MO, 63122. Admission \$5, all scales, swap tables, layouts, door prizes. Sponsored by the Mississippi Valley N Scalers, call David Johnson at 636-225-2405 or write to MCNS, 1864 Harbor Mill Drive, Fenton, MO 63026.

October 20, 2012 – SOUTHWEST KANSAS RAILROAD SOCIETY, SW 150 Ave., Cunningham, KS, 1204 Call 620-899-4471 for further information.

October 20, 2012 – THE AMERICAN PASSENGER RAIL HERITAGE FOUNDATION (SPRHF), 3rd Annual Silver Rails Model Train Show, 9 a.m. – 3 p.m., Silver Rails Event Center, 202 E. Moore St., La Plata, MO. We will have operating train layouts and lots of trains/railroad memorabilia for sale. Vendor space is available for \$20.00 a table. Entry fee is \$3.00 per person at the door all proceeds from the entry fee go to benefit the local food bank. Children 12 and under are free with an adult. Breakfast and lunch will be available on site. For more information contact Bob Cox, 660-287-1714 or check the web site at <https://www.aprhf.org>.

October 21, 2012 - 34TH ANNUAL SPUD VALLEY HOBBY SHOW, 9 a.m. to 3 p.m., Crystal Ballroom, Ramada Plaza Suites, 1635 42nd St., Fargo, ND. Admission \$5, 12 and under free with paid adult. Contact Don at 701-234-9351 or the Spud Valley Model Railroad Club at sumrrc@quest.net.

October 20-21, 2012 - TRAIN SHOW sponsored by the Cisco Junction Model Railroad Group, The Cisco Center, N. Eldon Street, Cisco, IL. 9 a.m. to 4 p.m., admission \$3, 12 and under free with paid adult, vendors, silent auction, displays, layout, door prizes, visit www.ciscojunction.com for further information.

***October 20-21, 2012 – WESTERN KANSAS TRAIN SHOW**, Sat. 9:00 to 5:00 p.m., Sunday 11:00 a.m. to 4:00 p.m., Ellis County Fair Grounds, 1344 Fairground Rd., Hays, KS (Exit 157 on I-70). Admission \$5 for adults, 12 and under free. 100 tables or trains for sale, plus operating layouts, food vendors, and door prizes. 5th Annual Show by KND Collectibles. For more information contact Kevin Keeler at 417-838-5615 or klk@mchsi.com.

November 3, 2012 – GATEWAY DIVISION OF THE MID-CONTINENT REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION MODEL TRAIN MEET, 9 a.m. – 3 p.m., Trinity Lutheran Church, 14088 Clayton Road, Ballwin, MO. Model contest, MMRA judging, clinics, door prizes, swap tables, free locomotive test station, DC and DCC locomotive tune-up, Grand Prize drawing

for a locomotive, display layouts, layout tours and more. Admission \$5, children under 12 free. For additional information contact Hank Kraichely, 636-394-5151 or hkraichely@sbeglobal.net.

November 10, 2012 – GRANITE CITY TRAIN SHOW, National Guard Armory, 1710 Veteran's Drive, St. Cloud, MN 56303, 10 a.m. to 3 p.m., Admission \$5, 12 and under free. Vendors, displays, door prizes, for more information visit www.GraniteCityTrainShow.com or call 320-255-0033.

***November 17-18, 2012--BOOT HILL MODEL RAILROAD CLUB TRAIN SHOW, NOTE THE NEW LOCATION** Western State Bank Building, 11333 South Highway 283, Dodge City, KS 67801 (Junction of Hwy 283 and Hwy 56), 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

November 24-25, 2012 – THE GREAT TRAIN EXPO, Gateway Center, Collinsville, IL, visit <http://greattrainexpo.com/schedule.html> for additional information.

November 25, 2012 – MID-AMERICAN TRAIN & TOY TRAIN SHOW, KCI Expo Center, 11728 NW Ambassador Drive, Kansas City, MO. Toys, trains, collectibles, and more. Admission \$5 adults, 12 and under free with paid adult. Open 9 a.m. to 2 p.m. (7 a.m. early admission \$10). Contact Steve & Sherri Stich at 913-651-5864 or visit <http://www.MidAmericanTrainAndToyShow.com>.

***December 1, 2012 – TRAIN OPEN HOUSE**, McGee Center, 3800 W. College Avenue, Conway, AR, sponsored by the Central AR Model RR Club (CAMRC). 9 a.m. to 3 p.m. Free admission, but donations are gratefully accepted to help keep the trains running. This event is not a traditional swap meet, and buying-selling cannot be conducted because of the rules of the facility. The featured layout at this event will be the 12x14-foot Lionel O-gauge modular layout with

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2012 Mid-Continent Convention

Operating Sessions – Part II

Coverage By Robert Simmons

The second operating session I was honored to attend was hosted by Bob Johnson and his Pseudo-Soo Line layout. Bob's HO scale empire filled most of the finished basement area of his home, so you know he has a very understanding Wife. The railroad follows the walls and center divider, allowing ample room for the operators, and also spreads out the action among several yards. Upon arrival, we were divided into working crews and were assigned our jobs. I was pleased to be teamed up with Master Model Railroader, Brooks Stover, who had come in from Detroit, MI. (Picture 1) On the Pseudo-Soo Line, each job is important as each yard has the possibility of backing up the entire line, however Bob provided each yard with plenty of help through system maps, blocking charts, and other lists of responsibilities. (Picture 2)

In this system, each yard had several tracks, and the trains were required to be blocked in correct order (as we found out, having sent a train on it's way to the next yard, minutes later we heard over the wall "It sure would be nice if the cars were blocked in order!") The Pseudo-Soo Line features a Dispatcher controlling all the action from the centrally located Dispatcher's desk. (Picture 3) Radio calls were simulated by talking loudly across the room, and just like real radio communications, you often had to wait for a previous conversation to end before beginning yours.

One of the best reasons to attend operating sessions, is to discover there really is ten ways to skin the cat. Everybody has their own preferences and can therefore come up with

some interesting ideas. (Picture 4) Bob has made great use of printed card stock structures where the image of a building is printed and glued to stiff card stock, which is then made into a structure. Although Bob had many 2-D building in the background areas, he also had some impressive 3-D structures as well. The addition of 3-D details such as piping, awnings, followed by weathering makes you forget they are printed buildings. Bob also had a marvelous way of marking yard tracks, by using small pieces of wood dowel cut into 1/2" pieces. Each piece was marked for a particular destination, so Yardmasters could quickly place these besides the yard tracks to remember which track to place incoming cars on, then they could be as quickly removed and re-arranged.

Truly one of the most enjoyable aspects of Model Railroading, is witnessing various styles of humor, and the Pseudo-Soo Line did not disappoint. (Picture 5) When walking around Bob's layout, you had to look closely and think about what you were seeing, as some of the humor was quite subtle, while some was more direct. In real life, you often see billboards advertising real estate offers, but few offering swamp land. I think I got the biggest laugh when I came across a partially covered loading dock. I was intent to take-in all the fine details, such as the accurate logos on the shipping crates. Then I read the sign, and burst out laughing. (Picture 6)

From learning how different layouts operate, to enjoying the camaraderie and humor, there are lots of reasons to attend operating sessions, and I wish to thank Bob Johnson for opening his home and Pseudo-Soo Line to us. I learned a lot and had a great time.



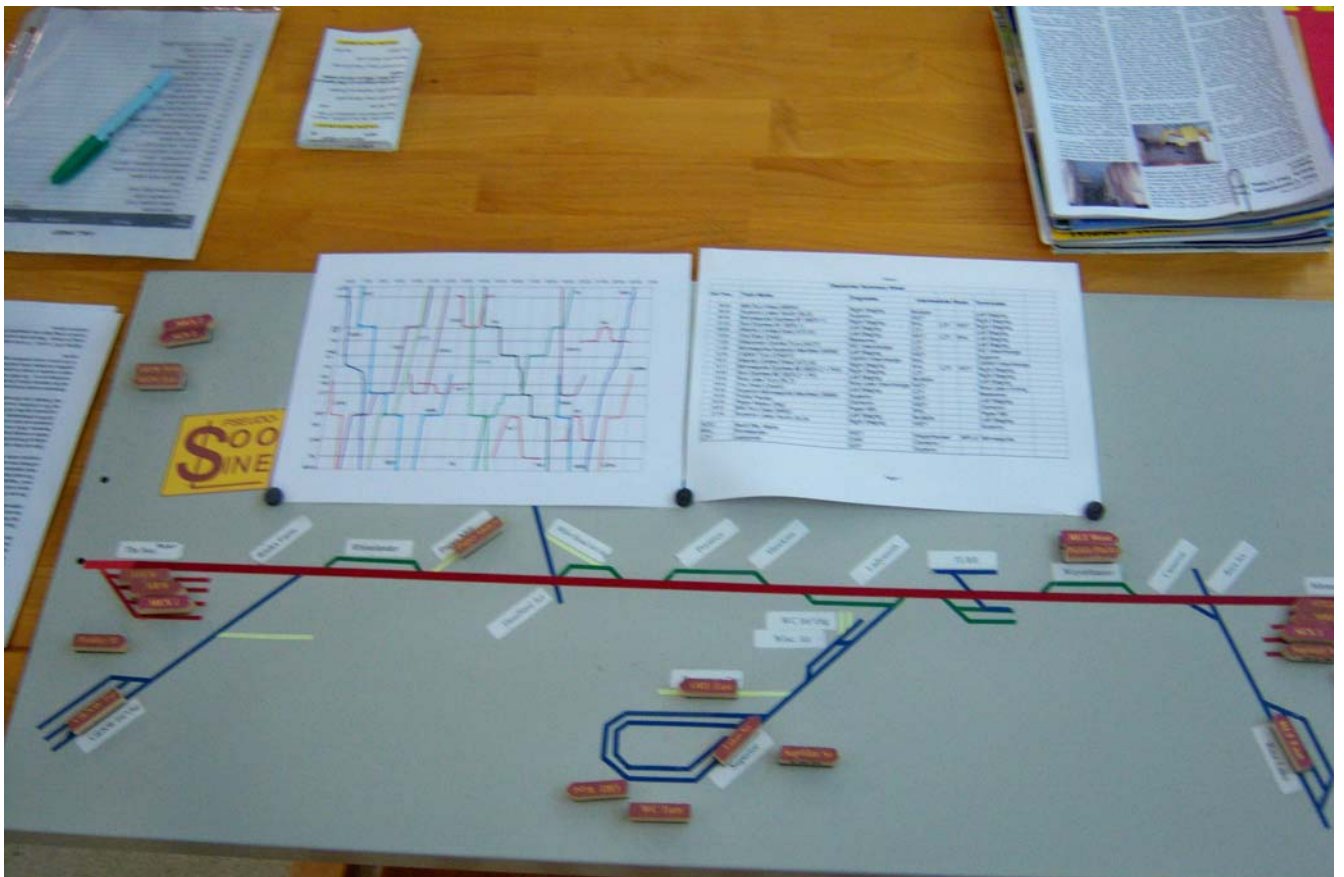
Pseudo-Soo Line Op Session



(Picture 1) This is the yard we worked on Bob Johnson's Pseudo-Soo Line layout. Note on the left the tools of the trade, two magnetic uncouplers glued together to cover more than one track, wooden uncoupling tools, and small pieces of wood dowel rod each marked for a destination.



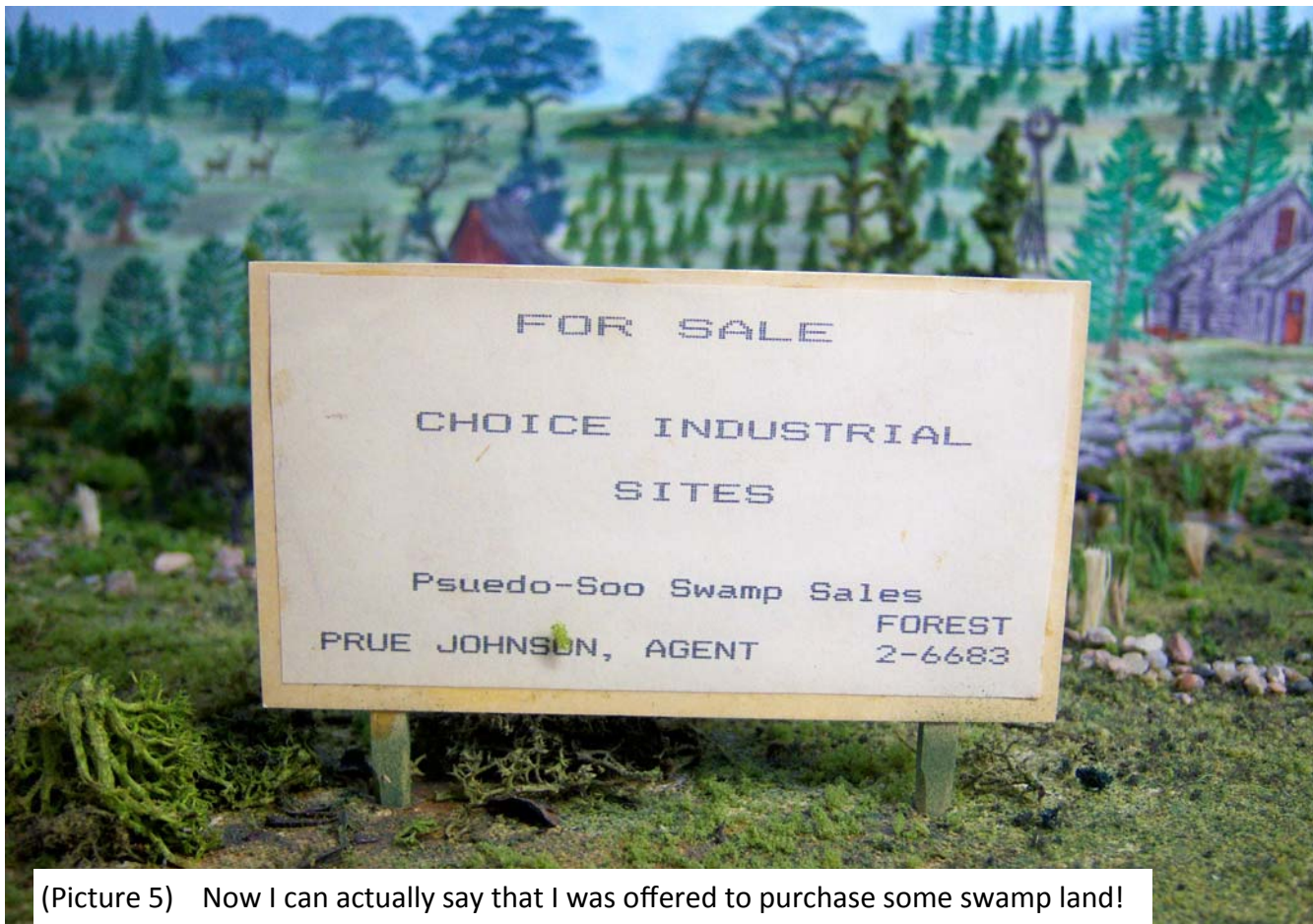
(Picture 2) For each yard location there were plenty of aids, including system maps, blocking charts, and yard diagrams.



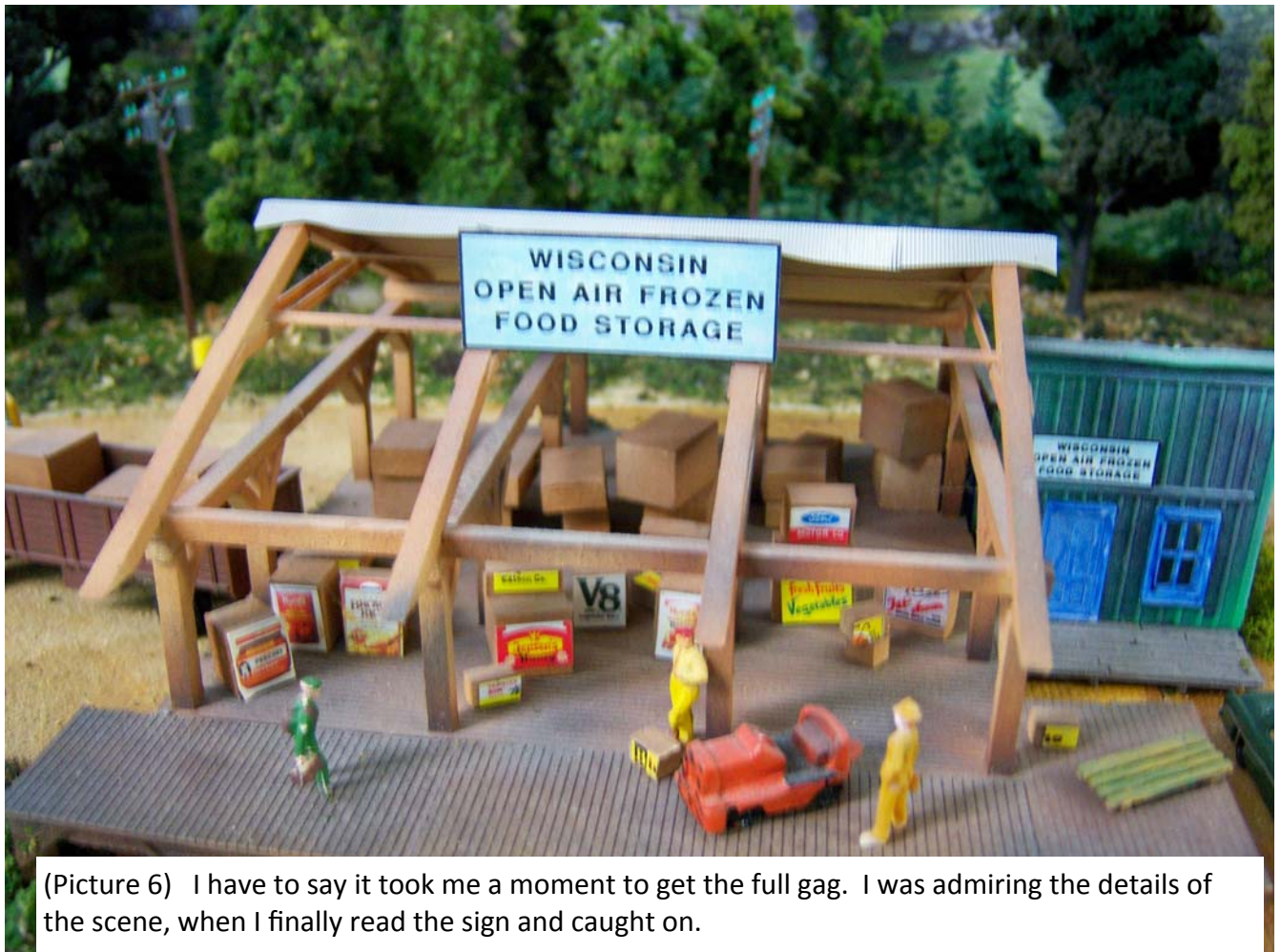
(Picture 3) Here is a look at the Dispatcher's desk. All action on the railroad was controlled from here. All radio traffic was made by talking loudly across the room, so like a real radio system, it was like a big party line.



(Picture 4) This impressive structure is made from card stock, including all the chutes in the background. The realism is greatly enhanced by three dimensional objects added to the structure, such as the piping, and awning, plus weathering.



(Picture 5) Now I can actually say that I was offered to purchase some swamp land!



(Picture 6) I have to say it took me a moment to get the full gag. I was admiring the details of the scene, when I finally read the sign and caught on.

Brad Morneau, MMR

MCoR Achievement Program Chairman

Hello fellow modelers! I'm the new MCoR Achievement Program (AP) Chairman. I took over from Marty Vaughn just before the MCoR annual meet in St Louis this year. I would like to first thank Marty for his dedication to the AP the last 7 ½ years. He did a fantastic job and was instrumental in a large number of us earning our MMR's. Marty is also a very good record keeper and has left me with a very good start in the new job. I'm also very lucky to know our national AP chairman, Paul Richardson and the past national AP chairman Pat Harriman. Between Marty, Paul and Pat I am in really good hands to do this job properly.

My current interest in model railroading started about 22 years ago. I've built several layouts, but in 2005 decided to start a new one. When I did, I made a commitment to achieving my MMR while building the new layout. I decided to try new things while doing it, including DCC, hand-laying track new techniques in scenery etc. In September of 2010 I earned my seventh AP Certificate, Cars, and completed my MMR. Since that time I have also earned my certificate in association Official as well.

I believe the AP is one of the best things we have going in the NMRA. It encourages modelers to try things we might never have tried before and gives modelers a strong sense of

accomplishment. I also see the AP as a kind of connection to all of the modelers that came before us, especially the ones who started the hobby and most notably the ones who started the NMRA itself. When I received my MMR, I knew it was a milestone in my development in the hobby, not an end point. So I have tried to assist other modelers by holding AP work sessions at my home. These have been fun and interesting and I believe I end up learning more from the folks who attend than they do!

I would strongly encourage you to participate in the AP if you're not already doing so. And if you are, please keep going forward with it.

If you have questions/concerns, please don't hesitate to contact me @

bmorneau@kc.rr.com



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Master Model Railroaders

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:

MMR No.	Name	Division	MMR No.	Name	Division
MMR 26	Warren K. Weston MMR	Turkey Creek Division	MMR 335	John B. Lee MMR	Gateway Division
MMR 30	Paul Moon MMR	Little Rock Area	MMR 345	Paul Richardson MMR	Turkey Creek Division
MMR 73	John G Slater MMR	(Deceased)	MMR 369	David A. Bartz MMR	Gateway Division
MMR 82	Ronald E. Williams MMR	Ozark Mountain Area	MMR 370	Marion G. Brasher MMR	(Living Outside of Region)
MMR 90	W. Miles Hale MMR	Turkey Creek Division	MMR 372	James F. EuDaly MMR	Turkey Creek Division
MMR 106	Douglas C. Taylor MMR	Turkey Creek Division	MMR 373	Dave Roeder MMR	Gateway Division
MMR 116	Charles R. Hitchcock MMR	Turkey Creek Division	MMR 377	Stephen M. Priest MMR	Turkey Creek Division
MMR 119	Kenneth D. Ehlers II MMR	Indian Nations Division	MMR 378	Thomas E. Shook MMR	(Deceased)
MMR 120	Col Peter B. Smith MMR	Gateway Division	MMR 380	Rick McClellan MMR	Turkey Creek Division
MMR 128	Tim Kubat MMR	Ozark Mountain Area	MMR 381	Paul W. Myers MMR	Turkey Creek Division
MMR 129	Vernon Hart MMR	(Living Outside of Region)	MMR 383	Earl Mullins MMR	Platte Valley Division
MMR 131	Walter C. Johnson MMR	Oklahoma Heartland Division	MMR 386	Peter T. Bellos MMR	(Deceased)
MMR 132	David Halpern MMR	Indian Nations Division	MMR 390	Randolph P. Meyer MMR	Gateway Division
MMR 137	Larry Keeler MMR	(Living Outside of Region)	MMR 395	John O'Neill MMR	Platte Valley Division
MMR 138	Rev. Robert L. Miller MMR	Turkey Creek Division	MMR 398	Charles Stapleton MMR	Turkey Creek Division
MMR 159	Ronald D. Morse Sr. Sr MMR	Turkey Creek Division	MMR 399	Charles R. Heying MMR	Turkey Creek Division
MMR 168	G. Patrick Harriman MMR	Turkey Creek Division	MMR 403	Donald C. Taschner MMR	Gateway Division
MMR 169	Walter Stansbury MMR	Ozark Mountain Area	MMR 414	Tony J. Bowen MMR	Eastern Iowa Division
MMR 173	Larry R. Long MMR	(Deceased)	MMR 415	Bretton Overholtzer MMR	Turkey Creek Division
MMR 186	Charles L. Dischinger MMR	Ozark Mountain Area	MMR 419	Robert J. Wintle Jr MMR	Maple Leaf Area
MMR 187	Russell Treptow MMR	(Deceased)	MMR 427	Philip G. Bonzon MMR	Gateway Division
MMR 194	W. Marty Vaughn MMR	Turkey Creek Division	MMR 431	Frances Hale MMR	Turkey Creek Division
MMR 196	Richard E. Napper MMR	Kansas Central Division	MMR 435	Floyd Brittian MMR	Turkey Creek Division
MMR 197	Fred Carlson MMR	(Living Outside of Region)	MMR 436	Peter H. Jaynes MMR	Eastern Iowa Division
MMR 208	Patrick G. Lana MMR	(Living Outside of Region)	MMR 437	Brad Slone MMR	South Central Missouri Area
MMR 209	Jan E. Jester MMR	(Deceased)	MMR 439	Howard Junker MMR	Platte Valley Division
MMR 211	Richard Yungclas MMR	(Deceased)	MMR 443	Monte R. Hofmann MMR	Nebraska West Central Division
MMR 216	Joe B. Robertson MMR	Turkey Creek Division	MMR 450	Bradley Morneau MMR	Turkey Creek Division
MMR 234	Rick C. Shoup MMR, HLM	(Living Outside of Region)	MMR 459	Allen G. Merta MMR	Eastern Iowa Division
MMR 248	Al Warren MMR	Kate Shelley Division	MMR 461	Nelson Moyer MMR	Eastern Iowa Division
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MMR 288	Lloyd Larson MMR	Platte Valley Division			
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Registration Form

Name of Primary Registration: _____ NMRA #: _____

NMRA membership required to enter model contest.

Spouse's Name (if attending): _____

Names of other registrants: _____

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

Address: _____ City: _____ State: _____ Zip: _____

E-mail Address: _____ Phone: _____

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

NMRA member - \$35.00 per person (\$45.00 after April 15th.)

Non-member - \$40.00 per person (\$50.00 after April 15th.)

Cost	# Tickets	Total Cost

Extra Fare Reservations:

Banquet - \$35.00 per person

Other extra fare tours are being developed and will be announced at a later date.

TOTAL REGISTRATION: _____

Vendor Tables:

Train Show - Saturday June 16th and Sunday June 17th.

\$20.00 per table (\$25.00 after April 15th.)

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VENDOR REGISTRATION	

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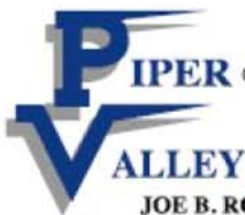
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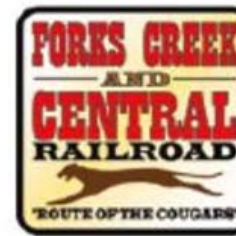
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