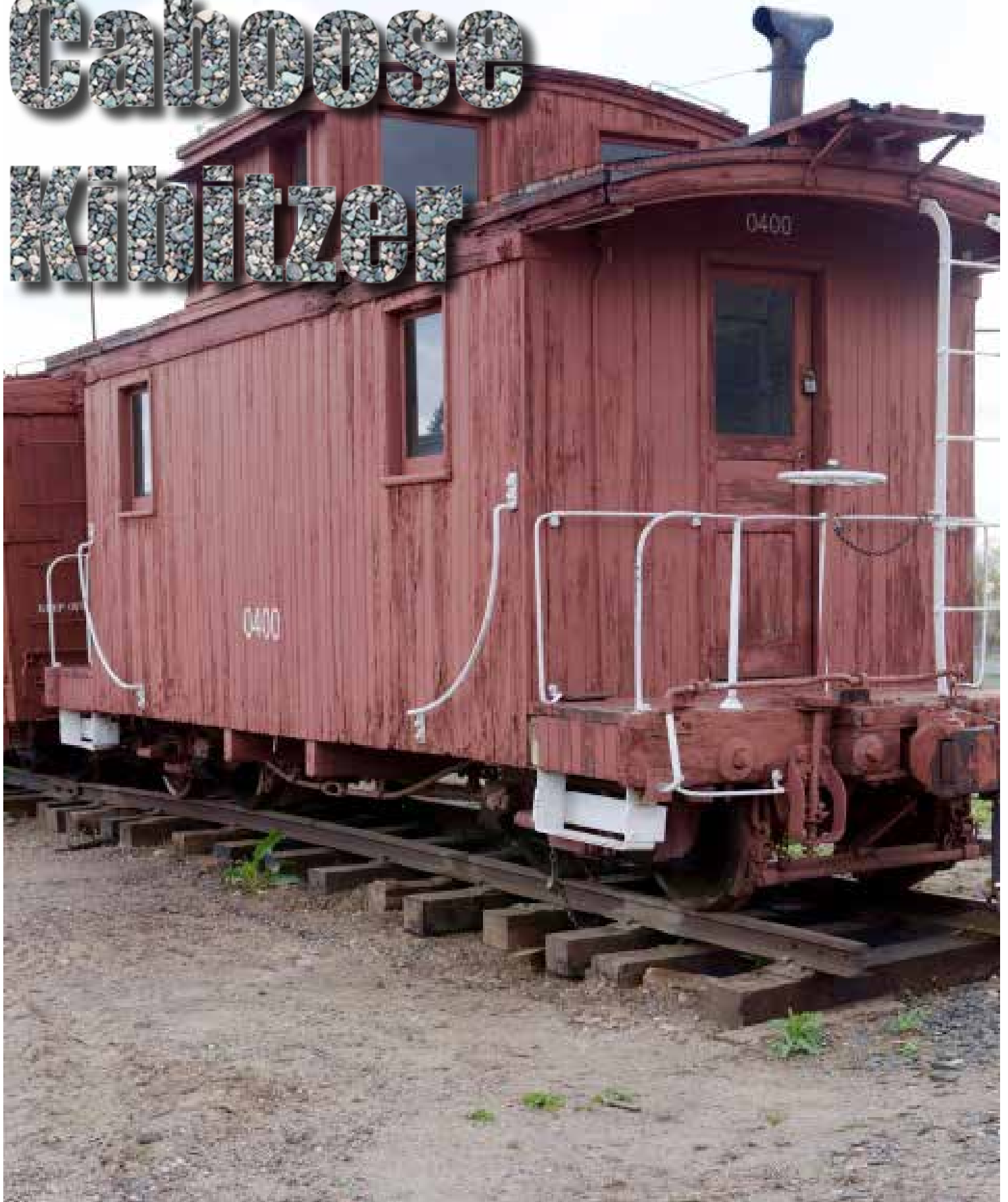


# Caboose Kibitzer



VOLUME 66, ISSUE 3

3<sup>RD</sup> QUARTER 2016

JULY • AUGUST • SEPTEMBER

The Official Newsletter of the *Mid-Continent Region* of the **NMRA**

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**Submissions**

The Caboose Kibitzer welcomes articles, photographs, and other model railroad or railroad-related contributions. Contact the editor for more information.

**Advertising**

All advertising inquiries should be directed to the Advertising Manager.

MCoR reserves the right to refuse or drop advertising for any reason. Advertising in the Caboose Kibitzer in no way constitutes an endorsement by Mid-Continent Region or the NMRA.

**Deadlines**

All materials submitted for publication must arrive no later than the dates listed below to be considered for inclusion in that issue:

- First Quarter = December 15
- Second Quarter = March 15
- Third Quarter = June 15
- Fourth Quarter = September 15

**Colophon**

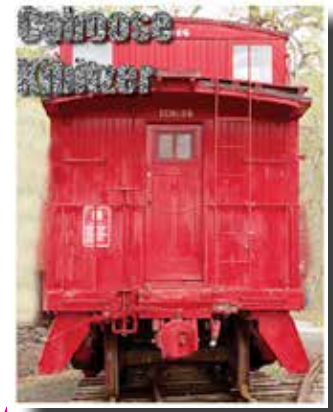
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The main font families used were  
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Goudy Old Style,  
Stone Sans Semi, & Symbol

**Membership**

Any NMRA Member that resides within the Mid-Continent Region is a member.  
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# Caboose Kibitzer

VOLUME 66, ISSUE 3  
3<sup>RD</sup> QUARTER 2016  
JULY • AUGUST • SEPTEMBER



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### Front & Back Covers

Were on display at the Colorado Railroad Museum (Golden, CO).  
Photographs taken April 12, 2016 by Bill Linson.

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# HEAD END

## NOTES FROM PRESIDENT HANK KRAICHELY

**W**ell summer is here so model railroading is put aside until fall, correct? For me there are so many projects that need my attention and model railroading can be a year-round activity.

I am currently completing a warehouse district. This area is only 2 feet wide by 3 feet in size, but has fourteen spots and ten structures. I am in two operating groups and switching is the favorite activity. Because of this, I created the new area to fill that need. This new area offered me an opportunity to be creative while providing a new challenge for the operating groups.

My layout is 11 years old. When I started feeling bored, I began considering a possible major change. Replacing a large part of the layout could meet my needs, but how long would the layout be down? Thus a smaller change meets my need and provides more switching for the groups. Stop and think about your layout. Could a small modification enhance your layout and give you a chance to be creative? Make use of these hot summer afternoons, and beat the heat while working on the layout or building a structure.

I would like to take this opportunity to thank the Western Heritage Division for providing the Region with a great convention. The location allowed easy access to I-80 and Omaha. The model contest had many outstanding entries (*see pages XX-XX*) while clinics offered members the opportunity to learn new modeling techniques. Finally, members

had an opportunity to visit the UP Dispatch Center and the Heritage train.

Why don't you begin planning to attend the **2017 MCoR Convention** in Ames, Iowa? MCoR and the Thousand Lakes Region will jointly sponsor this convention. One activity will be a train ride behind steam locomotive, plus a ride on a restored trolley. You will find the hotel rates very attractive plus free parking.

Thank you for all you do to make the Mid-Continent an outstanding Region.



Hank Kraichely  
President  
Mid-Continent Region  
of NMRA

Hank Kraichely  
President

Mid-Continent Region of NMRA



# NOTES FROM THE EDITOR'S DESK

fyi

Well, I made an attempt to contact all listed in the previous issue of our “Caboose Kibitzer” by using the eMail addresses as printed, and had 43 returned with the message from the interNet providers stating the eMail addresses had “...permanently failed...” I was so amazed that I verified them by cross referencing them with those provided on the NMRA website...

So, would you please look over the information printed in this issue and send your changes to me at

alan.a.aagaard@gMail.com

This issue also includes a new section which I am calling: “Letters TO the Editor” (on the very next page).

Which takes me to another subtle change...that of the “Table of Contents” is now “HyperLinked” throughout this document.

Yet another suggestion, was that articles should be broken into multiple columns Vs. a single / whole page approach.

This issue has extensive coverage of two major Conferences/Conventions, plus two well written and photo documented articles.

## “Be Cautious When Kicking Sacred Cows”



ALAN A. AAGAARD  
Newsletter Editor  
of both the  
“Caboose Kibitzer” and  
“Trails, Rails, & Tails” of the  
Chisholm Trail Division  
of NMRA

...is a sage piece of advice which I have been/am following. Changes to “OUR” publication have been thought out and pondered by myself and my two talented Associate Editors (Thanks to both Robert A. Simmons and Christine Heinsohn). I will take the responsibility of making the changes slowly, so not to upset/offend our readers and advertisers.

The Good News is: “More is yet to come!”

So keep your eyes focused as “we” continue to alter the “Look and Feel” of our “Caboose Kibitzer”.



# Letters <sup>TO</sup> the Editor:

Alan: I congratulate you on the great looking first issue of Caboose Kibitzer under your watch. We of the Mid-Continent Region can only hope that we all strive to submit articles and photos that will enhance the publication. I would think that consistency of this quality and schedule would encourage the type of participation needed to assure a newsletter of which we can all be proud. I pledge to you to do my part.

I don't, at present, have any articles prepared; however, I am attaching a couple of photos in the event you can use them. You are welcome to use any of the photos I forward to you now and in the future in the newsletter. A group of us are scheduled at the end of the month to take the California Zephyr from Chicago to Denver, and then take three days to visit railroad sites and museums – including the Cheyenne station and Powder River coal fields – and I will submit an article and photos for your consideration.

Again, congratulations of this first issue. It's a great start.

Bill Linson  
linson.bill@me.com  
Gateway Division

Hi Alan,  
Congrats on editing the Kibitzer!

I have written several articles for the Kibitzer and Gateway Division's RPO over the last couple years on RR-related locations my wife and I have visited.

The two I recall in the (Caboose Kibitzer) CK were:

1st Qtr. 2016 "Leatherstockings and the Blues Express"  
and

3rd Qtr. 2014 "Narrow Gauge Nirvana"

When you have time, perhaps you can review these and see if you could be interested in this type of article. I am working on another one now.

Gene Coffman

Hello, Dr. Aagaard,

A belated "Thank you" for your serving as Editor of the Caboose Kibitzer. I have enjoyed your first issue and look forward to many more.

I have a tenuous attachment to the publication. When I arrived in St. Louis, fresh from Graduate school, I was recruit-

ed for work on the Kibitzer, then produced here. I prepared "line negatives" and "half-tones" used to burn the printing plates. The copy camera was a very early version of a Xerox machine. The owner demonstrated how a photocopy was made; worth it, time consuming, several minutes.

Pardon my "bloviation", but I did want to express my personal thanks to you for taking on this task. Best of luck to you and the Kibitzer.

Jon W. Marx  
Director, Gateway Division  
MidContinent Region

Alan:

You included a table of contents, I would love to see it hyperLinked to the appropriate sections within the document. Those that print the newsletter won't find that an advantage, but those of us that read it via computer would.

I would have found the articles easier to read, if there were in a multi-column format. It would be nice to have more content from modelers/convention goers/railfans. I know that takes submissions! Do you think phone calls to Superintendents of each Division appealing for authors to come forward might work? I am willing to make such calls. Or maybe we can reach out to past submitters and ask if they have any fresh material.

A large portion of the newsletter is devoted to directories of various kinds, these are also housed on the website. Is it time to house this information in one place only? I would think the MidCoR webpage should be the permanent home for such things a club directories and MidCoR staff. If the information is on the webpage and in the kibitzer then it has to be maintained in two places unless there is an easy way to extract that information from the webpage. While we are speaking of directories, if the directory information is to be published in the CK, then I was wondering why the Mid-CoR Clubs were separated from the rest of the directories? Also, the spacing between each directory entry that was used in the last edition of the CK was so much better than the older versions of the CK, but I am wondering if it couldn't be compressed a bit.

I absolutely loved the "Ballasted" font as well as the pictures on the cover.

So, there's my two cents worth...

Christine Heinsohn, Associate Editor

# 2016 Convention Contest Results

by Ryan Moats, Whit Johnson, and Dean Lippencott

## Modeling Contest

### Steam Locomotives

1<sup>st</sup> Place

Brad Slone, MMR

Frisco 3500 Class Steam Engine



### Diesel Locomotives

3<sup>rd</sup> Place

Dave Roeder, MMR

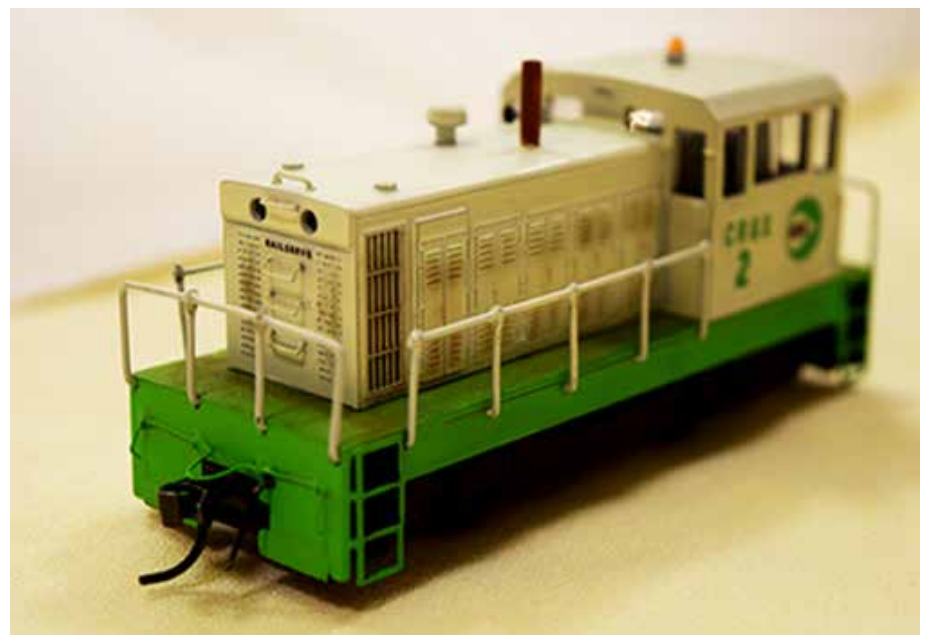
40 Ton Plymouth Diesel - Blue



2<sup>nd</sup> Place

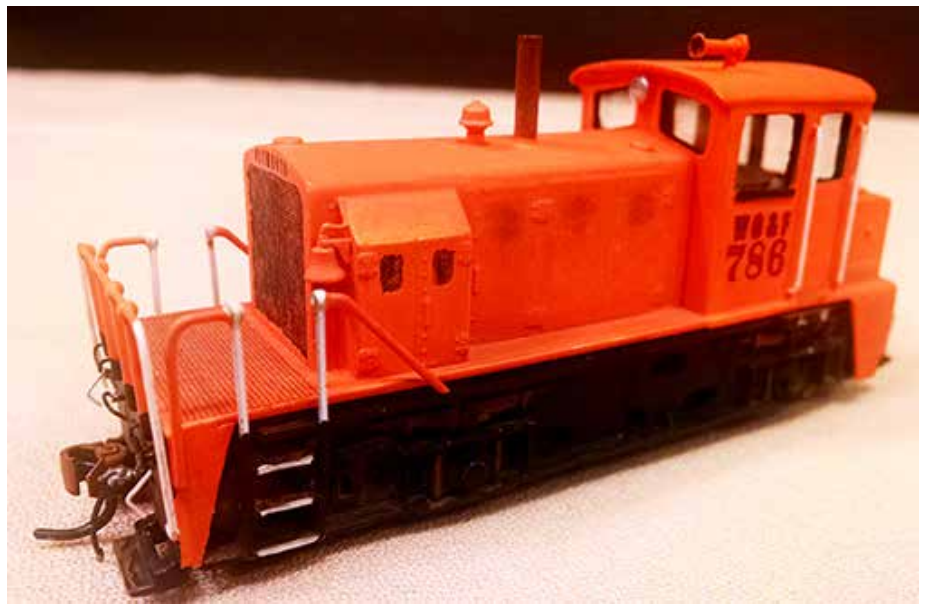
Dave Roeder, MMR

CRGX 2 RAILSERVE D-35 SWITCHER





1<sup>st</sup> Place  
Dave Roeder, MMR  
HO Plymouth 50 ton diesel switcher  
WG&F #786 - standard gauge



## Freight Cars

3<sup>rd</sup> Place  
Mark Juett  
Colorado Midland 1512



2<sup>nd</sup> Place  
Mark Juett  
Colorado Midland 1616



1<sup>st</sup> Place  
Mark Juett  
Colorado Midland 1841



# Non Revenue Cars

3<sup>rd</sup> Place

Dave Roeder, MMR

CHTX 8 - 250 ton crane

COLOSSAL TRANSPORT SOLUTIONS

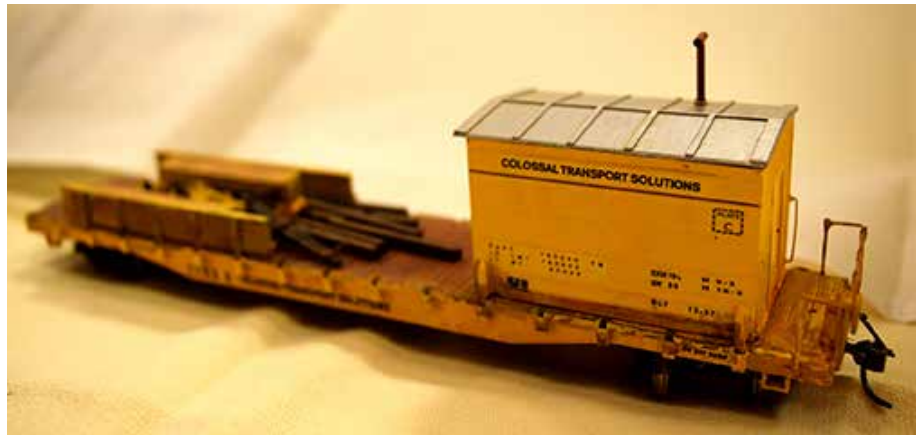


2<sup>nd</sup> Place

Dave Roeder, MMR

CHTX 9 Crane Tender

COLOSSAL TRANSPORT SOLUTIONS



1<sup>st</sup> Place

Dave Jacobs, MMR

Track Maintenance Car



# Caboose

3<sup>rd</sup> Place  
Dave Roeder, MMR  
HO Caboose  
WG&F #4005



2<sup>nd</sup> Place  
Larry Diehl  
Blackrock and Bitterroot Pass  
Work Caboose #6



1<sup>st</sup> Place  
Larry Diehl  
San Juan Mining & Petroleum Co. RR  
Caboose #3



## Passenger Cars

2<sup>nd</sup> Place  
Dave Roeder, MMR  
PPCX 800490 Passenger Car  
Two Tone Green



1<sup>st</sup> Place  
Dave Roeder, MMR  
HOn3 Observation/Business Car  
Silverton, Gladstone, & Northernly #2

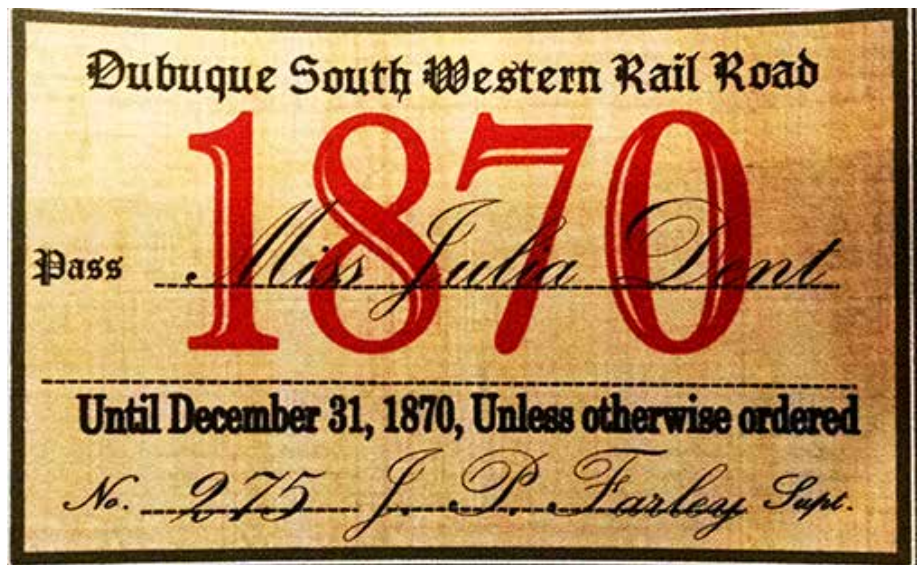


## Railroad Pass

2<sup>nd</sup> Place  
Dave Roeder, MMR  
Webster Fenton & Grove  
20 year anniversary Pass

A rectangular railroad pass with a yellow border. The text is arranged as follows:  
**Webster Groves & Fenton**  
RAILROAD  
*Superior Short Line Service*  
**Operating monthly for 20 Years**  
**2016**  
President Dave Roeder  
221 West Old Watson Road  
Webster Groves, MO 63119  
Pass: RYAN MOATS MMR  
**With connections to the Burlington Northern**  
A small photograph of a red and yellow train engine is positioned to the left of the contact information.

1<sup>st</sup> Place  
Dave Roeder, MMR  
Dubuque & Southwestern Railroad Pass

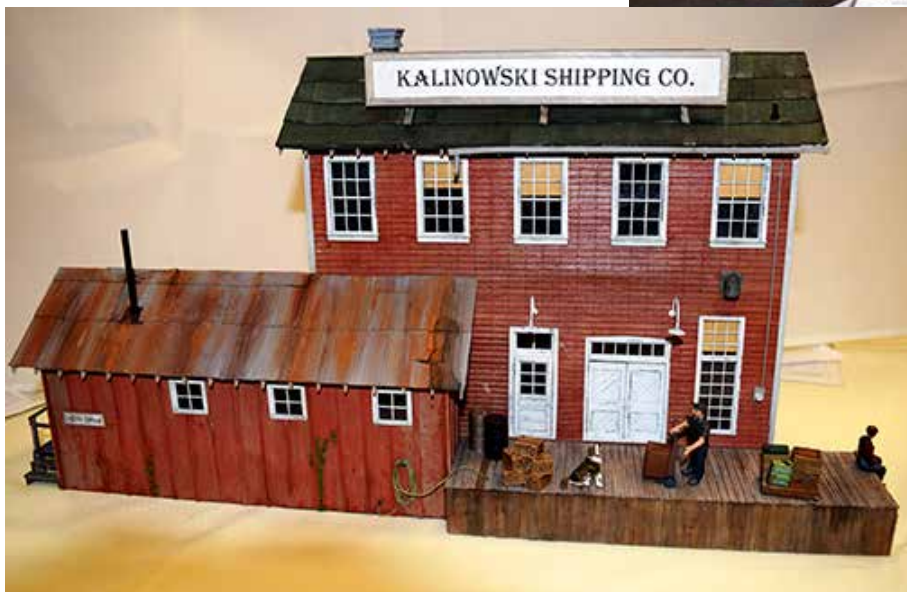
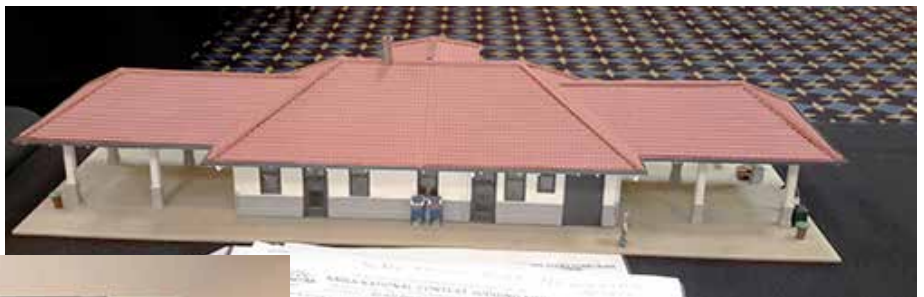


## Structures

3<sup>rd</sup> Place  
Dave Roeder, MMR  
Davenport #3  
Beaver Wood Fibre Company Limited



2<sup>nd</sup> Place  
Dave Roeder, MMR  
HO scale  
Webster Groves, MO depot



1<sup>st</sup> Place  
Larry Alfred, MMR  
Kalinowski Shipping Company

# Display



2<sup>nd</sup> Place  
Larry Diehl  
A Pair of Outhouses  
Corporate Retreat  
for  
"Fun and Games"

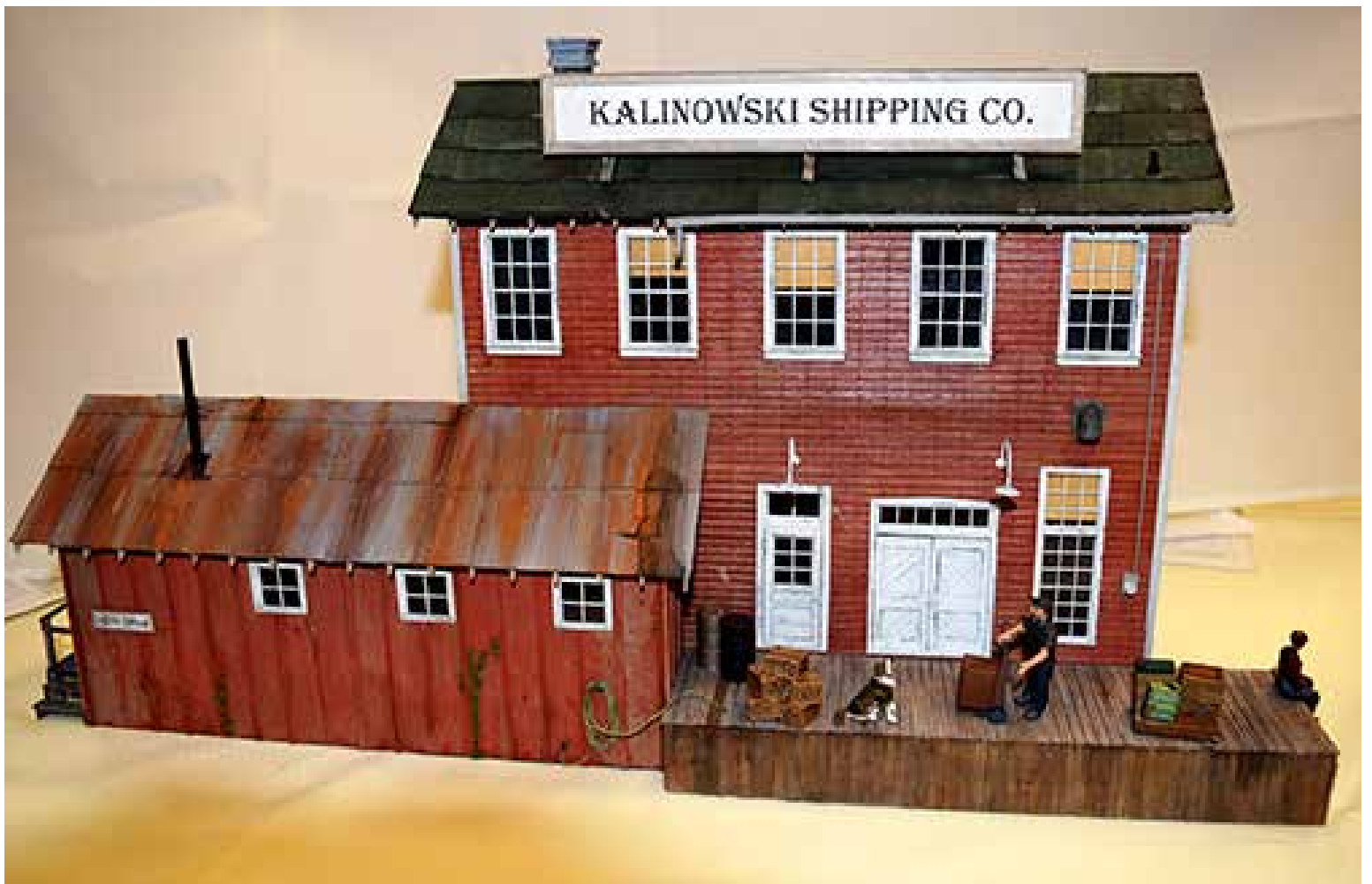


1<sup>st</sup> Place  
Dave Roeder, MMR  
1949 Morgan Auto  
Sales



# Light Iron - Narrow Gauge Award

Larry Diehl  
San Juan Mining & Petroleum Co. RR  
Caboose #3



# Best In Show

Larry Alfred, MMR  
Kalinowski Shipping Company

# Photo Contest

The photo contest did not have as many entries as past conventions (and I'm not sure I know why). We had no Black & White entries at all and the winners for the color competitions were:

## Color Model

3<sup>rd</sup> Place  
Marion Brasher  
7125 on Homestake Pass  
(Greeley Depot Museum)



2<sup>nd</sup> Place  
Marion Brasher  
Illinois Central Reflections  
(Midwest Train Layout @ Davenport, IA)





1<sup>st</sup> Place  
Marion Brasher  
732 Train - CNW Freight on  
Layout of Mike McBride



## Color Prototype

3<sup>rd</sup> Place  
Marion Brasher  
Tourist Train at Mt. Pleasant, IA



2<sup>nd</sup> Place  
Marion Brasher  
Fan Trip in the Snow  
CB&Q 4960/5960  
at Deer Grove, IL



1<sup>st</sup> Place  
Marion Brasher  
Director's Special  
(Iowa Pacific Special at Bureau, IL)



## Switching Contest

The 2016 convention saw the return of the Oak Hill local switching contest. The contest included both brakeman and conductor levels with the winners being:

- Bob Albano •••••••• Brakeman
- Brad Slone, MMR •••• Conductor

# Kansas City Area Narrow Gaugers (KCNG)

hosted their 13th Annual Meet  
Saturday, July 11, 2016

What a fantastic day!

by

Dr. Alan A. Aagaard

17 of the 35 in attendance were from out of the Kansas City Area (both Kansas and Missouri). We came from all over Kansas • Branson, MO • Nebraska • Ponca City - Tulsa - Bartlesville, OK • and the list goes on...



After all the horror stories of the highway construction in and about our meeting location at the Johnson County Library located in Miriam, Kansas. We had coffee and donuts and viewed everyone's "items for viewing". On the far wall...



...here are a few of them which we were able to view and visit about...

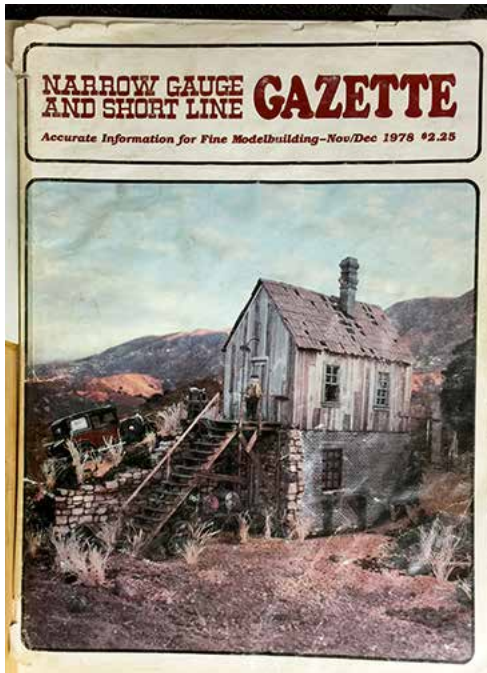


What a treat...donuts & coffee and meeting actual folks whom I'd heard of and/or read of...





“Kalinowski Shipping, Co.” (seen above) will re-appear on page XX during the “Layout Tours”

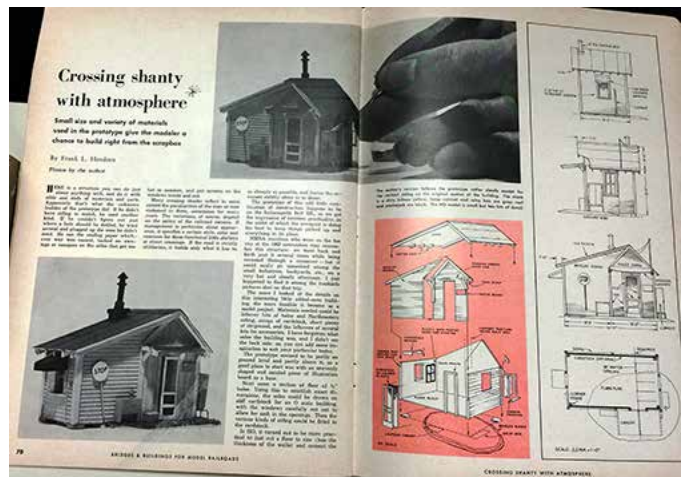


Here were two different structures which were inspired from articles in two different Model Railroading journals.



The next event of the morning was the presenting of the “Kenny Cline Memorial Award”

please see details on the next page...



# 2016 MCoR Convention

## “Kenny Cline Memorial Award”

Presented to Larry E. Gulick, Chisholm Trail Division of NMRA

The award reads:

Heart of America  
 The Mid-Continent Region / NMRA  
 The Kenny Cline Memorial Award  
 This award is dedicated to Kenny Cline.

He Served as Secretary / Treasurer 1975 - 1977, as Vice-President 1977 - 1979  
 and as President 1979 / 1980, he passed away in office in 1980.

It is presented to an individual that has shown Long Outstanding and Dedicated Service  
 To The Mid-Continent Region, the NMRA and The Hobby of Model Railroading.



Unable to attend the Regional Convention in June, Larry E. Gulick is being presented the award by past-recipient Larry Diehl during the 13<sup>th</sup> Annual Narrow Gauge Meet on Saturday, June 11, 2016. Hosted by the Kansas City Area Narrow Gaugers (KCNG)



Here we see Larry proudly displaying his personal award and the Travelling Award. He has it hanging at the entrance to his model railroad empire (which occupies his basement)



...and then the “Clinics” began:

**Clinic #1 - (ed. this was self-titled by it's presenter) “Shotgun Clinic (a little bit of everything or nothing)” by Kent Hurley**

- \* Creating real wood shingles using wood veneer from Michaels/Joann Fabrics
- Using a home made Static Grass from the plans presented by Ken Patterson on YouTube
- 3-D Printing using “Sketch-Up™” through the use of various infused plastics

**Clinic #2 - “Building with cardboard (corrugated and cereal) boxes” by Larry Diehl**



- Quality of the cardboard is the key to the entire process
  - Corrugated core is the best
  - Second best you might consider using cereal boxes, or coffee boxes, or medicine boxes, or possibly even cookie boxes
- Next fill any voids with “Squadren Green Putty™”
- Reinforce inside corners with “Gorilla Glue™”
- Stiffen with 1 inch thick pink foam



Larry stated this is also a great way to “mock Up” structures on your layout. He also recommended to keep your eye on “shadow-lines”; roof lines; be sure to set/align your structures at angles to the edge of your layout



### Clinic #3 - "Free Hand 3-D drawing with Glue and Wire" by Marty Vaughn, MMR

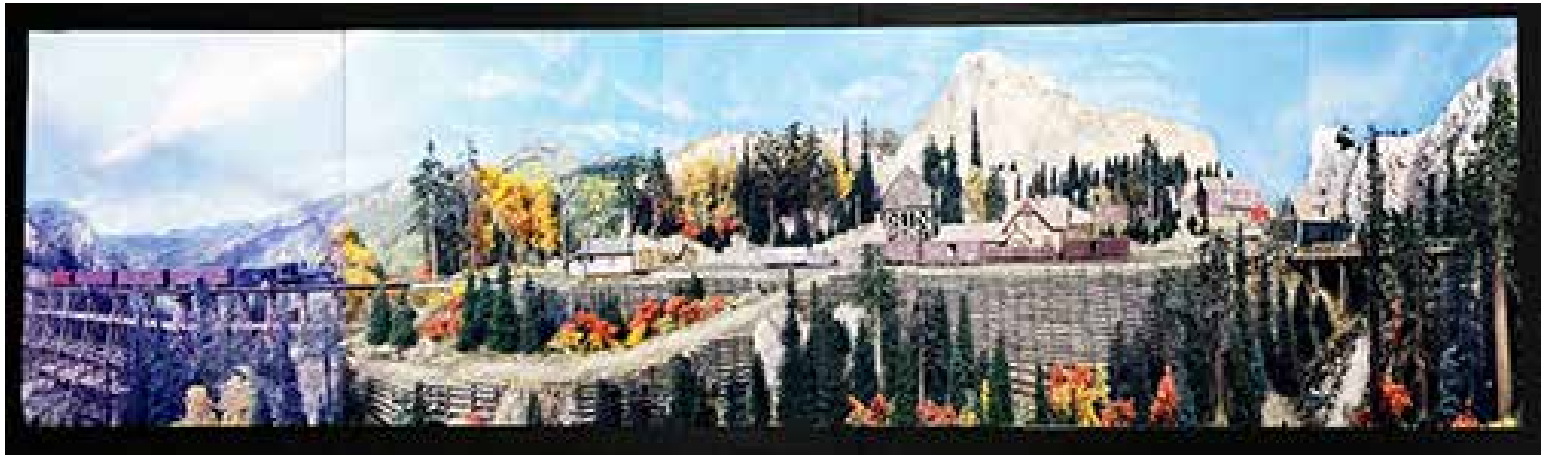


Marty mentioned that some of his "people/animals" would be seen on Pat Harriman's On30 Layout after lunch.

He uses various adhesives to achieve his goals. He's created saddles and harness horses.

He also demonstrated the use of floral wire/steel wire (30 gauge) to create the wire frame found beneath many of his figures, pack burros, and turning regular cowboys into Hispanic dudes.

We the had lunch right there in the clinic room (Library) which was followed by detailed "show and tell" by audience members.



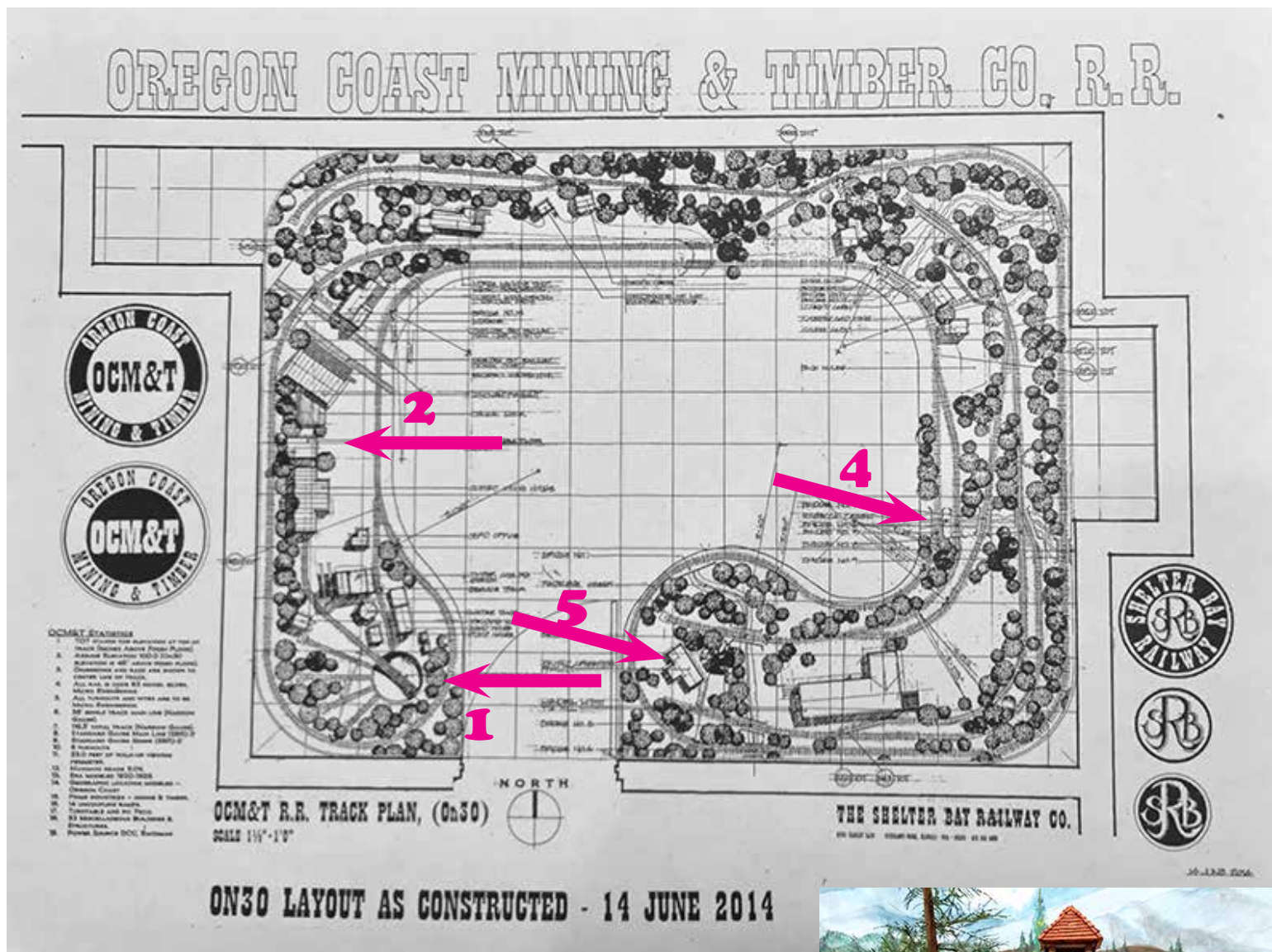
Here Ken Ehlers was sharing the experiences he encountered in the construction of his layout.





# "OREGON COAST MINING & TIMBER CO. R.R."

Layout Tour of the  
by Pat Harriman, MMR



**1**



**2**





3

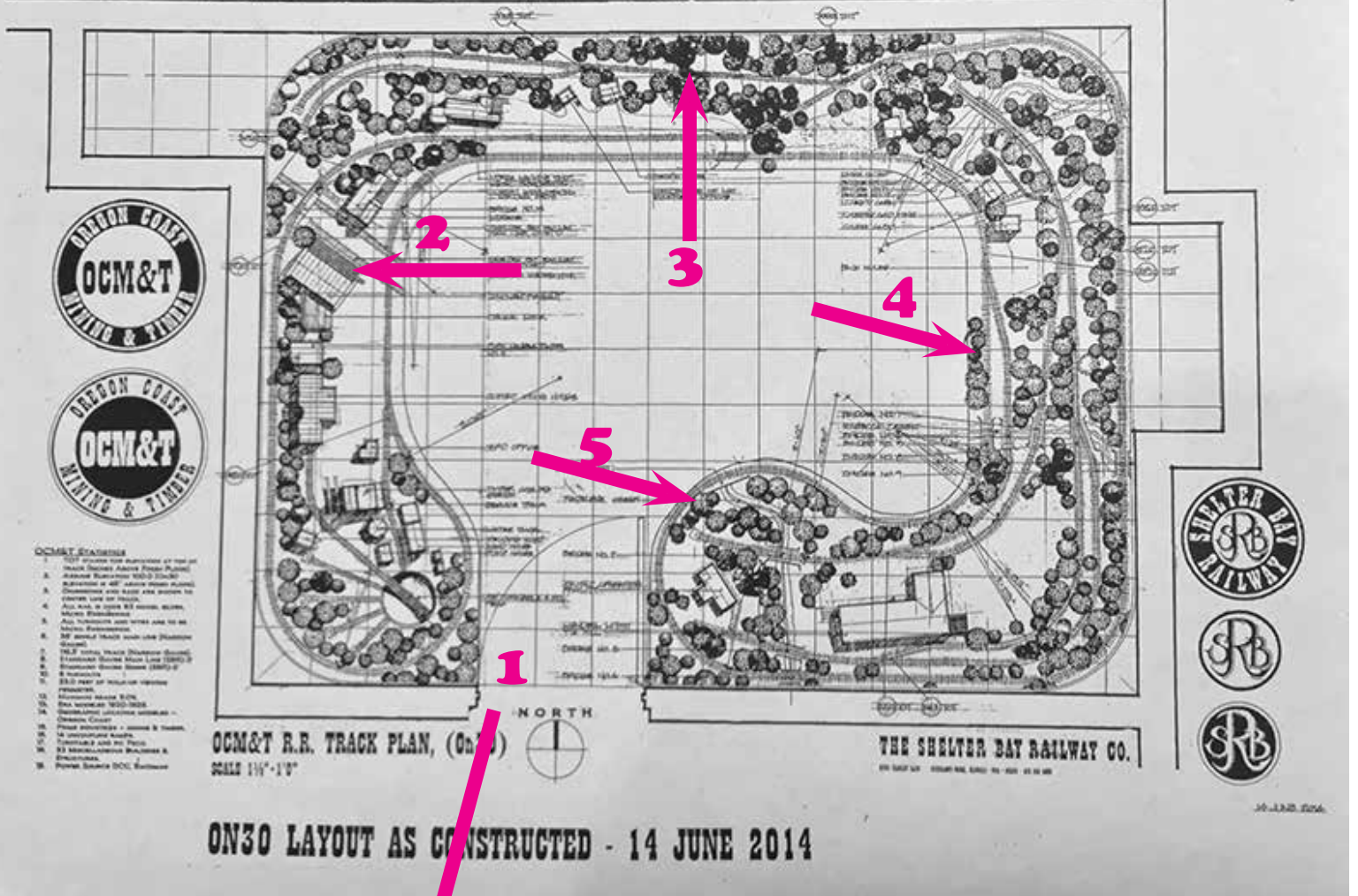


4



5

# OREGON COAST MINING & TIMBER CO. R.R.



**I**

So highly detailed, that even the inside of the door has been "detailed"





2



3



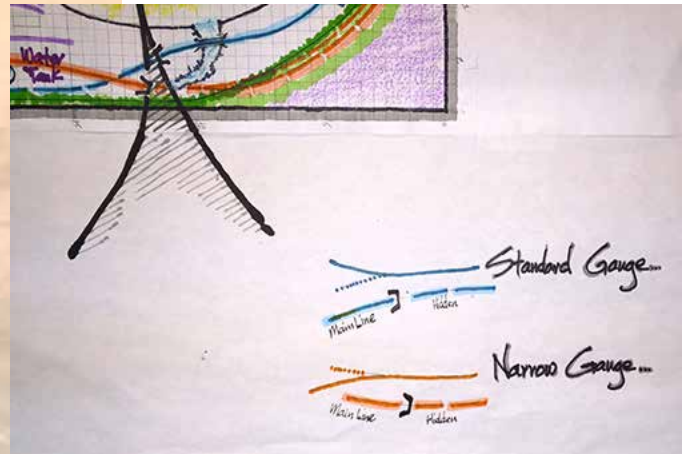
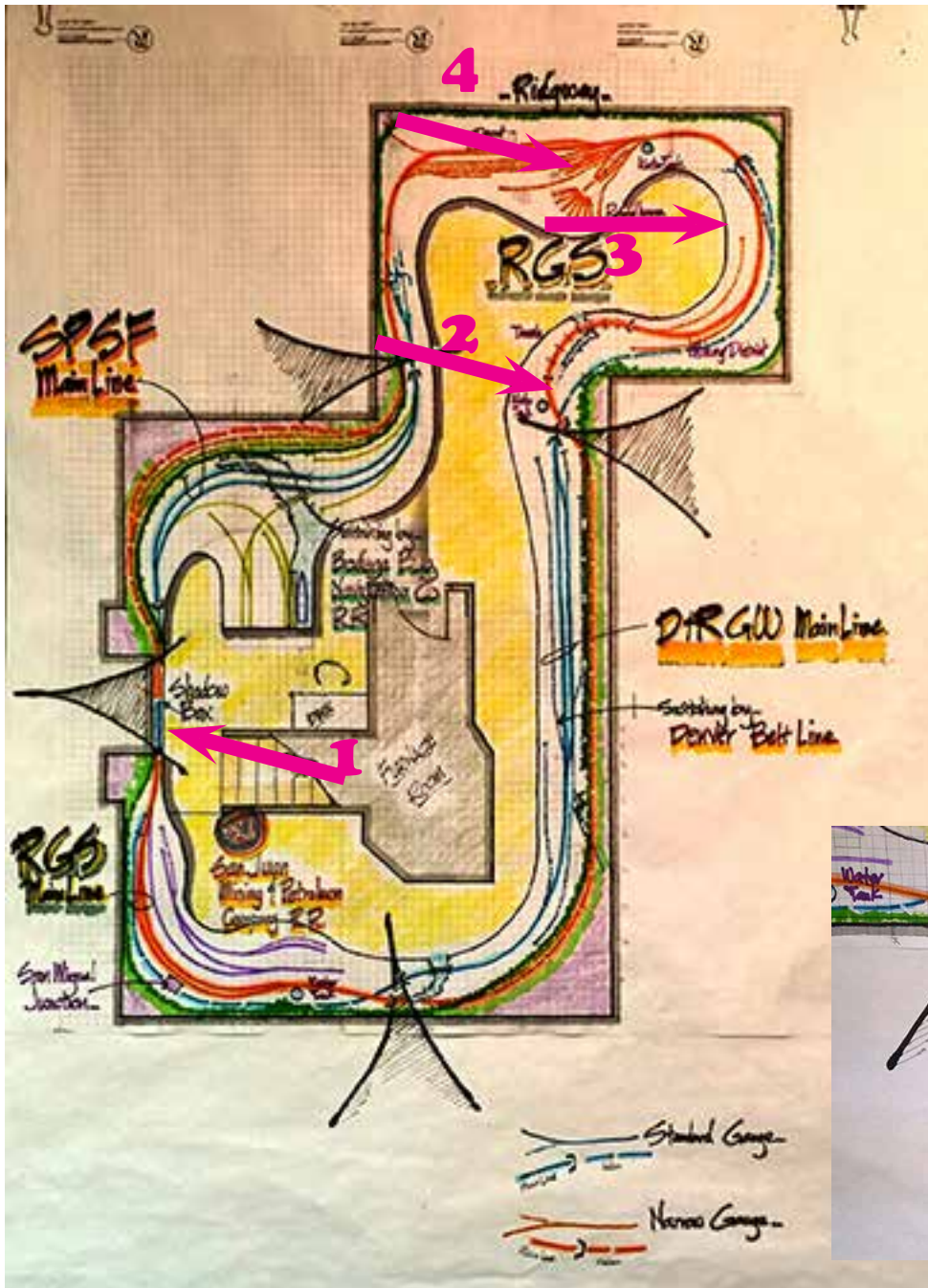
4



5

# "RGS AND SAN JUAN MINING & PETROLEUM CO. R.R."

Layout Tour of the "RGS AND SAN JUAN MINING & PETROLEUM CO. R.R." O/On3  
by Larry Alfred, MMR





(Ed: ...tolerate me, as there is a real reason for turning the page on you

- beginning in the bottom right you are viewing the mountain (and tunnel, on the lower level)
- look very closely above the tunnel and you will see the Water Tank (seen in the second photo)
- (same photo) notice the steam locomotive which appears in the 3rd photo
- then the top two photos continue the scene (follow the track)

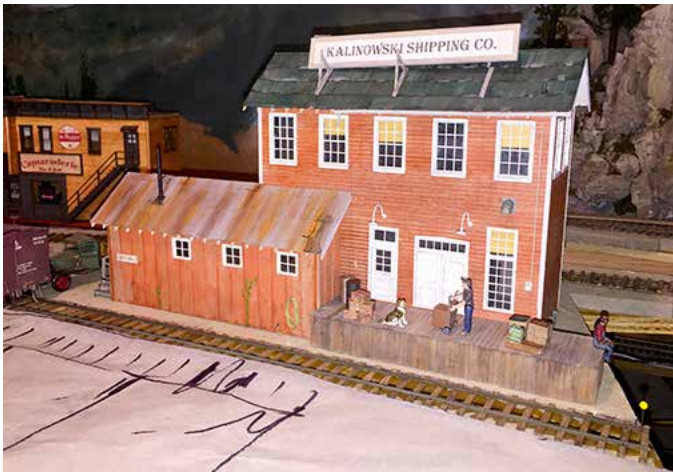
WHY? you asked...because here is where many of the structures made from cardboard cartons

reside. Yes, those which Larry Diehl was demonstrated earlier in the morning during his "Clinic" (refer back to page 22)

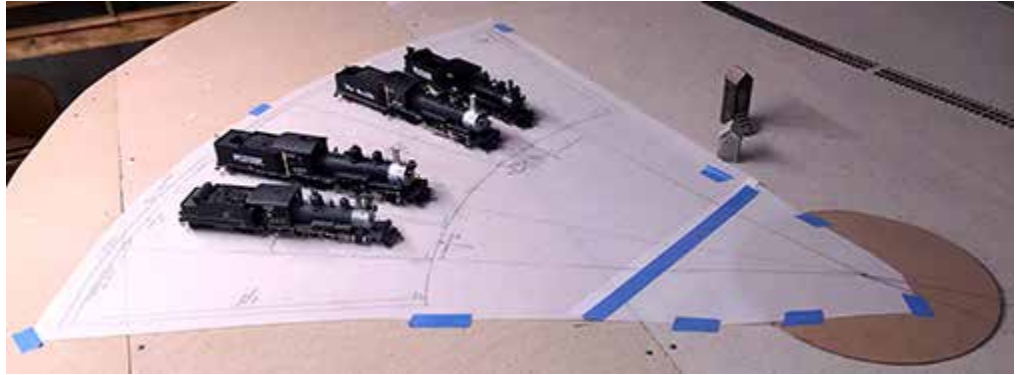


2





3



4



# 2016 Convention Layout Tour

by Dean Lippencott

**M**y apologies to all, but I was only able to attend one of the layouts. Model railroad of Paul De Luca's New York Central Hudson Division. My photos follow.







You will notice he has used a four (4) track mainline (including the Helix above).

Paul indicated his operating sessions require 10-12 fellow model railroaders.

His layout is in a basement beneath a three (3) car garage.

# THE COG RAILWAY

An Engineer's Solution

by Eugene Coffman



Mount Washington, New Hampshire, is the highest peak in New England at 6,228 ft. and is located in the Presidential Range of the White Mountains. The climate of Mt. Washington is famously erratic and powerful. This is due to a convergence of several storm tracks from the nearby Atlantic Ocean, the Gulf of Mexico, and the Pacific Northwest. Its highest recorded wind speed of 231 mph in 1934 still holds the



record for the Northern and Western hemispheres of the globe. The lowest temperature ever recorded at the summit was -50 degrees F and combined with an average wind that day of 87 mph, resulted in a wind chill of -102 degrees F. The climate at the peak is termed "alpine" or "tundra". Climate at lower elevations on the mountain are classified as "subarctic".

The National Weather Service, preceded by the U.S. Signal Service, has maintained an observatory and recording station near the peak since 1870. The primary building, resembling a blockhouse, is designed to withstand 300 mph winds. Other smaller structures including broadcast towers are actually chained to the mountain! The summit offers truly spectacular views on clear days and has been developed into a popular tourist destination since the mid-1800's.

As early as 1819, bridle paths and hiking paths to the peak existed, but over the years 150 fatalities (locals, tourists, and workers) had occurred. A safe, reliable, year around



mode of transport was needed for the increasing tourist trade. In 1852, a local engineer named Sylvester Marsh from nearby Campton came up with a unique idea. His concept of a



"rack/rail" trainway was different enough that it was originally regarded as "insane" by potential investors. The idea was denigrated in the press as "A Railroad to the Moon". Marsh had to build a prototype locomotive and a short demonstration track with his own funds to overcome the doubts.

The rack/rail design by Marsh uses a



ladder-like “rack” laid out on the center of the ties. A large toothed gear (or “cog”) under the locomotive is turned by steam power and climbs the rack rungs. A bicycle drive, in a reverse analogy to Marsh’s drive system, would have the bike chain stationary (secured to the ties) and the sprocket turning and “walking” up the chain. The locomotive wheels simply turn on axles and are not driven. The wheels provide support and guide it on the rails. The railway would be classified as narrow gauge by purists as the rails are 4’8” apart.

The railway, from the base station at 2,800 ft. elevation to the summit, was completed in 1869. It was built by hand with bridge timbers and track ties cut from the surrounding woods. The 2.8 miles of rail weighing 230 tons had to be hauled 31 miles by oxen-pulled wagons from the nearest rail stop to the base station. Conventional railroads relying on the friction of the wheels on track (adhesion) to provide power are limited to 4 - 6 degree grades. The Cog Railway has an average climbing ascent of 25 degrees with a maximum of 37.4 degrees over the “Jacob’s Ladder” trestle. When crossing this trestle, the seats in the front of the passenger car are 14 feet higher than the seats in the rear!



The original 18-ton coal fired steam engines operate at 150 psi and are classified 0-2-2-0 by the F. M. Whyte system. The engines look peculiar when sitting on level ground as the rear end of the boiler is elevated in order to keep the boiler near level and heat tubes submerged during the climb when maximum power is generated. When all the “Cog” engines were steam, the side of the mountain was often cloaked with their smoke which the locals referred to as “Cog Smog”. Now only the first train of the day is a steamer and the rest of the day’s trains are all pulled by clean burning diesels.



The steam drives two pairs of cylinders connected to a drive axle which turns a pinion gear. The pinion gear turns an axle shaft containing the cog gear and ratchet gear. The ratchet pawl is engaged on the trip up and prevents any backward movement. Passengers can hear the reassuring clicking sound of the pawl bouncing on the ratchet gear. The single passenger car on each train also has the pawl/ratchet system on each axle as well as a brakeman on the trip back down.



Halfway up the rail trip at 4,500 feet elevation, a building near the passing siding appears to be built at a crazy angle. It is actually level and an optical illusion as you, the observer, are sitting at a 37 degree angle. The trees appear similarly askew. Average mountain tree lines occur near 7,000 feet elevation. The tree line on Mt. Washington occurs much lower, nearer to 5,000 foot elevation, due to the extremely harsh weather. The locomotive pushes the coach up the slope; it takes about 65 minutes to ascend the nearly three miles of track to the peak. Many people can walk at this rate on level ground.

Buildings at the summit include an observatory, gift shop, and snack bar. Our excursion was in mid-September 2015, and departed the base camp at 60 degrees F and full sun at 10am. When reaching the peak an hour later, we were still treated to a sunny day, but with 50-70 mph winds and 48 degrees F. It felt wintry. Although the views were spectacular, most passengers that day enjoyed the vistas while sheltered inside the Observatory.



When boarding the train for the trip down, we were told that at no time are the engine and coach coupled to each other. The locomotive pushes the car up the track and remains in the same position to back down the mountain. Here, perhaps engineer Marsh's most important invention comes into play. His "atmospheric brake" or airbrake compresses air inside the cylinders to slow the descending locomotive. The coach is braked separately by a brakeman.



Shortly after beginning our descent, the track crossed a hiking trail where we saw some hikers participating in an old ritual called "mooning the Cog". Next, our train had to take to the 1800 ft. passing siding to yield to an up bound train. The siding accommodates two downward bound trains on busy days. The siding switches are powered by solar panels charging batteries which run electric pumps to generate hydraulic power. All too soon we arrived back at the base station with the downhill trip only taking 40 minutes.



Things to remember when planning your trip: Allow a half day as the round trip to the summit and back takes over three hours. Book and rise early to ride the steamer as it is always the first train of the day and books quickly. Dress for the summit as well as the base station. The Cog Railway is in a mountainous area that is very poorly mapped by GPS services. Carefully follow the directions on the Cog website and not those on Mapquest or GPS devices. Failure to do so may put you on the wrong side of the mountain where you could miss your train.

Charles Dugnolle, member of Chisholm Trail Division of the NMRA, below on the right.



## CHARLES' 16' X 8' SWITCHING LAYOUT

*(ed: to avoid any copyright infringement issues, I am including a HyperLink to the actual article - plus the first and last paragraph to entice your curiosity.)*

[http://modelrailwaylayoutsplans.com/charles-16-x-8-switching-layout/?inf\\_contact\\_key=fd7af4ca8bb411a1366c-cb2525ad81e5c7ed41d3ae5a3b3f1cd6af-752339dc9c](http://modelrailwaylayoutsplans.com/charles-16-x-8-switching-layout/?inf_contact_key=fd7af4ca8bb411a1366c-cb2525ad81e5c7ed41d3ae5a3b3f1cd6af-752339dc9c)

"I'm a pilot for American Airlines based in Phoenix, AZ, but live 900 miles away in Derby, KS. I generally have 24-30 hrs of downtime between flights (I'm away from home 18 days at a time). I decided to build this switching layout between trips. It's has three business that I can switch rolling stock in and out."

*and...*

"In addition to HO scale, I'm also qualified Engineer, Conductor and Brake-man on a 1945 Alcohol S-1 switcher and a 1919 Baldwin 4-6-2 Pacific (Santa Fe 3415) for the Abilene Smoky Valley RR in Abilene, KS. We run scheduled runs May through October from Abilene, KS to Enterprise, KS as well as charters and dinner trains."

# tales from the road

Bill Linson  
linson.bill@me.com  
Gateway Division



*UP 8137 approaches the Washington, MO station in February 2015. That's the Missouri River in the background.*



*Gone, but not forgotten. This was taken April 2012, at the "Brickyard", a favorite spot of rail photographers just west of Altoona, PA, on the Norfolk Southern (former Pennsylvania) line. This train has just passed through the famous Horseshoe Curve, about 5-10 minutes earlier.*



# Santa Fe Railway Historical & Modeling Society 2016 National Convention Wichita, Kansas, June 22-26, 2016



—MIKE MARTIN PHOTO

Wednesday morning, June 22, was a bus trip to Abilene, KS in order to partake in an excursion on the Abilene & Smoky Valley RR. The day-trip also included a visit to the Eisenhower Presidential Museum.

BBQ Dinner at the Great Plains Transportation Museum in between Wichita's Santa Fe Steam Locomotive Number 3768 and the Special "visiting appearance" of the BNSF diesel locomotive Number 3768 (GE ET44C4) (while it was idling).



Both engines numbered  
3768



Both engines numbered  
3768





Tables and chairs all arranged for the Bar-b-que to be held later that evening

Thursday's activities included a Bus trip to Winfield, KS and a rail trip on the Southern Kansas & Oklahoma RailRoad

Photos and text for this article are from Alan A. Aagaard, Dan Hagenbuch, and Dean Lippencott

Convention Contest Room opens



Contest Room

NO photographing of the photographs...



Registration Table was well organized and staffed by several including Gene Bowers (right) and was aiding Dan Hagenbuch (Both are from Chisholm Trail Division of the NMRA)



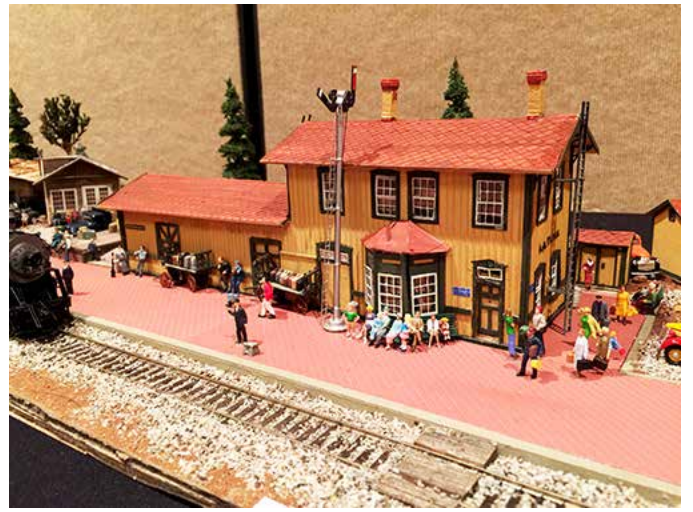
Layout Room

Door leading to the "Company Store" and Vendor's Sales Room

Chisholm Trail Division helped with the NMRA table, Layout Tours, and the Convention itself. Those NMRA members are: Alan A. Aagaard, Phil Aylward, Gene Bowers, Jim Dallas, Larry Gullick, Dan Hagenbuch, Dean Lippincott, Gorden MacPhail, Bob Neill, Rob Neises, Bill Phillips, Terry Ross, Lionel Smith, Randy Stucky, and Superintendent Pamela Todd.

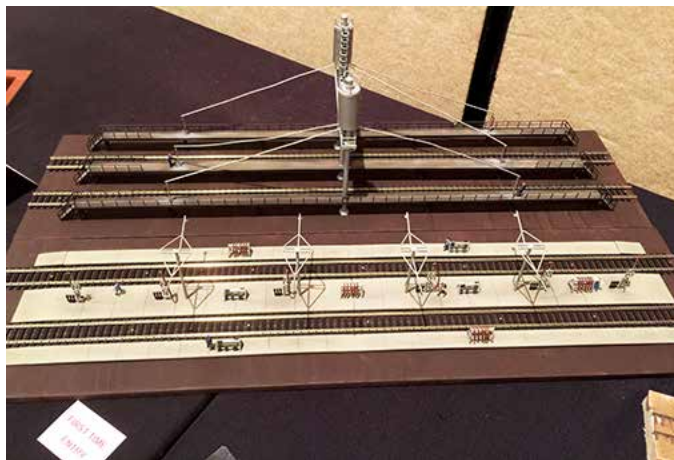


"Company Store" and Vendor's Sales Room



*Selected items from  
the Contest Room*





Contest Room  
...a "first-time  
entry"



*Friday and Saturday  
Convention & Clinics*

**“Santa Fe’s Middle Division”** *by Bob Walz*

**“Modeling the Redlands Loop”** *by Keith Jordan*

**“Constructing the ‘Emporia Sub’ in HO”** *by Eric Goodman*

**“Dispatcher Communications”** *by Dick Spain*

**“Easy Freight Car Weathering 1-2-3”** *by Michael Gross*

**“Emporia and the Kansas Flint Hills”** *by Lance Garrels*

**“Scratch Build a Heavyweight Passenger Car”** *by Tom Casey*

**“50 years of Change on the Santa Fe & BNSF”** *by Keel Middleton*

**“The Santa Fe in Wichita”** *by Scott Krause*

**“Modern Technologies for Better Modeling”** *by Peter Aue*

**“Cabooses from 000”** *by Mel McFarland*

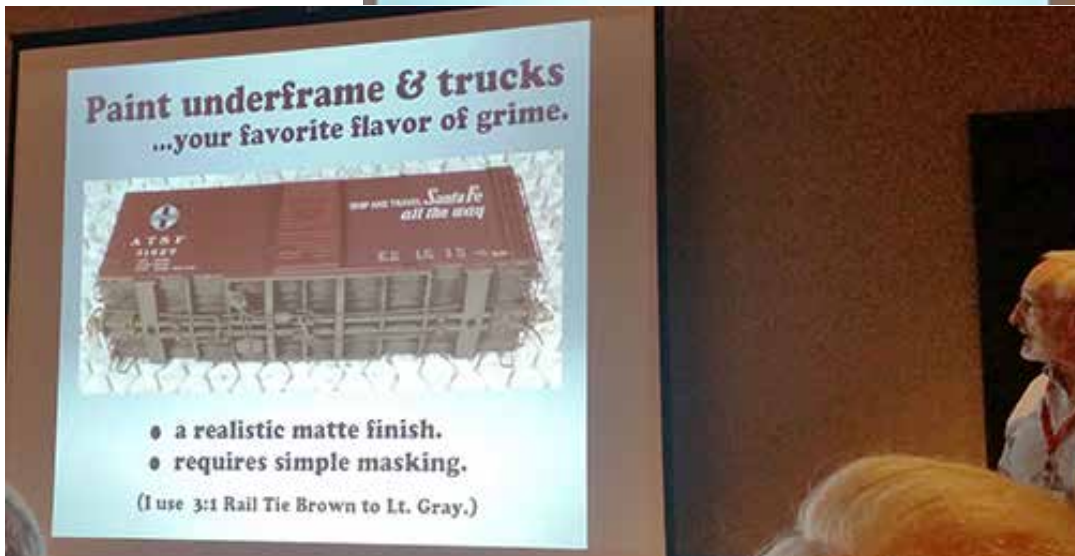
**“While you’re at it”** *by Cinthia Priest*

**“Modern Technologies for Better Modeling”** *by Kevin Looff*

**“Trackside at The Mill (1981 - 1998)”** *by Sam Andrews*

**“How to Develop Prototype Models”** *by Stephen Priest*

“Easy Freight Car Weathering 1-2-3” by Michael Gross



# Clear sprays...



# Matte Finish - Fade



## For the airbrush.



Pigmented sprays



Pigmented sprays

# The Matte Finish



(Notice, as well, the grimy trucks.)



## Sympathetic colors...

- harmonious to a model's basic color.
- do not call attention to themselves.

### Warm colors:

- gold, bronze, copper, brown, tan, yellow, red, orange, maroon, off-whites.

### Cool colors:

- black, pure white, silver, blues, greens, grays and some purples.

**Contrast used often by military modelers — usually as 'washes.'**

**The matte medium should determine the wash medium.**

- ☛ If your matte finish is acrylic, you must use a solvent wash.
- ☛ If your matte finish is a solvent, you must use an acrylic wash.

**The risk: *dissolving* the matte finish!!!**

(I prefer acrylic matte with solvent wash.)

## A Closer Look



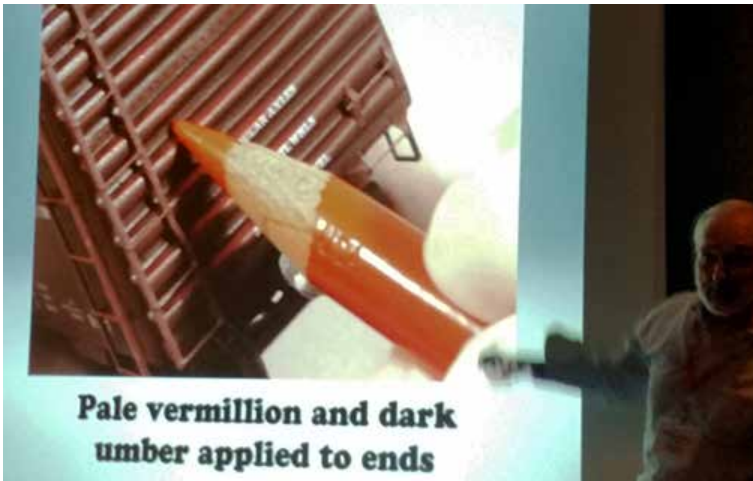
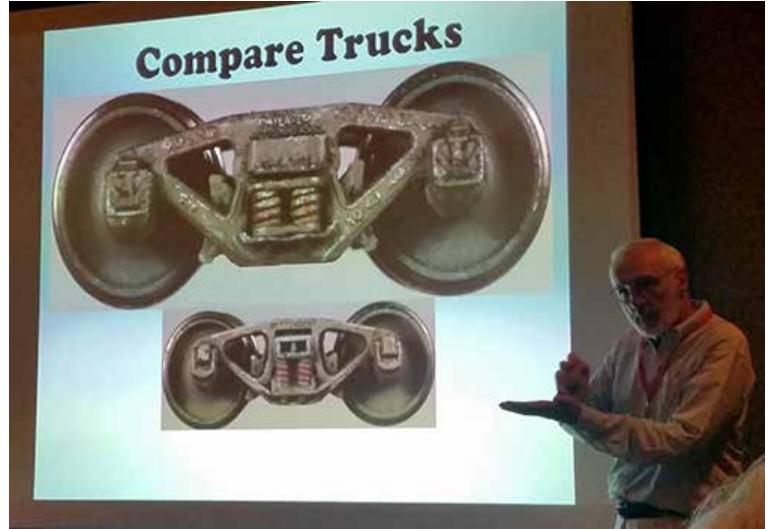
**So how do we get...**

## Wash Mediums

- oils with turpentine
- oils with water
- Testors with thinner
- gouache with water
- pastels with alcohol
- pastels with turpentine
- acrylics with Windex

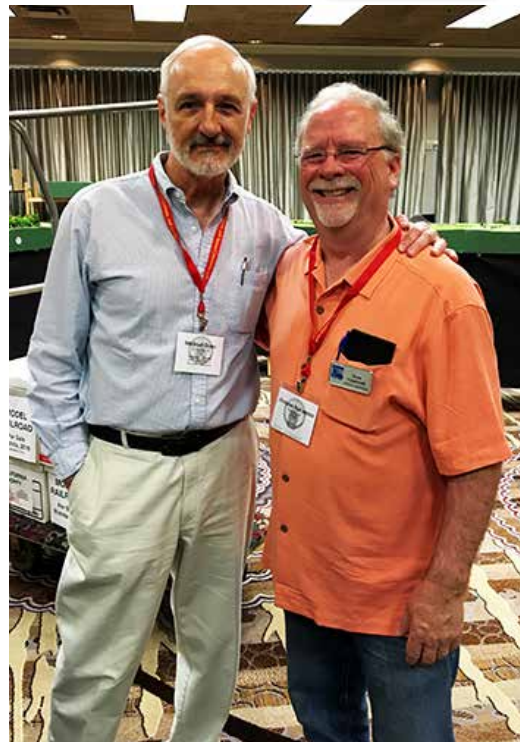


**Truck and brake highlights  
(chestnut, yellow ochre, dark brown)**



**Pale vermillion and dark  
umber applied to ends**

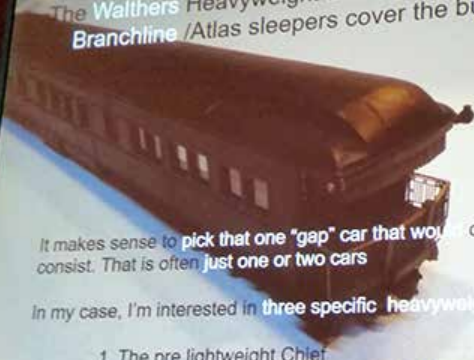
Oh, Thank You (Hollywood actor and fellow model rail-roader) Mr. Gross for allowing us to snag photos with you. (Lower left is Superintendent Pamela Todd; Dean Lippencott (orange shirt); above right is your Editor, Alan Aagaard and in the lower right is Dan Hagenbuch. All members of the Chisholm Trail Division of the Mid-Continent Region of the National Model Railroad Association.





# “Scratch Build a Heavyweight Passenger Car” by Tom Casey

Which car to do?  
The Walther Heavyweight coach & Pullman sleepers, ex-Branchline /Atlas sleepers cover the bulk of the train.



It makes sense to pick that one “gap” car that would complete a train consist. That is often just one or two cars

In my case, I’m interested in three specific heavyweights era trains:

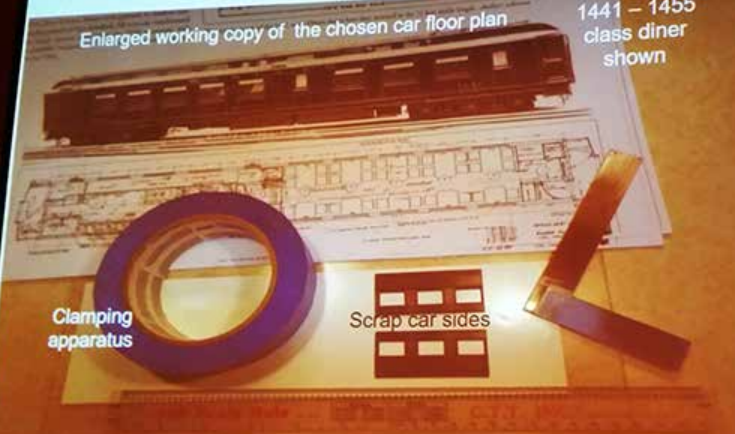
1. The pre lightweight Chief
2. The Grand Canyon Ltd (1949 – 1950 version)
3. the El Paso – Denver trains

The “gap cars” are diner, dorm/lounge, & headend cars.

## Lay Out the Car Sides

Enlarged working copy of the chosen car floor plan

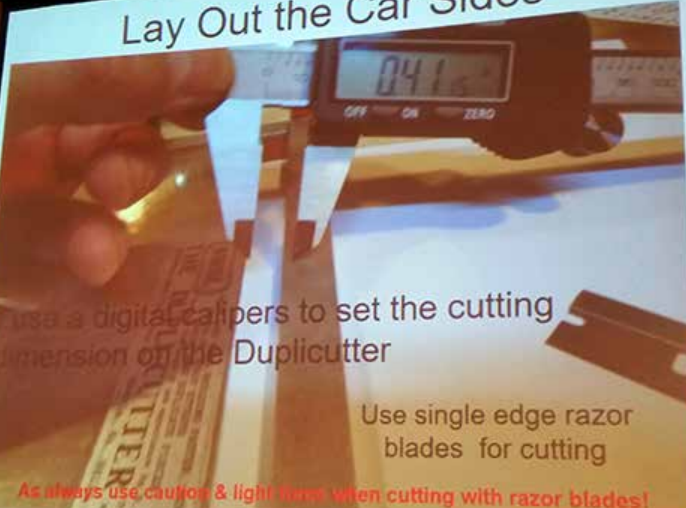
1441 – 1455 class diner shown



Clamping apparatus

Scrap car sides

## Lay Out the Car Sides




Use a digital calipers to set the cutting dimension on the Duplicutter

Use single edge razor blades for cutting

*As always use caution & light touch when cutting with razor blades!*

## Lay Out the Car Sides

Background shows a Walther’s HWT coach as a secondary reference



Hi tech clamping apparatus!

Clamp all of one set of strips together to true up the widths

“The Santa Fe in Wichita” by Scott Krause







**First shipment of a portion of the Boeing 737 airplane. It was manufactured at the Boeing plant in Wichita, Kansas, and is enroute to Renton, Washington, for assembly. The photo was taken at Mulvane, Kansas. November 1966.**

# “Modern Technologies for Better Modeling” by Kevin Looff



 **Modern Technologies For Modelers  
Laser Cutting and 3D Printing** 

Who are some of the manufacturers of laser cut kits and details?


- **American Model Builders** - [www.laserkit.com](http://www.laserkit.com)
- **Branchline Trains** - [www.branchline-trains.com](http://www.branchline-trains.com)
- **Blair Line** - [www.blairline.com](http://www.blairline.com)
- **Bar Mills** - [www.barmillsmodels.com](http://www.barmillsmodels.com)
- **B.T.S.** - [www.btsrr.com](http://www.btsrr.com)
- **Builders in Scale** - [www.builders-in-scale.com](http://www.builders-in-scale.com)
- **RS Laser** - [www.rslaserkits.com](http://www.rslaserkits.com)
- **GC Laser** - [www.gclaser.com](http://www.gclaser.com)
- **Monster Model Works** - [monstermodelworks.com](http://monstermodelworks.com)
- **Side Track Laser** - [www.sidetracklaser.com](http://www.sidetracklaser.com)
- **Vector Cut Models** - [www.vectorcut.com](http://www.vectorcut.com)

 **Modern Technologies For Modelers  
Laser Cutting and 3D Printing** 

- Check local community colleges for classes that use a laser cutter.
- Award and trophy shops often have lasers that are under-utilized.
- Pool the resources of several modelers or a club to buy a laser.
- Make sure the service you use can accept the type of file you are creating. Common file types are:
  - .cdr – Corel Draw
  - .ai – Adobe Illustrator
  - .dxf – Drawing Exchange Format (many CAD programs export this file format)

 **Modern Technologies For Modelers  
Laser Cutting and 3D Printing** 



Some examples of laser cut projects:  
Mainline bay window for Santa Fe Depot



 **Modern Technologies For Modelers  
Laser Cutting and 3D Printing** 



Yes, there is even a Dremel 3D printer and you can buy it from Home Depot for \$999.

 **Modern Technologies For Modelers  
Laser Cutting and 3D Printing** 

What software to use?  
**Any 3D CAD software that can export a .stl file format**

There are free options out there:

- Sketchup - [www.sketchup.com](http://www.sketchup.com)
- AutoCAD123D - [www.123dapp.com](http://www.123dapp.com)
- FreeCAD - [www.freecadweb.org](http://www.freecadweb.org)
- OpenSCAD - [www.openscad.org](http://www.openscad.org)
- OnShape - [www.onshape.com](http://www.onshape.com)

Many of the free programs have user “communities” to help you learn and video tutorials are often available. There is still a significant learning curve.

1. Augusta Model Railroad Club (Augusta, KS)

Scale: HO

Railroad(s) modeled: ATSF/BNSF Emporia Subdivision

Control: NCE DCC

Design: Single Deck, Around the wall with peninsula

Scenery: Mostly complete



2. Harlan Boyce (Wichita, KS)

Scale: HO

Railroad(s) modeled: ATSF Raton Pass

Control: Easy DCC

Design: Single deck, around the walls with peninsula and hidden staging

Scenery: Mostly complete



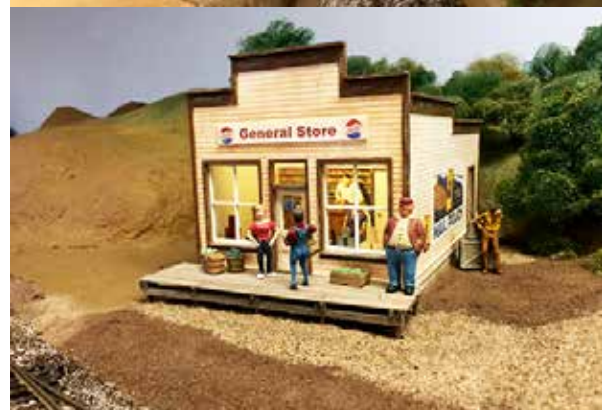
3. Larry Gulic (Wichita, KS)

Scale: On30

Control: NCE DCC

Design: Fills most of a 20' x 20' basement. Almost all the motive power is steam with sound. Most rolling stock have been repainted, decaled, and weathered.

Scenery: 33% complete



4. Terry Ross (Wichita, KS)

Scale: HO

Railroad(s) modeled: ATSF & UP

Control: DC

Design: Double deck, around the walls  
with a Helix

Scenery: Mostly complete





# “My Travels Through the Powder River Basin” by Bill Linson



Here are photos of my latest trip to the Powder River region of Wyoming.

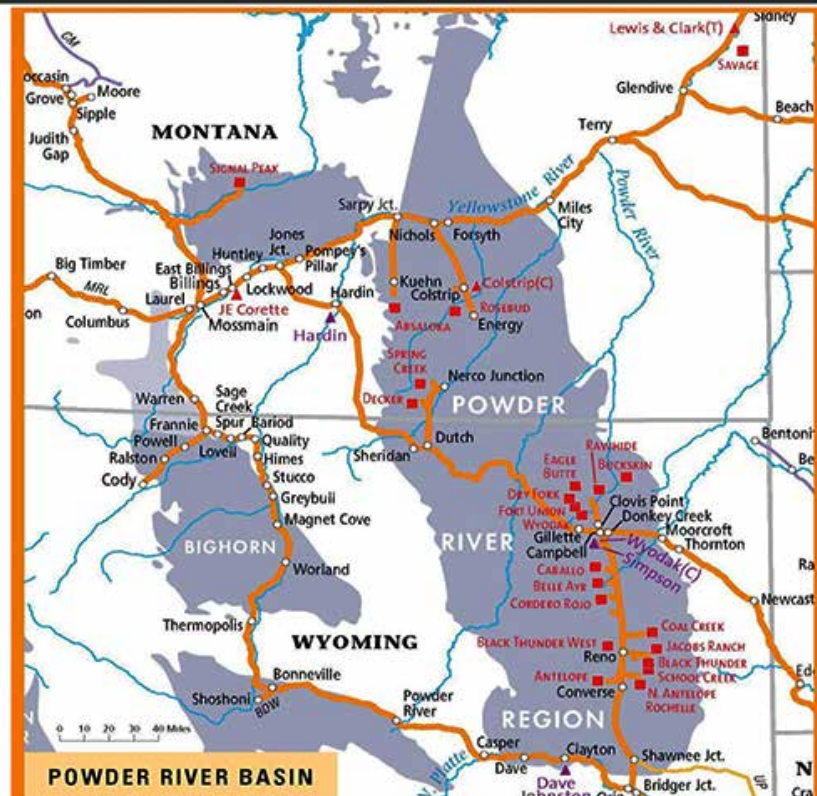
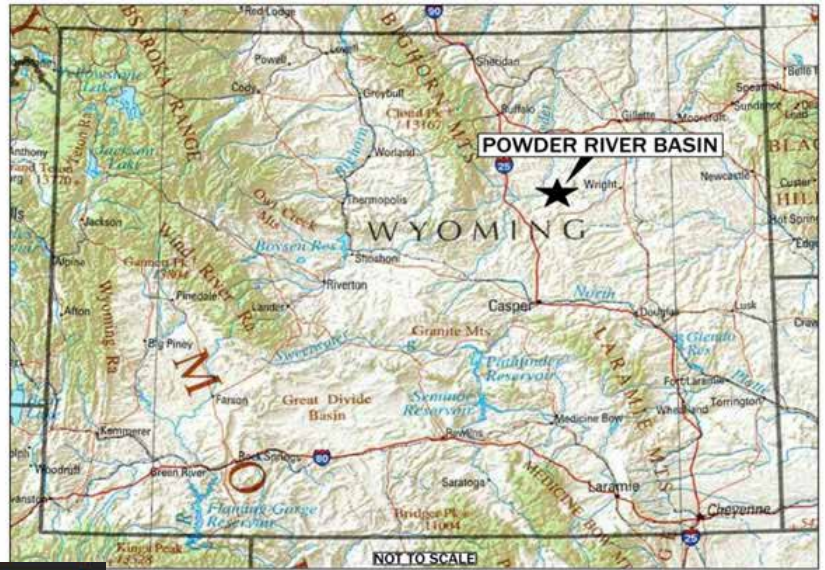
Denver’s iconic Union Station, showing off its recently-completed \$54 million renovation that includes an upscale hotel, boutiques, and a food court.



Arriving at Denver’s iconic Union Station (c. 1881) ahead of schedule early Tuesday morning, we took rental cars for the remainder of the western portion of the trip.

Once, over 60 million years ago, it was the bottom of a shallow sea, a swampland with layers of plants forming peat beds to be compressed into bituminous coal strata.

It’s not uncommon to drive along State Route 59 near Bill, WY, and see an enormous surface coal mine on your right, and a large saddleback oil pumping station just across the road. Some 78,000 barrels of oil are pumped out of the ground daily; the coal bed field is the nation’s third largest source of natural gas producing at



the rate of nearly 250 billion cubic feet annually, and the region’s sandstone contains major deposits of uranium.

Such is the landscape of the Powder River Basin and its legendary coal fields. The 15-16 mines of the Powder River provide nearly 40% of the fuel for the nation’s coal-fired electricity generating stations. No other coal seam on earth is so big, so close to the surface, and so cheap to mine.

It’s a destination for thousands of rail fans who annually trek to the sparsely populated region to see the loading and departure of 100-plus car trains daily, each car loaded with more than 100 tons of highly desired low sulfur and ash content coal.

Twelve of us, from Missouri, Ohio, Kentucky, and even one gentleman from Canada, ventured to Denver and northward to the Powder River in late April. Joining up at Chica-

go's Union Station, (we took the Lincoln Service from St. Louis, the others brought the Capitol Limited from Cleveland), we overnighed to Denver on Amtrak's California Zephyr.

Rio Grande Southern's Galloping Goose #7 greets visitors as they enter the Colorado Railroad Museum at Golden, CO.



Colorado Railroad Museum at Golden, CO.



First stop was the popular Colorado Railroad Museum at nearby Golden, CO, where some 15 acres are filled with an outstanding collection of steam engines and rolling stock, much of it historic Colorado narrow gauge vintage.

Next was a trek north, looking for train action.

Thwarted in our efforts to visit Sherman Hill, on the Union Pacific line between Cheyenne and Laramie, because of heavy snow and fog conditions, we backtracked down the mountains to take I-25 to Cheyenne where we were to spend the next two nights.



Train watching on the UP, three miles east of the crew change point at Cheyenne Depot.

*Cheyenne Depot, nearing completion of a renovation that's been ongoing since 2011. With no passenger service since the 1970s, the Depot houses a museum, an enclosed observation deck, and a restaurant among other things.*

Train watching occupied us the rest of the late afternoon and early evening. Wednesday, bright and early, we were off to the primary reason for the trip, the Powder River Basin, some 140 miles north of Cheyenne.

Along the way, we stopped at Guernsey, WY, and Guernsey State Park. There was some railroad action in both, but we hastened north to reach the coal fields. We got to Bill, WY (a post office) and Penny's Diner where we had lunch. One of our group (a retired funeral director) stated his



652, A Big Boy on display in a Cheyenne park. Built in 1941, this is the world's largest steam engine, and one of 25 built exclusively for the Union Pacific railroad. There is also a Big Boy displayed at the Museum of Transportation in St. Louis

cheeseburger was "cremated" and that he would never eat there again. We responded that since it appeared to be the only eatery with 30-40 miles he might want to rethink that lest he be on a forced diet.

Just a few short miles away was our first look at a mining operation, and what a look it was. We had seen some coal trains along the road from Guernsey, but the Black Thunder Mine dominated the horizon. Black Thunder, owned and operated by St. Louis company Arch Coal, is the largest surface mine in the world. Nearby is the North Antelope Rochelle Mine, second largest mine in the world, and owned by Peabody Coal, another St. Louis company. Alas, it's currently shut down.

Loading 110-ton coal hoppers never stops, as the 100-125 car trains



*Black Thunder mine, near Bill, WY. This is the world's largest coal mine, and loading is a never ending process, as trains do not stop from the time they enter the queue, through the loading, and departure, via a large balloon track. Black Thunder is owned by Arch Coal of St. Louis.*



Coal is hauled from the pit to the loaders in these 40-foot long and 20-foot tall behemoths, carrying 200 tons at a time.

Empties waiting just outside the North Antelope Rochelle Mine, owned by Peabody Coal of St. Louis. This mine is closed.

decreased foreign markets for the decline.

Even with the severely depressed demand, there was still a significant amount of rail traffic for the rail fans to photograph.

Gray skies and threatening weather greeted us Thursday, thus a good day to visit the Cheyenne Depot. Built in 1886, extensive renovations started in 2011 continue and include a restored waiting room, an extensive museum, a large model railroad depicting Wyoming railroading of yesteryear, and an enclosed second floor observation area from which one can watch Union Pacific yard operations. By the time you read this, there is also a new restaurant open. Passenger service has not called at Cheyenne since the 1970s, but this



The yard at Cheyenne is a busy one; it's a crew change point. This is from the enclosed 2nd floor observation deck inside the Depot.

is a large yard and a crew change point.



Returning to Denver in the afternoon for the overnight California Zephyr trip back to Chicago, we had plenty of time to explore the Union Station and its recently completed \$54 million renovation that includes an upscale hotel, boutiques, and food venues.

Back into Chicago Friday afternoon – again ahead of schedule – we completed a five-day rail adventure to the Powder River and a checkmark on the bucket list for many of us.

A train of eastbound covered hoppers coming to a stop to change crews. It will proceed to North Platte, NE and eastward.

# SWITCH LIST

## THIRD QUARTER - 2016

SWITCH LIST - Third Quarter 2016

The Switch 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 information please

eMail: alan.a.aagaard@gmail.com

or

“Snail-Mail” your Information:


Alan A. Aagaard, Editor

Post Office Box #8339

Munger Station

Wichita, KS 67208-8339

To subscribe, or unSubscribe, to The Switch List please send an eMail to the above link. Look for us on the MCoR web site:

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

Please put me in your newsletter



### DIVISION MEETINGS *(alphabetically)*

Chisholm Trail Division ~~~~~ (Wichita, KS)

Meets the 1<sup>st</sup> Tuesday of every month at

Olivet Baptist Church

3440 West 13<sup>th</sup> Street North • Wichita, KS 67203-4560  
(13<sup>th</sup> Street North & High Street)

- Begin gathering ~~~~~ 6:45pm
- NMRA meeting & program(s) ~~~~~ 7:00pm - 9:00pm

Information: Alan A. Aagaard, Division Editor

eMail: alan.a.aagaard@gmail.com

Cowboy Line Division ~~~~~ (Norfolk, NE)

Meets the 3<sup>rd</sup> Thursday of every month at

HyVee East, upstairs meeting room.

Corner of 1<sup>st</sup> Street and Norfolk Avenue

Information: Dennis M. Brandt

Telephone (402) 992-2415

eMail: dennisbrandt44@gmail.com

Eastern Iowa Division ~~~~~ (Iowa City, IA)

For other division activities check out our website monthly at:

<https://sites.google.com/site/easterniowadivision/>

or the division's Facebook™ page at: Eastern Iowa Division

Information: Tom Persoon, Superintendent

eMail: PersoonT06@msn.com

Gateway Division ~~~~~ (St. Louis, MO)

Meets the 3<sup>rd</sup> Monday each month at 7:00pm.

Odd numbered months at:

Trinity Lutheran Church

14088 Clayton Road at Woods Mill Road  
(Hwy 141), Ballwin, MO

Even numbered months:

VFW Hall ~~~~~ O'Fallon, IL

Information:

<http://www.gatewaynmra.org/division.htm>

Indian Nations Division ~~~~~ (Tulsa, OK)

Meets at the new Hardesty Library

8316 East 93<sup>rd</sup> Street

(just east of Memorial Road in Tulsa, OK.)

The library opens at 9:00am and the meetings start at 9:30am

Information found on our web page:

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

Contact: Dave Salamon, Superintendent

Telephone: (918) 272-5512

eMail: drs\_rr@yahoo.com

“Switch List”  
Continued on page 13

**Caboose Kibitzer**  
2<sup>nd</sup> Quarter 2016

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Kansas Central Division (Elmdale, KS)
Meets the 1st Saturday of every month
meeting starts at 1pm
For the full schedule check the MCoR website or
eMail: Wayne Castegnaro,
wcastegnaro35@gmail.com

Kate Shelley Division (Rippey, IA)
Meets the 4th Thursday of every month
(except November which we meet the 3rd week and
December) have
at The Library
515 Douglas Avenue
• Business meeting starts at 6:00pm and
• Social gathering at 7:00pm (anything railroad goes)
Contact Kate Shelley Division through the NMRA web site

Oklahoma Heartland Division (OKC, OK)
Meets in the even numbered months in the Oklahoma
City area. All who are interested in Model
Railroading are welcome.
Information:
www.okcnmra.org

Platte Valley Division (Hastings, Grand Island, & Kearney, NE)
Meets quarterly in members' homes on a rotating basis
or at sites of interest.
New members are always welcome.
Information: Todd L. Petersen, Division Director
Telephone: (308) 832-2200 or
eMail: todd@gtmc.net

Turkey Creek Division (Shawnee, KS)
Meets 4th Monday of every month at 7:00pm at
Hocker Grove Middle School
10400 Johnson Drive, Shawnee, KS 66203-2895
Information check the Division Timetable:
http://www.tc-nmra.org/TC-Calendar.html
Contact: Louis Seibel
Telephone: (913) 393-3495
or (913) 927-6850
eMail: L-seibel@comcast.net

Western Heritage Division (Omaha, NE/Council Bluffs, IA)
Meets on the 1st Saturday (except June and December)
at 9:00am at the Sump Library
2nd & Washington Streets in Papillion (across from Runza).
Information visit the division web page:
http://www.whd.mcor-nmra.org
for more information and a map

Western Kansas Division (Garden City, KS)
Meets every Tuesday evening 6:30pm to 9:00pm
4091/2 North Main Street
(second floor above "Stage" department store, rear
6 layouts on display (1-O27, 2-HO, 3-N)
Operating sessions available
Contact: Robert Simmons, Division Director
Telephone: (620) 521-3591 (C) or
(620) 272-0444 (H)
eMail: trainman55@hotmail.com
Facebook™ page "Western Kansas Division"
Information: Western Kansas Division website:
http://www.wkd-nmra.org

MONTHLY NEWS AT A GLANCE:

Saturday, April 30, 2016

Quad Chapter Meeting (Wichita hosting)
More information at a later date

DIVISIONS:

Kate Shelley (Ames, IA)
Meets Every Tuesday @ 6:00pm
515 Douglas Avenue

Western Kansas
Meets 6:30pm - 9:00pm
409 1/2 North Main Street
Information: Robert Simmons,
eMail: train-man55@hotmail.com

## MODEL RAILROAD CLUBS:

Wichita Toy Train Club (Wichita, KS)  
 130 South Laura Street  
 Saturday 10:00am - 5:00pm  
 Sunday 1:00pm - 5:00pm  
 \$5.00 adult, children up to 12 free

Weekend N'gineers (Olathe, KS)  
 16624 West 126<sup>th</sup> Street  
 Every Sunday 1:00pm  
 Information: Ken Clark  
 eMail: hap-heart@swbell.net

Mid Kansas Model Railroaders, (McPherson, KS)  
 1130 West Kansas Avenue  
 Every Monday 2:00pm - 5:00pm  
 Information: John Snell  
 eMail: jSnell@cox.net

Garden City Model Train (Garden City, KS)  
 408 North Main Street (back entrance)  
 Every Tuesday 6:30pm  
 Information: Robert Simmons  
 eMail: trainman55@hotmail.com

Ozarks Model Railroad Association (Springfield, MO)  
 424 West Commercial Street  
 Every Tuesday 7:00pm  
 Information: Ron Williams  
 eMail: rwilliams3129@gmail.com

Mexico Train Works Model RR Club (Mexico MO)  
 8 West Jackson Street  
 Meets every Wednesday (except at major holidays) at 7:00pm

Information:  
 www.mexicotrains.com  
 Contact: John Johnson, President  
 eMail: info@mexicotrains.com  
 Telephone: (573) 581-8013

Greater Kansas City Model Railroad Club (Kansas City, MO)  
 6060 NW Waukomis Drive  
 Meets every other Wednesday at 7:00pm  
 Information: J. D. Spicher  
 eMail: jdspicher@aol.com

or  
 W. L. Ohnell  
 eMail: wohrnell@sbcglobal.net

Kansas City Society of Model Engineers (Kansas City, )  
 Meets every Wednesday 7:00pm - 9:00pm  
 Information: Steven Boeck,  
 eMail: sjboeck@att.net

North East Kansas Model Railroaders HO gauge ( , )  
 Meets every Saturday at 7:00pm  
 Information: Otto Wick  
 Telephone: (913) 367-7536  
 or  
 Steve Schaefer

Telephone: (913) 367-6202  
 Boothill Model Railroad ( , KS)  
 Meets every Saturday 1:00pm  
 Information: Robert Simmons  
 eMail: trainman55@hotmail.com

Heartland N-Trak of Greater Kansas City (Liberty, MO)  
 131 South Water Street  
 Meets every Saturday 11:00am - 3:00pm  
 Information: Dick Cooper  
 eMail: nscale05@gmail.com

North East Kansas Model Railroaders 12" scale (At)  
 1440 North 6<sup>th</sup> Street  
 Meets every 2<sup>nd</sup> and 4<sup>th</sup>  
 Saturday 10:00am - 4:00pm  
 Sunday 12:00pm - 4:00pm

Information: Otto Wick  
 Telephone: (913) 367-7536  
 or  
 Steve Schaefer  
 Telephone: (913) 367-6202

Cherry Valley Model Railroad Club (Cherryvale, KS)  
 Leatherock Hotel Center  
 420 North Depot Street  
 Meets at 1:00pm  
 Information: John Dhooghe  
 eMail: john@cvmrc.com  
 and visit our website  
 www.cvmrc.com

## GARDEN RAILROAD CLUBS

Dates of our Sunday meetings on our main page  
 Tulsa Garden Railroad Club (Tulsa, OK)  
 Freewill Baptist Church  
 1190 North Mingo Road  
 Information:

info@TulsaRailroadClub.org

Northeast Kansas (at member's layout)  
 Contact: Tedy Bellos  
 petedy@everestkc.net

# SHOWS AND CONVENTIONS 2016

## 2016

June 29<sup>th</sup> - July 3<sup>rd</sup>, 2016  
 24<sup>th</sup> National N Scale Convention  
 hosted by the N-Scale Enthusiast  
 The official convention start date  
 is Wednesday, June 29, 2016,  
 but as in the past we are working  
 on pre-convention events so  
 plan to be in Kansas City by  
 Tuesday morning, June 28<sup>th</sup>  
 Convention registration will start  
 the 1<sup>st</sup> week of December 2015.  
 Sheraton Overland Park Hotel  
 at the Convention Center  
 Telephone: (913) 234-2100  
 6100 College Boulevard  
 Overland Park, Kansas, 66211

July 3<sup>rd</sup> - 10<sup>th</sup>, 2016  
 National Model Railroad Association  
 Convention and the National Train  
 Show (Indianapolis, Indiana)

<http://www.nmra2016.org/>

July 19 -24, 2016  
 National Railway Historical Society  
 (NRHS) National Convention  
 (Denver, CO)

September 7 - 10, 2016  
 36<sup>th</sup> National Narrow Gauge Convention  
 (Augusta, Maine)

<http://nngc2016.org/wp/>

## 2017

July 30<sup>th</sup> - August 6<sup>th</sup>, 2017  
 National Model Railroad Association  
 Convention and the National Train  
 Show (Orlando, FL)

<http://nmra2017orlando.org/>

## 2018

August 5<sup>th</sup> - 12<sup>th</sup>, 2018  
 National Model Railroad Association  
 Convention and the National Train  
 Show (Kansas City, MO)

<http://www.kc2018.org/>

September 5-8th  
 38<sup>th</sup> National Narrow Gauge Convention  
 (Minneapolis, MN)

<http://nngc-2018.com/>

## 2019

July 7<sup>th</sup> - 13<sup>th</sup>, 2019  
 National Model Railroad Association  
 Convention and the National Train  
 Show (Salt Lake City, UT)

<http://www.nmra2019slc.org/>

September, 2019  
 39<sup>th</sup> National Narrow Gauge Convention  
 (Sacramento, CA)

<http://nngc-2019.com/>

## 2020

July, 2019  
 National Model Railroad Association  
 Convention and the National Train  
 Show ( )

<http://www.nmra2020.org/>

September, 2020  
 40<sup>th</sup> National Narrow Gauge Convention  
 ( )

<http://nngc-2020.com/>

## 2021

July, 2021  
 National Model Railroad Association  
 Convention and the National Train  
 Show ( )

<http://www.nmra2020.org/>

September, 2021  
 41<sup>st</sup> National Narrow Gauge Convention  
 ( )

<http://nngc-2020.com/>





# MCoREGION CLUB ROSTER

**16" Gauge Park Train**-----(Kansas City, MO)  
Kansas City Northern Miniature Railroad  
NM 60<sup>th</sup> Street & Waukonis Drive  
Kansas City, MO

Meets 1<sup>st</sup> Wednesday  
each month at 7:00pm

Contact: W. Ohrnell  
Telephone: (816) 746-5663  
Information: [www.KCNRR.com](http://www.KCNRR.com)

**F/G scale**----- (Topeka, KS)  
Northeast Kansas Garden Railway Society  
(NEKAN-GRS)  
1308 SW Caldon Street  
Topeka, KS 66611-2412

**G scale**----- (Olathe, KS)  
Kansas City Garden Railroad Society  
"Mall of the Great Plain"  
Olathe, KS 66061  
Open Thursday & Friday ----- 7-9 pm  
Saturday & Sunday ----- Mall Hours  
Contact: David Roberts  
24595 Hedge Lane  
Paola, KS 66071-5444  
Information:  
[gScaleFun@hotmail.com](mailto:gScaleFun@hotmail.com)  
and  
<http://www.kcgrs.com>  
or  
Telephone: (913) 406-3400

**2-Rail O Scale (1/4" to the foot)**-(Webster Groves, MO)  
Big Bend Railroad Club, Inc.  
8833 Big Bend Blvd.  
Webster Groves, MO 63119-3731  
Information:  
[www.bigbendrclub.org](http://www.bigbendrclub.org)  
Facebook™  
[secretary@BigBendRRclub.org](mailto:secretary@BigBendRRclub.org)

**O Scale**----- (Jefferson City, MO)  
Capital City Model Railroaders  
PO Box #3243  
Jefferson City, MO 65102-3243

**O Scale**----- (Overland Park, KS)  
Kansas City Module "O"  
Contact: Jack Ferris, Secretary/Treasurer  
10334 Ash Street  
Overland Park, KS 66207-3910  
[fhs1955@gmail.com](mailto:fhs1955@gmail.com)

**HO Scale**----- (Des Moines, IA)  
Central Iowa Railroad Club  
Iowa State Fair Grounds  
Contact: David Briely  
PO Box #118  
Des Moines, IA 50301-0118  
Telephone: (515) 266-8899  
Meets: 1<sup>st</sup> Tuesday each month  
Open House: 4<sup>th</sup>-Friday each month  
Information:  
<http://www.facebook.com/centraliowarailroadclub>

**HO Scale**----- (Conway, AR)  
Central AR Model RR Club  
PO Box #1825  
Conway, AR 72033-1825  
Contact: Daniel Gladstone  
Telephone: (501) 269-3030  
Information:  
<http://www.ARtrains.org>

**HO Scale**----- (Collinsville, IL)  
Columbia Model Railroaders  
410 Camelot Drive  
Collinsville, IL 62234-4715

**HO Scale**----- (Odessa, MO)  
Eastern Jackson County Mainliners  
Model Railroad Club  
"Outlet Mall"  
Odessa, MO 64076-  
Information:  
[www.EasternJacksonCountyMainlines.com](http://www.EasternJacksonCountyMainlines.com)

**HO Scale**----- (Kansas City, MO)  
Greater Kansas City Model Railroad Club  
Contact: Walter L. Ohrnell, President  
6060 NW Waukomis Drive  
Kansas City, MO 64153-  
eMail: [wOhrnell@kc.rr.com](mailto:wOhrnell@kc.rr.com)

**HO Scale**----- (Council Bluffs, IA)  
Greater Omaha Society of Model Engineers  
Contact: Brian Wiaters  
Post Office Box 67  
Council Bluffs, IA 51502-0067  
Telephone: (402) 895-0296  
or (402) 491-3692  
Information:  
[SOME@TheHistoricalSociety.org](mailto:SOME@TheHistoricalSociety.org)

**HO Scale**----- (Overland Park, KS)  
Kansas City Society of Model Engineers  
Contact: John Teeple, President  
9539 Perry Lane  
Overland Park, KS 66212-5153  
Telephone: (913) 492-4142  
eMail: [jsteep@aol.com](mailto:jsteep@aol.com)

**HO Scale** \_\_\_\_\_ (Kirkwood, MO)  
*Kirkwood Railroad Association*  
Meets every Thursday 7:00 - 9:00pm  
Contact: Rich Velten, Treasurer  
100 North Sappington Road  
Kirkwood, MO 63122-4845  
rmVelten@swbell.net  
Information:  
<http://www.krra-stl.org>

**HO Scale** \_\_\_\_\_ (Manhattan, KS)  
*Manhattan Area Rail Joiners*  
Contact: Don Clagett  
1223 Pierre Street  
Manhattan, KS 66502-4331  
eMail: dclagett@ksu.edu  
Telephone: (785) 537-7624

**HO<sub>3</sub> Scale** \_\_\_\_\_ (Saint Peters, MO)  
*Modular HO Narrow Gauge Society*  
914 Summer Leaf Drive  
Saint Peters, MO 63376-7065

**HO Scale** \_\_\_\_\_ (Olathe, KS)  
*MO-KAN Rail Joiners*  
Contact: Louis Seibel  
1069 North Logan Street  
Olathe, KS 66061-6321  
Telephone: (913) 393-3495  
or (913) 927-6850  
eMail: L-seibel@comcast.net

**N Scale** \_\_\_\_\_ (Wichita, KS)  
*Kansas Area N-Trak*  
2046 South Elizabeth Street  
Apartment #1306  
Wichita, KS 67213-3427

**N Scale** \_\_\_\_\_ (Harlan, IA)  
*Nishna Valley Railroad Society*  
1303 Eighth Street  
Harlan, IA 51537-1640

**HO Scale** \_\_\_\_\_ (Marion, IL)  
*Southern Illinois Train Club*  
PO Box 1633  
Marion, IL 62959-7833

**HO Scale** \_\_\_\_\_ (Kansas City, MO)  
*Southern Kansas City Model  
Railroad Historical Society*  
Meets 2<sup>nd</sup> Monday each month 7pm  
Open house Sat. & Sun. 12 to 5pm  
8600 Ward Parkway • Suite 2030  
Kansas City, MO 64114-2643  
Contact: Richard Boone  
Telephone: (816) 996-1534  
eMail: rBoone@traintown-kc.com  
Information:  
<http://www.traintown-KC.com>

**HO Scale** \_\_\_\_\_ (Bella Vista, AR)  
*Sugar Creek Model Railroad &  
Historical Society, Inc.*  
PO Box #5452  
Bella Vista, AR 72714-5452

**HO Scale** \_\_\_\_\_ (Indianola, IA)  
*Warren County Modular Railroaders  
Transition era. RI and CB&Q*  
•••Iowa's only 100% NMRA club•••  
Contact: John Averill  
Telephone: (515) 961-3018  
14910 92<sup>nd</sup> Lane  
Indianola, IA 50125-7261

**HO Scale** \_\_\_\_\_ (Wichita, KS)  
*Wichita Model Railroad Club*  
PO Box #48082  
Wichita, KS 67201-8082  
eMail: WCMR1@cs.com

**N Scale** \_\_\_\_\_ (Hutchinson, KS)  
*Kansas Central Model Railroad Club*  
Contact: Charles Moll  
3106 Tulane Place  
Hutchinson KS 67502-2481  
eMail: c.moll@sbcglobal.net  
Telephone: (620) 663-8167

**N Scale** \_\_\_\_\_ (Fenton, MO)  
*Mississippi Valley N Scalers*  
20 Apostle Court  
Fenton, MO 63026-  
eMail: mvns@railfan.net  
Information:  
<http://mvns.railfan.net>

**N Scale** \_\_\_\_\_ (North Kansas City, MO)  
*Missouri Northern Railroad Society, Inc.*  
PO Box #12591  
North Kansas City, MO 64116-2591

**N Scale** \_\_\_\_\_ (Oklahoma City, OK)  
*Oklahoma N-Rail*  
Contact: Bruce Alcock, President  
PO Box #96131  
Oklahoma City, OK 73143-6131  
eMail: info@oknrail.org  
Information:  
<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

**N Scale** \_\_\_\_\_ (Kansas City, MO)  
*Weekend Engineers*  
8600 Ward Parkway  
Kansas City, MO 6814  
Meets 3<sup>rd</sup> Sunday at 11:30am  
Contact: Richard Boone  
Telephone: (816) 966-1534  
eMail: rBoone@traintown-kc.com  
Information:  
[www.traintown-kc.com](http://www.traintown-kc.com)

**N Scale** \_\_\_\_\_ (Hastings, NE)  
*Tri-City Model Railroad Association*  
607 South Shore Drive  
Hastings, NE 68901-2609

**N Scale** \_\_\_\_\_ (Springfield, MO)  
Ozark Model Railroad Association  
424 West Commercial Street  
Springfield, MO 65803-2650

**N Scale** \_\_\_\_\_ (Springfield, MO)  
Northwest Kansas Model Railroad Club  
603 South Smokyhill Avenue  
Oakley, KS 67748-2321

**G, HO, N Scales** \_\_\_\_\_ (Little Rock, AR)  
Southwest Independent Modular Railroaders  
3107 West Capitol Avenue  
Little Rock, AR 72205-5832

**STANDARD, G, O, S, HO Marklin, HO, N, Z Scales  
and Wooden Trains** \_\_\_\_\_ (Kansas City, MO)  
Union Station Kansas City Model Railroad Society  
30 West Pershing Road  
Kansas City, MO 64101-1701  
9:00am - 5:00pm  
Contact: Ted Tschirhart  
Telephone: (816) 816-3449  
eMail: tedtschi@kc.rr.com

**G, O, HO Scales** \_\_\_\_\_ (Savannah, MO)  
Green Valley Baptist Model Railroad Club  
11993 County Road 162  
Savannah, MO 64485-8155  
Contact: Nancy Adams  
Telephone: (816) 262-0304  
eMail: GreenPetticoat@yahoo.com

**All Scales** \_\_\_\_\_ (Claremore, OK)  
Claremore & Southern  
3049 Clover Creek Drive  
Claremore, OK 74017-

**All Scales** \_\_\_\_\_ (Cherryvale, KS)  
Parsons Model Railroad Engineers  
Cherryvale Depot  
Cherryvale, KS 68335-

**All Scales** \_\_\_\_\_ (Fremont, NE)  
Nebraska Railroad Museum  
1835 North Somers Avenue  
Fremont, NE 68025-2958  
Contact: Dave Fachman  
Telephone: (402) 727-0615  
eMail: fevr@fremontrailroad.com  
Information:  
<http://www.FremontRailroad.com>



You will locate the invoice for the Caboose Kibitzer on the very next page.

I have changed some prices on the cost of ads to give a better price for vendors to advertise for a year and half. For the last 2 issues of 2016, and all of 2017. They will be getting a half a year free.

That also applies to the pike ads and NMRA Dealer ads.

Louis O. Seibel  
Advertising Manager  
Caboose Kibitzer  
1069 North Logan Street  
Olathe, KS 66061-6321  
(H) (913) 393-3495  
(C) (913) 927-6850



# Caboose Kibitzer

Caboose Kibitzer  
 Louis O Seibel  
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 913-393-3495  
 l-seibel@comcast.net

DATE:  
 INVOICE:

TO

**Special Price if you  
 advertise for the last 2  
 issues of 2016 and all of  
 2017**

QTY	COMMERCIAL ADS	DESCRIPTION		COST PER YEAR 2016-2017	SINGLE ISSUE RATE	LINE TOTAL
	Full Page	9.5" x 7.25"		\$120.00	\$35.00	
	Half Page	4.75" x 7.25"		60.00	\$25.00	
	Quarter Page	4.75" x 3.5"		30.00	\$20.00	
	Eighth Page	2.5" x 3.5"		25.00	\$11.00	
	DEALER DIRECTORY					
	Business Card	1.375" x 2.375"		\$15.00		
	Pike Registry					
	Pike Registry Business Card	1.375" x 2.375"		\$5.00		
					Subtotal	
					TOTAL	
					<b>PAIDED CASH</b>	
					<b>PAIDED BY CHECK</b>	
					<b>NO.</b>	
					<b>TOTAL</b>	

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