

CABOOSE

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IN THIS ISSUE

- ◆ *BUILDING CABOOSE*
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- ◆ *MCoR ACHIEVEMENT PROGRAM*
- ◆ *COVID-19 TIME*
- ◆ *BALLASTING TRACK*



**Dave Roeder's 1/25 Scale
Scratchbuilt MOW - p.15**

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The Head End

By Brad Slone, MMR—President MCoR

Normally, this is the time of year when we begin to ask one another where the summer has gone. And while I'm still asking myself that question, I think many would agree that I'm glad the summer is passing and I, for one, am already hoping that 2021 will be better than 2020 has been. For now, anyway, it looks like it is tracking to be much better than what 2020 will end up being.

Probably the biggest thing we look forward to next year is the joint convention with Lonestar Region in Tulsa. The committee has worked and still is working to make sure this one has something for everybody, including affordability. Right now the registration rate is looking to be in the \$60 dollar range which is the cheapest rate I can recall. There will be a lot more information forth-coming so keep a look-out and plan on heading to Tulsa town next summer.

In addition to next year's Regional, for those who haven't heard St Louis's bid to host the National Convention in 2022 to replace England has been accepted. So, that will give us something to look forward to in a couple years. That said, it's never too early to start planning for the future. So, if any Divisions or Areas have thoughts about hosting a Regional, 2023 is still open. Give it some thought.

With concerns over C-19 still lingering and with time running short, we moved forward with our summer BOD meeting and Annual meeting on a virtual platform. While it was much different than the way we typically handle these meetings, we were able to take care of region business and fulfill the bylaw requirements. While this is not the way we would prefer things, we proved that it can be done. And, in the event we need to do it again because of weather or other reasons, it is an option.

One of the bright notes from the meeting is the amount of virtual activity that is being generated from Divisions/Areas and individuals from within our boundaries. It is great to hear about folks taking the initiative to fill the voids of no physical in-person meetings by reaching out with the web. I can't help but think this is a tremendous tool for reaching out to other modelers amongst us as a way to show what the organization has to offer.

In the same way I would usually be wondering where the summer has gone, I would also be thinking, with fall just around the corner, that the modeling season would be just around the curve as well. But truth be known, this year I don't think it has truly ever stopped. So as the leaves begin to turn, keep on blowing the dust off those boxes of unbuilt kits and making sure the shelves stay empty. That way when train shows and swap meets get going again, you have plenty of room to store a whole batch of new stuff!

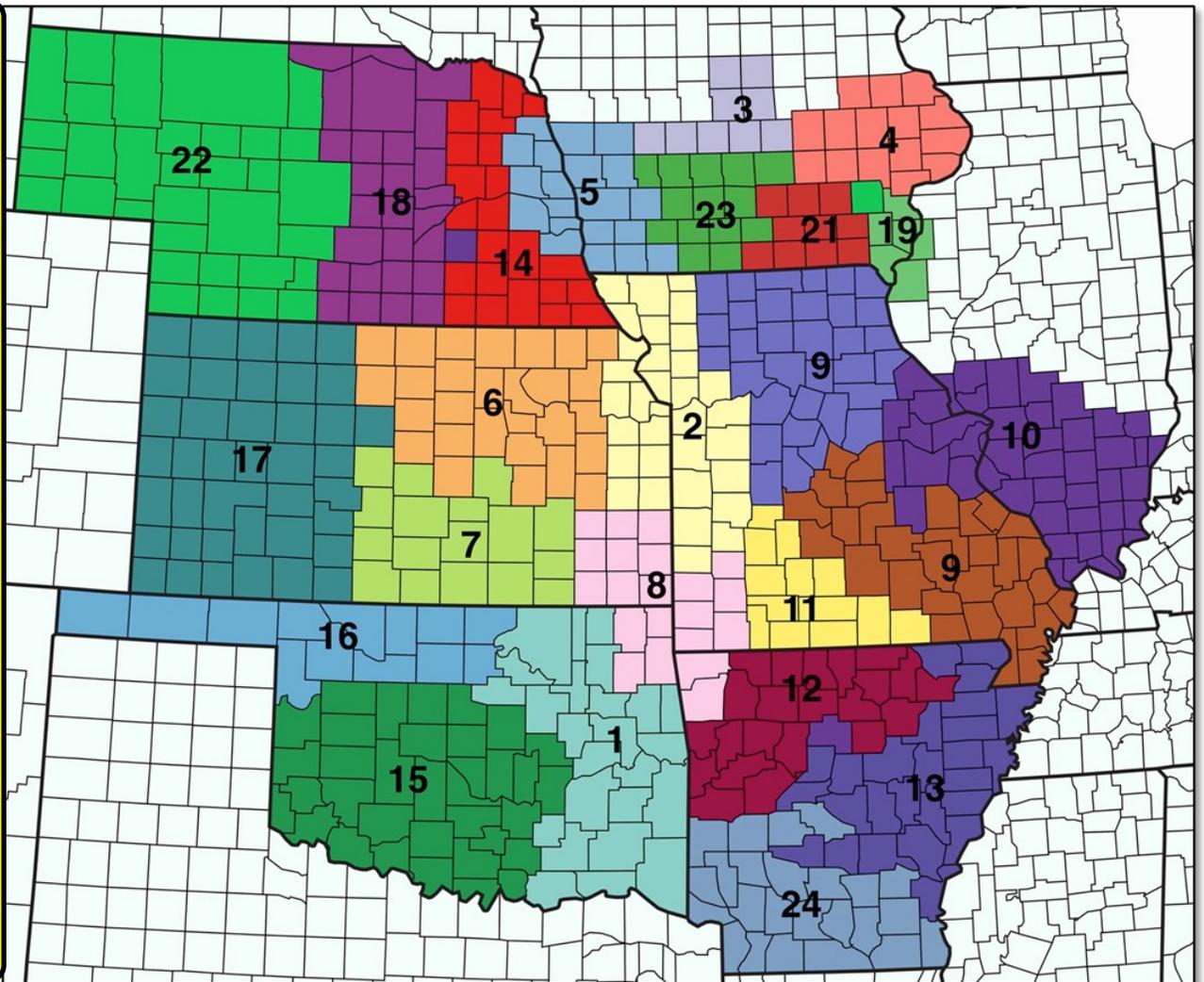
Till next time. Keep your hand upon the throttle and your eyes upon the rail! 🚂



Brad Slone MMR, Mid Continent Region President



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

NMRA DIVISION MEETINGS

Division 1: INDIAN NATIONS DIVISION (Tulsa OK): Unless otherwise specified all Indian Nations NMRA meets are held at the new Hardesty Library, 8316 E. 93rd. St. just east of Memorial Rd. in Tulsa, OK. Library opens at 9:00 am and the meetings start at 9:30 am. Superintendent - Dave Salamon 918-272-5512 or drs_rr@yahoo.com, Web page: www.tulsanmra.org

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

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

Division 4: EASTERN IOWA DIVISION: Mike Barkhurst, superintendent; e-mail: cmbarkhurst@gmail.com For division activities check out our website monthly at: <https://sites.google.com/site/easterniowadivision/>

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

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

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

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

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

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

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

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



Editors Musings

By Ray Brady, Editor

“By Golly, Ollie. This may be the start of something big.”

Yes, I am talking about the COVID-19 pandemic. I am saddened to see the loss of life and the physical suffering that the world is experiencing. But we will get through it.

I do not want to minimize the seriousness of the pandemic, but we may be able to take some good out of this. The world, in particular the model railroad world, is changing and adapting to the situation.

Personally, I have been spending the last 6 months in splendid isolation. Yes, I am retired and have things that I can do here at home (along with my calico feline). Things such as: work on my n-Scale layout; do some Swedish Genealogy; publish the Kansas Central Division’s Brass Pounder and the MCoR’s Caboose Kibitzer; and try to be a good Director for the Kansas Central Division. But, I have also had some incredible experiences with fellow model railroaders these last few months.

With the help of ZOOM (and in no particular order),

1. Kansas Central Division, after missing a meeting because of COVID, regrouped and resumed regular meetings via ZOOM that allow member participation without someone(s) having to drive 3 hours to attend. (we think we are a big Division – and driving time is an issue for us. But, I know other Divisions like Western Kansas Division (that has the whole western half of Kansas) are also blessed with big distances too.)
2. KCD took the opportunity to start some “Turntable” meetings on ZOOM where we just gather and “spit and whittle” or “knit and pearl” as a way to socialize – a way to increase our socialization. This is a good way to build relationships....
3. I’ve participated in some inter-divisional/inter-regional ZOOMs where NMRA members from as far away as Hawaii and Scotland (UK) were on-screen. What an opportunity to meet and greet other modelers with similar interests and different perspectives and expertise, as well as

participate in some extremely interesting clinics. Again, a new opportunity for interactions and learning...

4. I’ve joined up with KCD’s sister Division to our south (the Chisholm Trail Division) as they hold their regular ZOOM meetings and “in between” meetings. And these ZOOMs allowed me the opportunity to participate in a couple of impromptu layout tours of Jim Marlett and Terry Ross’ layouts – something that never would have happened while attending in person at the normal Chisholm Trail meeting facility. Because of our internet-connected, portable communication devices, they were able to walk through their layouts and SHOW what they had and what they were doing. How good is that!!!
5. Your MCoR Board of Directors held their Summer meeting in which we covered the agenda without the distraction of hazardous weather conditions for the “drive” home (The Winter meeting last January was held during a blizzard, with the drive home extremely difficult for those few that braved the weather to drive to Kansas City.)

There is everything to be said about meeting in person. The interpersonal relationships that are built by the model railroading community are priceless. We need the interpersonal interactions. But, maybe we are on the cusp of taking model railroading to the next level.

Speaking of things new, there are some changes in the Caboose Kibitzer in this issue. I’ve gotten some general inquiries from MCoR members, so have initiated a **“Letters to the Editor”** section of the Brass Pounder – found on page 7 of this issue. This is intended to allow readers to ask questions or offer comments. If I personally don’t know the answer, I’ll seek out an expert that can offer an answer. Feel free to send in stuff...

And, on page 19 is the kickoff of a “new” form of **Pike Registry**. The Pike Registry traditionally has been in the Caboose Kibitzer as a way to offset the publication costs of the CK as well as “announce” the member’s modeling interests via a “business card” format. Well, times have changed and there are no longer any publication costs associated with the Caboose Kibitzer. So the Board of Directors, in our recent August meeting, voted to cease charging for the Pike Registry. Further, in thinking about our interactions in the modeling world, this vehicle is an excellent opportunity to announce to other modelers something about our layouts—with an implicit invitation for visitors to come see what is happening. So, the new format of the Pike Registry is no longer a business card format but a narrative of what the modeler’s layout is about – with contact information if other NMRA members are interested in visiting the layout. (I’ve already had one Chisholm Trail member indicate “Good. I can’t design a business card, but I can write up something about my layout.”) I recognize that this type of public exposure may

be a sensitive issue to some, but if you are interested in being included in the new Pike Registry, give me a shout at :

ckeditors@mcornmra.org

Remember, it’s now free to all NMRA members.

In a similar vein, without the need to offset costs for publishing, the Caboose Kibitzer no longer needs to sell advertising. As a result, the BOD voted to discontinue the paid advertising part of the Caboose Kibitzer. Beginning with the 1Q2021 issue, the CK will focus on the mission of the NMRA to advance “the world-wide scale model railroading community through education and standards as well as advocacy and fellowship” without paid advertising.

One final note! The Caboose Kibitzer is always on the lookout for articles about what the NMRA members in the region are doing. Don’t wait for your Division or Area Director to bug you (although that **IS** one of their Key Job Requirements) about something you are doing. Feel free to contact me directly with material.

“All Aboard.” 🚂



The Last Ride

In Recognition of Those NMRA Members that have Passed



Vernon Ray Guess (80) was born November 4, 1939 in Santa Barbara and passed from this world on August 16th 2020.

Vern, as many knew him, loved all things trains—from narrow gauge to standard gauge. He could tell you all about them. A life-long member of the National Model Railroad Association, he enjoyed modeling O-scale 2-rail in his early years along with his father.

Vern was a mold-breaker when it came to traveling layouts, building family/personal

layouts and showing them off at different train shows. He had one of the largest HO scale circus train and carnival layouts that traveled from Dallas to Canada with eye catching animation and detail. Later in life, he started modeling in G-scale where the family layout was a centerpiece of the 2011 National Convention.

Vern was a member of not only the Indian Nations Division but also maintained his relationship with the Coast Division even after he moved to Oklahoma. He was instrumental in developing the Boy Scout Model Railroad Merit Badge (just about every meeting he would ask how we can resurrect the merit badge and help these young boys out and share the hobby. He did workshops with the Boy Scouts locally so that some of the boys could get their Railroading Merit Badge.

Vern helped in the completion and restoration of a handful of full-sized circus wagons that are on display at the Circus World Museum. 🚂



Letters to the Editor

Questions or comments are always welcome. Send them to:

ckeditors@mcpr-nmra.org

One comment from an NMRA member mentioned “Those yellow headings are sure pretty – but if you want to print out a hard copy, they sure use an awful lot (\$\$\$) of yellow ink.”

I agree there is a lot of ink used if one prints the Caboose Kibitzer in color. In the days when the Caboose was distributed by paper, that cost was factored into the cost by the commercial printer and passed on to the members. However, in today’s environment, we let the members choose whether to print the Caboose, archive the PDF on their computer for future reference, or know that they can find past issues of the Caboose Kibitzer online at the MCoR website. [\(Here\)](#) For those that elect to print their own copy, I would suggest that they chose the option to print in greyscale to minimize the amount of ink/toner they use. While not as visually dramatic as the yellow, the effect is still there, will save on ink/toner, and will still yield the detail afforded by color images.

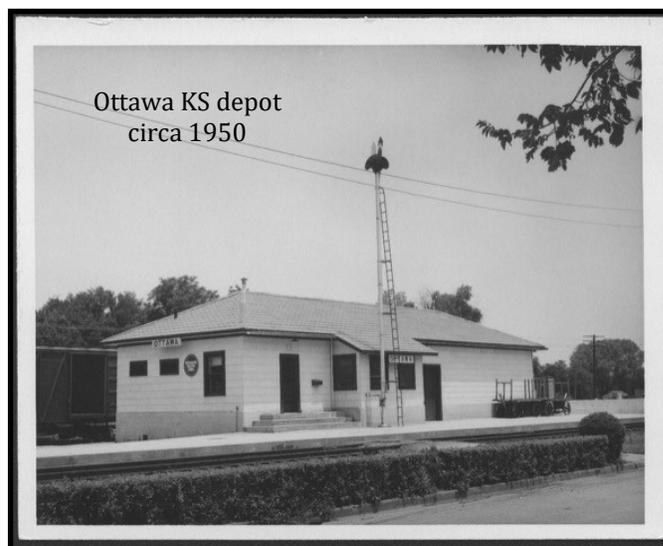
Another comment: “On the map on page 4, why is there a Blue Division 9 and a Brown Division 9?”

The NMRA allows each Region fluidity for where and how many Divisions and Areas exist in the Region geographic boundaries. When I drew up the map for inclusion in the Caboose Kibitzer last year, the Region Board of Directors had just agreed to the request by some members in the “Blue” and “Brown” areas shown on the map to consolidate into one Area. The BOD also offered them opportunity to organize as a Division instead of an Area and to choose their name. That process is still underway – hence the two colors but one “interim” name on the map.

And a request from the Turkey Creek Division Superintendent: I’m the Superintendent

of Turkey Creek Division and also a member of the Lawrence Model Railroad (LMRR) Club. LMRR is currently maintaining the model railroad layout at the Old Depot Museum in Ottawa, KS. The museum director has asked me to model the Missouri Pacific passenger station in Ottawa but the station was removed many years ago. I have a few pictures and I’d like some more information. The station I’m interested in was built in the early to mid 1950’s and is a white asbestos tile, clapboard building with dark trim. The era modeled by the museum is late 1950’s, and thus the earlier 1880’s station would have been removed. The station faced south and the photographs I have are of the south and west sides. The foundation is still there, and I have the footprint of the building. I’d like information on the east and north sides, the interior arrangement, the trim color, and any other historical information. We don’t know when the station was built, when it was torn down, passenger trains, and the like. Thanks you for your help, Greg Ohlmacher

Any information that readers of the Caboose Kibitzer have that could help Greg and the Lawrence Model Railroad Club would be appreciated. Contact Greg at gcohlmac@sunflower.com 📧





Region Resources



Online Division Libraries on the Region

Waiting at the Station

Our NMRA Divisions offer numerous articles and clinic presentations in their online libraries. Check out their offerings here:

Gateway Division

<http://www.gatewaynmra.org/model-railroad-article-library/>

Turkey Creek Division

<http://www.tc-nmra.org/TC-Library.html>

Indian Nations Division

<http://www.tulsanmra.org> and click on “Resources”



The Rear View



Recent Division Newsletters

Chisholm Trail Division—Trails, Rails, and Tales

On30 Scratch Built Work Caboose—Part III by Alan Aagaard. Read about it here:

[http://www.mcor-nmra.org/Divisions/Chisholm Trail Division/2020 Sep Oct.pdf](http://www.mcor-nmra.org/Divisions/Chisholm%20Trail%20Division/2020%20Sep%20Oct.pdf)

Gateway Division—RPO

Norfolk Southern Geometry Car, by David Lowell. Read about it here.

<http://www.gatewaynmra.org/rpo/RPO-V28N1.pdf>

Kansas Central Division—The Brass Pounder

Modeling with Cardstock, Part 2, by Christine Heinsohn. Read about it here:

<https://www.dropbox.com/s/4p8m0o8hzlkwqul/August%202020%20Brass%20Pounder.pdf?dl=0>

Western Heritage Division—The Observation Car

Upcoming ZOOM meeting. Read about it here:

<https://us9.campaign-archive.com/?u=3a23fab945ed8ef2be3c5b6f1&id=05954df21f>

Western Kansas Division—The Main Line

On3 Layout Tour—of Mark Fisher. Read about it here:

[http://www.mcor-nmra.org/Divisions/Western Kansas Division/September 2020.pdf](http://www.mcor-nmra.org/Divisions/Western%20Kansas%20Division/September%202020.pdf)



Building Cabeese

By Dave Roeder, MMR

I enjoy building models and entering them in NMRA contests. Attending swap meets and searching for old wood and white metal craftsman kits provides me with the raw materials and plans for models that I can duplicate in styrene which is my material of choice for construction. The use of styrene also complies with the NMRA contest rules for scratch building.

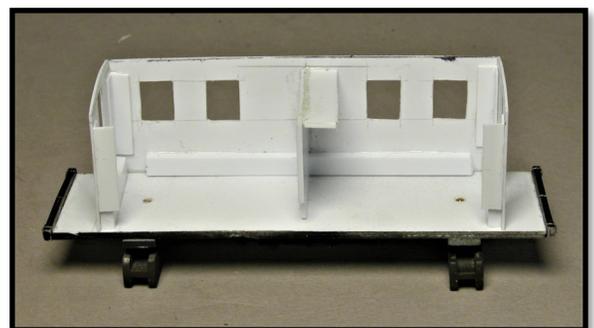
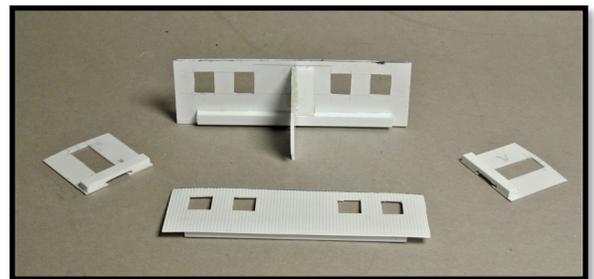
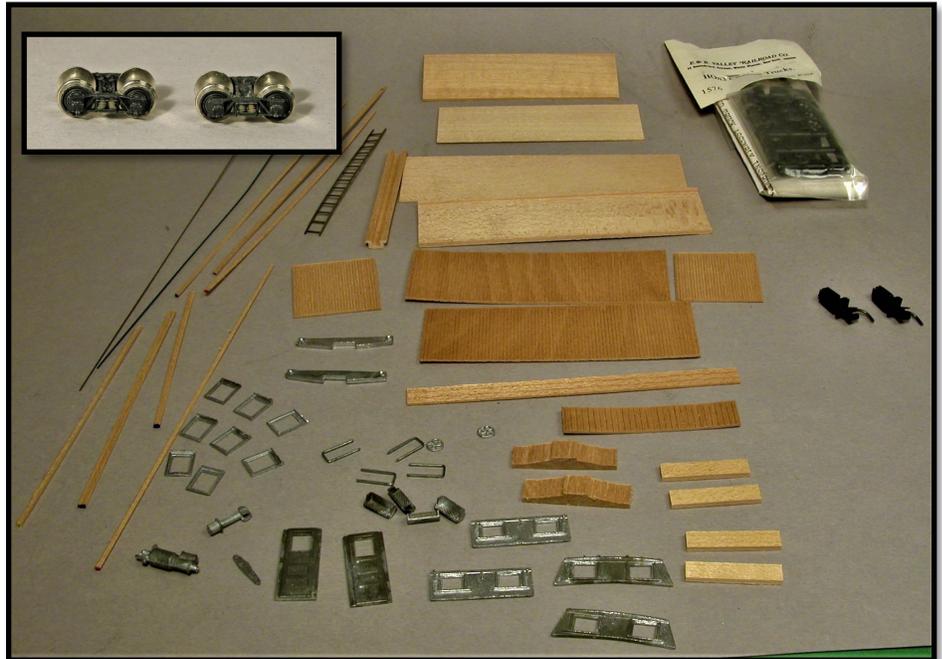
HOn3 Silverton Gladstone and Northerly Caboose

I found this Quality Craft models kit at a railroad swap meet and paid \$5.00 for it. It was an old kit someone had bought and then never built, probably because it was too complicated and had too many pieces. It was HOn3 scale so that was another reason it was unsold. It is a typical craftsman kit from the 1960's with wood for most of the structure and white metal for the cupola steps, windows, doors, bolsters and a few other details. Typical for these kits was the lack of trucks and couplers.

In 2006 when I was working on my MMR certification, I scratch built some HOn3 Freight cars and a single track, point-to-point HOn3 railroad underneath my HO Webster Groves & Fenton layout. I accumulated a stock of HOn3 parts including a set of caboose trucks. I also had a set of Kadee HOn3 couplers in my stock.

The kit included some brass and steel wire to be used for the handrails and grab irons. There were several white metal details like a smoke jack, two brake wheels, two end bolsters, and the type-K brake cylinder. These kits never come with interiors, so it is easy to add weight for meeting NMRA standards. I added 1.75 ounces to this model.

I began by reading the kit instructions and then using evergreen .040" scribed siding to re-create the four walls. The instructions show the dimensions for locating the windows and doors. I always add interior bracing to the



styrene for ease of assembly and to prevent the sides from warping with age.

This kit had a nice set of four white metal walls for the cupola which I super glued together

completing that part of the model.

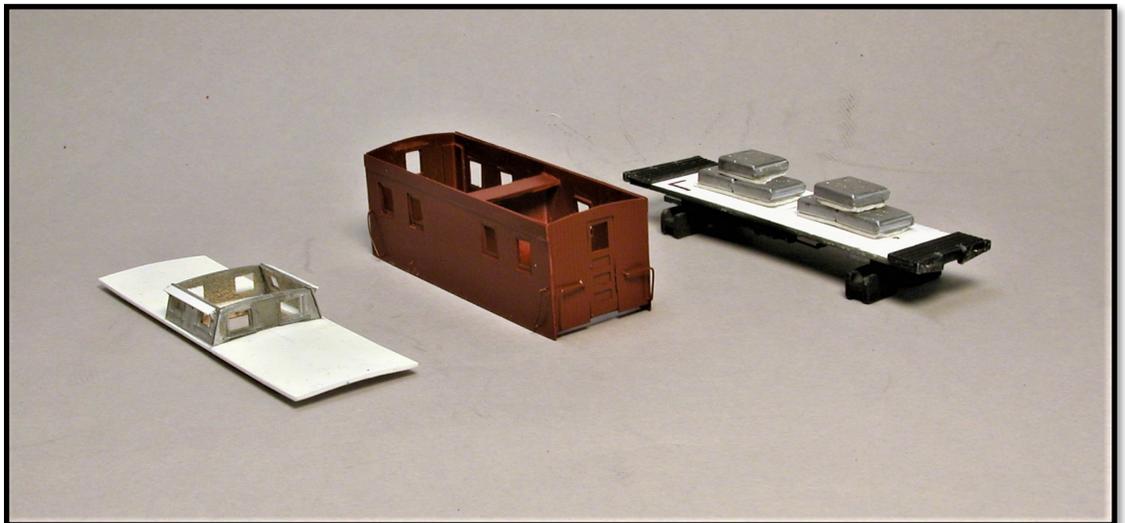
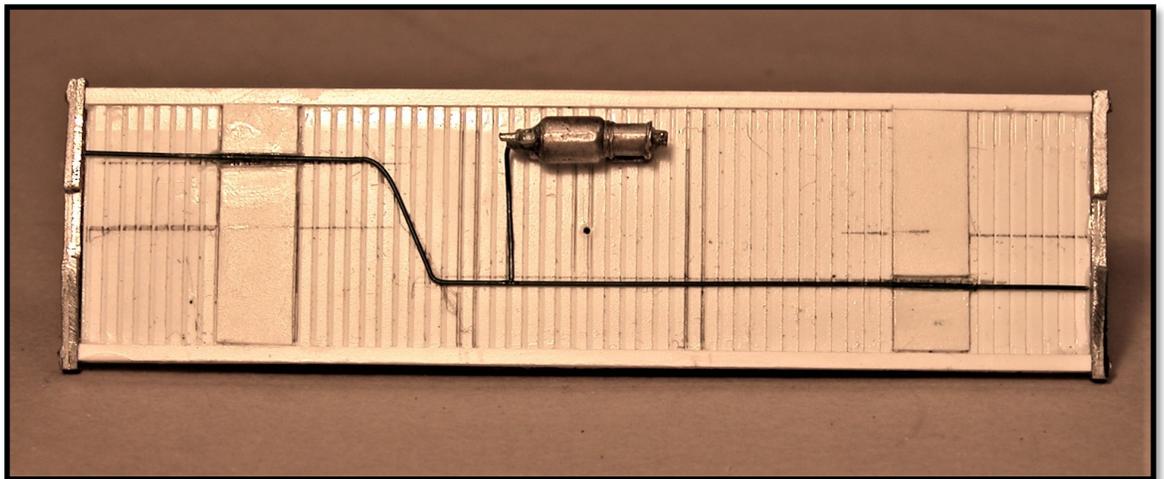
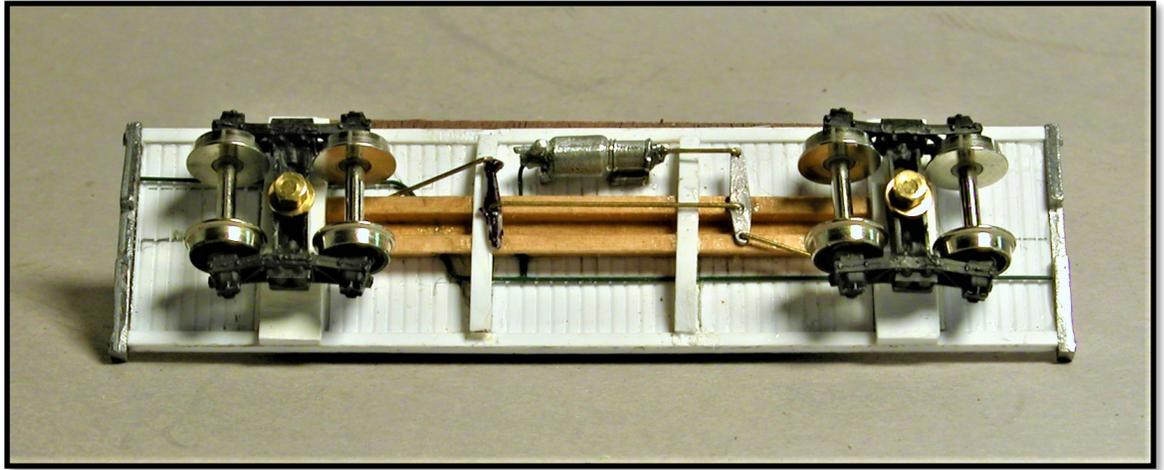
Next up was the chassis. I used styrene for everything except the center frame beam which was a U-shaped wood

part. The two bolsters were made from 1/4" square styrene stock. They have #2-56 threads for the screws mounting the trucks. The two cross braces are made from styrene strip and sheet.

The white metal type-K air brake cylinder and the one white metal brake lever were in the kit. I added the main brake pipe, all underbody brake rigging, and type-K air brake system for contest judging.

The two roofs were made from styrene which I curved slightly to conform to the cupola and car ends. I made the two end-railings from brass wire and soldered them together with the brake staff and end ladder. The roof walks are styrene which I

"wood grained" with the side of a razor saw. The side and end grabs were made from brass wire and the brake hoses are detail parts added for contest modeling. After painting the completed model, I



made a set of decals for the banner board and the number 11 for the sides.

I now have a nice HOn3 caboose to run behind my narrow-gauge Silverton Gladstone & Northerly trains.



HO Caboose - Webster Groves & Fenton RR # 4

I found this nice wood and white metal kit for \$3.00. It was a typical craftsman kit from the 1960's with the usual pieces of wood flat stock, and white metal parts.

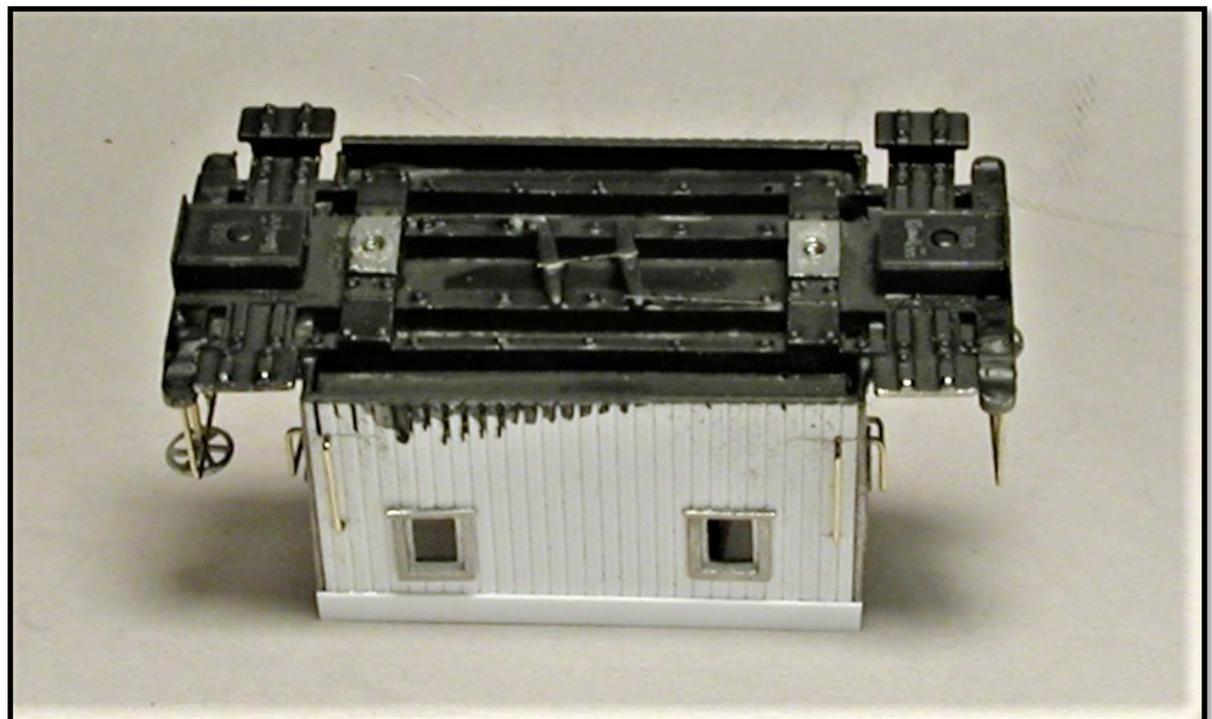
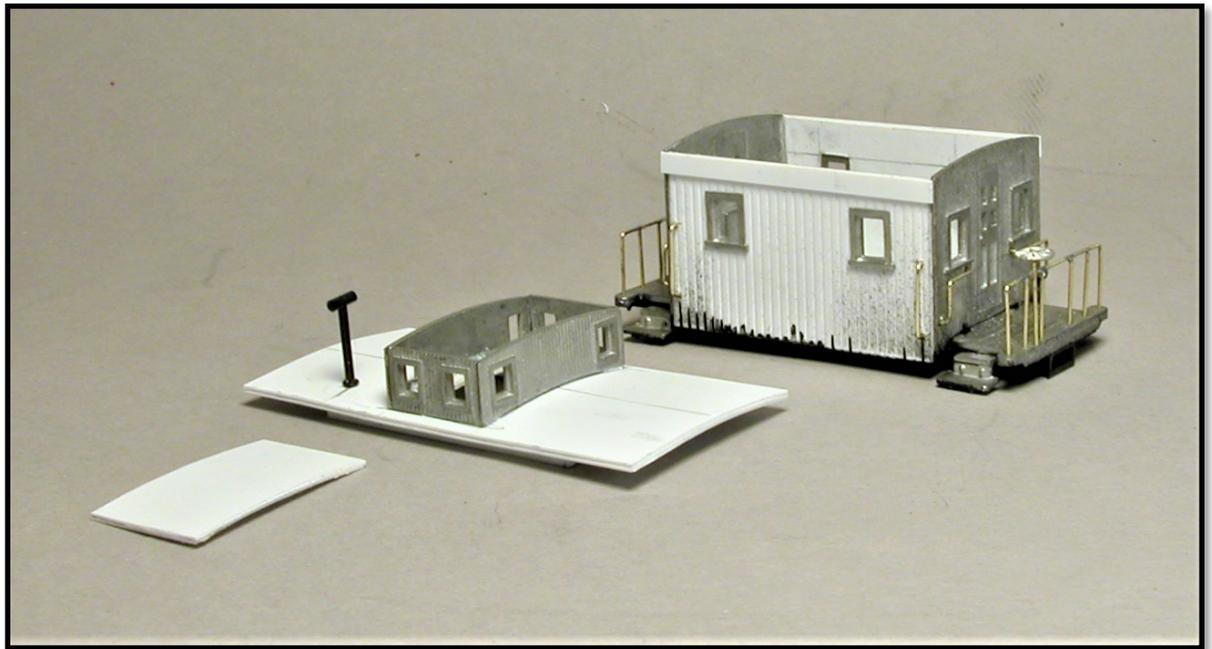
These kits never contain

trucks or couplers. I built it up following the instructions and decided to replace all of the wood parts with styrene because it is easier to work with. I replaced the two side walls, the main roof and cupola roof with sheet styrene. The chassis and both end walls were white metal, so all I had to do was make the two side walls, then super glue them to the end walls to build the basic body.

The kit had a one-piece white metal chassis that was nicely done, so all I added was a set of mechanical brake rods.

The kit included four nice white metal steps which fit very well and were super glued in place.

The kit parts included two handbrake wheels and brass wire. I scratch built a set of end railings. I cut and bent up the end railings, then soldered these together. I made four side grabs and four end wall grabs





using a bending jig from an old AMB kit. The windows are made from Micro Scale Micro Crystal Klear. I installed mechanical brakes because this kit was so short there was no room for a type K brake cylinder. Since this was a short line home built caboose for the old Webster Groves & Fenton, I used a set of friction bearing freight trucks. A set of Kadee whisker spring couplers completed the job. I made the banner

decals and numbers on my computer and printed them on Testors clear decal paper.

I did not need another caboose on my railroad, but this kit was such a good deal that I could not pass it up. 🚂





Large Scale Railroad Models in 1/25 scale

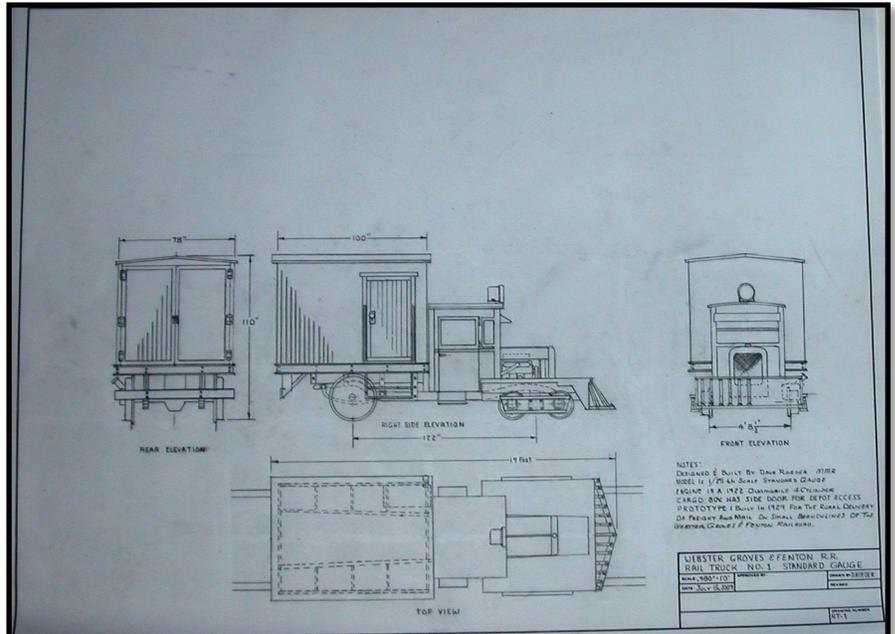
By Dave Roeder MMR

Many years ago, I began building 1/25th scale plastic model cars. Over the years I accumulated these models, and in doing so improved my skills. One of the earliest builds was the AMT 1932 Ford 5 window coupe kit. In 1983 I entered one in a model car contest and won a small trophy. By 2000 I was entering contests on a regular basis and began doing some extensive modifications to the kits. I had also joined the NMRA and was entering the annual local NMRA Divisional model contests. In 2005 I decided to go for my MMR certification and as part of that quest I needed to scratch build one piece of motive power which had to run. I realized I did not want to spend the time scratch building a brass steam locomotive and decided instead to scratch build something in styrene. After looking at numerous prototype photos of home built rail trucks and other non-revenue rail equipment based on old automotive power and using parts of the drivers' compartment in front, I decided to design and build a freelance prototype rail truck for my Webster Groves & Fenton Railroad. The task was made easier because I went with 1/25th scale for the model. That was the good news. The bad news was there was no track or ties in 1/25th scale. I even had to make a track gauge in 1/25th scale and build a section of track before I began on the model.

Webster Groves & Fenton Railroad Rail Truck #1

Since this model was going to be built in accordance with the rules for the MMR certification, almost all the model had to be scratch built. That included the chassis, body, cab, and truck side frames. Wheels, gears, electric motor, and a few other commercial components were free. Since I was working in a model railroad scale that does not exist, I had to scratch build the wheels. I used modified Lionel steel wheels for the pilot truck then made a master and resin cast the drive wheels. The entire front truck was also scratch built.

My choice of material was styrene sheet, strips, and shapes. I did add some components made from sheet metal, steel, and brass. NMRA contest rules give extra points for operating features, so I made the cab doors hinged to open. The hood is



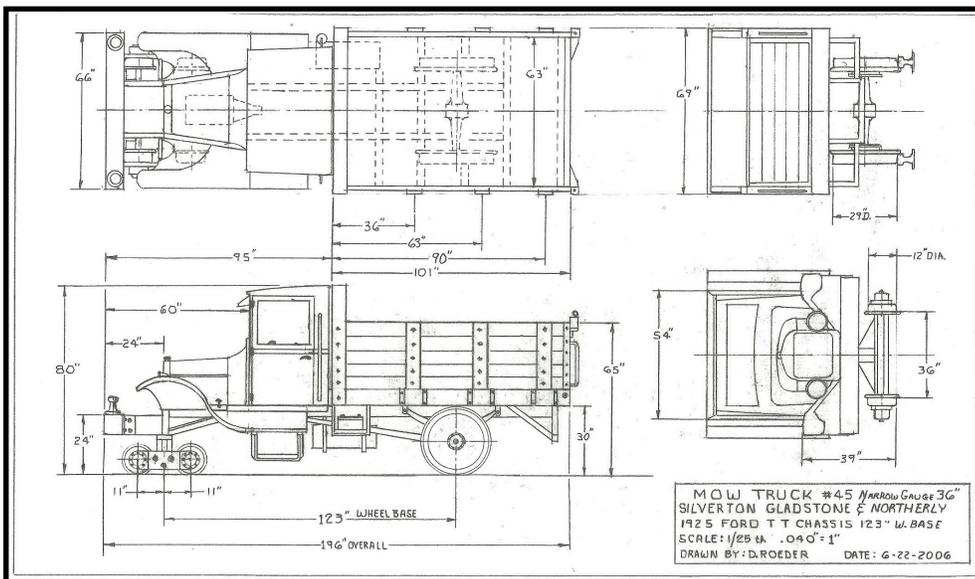
also removable to view the engine. The radiator was another scratch-built part that resembles a 1920's style truck radiator. The front pilot was a separate scratch-built part. This rail truck is powered by a Tyco 12-volt motor from an old HO scale diesel. It was modified to power the rear axle and can move the rail truck on a short piece of 1/25th scale track. I had to scratch build that from LGB rails and ties that I cut on my table saw. The one component I used from my stash of old 1/25th scale kits was the 1922 Oldsmobile motor and transmission. I even super detailed it with spark plug wires.

Silverton Gladstone & Northerly MOW Model T Ford truck # 45

This truck was another entry I built for the MMR judging. It was done in 1/25th scale because I had a lot of AMT 1/25th Model T Ford kits to use as raw material. There are many plastic kits of the early Fords from the 1925 Model T to the 1928-1931 Model A and even 1932, 1934, 1937, 1940 and 1947 Models. This wide range of Ford models allowed me to build the other three rail vehicles.

I had researched the **Narrow Gauge and Shortline Gazette** and found references to several rail vehicles like this. All were cobbled together by the railroads to use in performing light maintenance. The Model T Ford was one of the most common trucks in the 1920's. They were easy to maintain and very reliable.

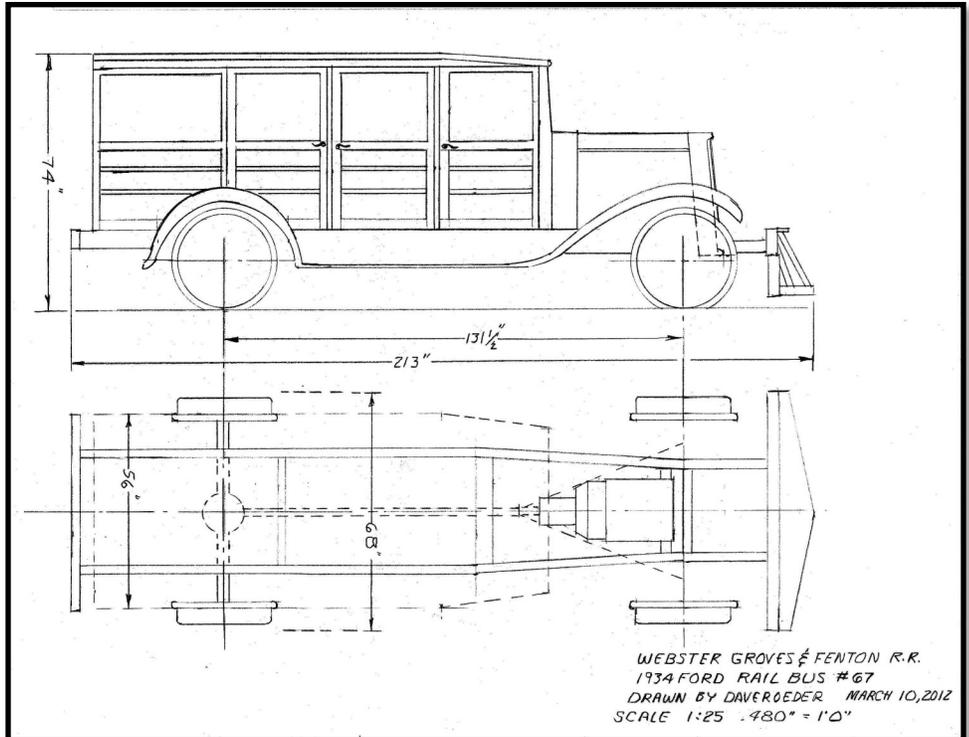
I designed this truck as it would have been built by the SG&N shops in 1932 using a 1925 Model T Ford model



TT 123" wheelbase truck as a base. Typical of these homebuilt rail trucks, the cab is from a 1928 Murray Body Corporation 150-A station wagon for use on a Ford truck chassis. The front truck wheels are modified American Flyer S gauge freight car wheels. The front truck is made from 18 pieces of styrene. The rear wheels were made from Nylatron GS plastic turned on my lathe. I resin cast the hubs. The bed is scratch built with sides from two sheets of styrene glued together back to back for inside and outside detail. The bed has 137 Grandt Line Nut Bolt Washer castings. The tail gate is operable. I spent time adding details to the engine updating it to 1927 specifications with a starter and generator and added plug wires. As a final touch I filled the bed with tools, ties, lanterns, and other details. Large models attract a lot of attention at contests and this one was no exception. The most common question was "Is that LGB?"

Webster Groves & Fenton Rail Crew Bus # 67

This model is based on photos of bus bodies furnished by Baker Rulang for use on Ford truck chassis. I used two Monogram Ford Model A bodies to create a four-door version of the Baker Rulang body. The chassis is extended to a 131 1/2" wheelbase with a Marmon Harrington frame extension and rear axle. The front frame, axle, drive train, cowl, hood, radiator, and front sheet metal is 1934 Ford. I made a master for the wheels and resin cast the set. I resin cast the rear springs, battery, and rear axle. The front pilot and flag holders were scratch built to represent prototype pilots seen on photos of similar rail vehicles.



This is a fictional rail vehicle that follows prototype practice and represents something that could have existed. NMRA contest judging has a category for conformance and this model does not score very high in that category because it is totally fictional and there is no record or photo of this exact vehicle.



SLSF # 2900 1941 Ford Motor rail car

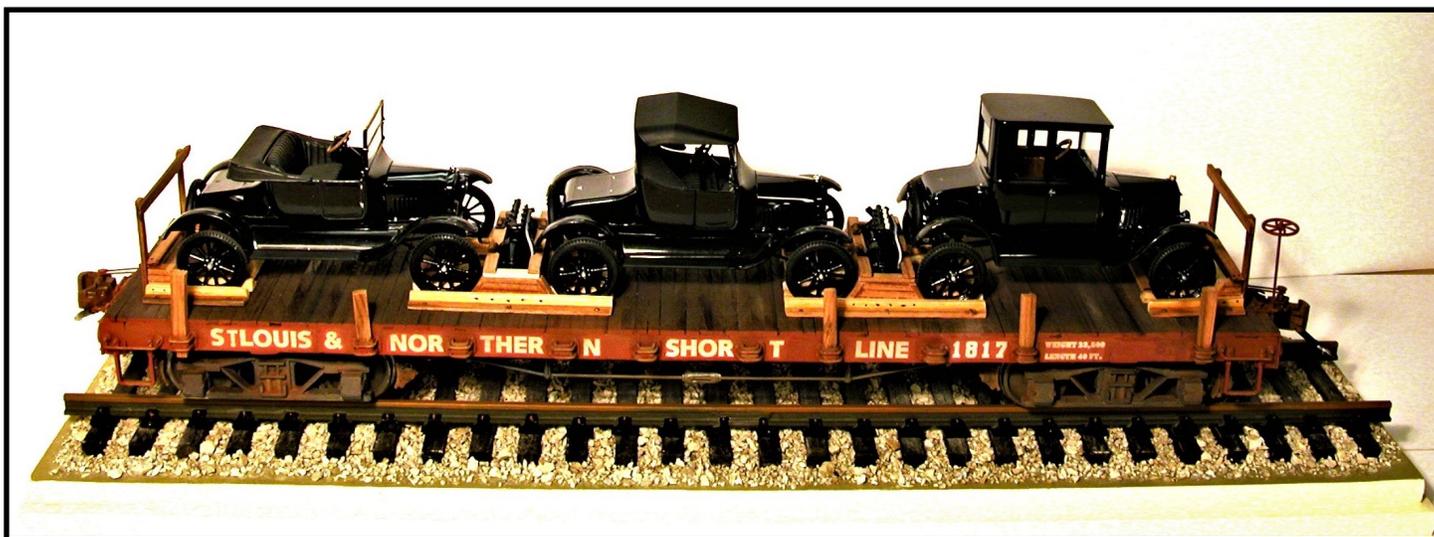
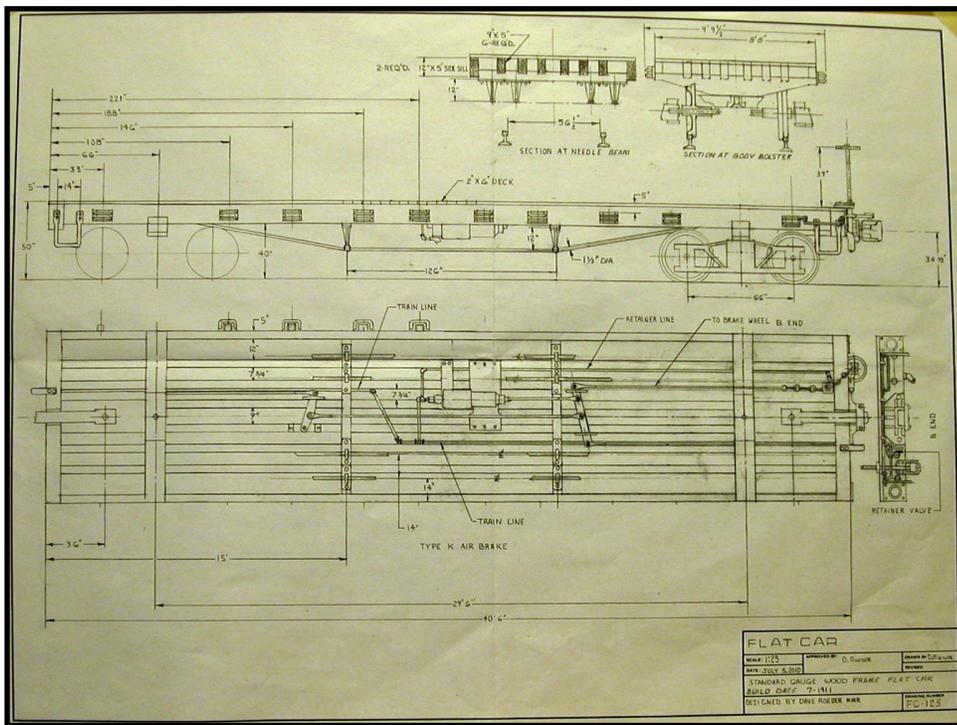
This model is a modified AMT/ERTL Woody Street Rod kit. The body and interior were stock 1941 Ford station wagon, but the engine, front suspension and drive train were hot rod parts. I purchased a Revel 1940 Ford kit to get a set of stock chassis components. I had to make a master for the steel railroad wheels and then cast a set in resin. The other modifications were simple. I removed the steering wheel, steering column, steering box, tie rod and drag link. I added a floor shift to



replace the column mounted shift lever. The back story on this car is that the Frisco shops in Springfield, MO had to replace the aging White rail truck it had used for inspections. In 1941 the railroad purchased this station wagon and modified it for rail use. This model has never placed in NMRA contests, but it has won first place in a model car contest.

St. Louis & Northern # 1817 - 40-foot wood flat car

The inspiration for this flat car came from Train Wrecks by Robert C Reed 1968. I had finished building freight cars for my MMR certification and decided to take on one more 1/25th scale project. This one would be my largest model. I designed it using data from the American Railroad Freight car book by John White 1993 and other HO scale flat car craftsman kit instructions. I chose real wood using 2 X 4 clear California Redwood as a starting point. After determining the scale lumber sizes in 1/25th scale, I proceeded to fire up my DeWalt "sawmill". The easiest part was



constructing the frame and decking. This large piece was simple woodworking. The white metal cast details were purchased from Ozark Miniatures. These included the type K brake system, stake pockets, coupler pockets, queen posts, grab irons and nut bolt washer castings. I used modified KADEE #795 couplers. The trucks were made from Bachmann G scale arch bar units that I had to modify severely to increase the wheelbase and the track width. This was the most time-consuming part of the build. It becomes a much more involved project when standard commercial products like

freight car trucks cannot be used. I felt a load was required and chose three 1925 Model T Fords (a doctor's coupe and two roadsters) from my built-up collection. In addition, I added two complete T Ford engines. I spent some time creating the wood cribbing and adding details to the deck. The Janney coupler and Westinghouse type K air brakes were standard on freight cars by 1925. One other thing I had to do was build a Plexiglas case to store the model and allow for transport to contests. This proved to be yet another challenge since I had to combine visible sides into a removable top that fit over the base made to a 1/25th scale track section.

My back story is that the St. Louis and Northern Short Line was still using this 1911 flat car in 1925 and was shipping these three Fords North to a small-town Ford dealer.

This completed my diversion from plastic model cars and trucks to rail vehicles and the huge flat car. Since there is no such thing as 1/25 scale track or even a standard for this scale, I doubt these will ever see operation. I just have the satisfaction of having built railroad models in an unusual scale. This is something that the model boat and ship builders often do. I have a friend who built a Radio-Controlled WWII submarine from scratch. It was about seven feet long. I asked him why he chose that scale and he told me that was so it would fit inside his Jeep. Well, that made sense to me. 📧



MCoR Member's Pike Registry

To Include your Pike, contact ckeditors@mc-or-nmra.org

The Pike Registry is a free MCoR member benefit for layout owners that would entertain other model railroader's visits —either locals or members passing through the area and wanting to see the pike. It provides a social and educational opportunity commensurate with NMRA Objectives.

Western Kansas Division



Western Kansas Rails

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

Robert Simmons - Div. Sup.

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

Little Rock Area



Missouri Pacific RR – McRae Subdivision

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

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

Kansas Central Division





UP—D&RGW—Colorado Midland

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

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

Gateway Division

CB&Q RR-Hannibal Division

The K line. STL--Hannibal & a branch Old Monroe to Mexico, MO are modeled on a DD deck layout 425' of main and a 75' branch in code 83 with DCC controlling 18 trains plus 5 locals & coal & Cattle trains. Featured is a 22' long Cement plant, a quarry 5' W X10'L X 3' D + large foundry & Brick plants. Plus 5 towns with fuel dealers, grain elevators and other small shipper

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



MCoR Board of Directors Meeting Summary 8/29/2020

Meeting called to order at 10:05 am.

Attendees: Brad Slone, MMR – President MCoR, Region Auctioneer; Robert Simmons – Vice-President MCoR, Director Western Kansas Division; Ryan Moats MMR – Secretary MCoR, Webmaster, Contest Chairman; Robert Folkmann – Treasurer MCoR, Scouting Merit Badge Coordinator; John Garavaglia – Region Attorney; Jim Senese – Director Indian Nations Division; John Fales – Turkey Creek Division; Rick Liebich – Director Kate Shelley Division; Tony Bowen MMR – Director Eastern Iowa Division; Ray Brady – Director Kansas Central Division, CK Editor; Doug Whetstone – Director Central Missouri Area; David Lowell – Director Gateway Division; Dennis Brandt MMR – Director Cowboy Line Division; Todd Peterson – Director Platte Valley Division; John Rietveld – Director Fallen Flags Division; Gene Tacey – Director Nebraska West Central Division; Whit Johnson – Director Great Midwestern Division, Membership Chairman, Convention Chairman; Ken Ehlers – Co-chair 2021 Regional Convention; Craig Drenkow – Chairman, Achievement Program; No proxies. Quorum present per region counsel: Quorum established.

Last train ride: Gateway Division: Jim Anderson, Richard Wegner; Indian Nations Division: Vernon Guess; Ozark Mountain Area: Ron Williams, MMR (Former MCoR President); Turkey Creek Division: Pat Harriman, MMR; Claudette Wigle.

Previous Minutes: Whit Johnson moved to accept the minutes of the last meeting as published. Robert Simmons seconded the motion. Motion carried.

Old Business:

Defining Areas/Divisions: Ryan would like (as webmaster) an email with the proposal to understand the impact to the Division portion of the Region website.

Directors Needed: Still need Directors

for Maple Leaf, Ozark Mountain, Northern Arkansas, Northern Oklahoma, and Southern Arkansas area. Robert Simmons to chase for volunteers. Some potential individuals were suggested during the meeting.

New Business:

Directors Reports: Motion made to accept the presentation of Directors reports from the board package. Robert Simmons seconded. Motion carried.

New Staff Appointments: No new staff appointments announced.

Convention Department Report: Ken Ehlers reported MCoR's 2021 Joint Convention with Lone Star Region is scheduled for 6/17-6/20 at Embassy Suites in Tulsa. Chuck Lind is working on clinics (currently 20 from 17 presenters). Planning 14 to 17 model railroads for tours. Planned convention rates will be \$60 for members and \$30 for spouses through March 1. Currently no discounts to those rates are planned. There will not be a train show but there will be a non-rail track. Operating sessions are being planned beforehand on a signup basis. Whit noted that Lone Star region has fronted \$1000 for the convention and he made a motion that MCoR provide the same amount as seed money to help get the convention off the ground. Robert Simmons seconded. Motion carried.

2022 Reception Plans for St. Louis: St. Louis has re-bid for the National in 2022 and it has been granted, so the convention that should have been this year will be held in 2022. The exact dates for 2022 look to be more of a fall event rather than a summer event as the St. Louis National Convention committee are still looking for venues. The region is planning to still hold a reception during the convention; more coming in the future.

The location for 2023 MCoR Convention is still to be decided and the convention committee is looking for volunteers.

Achievement Program Report:

Information provided in the board package.

Membership Department Report: Information provided in the board package.

Webmaster report: Information provided in the board package.

Heart of America Fund Report: Information provided in the board package.

Treasurer's Report: Information provided in the board package.

Caboose Kibitzer Advertising, Registry, and Publicity: Only two advertisements in the Caboose and the question is whether it is needed anymore. Suggestion that advertising be

dropped and the pike registry and publicity be offered free to NMRA members. Motion made by David Lowell and seconded by Robert Simmons. Motion accepted.

Heart of America Fund: Question about whether there could be an article in the CK about of the History of the Heart of America fund. Yes to the article and potential names were suggested as sources of the history to help put together an article for the CK.

Adjournment: Whit Johnson moved to adjourn the meeting. David Lowell seconded. Meeting adjourned at 10:35am. 📌



MCoR Annual Members Meeting Summary
8/29/2020



New Members
By Whit Johnson MMR
Welcome Aboard

Minutes for previous membership meeting: They were published on the web. Whit Johnson moved to dispense with reading of the previous minutes. Rick Liebich seconded. Motion carried.

Old Business: None

Contest Awards: No contest awards were announced as there was no Convention due to COVID-19, hence no contest.

Region Achievement Awards: Region Achievement Awards were not announced so that they could be first awarded in person before the announcement. Whit Johnson and Ryan Moats asked to be notified of the winners so that they could coordinate with the local Directors for presentation ceremonies.

New Business: Discussed about the use of ZOOM for online meetings and presentations as one way to reach out to the younger generation. One challenge to keep in mind with this method is the current policy with respect to approaching minor.

Ray called for more articles for the CK.

Whit Johnson motioned to adjourn. Ryan Moats seconded. Meeting adjourned at 11:06. 📌

Turkey Creek Division

Rodney Gerlt
Mark Hall

Maple Leaf Area

Dana Finster

Little Rock Area

Brian Koffler

Central Missouri Area

Dave Reinhart
Leann Reinhart
Ron Craft

Gateway Division

Joseph Mikeals
Edward Ellison



Save the Date!

THE TULSA UNION CONVENTION

2021 Mid-Continent & Lone Star Region NMRA

June 17-20, 2021

Embassy Suites

3332 South 79th East Ave.

Tulsa, OK 74145

King Room-\$106.00/Double Room-\$111.00

The 2021 Tulsa Union Convention is the joint production of the Mid-Continent and Lone Star Regions, NMRA.

The Convention will feature operating sessions, layout tours, clinics, contest room and "non-rail" activities. Watch for an announcement of the web site address which will include additional details as they become available.

Watch for Future Announcements- More to Come!



MCoR Achievement Program

By Craig Drenkow, AP Program Co-Chairman

I want to introduce myself to everyone. I am Craig Drenkow and, as the MCoR Region's Achievement Program co-chairman with Marty Vaughn, I am here to help you with questions about the Achievement Program. I will be honest. I am a little lonely right now as I have only heard from one person with a question. Marty had one question as well as one from me that he sent to the National office to get an answer from Frank Koch. This just points out one important detail. No question is too small or "dumb." And if we do not know the answer immediately, we will get the answer from National.

I did have one member who asked about what was needed for the Golden Spike Award. It is a good place to get started if you want to start a model railroad. If you have not started a railroad and are also considering the AP Program, look at the requirements for **Prototype Modeler** first. It is possible to achieve several certificates after completing the Prototype category like **Civil**, **Electrical**, **Structures**, and **Cars**. If you write articles about your experiences along the way you will be on your way to the **Author** certificate also. Check with your local division for opportunities to volunteer and receive **Volunteer** points. Sounds too easy. It is. If I have you confused, take it one certificate at a time. Read through all the categories before starting so you know what is needed. As you build, you will remember "Oh! This would qualify for an AP certificate if I also did this."

One thing that worked for me was to create an Excel spreadsheet with each category having its own page. List the individual tasks and log your progress as you work. I have mine color coded so that as I start something, I change that task or sheet to yellow. When I complete something, I change the color to green. When you have completed all the requirements, submit the paperwork to Marty or me for verification. Make sure you make a copy of everything you are going to submit as things sometimes get lost in the mail (hopefully not my 'office'.) I had a friend who learned this the hard way. I am trying to get him to recreate his paperwork and get it to me, but he is understandably frustrated after it got lost several times. This was before I took over, so I do not know the details. Feel free to contact me if you want more information on the spreadsheet idea. I find it helpful to keep track of my progress.

Well for now, I think I am going to go take a nap. Better yet, I have some projects that need work.. Until the next train arrives. 🚂

Craig Drenkow
Achievement Program Chairman
402-649-5498
apchair@mcpr-nmra.org

Marty Vaughn, MMR
Asst. Achievement Program Chairman
785-883-4468
apchair@mcpr-nmra.org

 Golden Spike

Achievement Program (AP) Awards (More information [Here](#))

										
Motive Power	Cars	Structures	Scenery	Prototype	Civil	Electrical	Chief Dispatcher	Official	Volunteer	Author



“Operations” Resources

By David Heinsohn

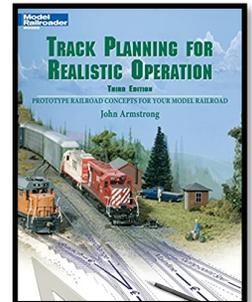
ALL THE INFORMATION YOU DIDN'T KNOW YOU NEEDED!

This quarter I'd like to offer suggestions for **Operations** resources you may want to investigate. While the first suggestion is my strongest, the rest are not in any particular order. Note: source links should not be taken as a recommendation of the source, i.e. Amazon, etc.

1 *Track Planning for Realistic Operations: Prototype Railroad Concepts for Your Model Railroad* by John Armstrong, 3rd Edition, 2018

<https://www.amazon.com/Track-Planning-Realistic-Operation-Railroader/dp/0890242275>

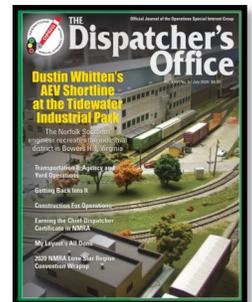
This is a classic both for operations and for layout design. John Armstrong goes into detail about why the prototype railroads did things the way they did, and ways for us to model them. I think I've read this cover to cover three times and gone back to reference specific parts many more times than that. Want to know how to do a double saw by? He explains the move, in detail, with graphics.



2 **The Operations Special Interest Group, aka OpSig**

<https://www.opsig.org/>

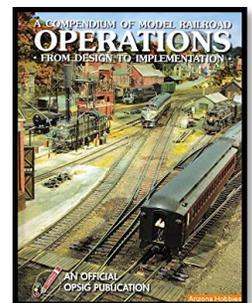
This is a membership group focused on operations. They have a more-or-less quarterly publication (*The Dispatchers Office*) that offers articles across a wide range of skill levels. They also organize the operations sessions at the National Conventions. The website offers resources for both members and non-members.



3 *A Compendium of Model Railroad Operations: From Design to Implementation* by the OpSig

<https://www.arizonahobbies.com/A-Compendium-of-Model-Railroad-Operations-From-Design-to-Implementation-p-1183.html>

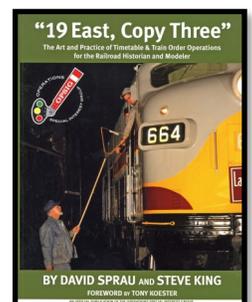
The link includes a good description of the contents. I reviewed this book in the Kibitzer shortly after it came out. The articles in the chapters range from those aimed at the newcomer to more advanced operators.



4 *19 East, Copy Three* by David Sprau & Steve King

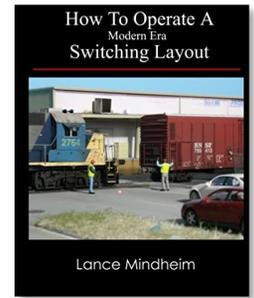
<http://store.nprha.org/19-east-copy-three/>

This book is out of print and usually sold out. It looks at Time Table and Train Order operations on the prototype and on model railroads. I do not suggest this as a starting point in studying model railroad operations. It is a great reference for how and why time table operations were used. If you or your club/group model pre WWII or other dark territory, I suggest you take a good look through it. It is very informative.



5 **Model Railroader Magazine**, Kalmbach Publishing.

This monthly magazine has a column on operations and frequent articles on operations.



6 How to Operate A Modern Era Switching Layout, by Lance Mindheim.

Lance takes a different approach to both layout design and operations. His approach involves taking plenty of time, drinking plenty of coffee along the way, and keeping it pretty simple. This is not about switching puzzles and racing down the pike. It's well worth the read just to get a different perspective.

7 Model Railroader Video Plus and the Model Railroader videos, Kalmbach Publishing

MRVP is an extra cost service and the regular videos are mostly for MR subscribers. Scrolling through the available offerings will reveal several operations focused videos.

8 Regional and National NMRA Conventions

All national conventions and all regional conventions I've attended include an operations-emphasis track. The seminars presented are often done by well know folks in the operations community. Topics range for the very beginnings to much more complex, like installing a telephone switchboard on your layout for enhanced operations as an example. The conventions also usually offer operating sessions on local layouts. This is a great opportunity to dip your toes into the operations pool, or to see how someone else does operations. One of the things I miss about the cancelation of the St Louis convention is getting to operate on the Pseudo-Soo Line for the third time. A quick side note about convention ops sessions. They expect newcomers to operations, not just old hats. Thus, they expect mistakes and are usually prepared to pair newbies with a more experienced local operator. Go Operate!

9 NMRA Magazine as well as regional and division newsletters.

Many NMRA resources include articles on operations. Last issue of the Caboose Kibitzer included links to an operations article from our own Gateway Division, as an example. Since most of these newsletters are now digital, getting access to them is much easier than it was a few years ago.

10 Operating Groups

This one is a bit tricky. Some areas have well established operating groups. Some of these are full, i.e., there's no room for more operators. Other areas seem devoid of operating layouts or groups. In my area, Kansas City is in the former category and Wichita in the latter. But even in these situations, you can sometimes find a niche. There may be a sub-group that specializes in a scale or prototype that has room for more members. Or there may be a club that, though not really an operations club, does hold regular operations sessions. In any case, put your name out there. Let folks know you're interested in learning operations. Be willing to drive a bit. Be willing to help others work on their pikes and wait patiently. OK, that last bit is hard! *I Want to Get My Hands on a Throttle and Pack of Car Cards!!!!!!*

11 Ry-ops-industrialSIG, an email forum related to the OpSig

This group covers a wide range of topics and often goes into detail on a subject. One thread that's currently out there as I'm typing this is about feed mills in Washington State in the '70s. Other topics often involve how to write train orders for specific situations. The forum is currently on Groups.io, so a search there should bring it up for you. 📧



COVID-19 Time

By Craig Drenkow

I have found this time at home to be very productive for my model railroad. I have completed several projects while I have been home. Yes, I am home for reasons other than the quarantine, but I have been self-quarantined for health reasons. Let us look at what I have achieved.

I am not happy with my current layout, so I have been working on a new track plan and finalizing details. This will be an adventurous project that will involve removing some built-in cabinets, removing a wall, and expanding into an area that just collects “stuff” now. When we moved into the house, one of my model railroad friends suggested this as an alternative to my plan as it did not include a duck under. I was a lot younger back then, and the floor under the layout was not as far down as it is now. One thing that is holding me up at this point is that I will have to tear down the scenic portion of the railroad and I want to get my Scenery AP before I do that.

I also had some boxcar shells that I had sitting around, so I built floors and under-frames for several of them, painted them, and added wheels. I have them painted, and most of them have the under frame secured so they run well. I have two cars finished and decaled and will include pictures of them. The other four are in the queue for completion as time permits.

As I stated before, I want to get my *Scenery* AP. I hope by publication time to have the necessary

paperwork and associated attachments submitted for approval. This is one of the things that can be done virtually. As I write this, I have the written portion complete, I think. And I have pictures and a video presentation shot and edited. I just need to add narration to the video.





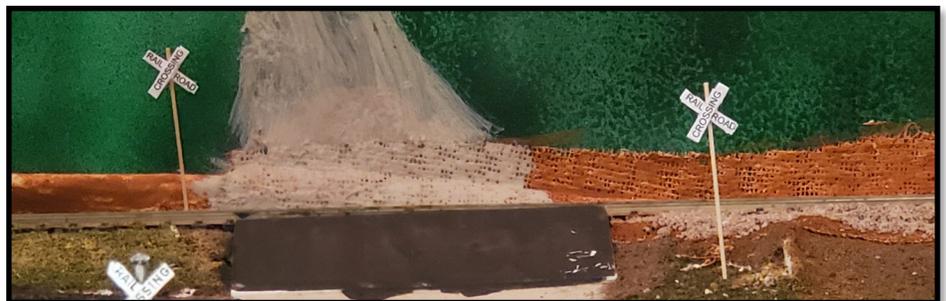
As part of my preparation for the *Scenery* AP, I completed several small projects. I added people on the streets of my main street area. I added details to the streets like drain grates, and manhole covers. I added more trees behind Main Street. I also switched out the trees by my coal mine and will include pictures of that. That required me to finish the trees for these areas. I use sedum and have modified my technique several times to get a tree that I like for foreground. They make great background trees without modification, but the closer toward the front of the scene, the more modification is needed. I will try to write an article in the future about

how I do it and the modifications I make.

I went through the buildings on my main street and added roof details. On real railroads we do not see the roofs, but on a lot of model railroads, we are looking down on the scene and see roof details.



One major project I completed was adding signs to the railroad crossings. Where the roads cross the branch line, I scratch built crossbucks. I will include pictures. But I did realize that after I took the picture that the signs were switched, had crossing where Railroad should have been and vice a versa. For the main line crossings, I completed a crossing flasher set and attached it to a detection circuit. The crossing from the business district to the housing neighborhood is not complete as I would like to scratch build the flashers for this crossing.



One of the biggest projects that I completed was that I scratch built a passenger coach for my scenic railroad. It is nothing that will score a merit award, but it does not have to. It just needed to be built to qualify for the AP program, I just needed to scratch build one. It is scratch built from styrene shapes and has a detailed interior. I also added window glass to

the coach and added seats from Pikestuff. Everything is custom painted, and railings and grab irons are all formed from 28-gauge wire. Decals are a Microsoft set.

One interesting project was while I was searching for something else, I ran across an old Roundhouse kit that I

had not put together. Earlier I had tried to remove the lettering on the side of a bathtub gondola and had messed up the sides of the gondola. I apparently decided that it was damaged too much to put together and had put it in the box and put the box with the other empty boxes.

I got the car out of the box and used body filler to fix the sides. I then used sanding sticks to sand down the sides until smooth. I sprayed the car body with black paint and gloss paint. I applied decals and sprayed the car with dull coat. When I put it with the other cars, and you could not tell the difference. If you look closely at the car, you can see some bumps, but from more than two feet away you cannot see anything. I also used Pink foam to make a load shape, painted it black and applied glue to the surface. I had a small bottle of coal dust and applied it to the foam. It matches the other loads that are no longer available.



So, what else have I done while recovering from Leukemia at home? I started scratch building a railroad bridge until I ran out of shapes that I needed to craft it. I also built my first wood craftsman kit. Nothing special, but it turned out nice. I will include pictures of it.

So, what have you been doing? Until the next train arrives, Craig. 🚂



Ballasting Track

By Ray Brady

The following article is a reprint from the October 2017 Kansas Central Division Brass Pounder and is presented as general interest for the Mid-Continent Region.

Please note that this is not an endorsement of any particular product. This article is written to provide an awareness of alternatives to commercial model railroad ballast material.

In my journey rolling down the tracks (pun intended) to build my model railroad, each phase of the endeavor has led me to ask the question – “What ‘s next and how will I do it?” Thus, I find that my mind wanders to steps 2 and 3 and 4 into the future to try to anticipate what supplies will be needed. You see, I do not like “DO-OVERS.” Anticipation is part of my dreaming so that I can do it once and move forward to the next step.

One of those anticipations has been the issue of ballasting the track on my layout. I still have track to install at 3 yards and many spurs at industries along the main. But I see ballasting in the cards shortly.

I have read the usual flyers, looked at samples of ballast in hobby shops, and looked online. I have even bought some “samples” of ballast to see how they look when installed and how they will go down. I have not been too enthusiastic about what I have seen. Each sample I obtained has advantages and disadvantages. But the most significant disadvantage I have found is the cost that will be involved for the material.

With 600 feet of mainline track, thirteen-10’ long passing sidings, and 6 switching yards with about 100 feet of track each, I know that I will need a LOT of ballast. And while I have not done any ballasting, I keep reading and hearing about the significant time involved doing it. I want to do the ballasting ONCE. (To paraphrase Sean Connery in *The Hunt For Red October* – “One Ping (Ballast)! One Ping (Ballast) ONLY!”) That means research to get the color and texture right the first time. Additionally, since I model Union Pacific, Colorado Midland, and Denver and Rio Grande Western over the prototype’s 2000-mile geographic area, I have real prototype ballasting to try to match. That means that color and texture will be paramount when it comes time to start the ballasting process. Thus, I have begun looking at where to buy ballast in bulk – i.e., I needed to buy in volume.

The obvious place to start was the local big box store. There I found mason’s sand and it seemed to be the right size and texture for what I needed (remember, I am in N-scale). Some had spilled out on the shelf at the store and looked good. So, a \$7 bag later and I had something close to the right size ballast. The journey had started. Yes, it seemed to look right when filled in around the ties. But, the color was a light tan – not what I wanted. And, all 3 of the Big Box Stores I went to had the same brand of mason’s sand. Not promising!

Enter now a local concrete company here in Salina. Again, the same thing – good price for volume mason’s sand, but the wrong color – tan.

Then, on a road trip to Dodge City, I went past a landscaping business. And there in the yard was a pile of river run gravel in just the right color for the UP main line. The only problem was that it was much too coarse - it would make fine prototype ballast. But I stopped in and I asked where it came from, and can it be obtained in finer size. She said “Colorado” and “Probably not. And you must buy it by the TON.” AUGH!! But, getting closer.

With the UP Historical Society convention in Denver coming up the end of July in 2017, I said to myself that maybe I could locate some of her “Colorado fines” in the Denver area. So before the

convention I let my fingers do the walking and called a landscaping company in Denver to see if they had what I needed. They said “nothing that fine, but go talk to the folks at United Western.”

Looking at their website, United Western is a supplier of sand blasting and media blasting media for the industrial community. **OF COURSE! WHERE WAS MY HEAD!** (I had completely forgotten about my experiences in the aircraft engine business and the frequent use of media blasting of engine parts). United Western’s website described many forms of media in their inventory that they sold to the metal processing industry. They had various sizes and colors (types) of media. Some looked like what I needed - a lot of colors and a variety of “screened sizes”.

So, upon arrival in Denver, my first stop was at United Western – interestingly only 2 blocks from the convention site. And this is the selection I found:



Some of the media were artificially colored (third and fourth column from the right), but most were the natural colors that nature had given the media. (Note, the colored samples are used in mortar to yield the desired uniform color specified by the architect. And it is very uniform in color.)

Now I had confounded the problem – over selection. I had too many colors, and too many media sizes. After pondering for a while, I guessed on the “right media size” and I settled on 4 examples to bring home – 200 pounds.

So the next page shows the 4 selections I settled on, as well as the Mason’s Sand from the local

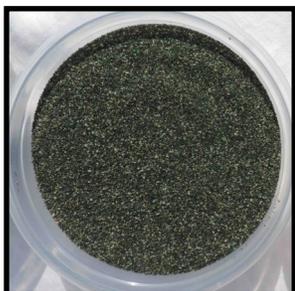
Big Box store. But first, I offer a word of explanation.

1. I took these pictures outdoors in the Kansas sun. The colors (as you will see in later pictures) will change depending on the “temperature” of the lighting you have in your layout room. So be forewarned – light “temperature” effects can be significant.

2. The numbers identified with the samples are the “screened” size of the particles. This has become part of my learning experience as I delved into this subject. The suppliers of commercial model railroad ballast have already considered size when they package their product for the modeler.



Mason's Sand Quickrete brand: Approximately \$7.00 per 80-pound bag. It conforms to ASTM C-144, which means that the particle size is screened to a sieve (or mesh) size of approximately 30 to 50. More on sieve (mesh) size later. I have found that this color is not correct for any of the prototype RR's I am modeling.



Nickel Slag: Green Diamond 30/50-mesh screening: \$7.70 per 50-pound bag. Other mesh sizes that are available are 40/70, 50/100, 115. When I got home, I found this color has a lot of green in it when viewed in outdoor sunlight or daylight fluorescent lights. It may work with the 3000deg K lights that will be used for my layout lighting. We'll see. It may need to be mixed with something else.



Coal Slag: Black Magic 20/40 mesh screening: \$7.40 per 50-pound bag. Other mesh sizes that are available are 16/40, 30/60, 40/60. When I spread this on a sample track, some of the particle sizes were too large to go between the ties. Thus, a 30/60 mesh screening is more appropriate for N-scale Peco Track. This Coal Slag would also have a use in “coal loads” either in a tender or in a coal car, as well as mixing with other colors to darken the texture. It was much used by the D&RGW and presumably the Colorado Midland around Leadville (and Hagerman's Pass) for ballast.



GMX Garnet 36 mesh: \$18.70 per 55-pound bag. This, to me, is the most pleasing in the sunlight as well as 3000deg K lighting. A combination of brown with a purplish cast similar to the UP line here in Brookville KS. I'll probably use this for the UP main line.



Garnet 36 Mesh: \$19.00 per 50-pound bag. A more purplish cast – would need to be blended with other colors to achieve what I want.

So here's what these materials look like when ballasted on Peco Code-55 N-scale track. All pictures were taken under the 6500deg K "temperature" of my layout room's fluorescent work lights.



Masons Sand



Nickel Slag



Coal Slag



GMX Garnet 36



Garnet 36

Now, a little about particle size. Mason's sand will normally be sold conforming to ASTM C144, which means that the particle size will meet certain size restrictions. From the *grading* table on the next page (taken from ASTM C144), masons sand will be in the range 30-50 sieve size for the majority of the particles (less than 25% of the particles will be above No. 30 sieve, and less than 10-15% of the particles to be smaller than No. 50 sieve.)

Translating that to particle size in inches, the table below shows the corresponding size of the mesh opening for mesh sizes of 4-2500. As you can see, the mesh sizes 30-50 that "seems right" for my N-scale layout ballasting translates to particle sizes of .0232" - .0116", or 3.712"- 1.856" N-scale inches - **Not Bad!** (If one were modeling in HO scale, mesh size 16 - 30 translates to 4.002" - 2.014 HO -scale inches - again, about right for modeling) So, the selections I made in my purchases in Denver yielded the proper scale size ballast for everything except the Coal Slag. That, as I found out, was a little too coarse for my ballasting as there were some particles that would not fit between the ties.

One final note! This discussion in no way is a commercial for United Western. They just happened to appear on my radar as I searched and they had a sizeable selection of media displayed for

4. Grading

4.1 Aggregate for use in masonry mortar shall be graded within the following limits, depending upon whether natural sand or manufactured sand is to be used:

Sieve Size		Percent Passing	
		Natural Sand	Manufactured Sand
4.75-mm	(No. 4)	100	100
2.36-mm	(No. 8)	95 to 100	95 to 100
1.18-mm	(No. 16)	70 to 100	70 to 100
600- μ m	(No. 30)	40 to 75	40 to 75
300- μ m	(No. 50)	10 to 35	20 to 40
150- μ m	(No. 100)	2 to 15	10 to 25
75- μ m	(No. 200)	0 to 5	0 to 10

4.2 The aggregate shall not have more than 50 % retained between any two consecutive sieves of those listed in 4.1 nor more than 25 % between 300- μ m (No. 50) and the 150- μ m (No. 100) sieve.

me to pick and choose from.

A search of the web will yield suppliers in all the major metropolitan areas that provide the same media (including the brands I encountered such as Green Diamond, Black Magic, and GMX). Just type in “abrasive blast media – city” and let Google lead you there.

They also show up in national retailers such as Grainger, Harbor Freight, Tractor Supply, and Northern Tool. Selection at these last national retailers appears to be much restricted, but you may find what you want at your local tool store.

So, I offer this insight that I discovered in my journey down the tracks. Buying in bulk is a cheaper way to ballast if you have considerable track to model. And, there are various colors that will match your needs. HAVE FUN MODELING. 🚂

Mesh	Micron	Inches
4	4760	0.185
6	3360	0.131
8	2380	0.093
12	1680	0.065
16	1190	0.046
20	840	0.0328
30	590	0.0232
40	420	0.0164
50	297	0.0116
60	250	0.0097
70	210	0.0082
80	177	0.0069
100	149	0.0058
140	105	0.0041
200	74	0.0029
230	62	0.0023
270	53	0.0021
325	44	0.0017
400	37	0.0015
625	20	0.0008
1250	10	0.0004
2500	5	0.0002



MCoR Regional Club Rosters

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

AR, Bella Vista All Scales

Sugar Creek Model Railroad & Historical Society, Inc.
PO Box #5452, Bella Vista AR 72714
Information: <http://sugarcreekrailroadclub.com>

AR, Conway HO Scale

Central AR Model RR Club
PO Box #1825, Conway AR 72033
Contact: Daniel Gladstone (501) 269-3030

AR, Little Rock G, HO, N Scales

Southwest Independent Modular Railroaders
3107 West Capitol Avenue, Little Rock AR 72205

IA, Council Bluffs HO Scale

Greater Omaha Society of Model Engineers
Contact: Brian Waters, Post Office Box 67, Council Bluffs IA 51502; (402) 895-0296 or (402) 491-3692
Information: SOME@TheHistoricalSociety.org

IA, Des Moines HO Scale

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

IA, Harlan N Scale

Nishna Valley Railroad Society
1303 Eighth Street, Harlan IA 51537

IA, Indianola HO Scale

Warren County Modular Railroaders
Transition era. RI and CB&Q
Contact: John Averill, 14910 92nd Lane, Indianola IA 50125; (515) 961-3018
Iowa's only 100% NMRA club

IL, Collinsville HO Scale

Columbia Model Railroaders
410 Camelot Drive, Collinsville, IL 62234

IL, Glen Carbon HO Scale

Metro East Model Railroad Club
180 Summit Avenue, Glen Carbon, IL
Contact: Bill Davis or Bob Gibson
email: memrrc@gmail.com
Information: www.trainweb.org/memrc
Work/run meetings 6:30pm every Thursday at Club House; Business Meetings first Thursday each month.
Visitors always welcome!

IL, Marion HO Scale

Southern Illinois Train Club
PO Box 1633, Marion IL 62959

KS, Augusta HO Scale

Augusta Model Railroad Club, 6th & School St.,
7:30. Information: info@augustahorrclub.org

KS, Atchison

North East Kansas Model Railroaders
12" scale, 1440 N. 6th St., Atchison, Sat. 10:00-4:00, Sun. 12:00-4:00. Information: Otto Wick 913-367-7536

KS, Cherryvale

Leatherock Hotel, 2nd floor, 420 N. Depot St., Cherryvale,
Information: John R. Dhooghe, john@cvmrc.com or www.cvmrv.com

KS, Cherryvale All Scales

Parsons Model Railroad Engineers
Cherryvale Depot, Cherryvale KS 68335

KS, Ellis HO Scale

Kansas Pacific Model Railroad
Ellis Museum, 911 Washington, 10:00. Lunch at a restaurant afterward. Information: Tom Robinson, rrailway@gbta.net

KS, Frankfort

Frankfort Subdivision
416 W. 1st St., 10:00-3:00. Information: Joe McAtee, joem@bluevalley.net

KS, Dodge City

Western Kansas Rails N-Scale Layout
10594 W. Briarwood Dr., Information: Robert Simmons, 620-521-3591

KS, Hutchinson N Scale

Kansas Central Model Railroad Club
16 E. 3rd, Hutchinson, 11:00-4:00. Information: www.kansascentralmodelrailroaders.org

KS, Lawrence

Lawrence Model Railroad Club
Bridge Pointe Community Church, 601 W. 20th Terrace. Information: www.lawrencemodelrailroadclub.org

KS, Manhattan HO Scale

Manhattan Area Rail Joiners
Contact: Don Clagett, 1223 Pierre Street Manhattan, KS 66502; (785) 537-7624
eMail: dClagett@ksu.edu

KS, Olathe HO Scale

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

KS, Overland Park O Scale

Kansas City Module "O"
Contact: Jack Ferris, 10334 Ash Street, Overland Park KS 66207
eMail: fhs1955@gmail.com

KS, Olathe

Weekend N-gineers
16624 W. 126th St., Olathe, 1:00. Information: Ken Clark, hapheart@swbell.net

- KS, Overland Park HO Scale**
Kansas City Society of Model Engineers
 Contact: John Teeple, President, 9539 Perry Lane,
 Overland Park, KS 66212; (913) 492-4142
 eMail: jsTeep@aol.com
- KS, Topeka N Scale**
Topeka N-Track Associates
 At member's home, 7:00. Information: Bob Wright, 785
 -273-7835
- KS, Topeka F/G scale**
Northeast Kansas Garden Railway Society (NEKAN-GRS)
 1308 SW Caldon Street, Topeka KS 66611
- KS, Wichita HO Scale**
Wichita Model Railroad Club
 PO Box #48082, Wichita, KS 67201
 eMail: WCMR1@cs.com
- KS, Wichita N Scale**
Kansas Area N-Trak
 2046 South Elizabeth Street Apartment #1306, Wichita
 KS 67213
- KS, Wichita**
Wichita Toy Train Club
 130 S Laura, Wichita
- KS, Wichita**
Wichita Area Garden Railway Society
 At member's home, Information: Nancy Marin,
nanmarin@att.net
- KS, Wichita All Scales**
Wichita Area Model RailRoders (WAMRR)
 4323 West Maple Street Wichita, KS 67206
 Contact: Lionel A. Smith, Jr., (316) 239-1174 or (816)
 518-9050: eMail: LionelSmith@hotmail.com
 Meets 2nd Thursday each month 11:30am Spears
 Restaurant
- MO, Columbia HO Scale**
Columbia Area Model Railroaders (100% NMRA)
 Missouri United Methodist Church, 204 S Ninth St, or
 member's homes. Thursday Evenings at 6:30PM.
 Facebook: Columbia Area Model Railroaders; Contact:
 Marty Oetting, martyoetting@gmail.com
- MO, Fenton N Scale**
Mississippi Valley N Scalers
 1684 Harbor Mill Dr., Fenton MO 63026
 eMail: mvns@railfan.net
 Information: <http://mvns.railfan.net>
- MO, Jefferson City All Scales**
Capital City Model Railroaders
 PO Box #243, Jefferson City MO 65102-0243
 Email: pollocka@mchsi.com
- MO, Kirkwood HO Scale**
Kirkwood Railroad Association
 Meets every Thursday 7:00 - 9:00pm
 Contact: Rich Velten, 100 North Sappington Road,
 Kirkwood MO 63122
 Email: rmVelten@swbell.net
- MO, Kansas City 16" Gauge Park Train**
Kansas City Northern Miniature Railroad
 NM 60th Street & Waukonis Drive, Kansas City MO
- Contact: W. Ohrnell (816) 746-5663
 Information: www.KCNRR.com
 Meets 1st Wednesday each month at 7:00pm
- MO, Kansas City HO Scale**
Greater Kansas City Model Railroad Club
 Contact: Walter L. Ohrnell, 6060 NW Waukomis Drive,
 Kansas City MO 64153
 eMail: wOhrnell@kc.rr.com
- MO, Kansas City HO Scale**
Southern Kansas City Model Railroad Historical Society
 8600 Ward Parkway Suite 2030 Kansas City, MO
 64114
 Contact: Richard Boone Telephone: (816) 996-1534
 eMail: rBoone@traintown-kc.com
 Meets 2nd Monday each month 7pm Open house Sat. &
 Sun. 12 to 5pm
- MO, Kansas City N Scale**
Weekend En-gineers
 8600 Ward Parkway, Kansas City, MO 6814
 Contact: Richard Boone: (816) 966-1534
 eMail: rBoone@traintown-kc.com
 Meets 3rd Sunday at 11:30am
- MO, Kansas City**
Kansas City Narrow Gaugers
 Members Homes, Information: Dean Windsor,
On3@worldnet.att.net
- MO, Kansas City Standard, G, O, S, HO Marklin,
 HO, N, Z Scales and Wooden Trains**
Union Station Kansas City Model Railroad Society
 30 West Pershing Road, Kansas City MO 64101
 Contact: Ted Tschirhart, Telephone: (816) 816-3449
 eMail: TedTtschi@kc.rr.com
- MO, Liberty**
Heartland N-Trak Of Greater Kansas City
 131 S. Water St., Liberty, MO, 1:00. Information: Bob
 Osborn, 816-452-9227
www.lawrencemodelrailroadclub.org
- MO, North Kansas City N Scale**
Missouri Northern Railroad Society, Inc.
 PO Box #12591
 North Kansas City, MO 64116
- MO, Odessa HO Scale**
Eastern Jackson County Mainliners Model Railroad Club
 "Outlet Mall", Odessa MO 64076
 Information:
www.EasternJacksonCountyMainlines.com
- MO, Saint Peters HOn3 Scale**
Modular HO Narrow Gauge Society
 914 Summer Leaf Drive, Saint Peters MO 63376
- MO, Savannah G, O, HO Scales**
Green Valley Baptist Model Railroad Club
 11993 County Road 162, Savannah MO 64485
 Contact: Nancy Adams (816) 262-0304
 eMail: GreenPetticoat@yahoo.com
- MO, Springfield HO Scale**
Ozark Model Railroad Association
 424 West Commercial Street, Springfield MO 65803,
 Info: <http://www.omraspringfield.org/contact.html>

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

Big Bend Railroad Club, Inc.

8833 Big Bend Blvd., Webster Groves MO 63119

Email: secretary@BigBendRRclub.org

Information: www.bigbendrrclub.org

NE, Fremont All Scales

Nebraska Railroad Museum

1835 North Somers Avenue, Fremont NE 68025

Contact: Dave Fachman (402) 727-0615

eMail: fevr@FremontRailroad.com

Information: <http://www.FremontRailroad.com>

NE, Hastings N Scale

Tri-City Model Railroad Association

607 South Shore Drive, Hastings NE 68901

OK, Claremore All Scales

Claremore & Southern

3049 Clover Creek Drive, Claremore OK 74017

OK, Oklahoma City N Scale

Oklahoma N-Rail

Contact: Bruce Alcock, President PO Box #96131,

Oklahoma City OK 73413

eMail: info@oknrail.org

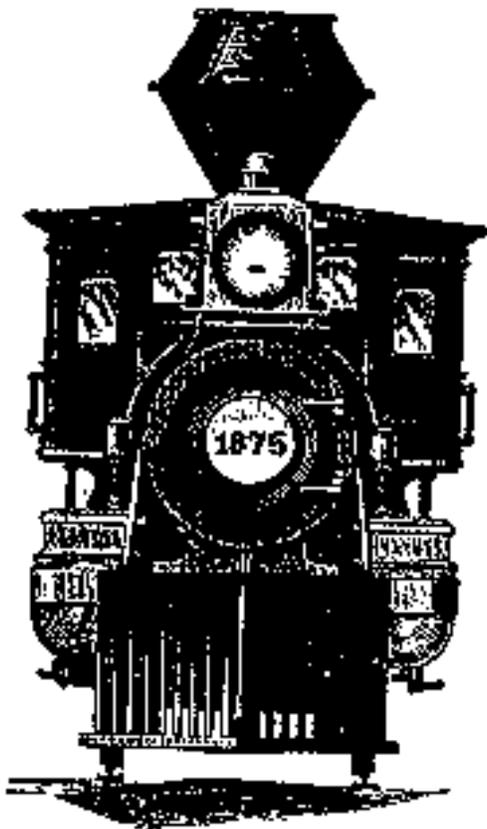
Information: <http://www.oknrail.org>

OK, Tulsa

Tulsa Garden Railroad Club

Free Will Baptist Church, 1190 N Mingo Rd,

Information: info@tulsarailroadclub.org



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Content

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