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NMRA

MID - CONTINENT
REGION

Volume 76, Number 2

2nd Quarter 2026

April—May—June

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www.mcor-nmra.org

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The Caboose Kibitzer

The Caboose Kibitzer© is the official publication of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA). Subscription to the Caboose Kibitzer is free.

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Deadline: All items submitted for publication must be received before the dates listed below to be included in the next issue. The Editor will attempt to include the information in the next issue, but there may be a delay because of a backlog.

Content Deadline

Issue	Due Date
First Quarter	December 1
Second Quarter	March 1
Third Quarter	June 1
Fourth Quarter	September 1

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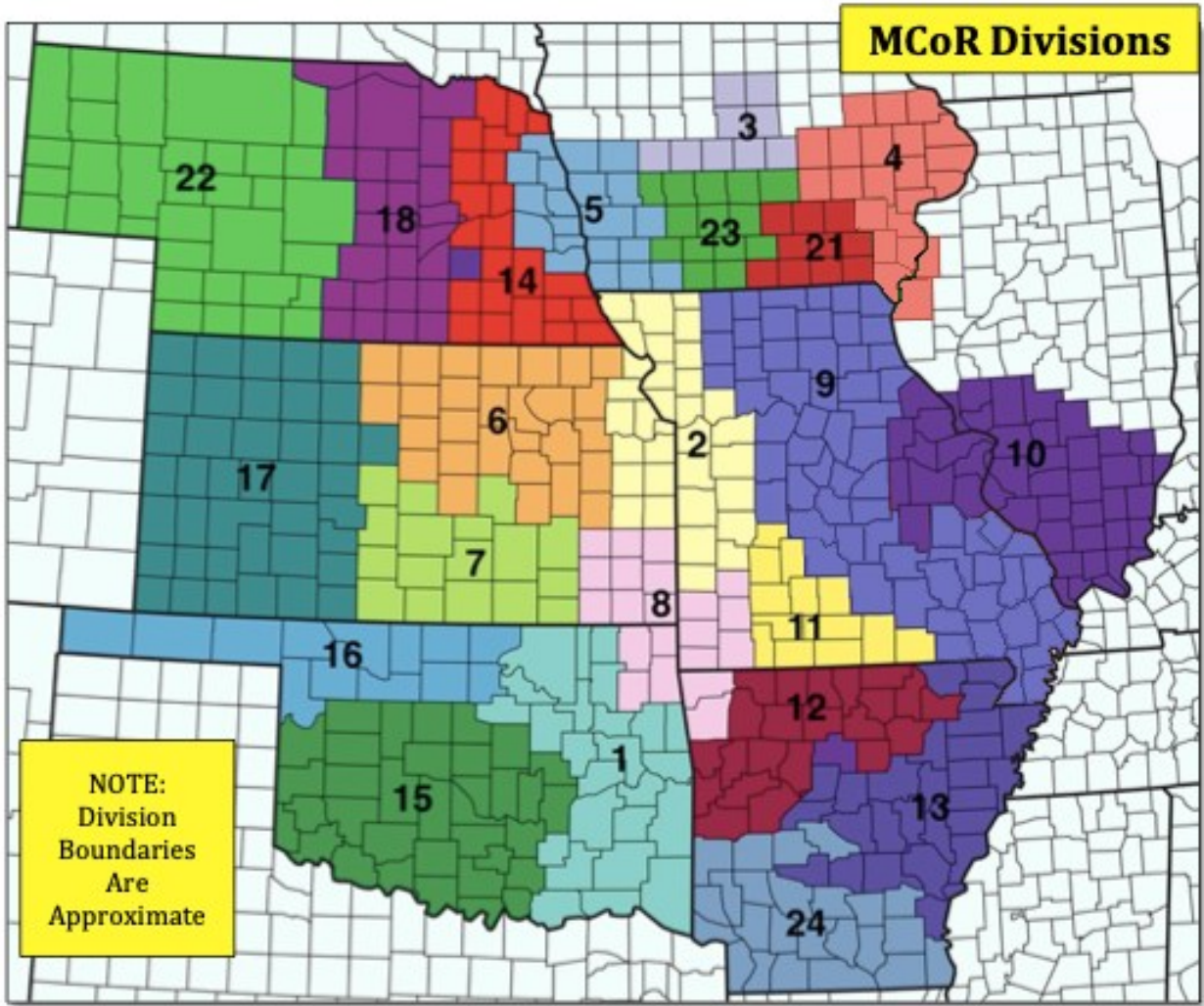
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Application (either online, or printed and mailed in) for NMRA membership may be obtained here:

<https://www.nmra.org/member-services>

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MCoR NMRA Division Meetings

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

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

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

Division 4: EASTERN IOWA DIVISION: Division meetings vary in dates and locations. Contact Bob Perkins, Superintendent, for more information. rperkins5010@yahoo.com

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

Division 6: KANSAS CENTRAL DIVISION: 1st Saturday even-numbered months. Meetings start at 1PM. For the next meeting's location and program please email dir-2906@mcor-nmra.org or rkboelling@gmail.com.

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

Division 10: GATEWAY DIVISION (ST. LOUIS, MO) Meetings 3rd Monday of the 1st and 3rd month of each quarter at 7:30 pm at Oakville Elks Club, 2726 Oakville Elks Ln Saint Louis, MO 63129-3239. Workshops (in-person, hands-on) 3rd Saturday of the 2nd month of the 1st, 2nd, and 3rd quarter at 9:30 am at West Alton City Hall, 111 Richard Dr, West Alton, MO 63386. Annual Fall Meet 1st Saturday of November at Collinsville VFW, 1234 Vandalia St, Collinsville, IL 62234 Info: <http://www.gatewaynmra.org/division.htm>

Division 14: COWBOY LINE DIVISION: Info: Craig Drenkow, MMR, nascartrainman@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 railroading are welcome.

Division 17: WESTERN KANSAS DIVISION (Dodge City, KS): Meetings pending a new location. Info: Robert Simmons, Division Director, 620-521-3591. 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: Jim Wells, Division Director, 402-705-1048 or dir-2918@mcor-nmra.org

I'm going to start this column off with a request. If you're a member of the Mid-Continent Region of the NMRA, we need your help. This is a non-profit volunteer organization, and everything is run by volunteers. Right now, we are experiencing a shortage of volunteers.

For example, we have an election scheduled in just a year from now. I've mentioned this in my last two columns and to date I have two volunteers, one for the ballot committee and one for the nomination committee. We need three people for each committee.

All of the other vacancies I've listed before, Contest Chairman and Vice Chairman, Convention Chairman and Vice Chairman and no takers.

In addition, based on the work done by Martin Wade, the Region Board voted to apply for a nonprofit Google Works which will provide the Region with nearly unlimited digital storage so that we can move the Region records from a private member account to a Region account.

It will also give the entire Region access to Google Meetings, similar to Zoom, but with no cost to the Region. This solves a number of problems previously identified, BUT we need a volunteer to take charge of this for the Region.

It doesn't take a degree in computer science nor is it a full-time job, but we need someone to step forward. And we're going to need some volunteers to help with the White Elephant and Banquet Raffle at the convention.

I know from speaking with our past presidents, Larry Diehl and Brad Slone, this isn't a new problem, and I know that we all have "normal" lives and projects, but volunteer organizations only succeed if they have volunteers. I look at it as "paying forward".

Each Region convention takes some effort from the local members and the Region staff to make them happen. If you like attending these



VOLUNTEER OPPORTUNITIES

events, you are benefitting from the work of other members and it's only fair for you to help host a convention to "pay forward" to the Division members hosting the next one.

I also want to welcome the MCoR members in the newly created Central Arkansas Division. This division is composed of most of the old Little Rock Area. By the time the members in the new Division see this column they will have received an email from me regarding the next steps. Welcome to the members of the new Division!

Elsewhere in this issue you'll find both the article on the MCoR Convention that will be held 23-25 July in Collinsville, IL in conjunction with the Railroad Prototype Modelers meet. Registration for the convention provides full access to the RPM meet, model displays, layout tours, etc.

In addition, the Region will also be conducting our own contest and banquet, both of which will be held just across the street from the Collinsville Convention Center. We're trying something new this year with this joint meeting and we have also reduced the overall cost of the convention registration.

And last, but not least, as I write this the men and women of our military forces and once more in combat in the Middle East. Please take a moment each day to offer prayers for their safe return.

Meet Me in St. Louis

In the unlikely event that the MCoR Convention and the Railroad Prototype Modelers meet aren't enough to get you to St. Louis, there are a number of other reasons not only to attend the convention but to spend an extra day or two in the area

Although St. Louis's place as the nation's No. 2 rail center has by most accounts been taken by Kansas City, and the railroad headquarters closed more than 40 years ago, St. Louis continues to honor its rich railroad heritage with a number of sites worth visiting while you're in the area.

National Museum of Transport

When the railroads were getting rid of steam locomotives, Doc Roberts and a group of friends had the foresight to solicit and the space to accept those cast-offs. He expanded the museum's horizons as trolley systems and passenger services were being abandoned, and examples of those kinds of rolling stock were added to the collection. It's no overstatement to say that Doc Roberts was one of the founders of the railroad preservation movement.

Union Station

While the rabbit warren of tracks shown on the cover is long gone, Union Station, having been through several incarnations, continues to soldier on. Amtrak passenger trains now come and go from a nearby facility, but historical

exhibits in the Midway and the lobby of the Union Station Hotel are grand reminders of the station's glorious past.

MetroLink

Joyriding is always fun, but a sense of the history of one's route and surroundings, and a little imagination, can make it almost magical.

From Union Station west, Metrolink trains follow the route of the Wabash through Forest Park and almost the whole length of the Red Line out to the airport. Among the intermediate stops is the still-standing Delmar Station.

The Wabash tracks were also used by the Rock Island, whose former right of way is used by the Blue Line out to Clayton, where it turns south onto a former Terminal Railroad Association line to the Blue Line's terminus.

East of Union Station, both Metrolink lines follow a TRRA route tunneling under the downtown area and across the Eads Bridge into Illinois, where both lines pick up the route of the Louisville & Nashville between the Emerson Park and Belleville stops.

On the Cover

The late John Bromley, a Union Pacific veteran and talented artist, preserved a Gulf, Mobile & Ohio train backing into Union Station as the Frisco-Katy *Texas Special* and a Missouri Pacific train departed.

Last Run

These members of the Mid-Continent Region made their Farewell Trip to the Promised Land in the first quarter of 2026

- Chuck Hitchcock, Turkey Creek Division
- Carl Wessel, Gateway Division



MCoR 2026 Convention

July 23-25, Collinsville (IL) Convention Center

This year's convention is a joint convention with the Railroad Prototype Modelers Meet!

One registration gets you into ALL the RPM events and the MCoR events including our Contest and Saturday Night Banquet!

The MCoR \$98 registration fee includes both the RPM and MCoR banquet.



In addition to the inspiration of top-quality modeling like that shown above, there will be lots of vendors at the Collinsville Convention Center ready to sell you all the part items you are looking for!

There will be clinics and contests.

MCoR 2026 Convention

Contests Contests Contests

You can enter both the RPM model display and the MCoR contest (you just can't enter the same model in both).

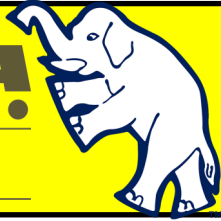
In addition to the regular NMRA MCoR contests, there are TWO special MCoR Contests this year. We are doing both a Square Footer AND a Photo Match contest.

The Square Footer is open to any scale as long as the entry fits on a 12"x12" base.

The Photo Match can also be any scale, just bring the photo, painting, or illustration of the scene you are modeling.

The Light Iron Award, a privately sponsored award, will also be eligible for award in the MCoR contest. This award is presented to the model that best represents the spirit of Narrow-Gauge Modeling and is selected by the sponsors





MCoR 2026 Convention

White Elephants Anyone?

As an added event we are offering space to display and sell up to 10 of your White Elephant items or any of your treasures you have decided you can let go (to make room for more!).

Just bring your item, add the price and we'll collect for any items sold that you can collect at the end of the convention.

We will also be conducting our regular raffle at the banquet. Any items you would like to donate will be raffled off for the MCoR (including any of those White Elephants that didn't sell).

NOTE: The image below shows more of the fine modeling seen at the RPM.

These are definitely NOT White Elephants!



To learn more about the RPM events and forms for entering models in their contest use this link:

<https://www.stlrpm.com/resources>

All Photos by Jeff Cooper

and used with his permission.



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MCoR 2026 Convention

Hotel Information



No, this is not the convention hotel. More RPM modeling.

We have a special rate for the Convention with the Double Tree by Hilton for \$118 plus tax per night. The hotel is located just across the street from the Convention Center and in easy walking distance. We also have a special \$8 breakfast deal with the hotel. Just use the link below to make your reservation online and it takes you directly to the MCoR room rate.

<https://www.hilton.com/en/book/reservation/deeplink/?ctyhocn=STLCNDT&groupCode=93P&arrivaldate=2026-07-23&departuredate=2026-07-26&cid=OM.WW.HILTONLINK.EN.DirectLink&fromId=HILTONLINKDIRECT>



Doubletree by Hilton Collinsville – St. Louis
1000 Eastport Plaza Drive, Collinsville, IL 62234
DoubleTreecollinsville.com | [Become a fan on Facebook](#)



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MCoR 2026 Convention Registration Form

July 23-25, 2026

Collinsville Convention Center, Collinsville, IL

Name of Primary Registrant: _____

NMRA Number: _____

Spouse or other Additional Registrant: _____

Your spouse is considered and NMRA member for convention registration

Spouse NMRA Number if also a Member: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Email: _____ Phone #: _____

Registration Fee NMRA # Required for Reduced Registration Fee

Check your Banquet Choice:

Chicken Mudega _____ Herb Pork Tenderloin _____ Vegetarian _____

	<u>COST</u>	<u># Persons</u>	<u>Total Cost</u>
<u>NMRA Member (includes full RPM registration)</u>	<u>\$98</u>	_____	_____
<u>Non NMRA Member (includes full RPM registration)</u>	<u>\$130</u>	_____	_____
Total Registrations			_____

Send Completed Registration Forms and payment to:

Bill Humenczuk

8624 West 116th St

Overland Park, KS 66210-2828



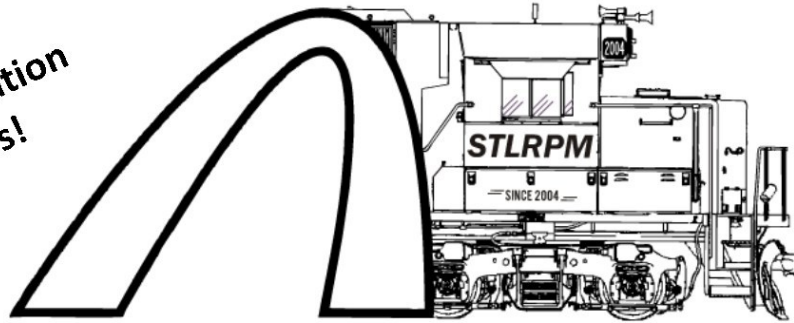
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MCoR 2026 Convention

RPM Meet

July 23rd - 25th in Collinsville, IL

No Preregistration
for Attendees!



St. Louis RPM is ALL ABOUT YOUR MODELS!

BRING YOUR MODELS, finished or in-progress, for display and discussion.

This is a modelers event! Bring your models of all scales, gauges, and sizes from all eras. Attendees will bring over **4000** models, displayed on **100** tables, for display and discussion; bring **YOURS** and be part of the fun. Locomotives, structures, freight cars, dioramas and vehicles are all welcome. There are no contests. The purpose of our event is to teach, learn, grow and meet your fellow modelers from around the U.S. Display space is free with admission!

BRING YOUR MODELS!

Connect with over 1000 friends and fellow prototype modelers at the nation's largest annual Railroad Prototype Modeler's Meet!

Over **38,000** square feet of top-quality railroad models, displays, hands-on learning centers and more in the Gateway Convention Center. Presentations by nationally-recognized modelers and historians. Over **15** Railroad Historical Societies, **200** tables of hand-picked scale model vendors – NO swap meet stuff! Top quality O, HO and N scale modular layouts from all parts of the U.S.! Evening social events, **BOTH Thursday and Friday night local layout tours and operating sessions**, fellowship, and lots of door prizes!

Admission: \$35.00 Fri & Sat, \$25.00 Sat only.
Cash Only taken at Admission table please.
Kids under 13 free with paid adult admission.
Vendor set-up begins at 6:00 A.M. Friday.
Sales end at 5:00 P.M. Saturday.

Our 2026 clinic theme is OPERATIONS; however; the St. Louis RPM will feature at least 31 clinics and Learning Stations with over half of them focused on the theme. Clinics will begin at 9:30 AM on Friday and Saturday. A clinic line-up will be posted at www.STLRPM.com as the times are solidified.

Location:

Gateway Convention Center: One Gateway Drive, Collinsville, IL 62234. Website: info@gatewaycenter.com
Phone: (800) 289-2388 Meet info and area hotel information is available at <http://www.STLRPM.com>

Thanks to our partners at the Gateway NMRA. <http://www.gatewaynmra.org/default.htm>

Need more info? Contact Lonnie Bathurst at bathurst@litchfieldil.com (217) 556-0314
Or, just Google: **STLRPM** and check us out online.



St. Louis Attractions

The National Museum of Transportation



Frisco 1522 came out of retirement to handle special trains



EMD #103, 'The Diesel That Did It', is in the museum's collection.

The Museum was founded in 1944 by a group of historically minded citizens who had acquired the mule-drawn streetcar "Bellefontaine," which is on display in the William R. and Laura Rand Orthwein Education and Visitor Center!

Since its founding, the museum and staff have worked to curate the largest collection of its kind in the world. Today, its mission is to be the leader in protecting and interpreting North America's transportation heritage.

The museum's holdings include 160 pieces of rail rolling stock, including steam and diesel locomotives, passenger and freights cars, cabooses, and electric-powered trolleys and interurbans, as well as maintenance of way and inspection equipment. Not all items are on display, but those that are provide a feel for development of railroading.

If you get tired of railroading, the museums; collections also include more than 60 automotive vehicles, ranging from a Stanley Steamer to an Indy Car. There's even a C-47 aircraft, a tow boat, and a couple steam rollers.

The museum is located at 2933 Barrett Station Road in St. Louis, a 30-40 minute drive from the Gateway Convention Center and is open from 9 a.m. to 4 p.m. daily during the summer. Admission charge is \$16 for adults, \$14 for seniors (age 65 and op) military and first responders, and \$8 for kids under 12.

When St. Louis Union Station opened on September 1, 1894, it was the world's largest and busiest terminal. Architect Theodore Link's Romanesque masterpiece served 22 railroads, solidifying the city's status as the "Gateway to the West."

For decades, Union Station served as the literal heartbeat of American travel, functioning as the primary gateway for a nation on the move. Its role reached a fever pitch in 1904, when the station underwent a massive expansion to accommodate the 20 million visitors flocking to the St. Louis World's Fair.

By the 1940s, the station reached its peak, handling over 100,000 passengers daily. Its walls have witnessed iconic moments in American history, including the famous 1948 photograph of President Harry S. Truman holding the "Dewey Defeats Truman" headline on the station's platform.

The building was designated a National Historic Landmark in 1970. As the mid-century rise of the interstate highway system and commercial aviation transformed how



A 3D light show, including the station's history, lights up the Great Hall evenings

Americans traveled, the era of the great rail terminals began to fade. Passenger traffic dwindled until the final Amtrak train departed Union Station in 1978.

After a \$150 million restoration, Union Station reopened in 1985 as a "festival marketplace." Today, the station has evolved once again, billing itself as "a world-class family destination, home to the St. Louis Aquarium, the 200-foot St. Louis Wheel, and luxury accommodations, ensuring that Theodore Link's architectural treasure remains a vibrant part of the city's

Construction of the MetroLink light-rail system began in 1990, taking advantage of miles of available rail bed, expandable railroad right-of-ways, an unused rail deck on the Eads Bridge and tunnels under the downtown Central Business District.

The system opened to passengers in 1993, with 14 miles of road serving 16 stations on what is now the Red Line. It expanded further into Illinois in 2001 and 2003, and in 2006 began service over what is now the Blue Line. Today, MetroLink serves 38 stations on 46 miles of road.

Right: Next-generation vehicle provided by Siemens Mobility

MetroLink's Fairview Heights Station is about a 15-minute drive from the Gateway Convention Center, and a 24-hour Adventure Pass, good on both MetroLink and MetroBus, will set you back \$5.



A 3D light show, including the station's history, lights up the Great Hall evenings

Modeling a Scale Monitoring Car

By Tom Persoon

Something just a bit different



The author found this UP scale monitoring car parked in the railroad's "back yard" in Winona, Minnesota. It was sandwiched between a more traditional ex-CNW scale car and another UP scale monitoring car.

To find really different things on railroads, you have to visit their "back yards" - places usually out of sight of the casual observer. A couple of years ago, my wife and I were visiting Winona, Minnesota, where we went to college a lifetime ago.

While she attended her college reunion with her friends, I visited the railroad scene. Having lived there, I knew where the "railroad back yards" were and how to get to them without trespassing.

At one time, Winona was served by 5 railroads - The CB&Q, CGW, CNW, GBW, and Milwaukee Road. The CB&Q, CGW, and GBW are long gone, although segments of their tracks remain. The CPKC now owns most of the trackage, except for the old CNW yard, owned by the UP and accessed via trackage rights.

For reasons unknown, the Winona yard is apparently a gathering place for scale cars. This ex-CNW car and another like it were also in the yard.



I checked out the back of the UP yard and to my surprise I found a string of Scale Monitoring Cars parked there. Among them were several unique cars that I judged to be repurposed tank cars.

They were clearly labeled for their new purpose and sported UP reporting marks. I can't verify if they originally belonged to the CNW or another UP predecessor road.

Their simplicity cried for one to be modeled for my proto freelance Winona and Southwestern Railway.

Why repurpose a tank car for a scale monitoring car? Probably because it's inexpensive, compared to a purpose-built car such as the CNW car I also found on the same track.

The car could easily be filled with kiln-dried sand and sealed, providing a stable weight at a very low cost. Dry sand is about 50 percent more dense than water and could be easily metered into the tank for the appropriate weight.

I haven't found any other information about these cars. If you know more about them and their use, please share with us.

I found the perfect car to use as the starting point for my model - an older tanker that I think was made by Varney. It was nicely weighted and intact except for broken stirrup steps.

I started by removing the trucks and couplers and painting the entire car silver using a rattle can. The missing stirrup steps were replaced with A-Line metal ones, and the Bettendorf trucks were replaced with roller bearing trucks appropriate for my era.

The challenge in modeling this car was to replicate the lettering, which clearly defined the car's purpose. There is no commercial source of

specific decals, but I found a combination to use.

For the reporting marks and "purpose" lettering, an alphabet set from Microscale had what I needed, although I had to do it letter by letter. My leftover decals box provided the capacity data. If you have the ability to print your own decals, that may be an option.

I don't know if the UP scale monitoring cars are still in use; on a subsequent visit to Winona, they were still parked in the same place.

Every car on my model railroad has an operational purpose, and I plan to incorporate the scale monitoring car into my operations plan. There are two flour mills, two grain elevators, and a scrap yard served by the Winona Southwestern, each with its own scale for weighing cars. During some operating sessions, I'll dispatch the scale monitoring car to one of these industries to check its scale. When not in use, it'll reside in the WSW's "back yard". It will add a unique operational move and is something just a bit different.



The Winona Southwestern's scale monitoring car is parked near the WSW enginehouse in Wabasha. It is scheduled to be delivered to the nearby Big Jo Flour Mill to check the mill's scale.

At the regional convention in Grand Island, NE, we had something come in for evaluation for the Model Railroad Engineer Civil AP certificate. These were very well done pieces that were going to receive the merit award needed for the civil certificate, except for one detail. The requirements for the Civil AP state: Construct for Merit Judging, scratchbuilt scale models of any three of the following, and demonstrate their satisfactory operation:

- Turnout (Point or Stub)
(straight, curved, or wye are turnouts)
- Crossover
- Double Crossover
- Single Slip Switch
- Double Slip Switch
- Crossing
- Gauntlet Track
- Gauntlet Turnout
- Dual Gauge Turnout
- Gauge Separation Turnout
(Narrow gauge splitting off from dual gauge)
- Double Junction Turnout
(One set of parallel tracks diverges from another)
- Three-Way Turnout
- Spring Switch
- Operating Switch in Overhead Wire
- Other _____

Commercial frogs are not permitted to be used in any of these items. These models may be built and demonstrated as part of the layout or separately.

Remember that these items do not need to be part of your layout - they don't even need to be the same scale or gauge. They don't even need to be part of a layout at all. You can build them on separate pieces of wood. They just have to be big enough and with enough track on either side to "...demonstrate their satisfactory operation." This means that a unit of motive power must be able to travel through them (along all the possible routes) under its own power. It is **NOT** sufficient to push or pull a car through by hand.

These pieces did not have adequate track to run a powered piece of equipment through them. Now the judging staff was not going to be nit pickers and turn them away. The whole purpose of the AP

program is to help you develop your skills. These pieces had all the gaps and track alignment done right and were clearly qualified pieces. The addition of enough track to meet the qualifications got them a pass and merits for the pieces.

The whole purpose of section three of the civil AP is to show you can build track. This section is a pass fail merit award. Just make sure you have enough track to run a small engine through the piece. You do not need to ballast the track or provide scenery.

Also just changed is the requirements for the structures program. They have decided with more people building shelf or low relief layouts that they should add low relief structures as qualified for the structures category. You must construct twelve scale structures: At least six different types of structures must be represented in the total.

The intent of this requirement is show that you can model a variety of types of structures, not just several variations of the same type. For example: a wood frame station and a brick station would be different types, but a wood frame station from Kansas and wood frame station from California would probably not, unless you could show that there was a substantial difference in the construction. When in doubt, why try and split hairs? Instead, try your hand at building something completely different. You might learn some new modeling skills in the process, and who knows? You could even have fun doing it!

Now remember you need six that are merit award winners. Three sides is going to be a significant detriment to getting a merit award. It is possible but could be a little harder. Watch your NMRA Magazine for updated rules.

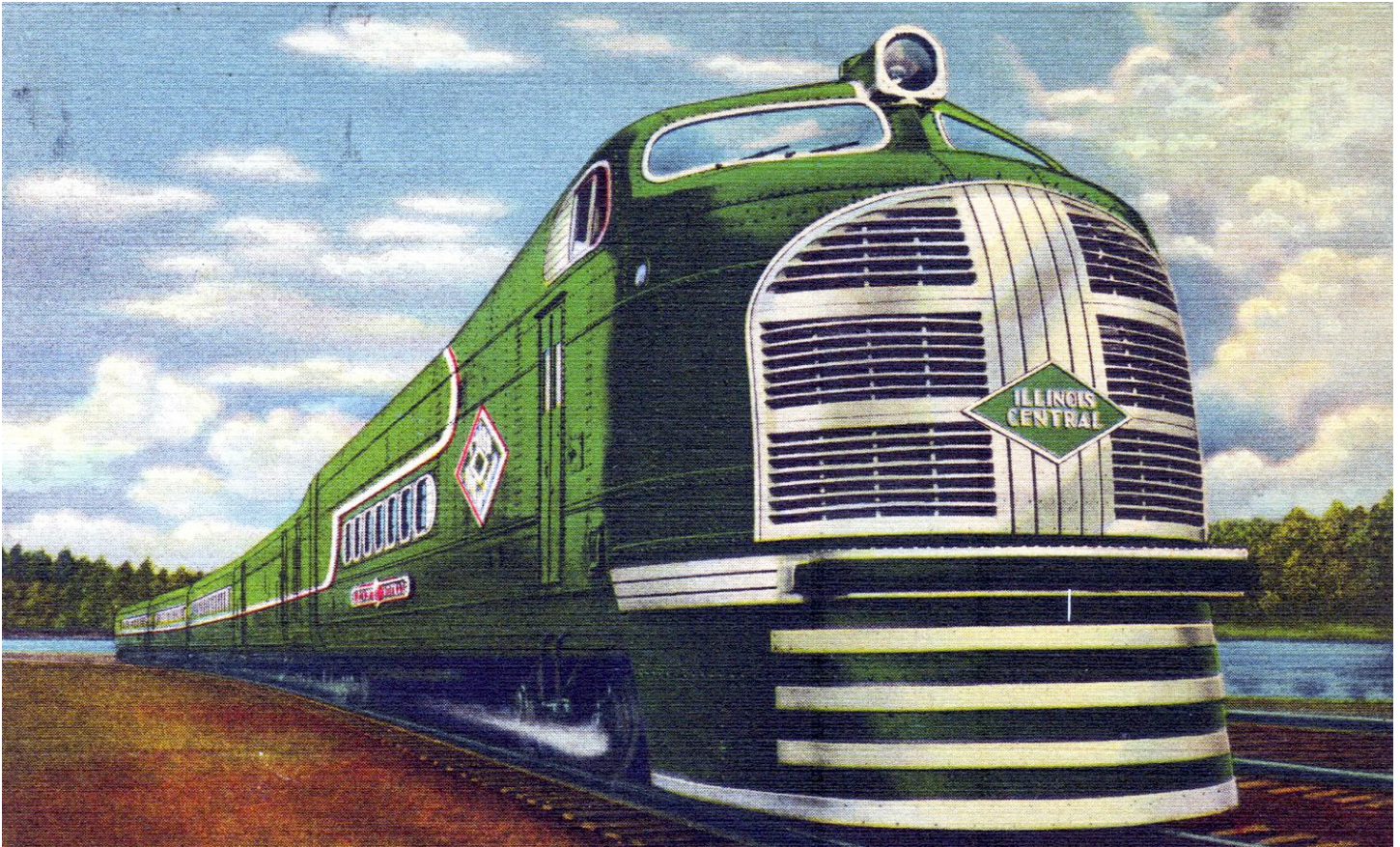
Ray Persing, MMR (National AP Chair) is also looking at updates to author and prototype certificates. Watch the NMRA Magazine for updates.

If you have any questions on the AP Program, please contact me. I will be glad to visit with you on the program.

Craig Drenkow MMR
Achievement Program Chairman
Mid-Continent Region
402-649-5498

Prototype Profile

Illinois Central's *Green Diamond*



This story of an imaginary trip originally appeared in The Cowcatcher magazine and is reprinted with its kind permission.

There are a lot of choices for travel between St. Louis and Chicago, but we've chosen one of the lesser-known players in that market, the Illinois Central and specifically its *Green Diamond*. It's waiting patiently for us under the vast train shed, a two-tone green oasis in a sea of drab heavyweight passenger trains.

Just as it came from Pullman 10 years ago, the *Green Diamond*, one of the last articulated streamliners, is made up of a power car, a mail-baggage-express car, two coaches and a kitchen-lounge-observation, with one power truck on the head end and trucks shared by two cars the rest of the way back.

The *Green Diamond* was only the country's third articulated, diesel-powered

streamliner when it was delivered in 1936, following Union Pacific's *M-10000*, to which the *Green Diamond* bears a startling resemblance, and the Burlington Route's *Pioneer Zephyr*.

Settling into our reserved seat in one of the coaches, we barely notice when the 1,200-horsepower Winton-Diesel engine starts us out of Union Station. The *Diamond* will make a round trip, arriving back here in St. Louis at 10:10 p.m. The one streamliner train set does the work of two six-car steam trains, making its \$425,000 cost a good investment.

Passing through the tunnel under downtown St. Louis and over the Eads Bridge, and after our first brief stop at Relay station in East St. Louis, Conductor Baker comes by to punch our ticket. Resplendent with a green carnation in his lapel and nearing retirement after 60 years of service with IC, he's something

.Passengers enjoy the lounge (foreground) and dining areas; observation area is behind the photographer



of a celebrity on board, having served as conductor on the first revenue run of the *Green Diamond*.

Leaving our unusually comfortable three-position reclining seat, upholstered in two-tone acorn-colored mohair, we take a walk through the train on raisin-colored carpet with what has been described as “an interesting curved-line pattern in a slightly lighter tone.”

Forward of the first coach and behind the power car is a unit containing a 30-foot Railway Post Office apartment and a 25-foot baggage room complete with desk for the baggagemaster. At the head end of the head coach are the men’s and women’s restrooms. An old magazine article mentioned the spacious restrooms. “The toilet is big enough for me at six foot three to comfortably change into a suit,” the article quoted an unnamed passenger.

The first coach seats 56 passengers, the second, 44 plus a 16-seat dining section. The kitchen-lounge-observation car wedged a lot into its 77 feet 6 inches: air conditioning equipment, toilets, a kitchen area almost 20 feet long, a

dining area seating eight, and seating for 22 in the lounge-observation end of the car.

Seventy miles and 90 minutes out of St. Louis, southward District Dispatch freight train No. 61 is waiting obediently in the siding at Waggoner as we roar past at track speed, 85 mph. Our train seems reluctant to slow for the stop at Springfield, but we can’t very well skip the state capital, which we leave on time at 10:55 a.m.

By now, the *Green Diamond*, or the tomato worm as it was called by old-timers because of its color scheme, is commonplace, but it was a big deal when it was delivered in 1936. Before it made its first revenue run, it made a 7,500-mile “goodwill tour” that included such cities as Detroit and San Antonio, in addition to cities served by the IC directly. Hundreds of thousands of people turned out, including almost 20,000 in Shreveport, La., alone.

The new train even influenced a change in the IC’s logo. Relaxing in the lounge, the IC’s passenger traffic manager, Mr. Lanigan, explains:

"Our emblem had been one black diamond divided into four smaller diamonds containing the words 'Courtesy-Efficient-Service-Always'," he said. "Then in 1935, we adopted our present emblem of a green diamond carrying only the words Illinois Central, and this is symbolic of our speedster between Chicago and St. Louis - the roller bearing, streamlined *Green Diamond*."

Not bad for a train that never quite captured the attention lavished on the trains between Chicago and Florida (in season) and Chicago and New Orleans, like the *Panama Limited* and the *City of New Orleans*. With its companion Chicago-St. Louis trains, The *Diamond* (no color specified) and the *Daylight* (yes, the same name as the more famous one on the Southern Pacific), the *Green Diamond* provided steady service day in and day out.

The *Green Diamond's* 10th anniversary was heralded in a newspaper ad (below)

that read in part, "On May 17, 1936, the *Green Diamond* set a new record for fast service between Chicago and St. Louis. Now it has established another record - for making friends of a million persons in 10 years and two million miles of operation. Today, its pleasant atmosphere, its comfort and its excellent food are legendary."

Speaking of excellent food, it's lunch time! We decide to take the meal at our seat rather than in one of the dining areas. The waiter helps deploy a nifty folding table and presents a luncheon of Creole-influenced dishes topped off with an IC specialty, Fruit Upside-Down Pudding, with the obligatory generous dollop of real whipped cream on top.

Stops are few: Clinton, a major junction point with connections to other IC services; Gibson City and Kankakee, 25 miles north of Gilman, where we join IC's double-track main line between Chicago and points south. Brief pauses at suburban 63rd Street and 53rd Street, and we're pulling into Central Station on time at 2:05 p.m. Less than three hours later, at 5 p.m. sharp, the *Green Diamond* will leave on its return trip to St. Louis.

Epilogue

The original *Green Diamond*, like so many articulated trains, fell victim to its own popularity and the inability of its fixed consist to accommodate additional passengers. In 1947, shortly after its 10th birthday, it was renamed *Miss Lou* and assigned to the New Orleans-Jackson, Miss., run. It was scrapped in 1950.

A new *Green Diamond* made up of IC's standard streamlined equipment continued to ply the rails until 1968, when it was cut back to Chicago-Springfield and renamed the *Governor's Special*. That train did not make the cut when Amtrak was established in 1971.

The writer wishes to thank the Illinois Central Historical Society (illinois-central.net), the Digital Research Library of Illinois History, and Living New Deal for their help.

10th Birthday
THE TRAIN WITH A MILLION Friends
THE GREEN DIAMOND
Chicago-Springfield-St. Louis

SCHEDULE

5:00 pm	Lv. Chicago	Ar. 2:05 pm
8:05 pm	Lv. Springfield	Ar. 10:55 am
10:10 pm	Lv. St. Louis	Lv. 8:55 am

Diner-Lounge, Chair-Buffer, Coach. All seats numbered for advance reservation. No extra fare. Radio in every car.

Two other fine trains:
The Daylight—The Night Diamond

For fares and reservations phone
WA8ash 2375

On May 17, 1936, the Green Diamond set a new record for fast service between Chicago and St. Louis.
Now it has established another record—for making friends of a million persons in 10 years and two million miles of operation.
Today, its pleasant atmosphere, its comfort and its excellent food are legendary.
If you're not already one of the Green Diamond's good friends, get acquainted on your next trip. Then you'll know why it has won a million loyal friends.

ILLINOIS CENTRAL



The Main Line

The monthly publication of the
Western Kansas Division

April 2026



On The Cover:

On March 14th & 15th, the Boot Hill Model Railroad Club hosted their annual Train Show in Garden City, Kansas. Jim Adams of Lakin, KS. displayed his HO-scale layout along with many others. More details inside...

[Click here to go to this issue of The Main Line](#)

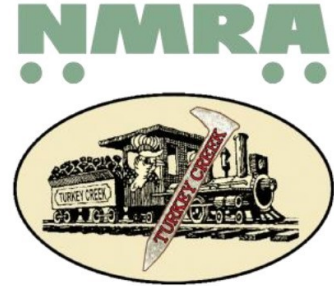
LIGHTNING SLINGER

Mar 2026



Turkey Creek Division

*“For all gauges and
all ages”*



TC-NMRA 2026

Mar 24th *SPECIAL LOCATION*

Missouri Model RR Museum

Museum Update & Tour

Dale Shipman

Clinic: Making your own Decals

Stephen Priest

Apr 28th

Clinic: Diorama Winner

Larry Holcombe

Clinic: Layout Review

Earl Wilson

May 26th

Modeling Challenge

YOU! Bring your model

Division Mtg Info:

TIME: 7:00 to 8:45pm

Location:

Conference Room

Eastside Terrace Bldg.

Lakeview Village Campus

Division & Region

Save the Date!

Jul 23-25: MCoR Convention

Collinsville, IL (St Louis)

subset of RPM meet

Aug 29th : TC Train Show

Shawnee Civic Center

RR Community

Mar 21: Train Show & Swap

Missouri Model Railroad Museum

Apr 10-11: Train Show & Swap

KS National Guard Museum, Topeka

(see flyers after “Call Board”)

WHAT'S INSIDE

*Meeting info/highlights, Layouts Projects,
Events, Calendar, Want Ads, Resources*

Division Meeting Mar 24th, 7pm

NOTE: Special Location!

For March we are meeting at

Missouri Model Railroad Museum.

312 W Pacific Ave, Independence, MO 64050

Museum Tour

It's our annual visit to the Missouri Model Railroad Museum. **Dale Shipman** will host a progress report and tour on the latest Museum developments and progress of the Model Railroad. Last year it was amazing to see the benchwork take shape and I can't wait to see how far they have progressed this year. Additionally, you can come early if you'd like more time to explore on your own.

Clinic: “Making your own Decals”

Stephen Priest will share his techniques for creating your own decals. Stephen actually sent me this clinic by accident two years ago and I've been waiting all this time to see this clinic come to life. Since decals are in every aspect of our hobby this is sure to be a core technique to learn.

Come Join the fun!

Mtg Location: Missouri Model Railroad Museum

[Click here to go to this issue of the Lightning Slinger](#)

Trails, Rails, & Tales



The Official Newsletter of the Chisholm Trail Division of the **NMRA**

NMRA

March-April 2026
Volume 12 • Number 2

From the Director's Desk

by Rick Coble

This year seems to be off to a fast start. MCoR has had the first directors meeting that I was able to attend via zoom. I have to say that it made quite an impact on me. My big take away from it was the desire to be transparent and going to quarterly meetings with the activities posted in the MCoR Caboose Kibitzer. MCoR is going to be improving the website and it will be a great tool for the region with a lot of great perks for the divisions to become relevant to the public regarding our organization.

On to more local activities, the Chisholm Trail Division sponsored "Best Train Show" has gone into the history books. A few changes were tried this year and some worked well and some not so much, but it was nice to see the action of trying to improve it. I would like to say a big thanks to everyone who helped with the show as they are a lot of work.

Thanks,

—Rick

From the Superintendent's Desk

by Charlie Monckton

I want to begin by thanking all the people who helped with the February 7th and 8th train show. I personally want to thank James Schinkle and his wife for their help with the mini modules. Once again this year they made sure every child who entered the door had a chance to make a mini module. I also want to thank everyone who donated materials for the children to use to make the creations. Your donations help keep the cost down so we can continue to offer the activity at no charge.

Trails, Rails, & Tales

is published bi-monthly.

It is sent to members of the
Chisholm Trail Division of
NMRA

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Jim Marlett
jmarlett@cox.net

Submissions for publication
are strongly encouraged.

Logo Design by Alan Aagaard

Indian Nations Division**Eastern Iowa Division**

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

Dogwood & Redbud Shortline

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

Come by, take look, go for a ride, let's operate.

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



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

Tony Bowen, MMR – Division Superintendent

E-mail: railroadteacher@gmail.com

YouTube Channel: Corn Country Rails

Chisholm Trail Division**Central Missouri Area****Union Pacific Through the Rockies**

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

Terry Ross, Sup.

E-mail: terryross16@hotmail.com

**Clear Creek and Quicksilver RR**

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

Allen Pollock

E-mail: pollocka@mchsi.com

Western Kansas Division**Little Rock Area****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

**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



MCoR Regional Club Rosters

MID - CONTINENT
or REGION

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

- AR, Bella Vista All Scales**
Sugar Creek Model Railroad & Historical Society, Inc.
 PO Box #5452, Bella Vista, AR, 72714
 Information: <http://sugarcreekrailroadclub.com>
- AR, Conway HO Scale**
Central AR Model RR Club
 PO Box #1825, Conway, AR, 72033
 Contact: Daniel Gladstone (501) 269-3030
- AR, Little Rock G, HO, N Scales**
Southwest Independent Modular Railroaders
 3107 West Capitol Avenue, Little Rock, AR, 72205
- AR, Shannon Hills HO, N, O**
Crooked Rails Modular Club
 10701 Shannon Hills Dr, Mabelvale AR 72103. Meetings 10AM Saturday. 40' x 18' traveling layout plus HO, N, and O scale at club. Visitors welcome. Contact David Ware (501-664-1923) or Charles Dempsey (510-917-5790)
- IA, Iowa City HO Scale**
Hawkeye Model Railroad Club
 4261 Oak Crest Hill Rd SE, Iowa City, Iowa (Johnson County Fairgrounds). Meetings Wednesdays 7:00 - 9:00 PM. Visitors welcome. HO and N scale layouts, G, Lionel, and American Flyer display layouts. Webpage: Hawkeyemodellrrclub.com Contact us using the link on the webpage. Facebook: <https://www.facebook.com/HawkeyeModelRailroadClub>
- IA, Council Bluffs HO Scale**
Greater Omaha Society of Model Engineers
 Contact: Brian Waters, Post Office Box 67, Council Bluffs, IA, 51502; (402) 895-0296 or (402) 491-3692
 Information: SOME@TheHistoricalSociety.org
- IA, Des Moines HO Scale**
Central Iowa Railroad Club
 Iowa State Fair Grounds
 Contact: David Briely, PO Box #118, Des Moines, IA, 50301 Phone:(515) 266-8899
 Information: <http://www.facebook.com/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
- IA, Pacific Junction HO Scale**
The Junction Model Railroad Club

- 500 Lincoln Ave, Pacific Junction, IA 51561
 Contact: SecretaryTJMRRRC@gmail.com
 Like us on Facebook
 "The Junction Model Railroad Club"
- IL, Collinsville HO Scale**
Columbia Model Railroaders
 410 Camelot Drive, Collinsville, IL, 62234
- IL, Glen Carbon HO Scale**
Metro East Model Railroad Club
 180 Summit Avenue, Glen Carbon, IL
 Contact: Bill Davis or Bob Gibson
 email: memrrc@gmail.com
 Information: www.trainweb.org/memrc
 Work/run meetings 6:30PM every Thursday at Club House; Business Meetings first Thursday each month. Visitors always welcome!
- IL, Marion HO Scale**
Southern Illinois Train Club
 PO Box 1633, Marion, IL, 62959
- KS, Augusta HO Scale**
 Augusta Model Railroad Club, 6th & School St., 7:30. Information: info@augustahorrcub.org
- KS, Atchison**
North East Kansas Model Railroaders
 12" scale, 1440 N. 6th St., Atchison, Sat. 10:00-4:00PM, Sun. 12:00-4:00PM. Information: Otto Wick 913-367-7536
- KS, Cherryvale All Scales**
Cherry Valley Model Railroad Club
 The Cheerryvale Bed & Breakfast, 420 N. Depot St., Cherryvale, KS, 68335
 Information: John R. Dhooghe, john@cvmrc.com
 Website www.cvmrv.com
- KS, Ellis HO Scale**
Kansas Pacific Model Railroad
 Ellis Museum, 911 Washington, 10:00AM. Lunch at a restaurant afterward. Information: Tom Robinson, rrailway@gbta.net
- KS, Frankfort**
Frankfort Subdivision
 416 W. 1st St., 10:00-3:00PM. Information: Joe McAtee, joem@bluevalley.net
- KS, Dodge City**
Western Kansas Rails N-Scale Layout
 10594 W. Briarwood Dr., Information: Robert Simmons, 620-521-3591
- KS, Great Bend N, HO, O, G, Standard**
Golden Belt Model Railroad Association. Meet first Tuesday of Each Month @ 7:30PM at the First United Methodist Church, Great Bend. Correspondence to 209 E 6th, Ellinwood, KS68526, Jim Loesch,

- KS, Hutchinson N Scale**
Kansas Central Model Railroad Club
 16 E. 3rd, Hutchinson, 11:00-4:00PM. Information:
www.kansascentralmodelrailroaders.org
- KS, Lawrence**
Lawrence Model Railroad Club
 Bridge Pointe Community Church, 601 W. 20th
 Terrace. Information:
www.lawrencemodelrailroadclub.org
- KS, Manhattan HO Scale**
Manhattan Area Rail Joiners
 420 Westview Dr, Manhattan, KS 66502
 Contact: Les Kuehne 785-587-0822
 Email leslie_kuehne@yahoo.com
 Website <http://www.trainweb.org/MARJ/index.htm>
- 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, 1:00PM. 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, 7:00PM. Information: Bob Wright,
 785-273-7835
- KS, Topeka F/G scale**
Northeast Kansas Garden Railway Society (NEKAN-GRS)
 1308 SW Caldon Street, Topeka, KS, 66611
- KS, Wichita HO Scale**
Wichita Model Railroad Club
 PO Box #48082, Wichita, KS, 67201
 eMail: WCMR1@cs.com
- KS, Wichita N Scale**
Kansas Area N-Trak
 2046 South Elizabeth Street Apartment #1306, Wichita,
 KS, 67213
- KS, Wichita**
Wichita Toy Train Club
 130 S Laura, Wichita
- KS, Wichita**
Wichita Area Garden Railway Society
 At member's home, Information: Nancy Marin,
nanmarin@att.net
- KS, Wichita All Scales**
Wichita Area Model RailRoaders (WAMRR)
 4323 West Maple Street Wichita, KS, 67206
 Contact: Lionel A. Smith, Jr., (316) 239-1174 or (816)
 518-9050: eMail: LionelSmith@hotmail.com
 Meets 2nd Thursday each month 11:30AM Spears
 Restaurant
- MO, Columbia HO Scale**
Columbia Area Model Railroaders (100% NMRA)
 Missouri United Methodist Church, 204 S Ninth St, or
 member's homes. Thursday Evenings at 6:30PM.
 Facebook: Columbia Area Model Railroaders; Contact:
 Marty Oetting, martyoetting@gmail.com
- MO, Jefferson City All Scales**
Capital City Model Railroaders
 PO Box #243, Jefferson City, MO, 65102-0243
 Email: pollocka@mchsi.com
- MO, 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.KCNR.com
 Meets 1st Wednesday each month at 7:00pm
- MO, Kansas City HO Scale**
Greater Kansas City Model Railroad Club
 Contact: Walter L. Ohrnell, 6060 NW Waukomis Drive,
 Kansas City, MO, 64153
 eMail: wOhrnell@kc.rr.com
- MO, Kansas City HO Scale**
Southern Kansas City Model Railroad Historical Society
 8600 Ward Parkway Suite 2030 Kansas City, MO, 64114
 Contact: Richard Boone Telephone: (816) 996-1534
 eMail: rBoone@traintown-kc.com
 Meets 2nd Monday each month 7PM Open house Sat. &
 Sun. 12 to 5PM
- MO, Kansas City N Scale**
Weekend En-gineers
 8600 Ward Parkway, Kansas City, MO, 64114
 Contact: Richard Boone: (816) 966-1534
 eMail: rBoone@traintown-kc.com
 Meets 3rd Sunday at 11:30AM
- MO, Kansas City**
Kansas City Narrow Gaugers
 Members Homes, Information: Dean Windsor,
On3@worldnet.att.net
- MO, Kansas City Standard, G, O, S, HO Marklin,
 HO, N, Z Scales and Wooden Trains**
Union Station Kansas City Model Railroad Society
 30 West Pershing Road, Kansas City, MO, 64101
 Contact: Ted Tschirhart, Telephone: (816) 816-3449
 eMail: 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, Mexico HO Scale**
Mexico Train Works Model Railroad Club
 415-B W Jackson Street, Mexico, MO, 65265,
 eMail: info@mexicotrains.com

Website: www.mexicotrains.com,
Facebook: <https://www.facebook.com/groups/754983012043978/>
Contact: John Johnson, 573-473-4928 or
rphjohn@hotmail.com

MO, North Kansas City N Scale

Missouri Northern Railroad Society, Inc.
PO Box #12591
North Kansas City, MO, 64116

MO, Odessa HO Scale

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

MO, Saint Louis N Scale

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

MO, Saint Peters HOn3 Scale

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

MO, Savannah G, O, HO Scales

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

MO, Springfield HO Scale

Ozark Model Railroad Association
424 West Commercial Street, Springfield, MO, 65803,

Info: <http://www.omraspringfield.org/contact.html>

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

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

NE, 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, 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



MID - CONTINENT
REGION

Region Resources

Online Division Libraries in the Region

Waiting at the Station

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

Gateway Division

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

Turkey Creek Division

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

Indian Nations Division

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

Remembering Chuck Hitchcock

Obituary courtesy of Cremation Society of Kansas & Missouri

Charles R. "Chuck" Hitchcock, of Prairie Village, Kansas, passed away Feb. 14 at the age of 88. A celebration of his life will be at 2 p.m. March 7 at Village Presbyterian Church.

Born April 23, 1937, in Kansas City, Missouri, to Chalmers and Geraldine Hitchcock, Chuck attended Roesland Grade School. As a young teen, Chuck worked for his father at Hitch's Garage, on Southwest Boulevard, where he learned to drive in the shop tow truck. He graduated from Wentworth Military Academy in Lexington, Missouri, playing football and basketball and earning his private pilot's license at age 16. He attended the universities of Colorado and Kansas, graduating as a Jayhawk in 1960 with a degree in business. He was a member of Delta Tau Delta fraternity, and a lifelong Jayhawks fan.

Chuck spent 30 years in commercial insurance with Thomas McGee and Sons in Kansas City, joining the partnership in 1968. He attended Dale Carnegie Training programs and taught Dale Carnegie classes for more than 25 years. He later served as general manager for the National Lubricating Grease Institute, an industry professional organization.



As an active member of the Village Church, Chuck served as a Stephen Minister, chaired two pastoral search committees, and was an Elder Trustee.

Anyone who knew Chuck knew his passion was model railroading. Chuck loved trains, mowing lawns to buy his first beloved Lionel models as a youngster. He became a gifted modeler and layout builder, whose work was well-known

across the country among those in "the hobby." He loved the Santa Fe Railway more than any other. Chuck was preceded in death by his parents, and by his daughter Sarah Susan Hitchcock. He is survived by wife Jennifer, son Douglas Hitchcock and wife Sonja, daughter Megan Hitchcock Smith and husband Ron; sister Judi Chubb; grandchildren Sam and Jana Hitchcock, Mia Knowles, Amber Bedrosian and husband Justin, and Jordan Smith and wife Morel, and great grandchildren Elizabeth Bedrosian, Bentley Bedrosian, and River Smith and several several nieces and nephews.

In lieu of flowers, the family suggests gifts to the Village Presbyterian Church, 6641 Mission Road, Prairie Village, KS 66208.

Photo by Matt Kasic