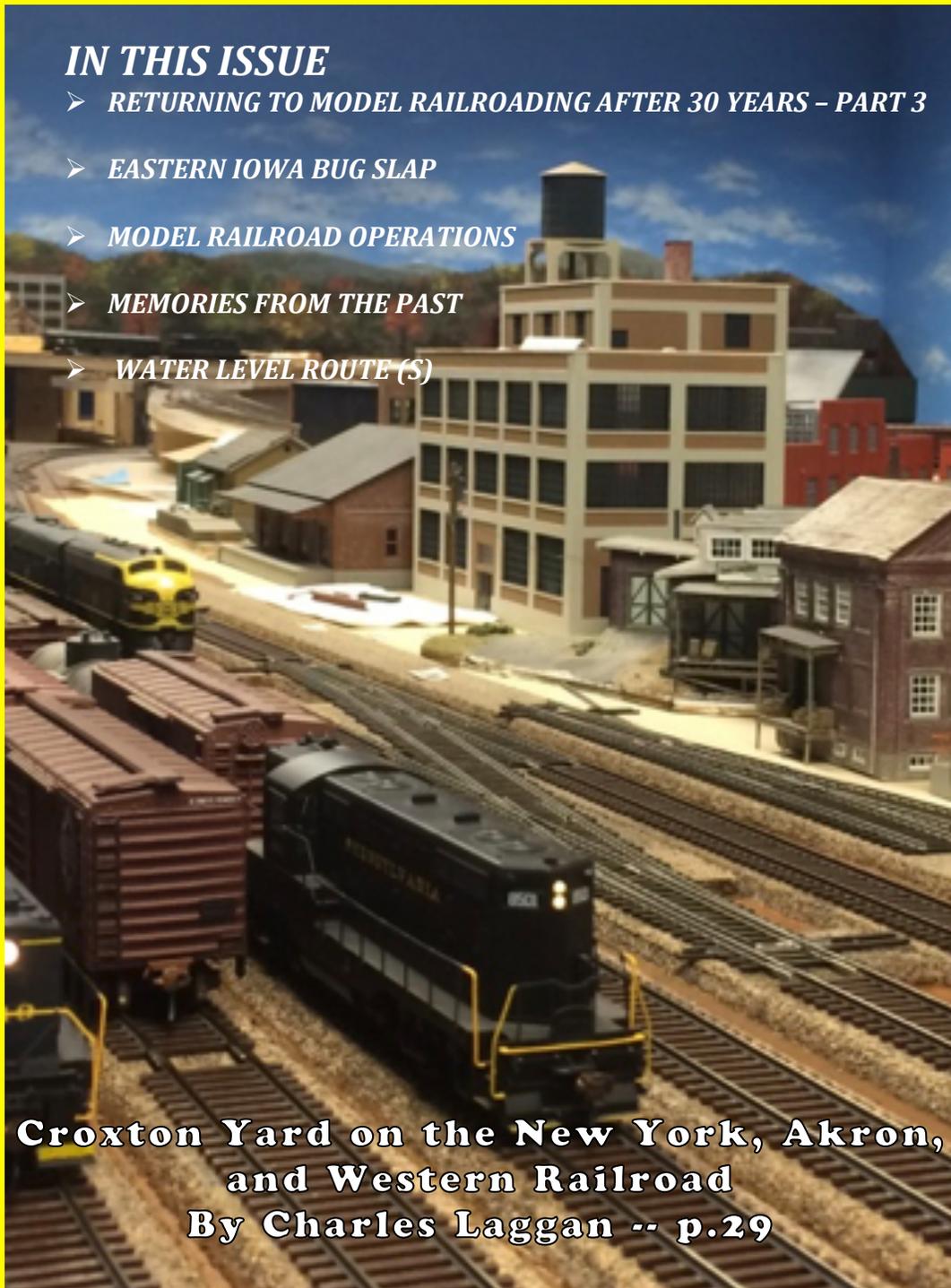


C A B O O S E

K I B I T Z E R

IN THIS ISSUE

- *RETURNING TO MODEL RAILROADING AFTER 30 YEARS – PART 3*
- *EASTERN IOWA BUG SLAP*
- *MODEL RAILROAD OPERATIONS*
- *MEMORIES FROM THE PAST*
- *WATER LEVEL ROUTE (S)*



**Croxtan Yard on the New York, Akron,
and Western Railroad
By Charles Laggan -- p.29**



Volume 70, Number 2

2nd Quarter 2020 April – May - June

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www.mcor-nmra.org



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Coming In The Next Issue

Bug Slap in Iowa Part 3

By Mike Barkhurst

Returning to Model Railroading Part 4

By Charles Laggan

Prairie Skyscrapers

By Robert Simmons

The **Caboose Kibitzer**® is the official publication of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA).

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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

<u>Issue</u>	<u>Due Date</u>
First Quarter	December 1
Second Quarter	March 1
Third Quarter	June 1
Fourth Quarter	September 1

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



The Head End

By Brad Slone, MMR, President MCoR
Happily Modeling the Frisco

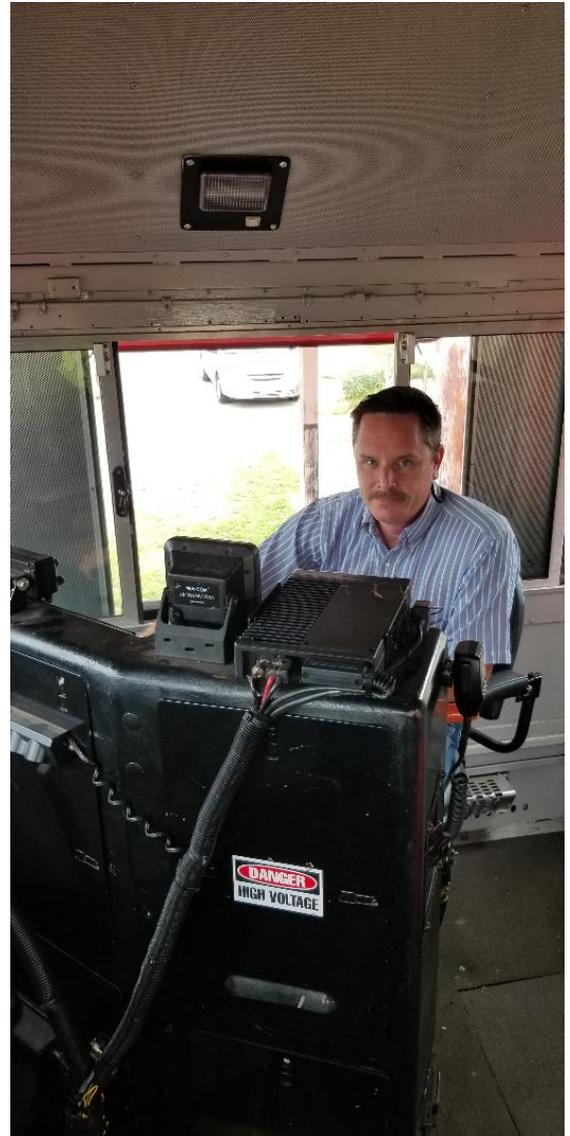
It's those little things...

I know that the winter months are typically modeling months. With all the nasty weather (we experienced firsthand at the winter board meeting), who wants to be outside any more than necessary? After all, it is far more enjoyable to stay in where it's warm and work on that railroad related project. I'm usually the very same way. But for some reason this winter, my best laid plans have not stayed on track but more often than not have stayed on the ground. For whatever reason, life has seemed to consistently steal from my railroad time. Even when I thought I would have a little time to spare, something always comes up.

It's not that my interest or desire to work on various projects has diminished. It's always in the back of my mind. The trouble is that is also close to the back burner. I have noticed something about these times. It seems like the longer a project has languished on my worktable, the harder it is to get back to it. Some of the same old excuses come into play: not enough time to really get anywhere; it would take me longer to figure out where I left off than to make any real progress. You get the picture – the list could go on and on. Trouble is, down time just seems to generate more down time to the point that just getting rolling again is as much the obstacle as anything.

I bought some scale lumber and started working on a project late fall/early winter. There was a while when I was really making some progress. It's during those times you really know you're getting somewhere – when you just can't wait to spend time on it to see what a difference in appearance it will make. Every time I went past my workbench it seemed to call out to me, wanting to be finished. In addition to the lumber, I had been working on some Sylvan Scale models resin vehicles. They take a little time to assemble but they're not particularly difficult to build. And they yield some very unique automobiles. When I got the urge to start with the lumber, you can guess where the vehicles were relegated to on the workbench.

The other night as I was walking past my workbench and, instead of the lumber calling out, the



vehicles did instead. At first I thought: "Oh, I don't really have enough time to make a difference." Then I thought, "Well I could put the tires on the wheels." From there I figured since I had made it this far, I might as well keep on going (Forrest Gump) and go ahead and put the wheels and tires on the frame. The next thing you know I had three

vehicles completed and ready for placement. But the thing I noticed more than the completed vehicles is that my desire has come back to see some of my other projects completed as well. Maybe it is time to get going on the lumber again or even dust of the oil distributor model I started back in the fall. Sometimes it's those little things that can get you rolling again.

So on to more important things than my rambling. Despite the inclement weather, we were able to hold our Winter Board of Directors meeting last January. Thanks again to John Fales for offering his office as an alternative meeting place when the libraries closed. Of all the things discussed, probably the most exciting for me was that there was approval for the Region, with the help of Gateway Division, to host a MCoR member reception/dinner Wednesday evening during the National Convention in St. Louis. It will be at the former MoPac Kirkwood Depot and will be the venue for our needed annual membership meeting. Right now we are planning to enjoy some of Whit Johnson's fine BBQ along with plenty of main line action right outside. If you are heading to St Louis for the national convention, be sure and put this on your to-do list after you have visited layouts all day.

Another piece of noteworthy news is that there has been approval by both the MCoR Board, as well as the Lone Star Region, to hold a joint convention in Tulsa Oklahoma in 2021. While this convention is in the early planning stages, it looks to be a great convention with two great convention committees working together. This looks like it could be a really great one and I'm already looking forward to it. That being said, we had some additional discussions about venues for the 2022 MCoR regional convention and beyond. If your Division or Area has been thinking about it, now would be a good time to talk it out with your group and have it ready for discussion at the summer Board of Director's meeting.

I mentioned in my last column that we were looking for someone interested in filling the Achievement Program Chairperson. I am

happy to announce that Craig Drenkow has been appointed to that position. Craig will have the assistance of Marty Vaughn so he should be up and running in short order. So, start working on those statements of qualifications.

A busy model railroading summer is shaping up. We've got all kinds of train shows coming up as well as all the events in St Louis at the National Convention. And, we have something new not too far to our south. The folks in Dallas will be hosting their first railroad prototype modeler's meet. [*Ed. Note: See Page 14*] If you have never been to one, you will see some of the best modeling you have ever seen at one place, as well as learn all kinds of prototype modeling information and techniques. So start working on models for the St Louis contest room so the folks can see the caliber of work we're capable of.

In the meantime keep your hand upon the throttle and your eyes upon the rail!

*Brad Slone MMR
Mid Continent Region President*

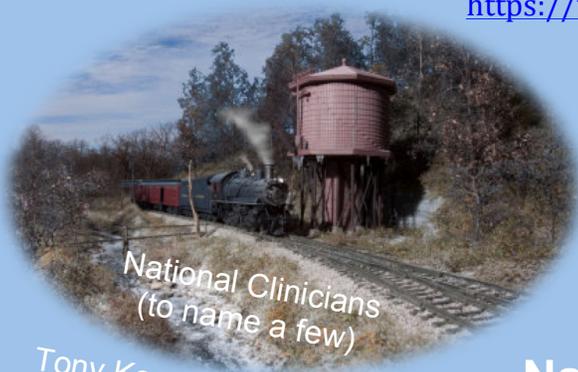




Gateway 2020

The National Convention will be held July 12-18 in St. Louis, Missouri

<https://www.gateway2020.org>



National Clinicians
(to name a few)

Tony Koester

Ken Patterson

Bill Neale

Michael Gross

Fred Headon

St. Louis Area Clinicians
(to name a few)

Dave Roeder

Gregor Moe

Randy Meyer

Held in Conjunction with
the
O-scale National
Convention



Clinics

Model Room

National Train Show

Silent Auctions

Special Interest Group

Company Store

Layout Tours

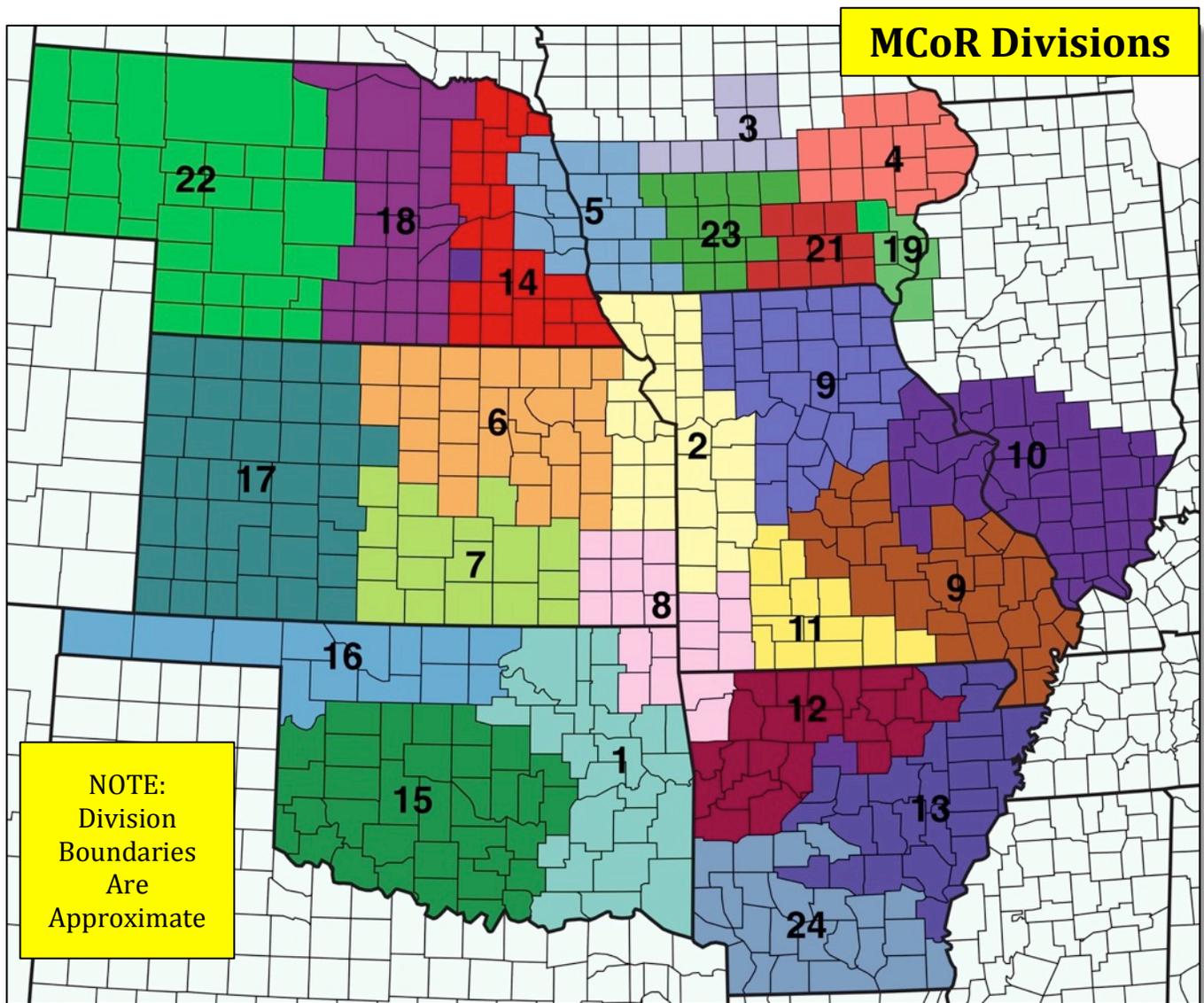
Prototype Tours

Non-Rail Tours

Project Linus



It is in our own back yard!!!



Division	Division/Area Name	Director	E-mail	Division	Division/Area Name	Director	E-mail
1	Indian Nations Division	James Senese	dir-2901@mcor-nmra.org	13	Little Rock Area	William Hobbs	dir-2913@mcor-nmra.org
2	Turley Creek Division	John Fales	dir-2902@mcor-nmra.org	14	Cowboy Line Division	Dennis Brandt	dir-2914@mcor-nmra.org
3	Kate Shelley Division	Richard Liebich	dir-2903@mcor-nmra.org	15	Oklahoma Hartland Division	Kurt Konrath	dir-2915@mcor-nmra.org
4	Eastern Iowa Division	Tony Bowen	dir-2904@mcor-nmra.org	16	Northern Oklahoma Area	--	
5	Western Heritage Division	Bruce Hochberger	dir-2905@mcor-nmra.org	17	Western Kansas Division	Robert Simmons	dir-2917@mcor-nmra.org
6	Kansas Central Division	Ray Brady	dir-2906@mcor-nmra.org	18	Platte Valley Division	Todd Petersen	dir-2918@mcor-nmra.org
7	Chisholm Trail Division	Phil Aylward	dir-2907@mcor-nmra.org	19	Illowa Rails Area	Michael Worley	dir-2919@mcor-nmra.org
8	Maple Leaf Area	--		21	Fallen Flags Division	John Rietveld	dir-2921@mcor-nmra.org
9	Central Missouri Area	Doug Whetstone	dir-2909@mcor-nmra.org	22	Nebraska West Central Division	Gene Tacey	dir-2922@mcor-nmra.org
10	Gateway Division	David Lowell	dir-2910@mcor-nmra.org	23	Great Midwestern Division	Whitney Johnson	dir-2923@mcor-nmra.org
11	Ozark Mountain Area	--		24	Southern Arkansas Area	--	
12	Northern Arkansas Area	--					

NMRA DIVISION MEETINGS (Note: See Announcement on next page)

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), 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 at 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: Trinity Lutheran Church, 14088 Clayton Road at Woods Mill Rd (Hwy 141), Ballwin, MO; Even numbered months: 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 railroading 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

Upcoming 2nd Quarter MCoR Division Events

Due to the Covid-19 Virus, events throughout the region are being cancelled. Be sure to check ahead of time to see if previously publicized events are still being held.

Of note are the Division meetings found on the previous page (page 7), this page, and the events listed on pages 9, 14, and 41-42.
Check ahead of time.



26th Annual Train Show

(Largest train show west of Lincoln and east of Denver)

SPONSORED BY THE NEBRASKA WEST-CENTRAL DIVISION OF THE NATIONAL MODEL RAILROAD ASSOCIATION

LOCATION: D&N EVENT CENTER

501 East Walker Road

North Platte, Nebraska

APRIL 18th AND 19th, 2020

HOURS: 9:00 A.M. - 5:00 P.M. SATURDAY THE 18th

10:00 A.M. - 4:00 P.M. SUNDAY THE 19th

ADMISSION: \$4.00 CHILDREN UNDER 12 \$1.00 (under 5 with paid adult free)

FOR ADDITIONAL INFORMATION CONTACT:

Gene Tacey P.O. Box 485, Sutherland, NE 69165 308-386-2489

Kansas Central Division NMRA (North-Central Kansas Area)



2nd Annual



Herington Railroad Days and Kansas Central Division, NMRA Meet

Saturday-Sunday May 2-3, 2020
Herington Community Building
800 S Broadway, Herington KS 67449

Operating HO and N Scale Layouts
Special *Silver Flyer* Abilene & Smoky Valley Railroad
Excursions

Lots Of Vendors

Drive A Locomotive

NMRA Tabletop Clinics

NMRA Sponsored Contests!!

Herington Historical Society Museum

Rock Island Mini-Train

Admission By Donation

Support The Herington Historical
Society And Museum



Cancelled

November 7, 2020: *Ballwin MO*; 2020 Fall Meet; Trinity Lutheran Church, 14088 Clayton Rd., www.gatewaynmra.org; Sponsored by the Gateway Division NMRA



Editor's Musings

By Ray Brady

Happily Modeling Union Pacific, D&RGW, and Colorado Midland

Your Caboose Kibitzer Editor recently saw the following article in the January issue of **Locomotive Today** and thought it relevant to the model railroad community. It appears there is a revolution underway in locomotive technology that we, as modelers, will have to keep tuned into.

January 15, 2020 *Locomotive Today*
(Reprinted with Permission)

Recently Seen on the Rails

News reports out of the Association of American Railroads [AAR] at their Transportation Technology Center, Inc. [TTCI] in Pueblo, CO indicate a joint venture is underway with the Japanese rail manufacturer TOMIX on a new High Efficiency, High Adhesion Locomotive. This locomotive is reported to be a mix of new technology energy sources and conventional slug technology.

It is reported that the new energy source is derived from the use of Lithium Metal Hydride [LiMH] battery technology scaled up to the demands of heavy locomotives in Class 1 long distance service. This demand poses a severe challenge because of the deep cycles, and because of the need for quick "refueling" of the battery – minimizing the down time when the locomotive is serviced. For the new approach to be effective, TTCI is designing the cycle time for charging the batteries to not exceed the current refueling time for conventional diesel power.

In addition, these new locomotives will be dual purpose. Slug truck technology is built into the locomotive so that it may be used with conventional diesels via connecting cabling. The excess horsepower from the parent locomotives can be used to charge the LiMH batteries in the new locomotive when the demands of the route assignment do not call for full horsepower from the main locomotives. This allows the conventional locomotives to run at base power full time, thereby maximizing fuel usage and reducing the number of life-limiting "cycles" associated with high-low-high power throttle cycles of the conventional locomotive, while at the same time allowing the excess power to charge the High Output locomotive batteries.

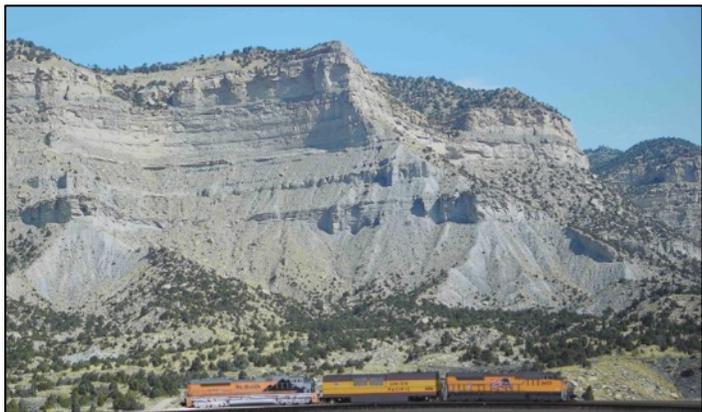
The trucks used under the hybrid will look very much like conventional 4-axle rolling stock as it rolls by. However, there are some significant differences with these trucks:

1. The wheels are reported to be high strength cobalt-nickel based material currently used in the turbine rotors in industrial gas turbines. This material allows for high rotational speeds and low radial growth in a harsh environment. Because these materials have allowed the industry to push the limits of the gas turbine designs to be lighter and more efficient, this material is being rolled over to the rail industry and will lead to smaller diameter wheels. This will allow a given torque on the axle to exert higher traction forces at the wheel-track interface. This was the case with the 2-8-8-2 Mallet steam engines back in the early 1900's when they were introduced into coal drags on mountainous grades. They exhibited excellent slow speed performance on steep grades. But unlike these earlier steam engines, higher speeds are possible because of the new wheel alloys and the lack of pounding of the rails caused by the steam engine's rods. This was also the principal used by the 13" and 14" automobile tires in the 1970's and 1980's. Unfortunately, automobile tires were not able to stand up to the higher rotational speed and increased temperatures that were produced. So the auto industry has reverted back to 18-20" tires.
2. Also, the traction motors are newly patented designs that use super-conductor technology that allows the overall package to be significantly smaller than conventional traction motors for a given torque capability. Thus, the super-conductor technology compliments the reduced diameter wheel technology mentioned earlier.

Taken together, the trackside observer will be hard pressed to recognize that the trucks are powered.

Also of note is the low body clearance with the rails as seen in the pictures that follow. The aerodynamics of the locomotive is much improved by the low clearance body. This lesson was learned from the reduced drag (and hence the demonstrated reduced fuel burn) for the intermodal cars currently in use in transcontinental service. This concept is also being copied by the trucking industry with the skirts seen on so many trailers on the nations highways. It will also allow for increase train speed for a given fuel burn.

Some observant industry watchers have actually seen the prototype test vehicle in action at various points around the Plains and Mountain States. While testing is centered in Pueblo, the prototype has been seen running on Union Pacific rails in Topeka KS in front of the Great Overland Station. It was coupled with one of the UP's heritage units trailing with another EMD SD70Ace unit leading. Of note is that the UP seems to think the technology had merit as the test locomotive has been painted in UP



colors and assigned locomotive 9991.

It has also been seen in the mountain states in the company of other UP power. Seen below is a consist heading upgrade westbound on ex-D&RGW tracks at Helper UT. The D&RGW heritage unit is trailing.

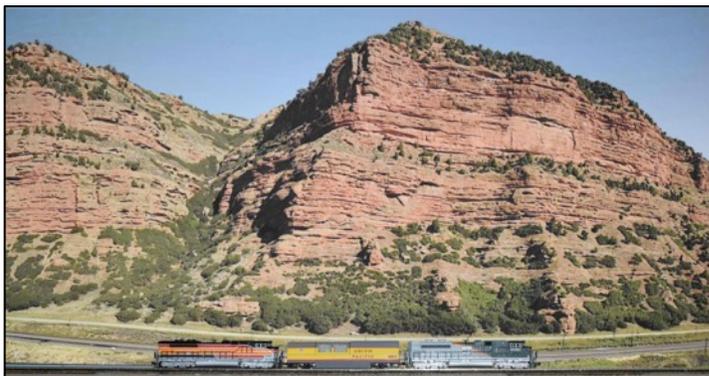
It has also been seen in Echo Canyon UT just outside Ogden heading east. Two Heritage units are moving the consist east up the canyon.

Oh yes! The new high tech locomotive has also harnessed a very efficient vacuum technology to allow the locomotive to clean up the area around the rails along the right-of-

way. A powerful vacuum has been fitted to the underside of the locomotive to allow trash and debris to be picked up as the unit moves around the system. With the public clamoring for reduced recyclable trash released into the environment, and with the significant amount of other debris always found on the right-of-way, this new locomotive will allow the nation's railroads to increase their "green" footprint.

So there you have it. New Technology heard and seen around the system! Stay tuned for more about the High Efficiency High Adhesion Locomotive (He Ha!)

Happy April !





The Last Ride

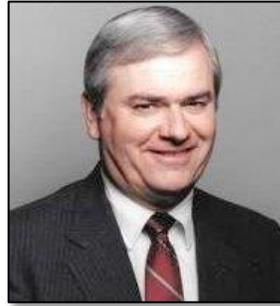
In Recognition of Those NMRA Members That Have Passed



Richard (Rich) Velten passed away on December 29, 2019. Rich was a long-time NMRA and Gateway Division member serving as Paymaster for the past eight years and Fall Meet chairman.

Rich was also Mr. Fix-it. If you had an engine that didn't work, needed a new decoder, or needed to be upgraded from DC to DCC, Rich was your man.

Rich's passion was trains. He was a member of the Model Railroaders at the National Museum of Transportation and a major contributor to the Holiday Model Railroad display. He operated the museum's antique trolleys and maintained the gates for the Museum Miniature Railroad. Rich was an active member of the Boeing Railroad Club and past president and former treasurer of the Kirkwood Model Railroad Association.



James Anderson passed away on February 8, 2020. He was a Gateway Division NMRA member. He had a passion for trains and enjoyed model railroading.



Fred D. Dugger, 72, and Diane K. 'Ane' Dugger, 70, died together on April 2, 2019 in an automobile accident. Fred enjoyed model trains, and was a member of Kansas

Central Model Railroad Club.



Robert Hoover, 69, passed away April 12, 2018. He was a member of the Chisholm Trail Division. He was a past Director of Chisholm Trail in the 80's as well as a big Frisco fan and a fan of the circus.



New Members

By Whit Johnson, MMR
MCoR Membership Chairman

Turkey Creek Division

Linda Ilgenfritz
Thomas Meserole
Sam Ninemire
Dennis Reineke
Brad Skaith

Western Heritage Division

Todd Bergantzel
Jim Magill

Chuck Olbertz

Kansas Central Division

Mike Rodriquez

Chisholm Trail Division

Charles Monckton

Maple Leaf Area

Jane Mitchell
Rocky Naff

Central Missouri Area

Noel Fennessy
Joseph Klein
Barry Simpson
Lee Walser

Gateway Division

Steven Brawley
James Creason
Shu D'amico
Raymond George
Michael Homewood
Joann Kargus
Rick Kargus
Family Kehm
John Krieg
David Leach

Jeff Leavell
John Marshall
John Martin
Rick Ragsdale
Bruce Renison
John Russell
Scott Sorrell
Dale Suhrenbroc

Cowboy Line Division

Juliana Johnson

Oklahoma Heartland Division

Michael Pelletier

Great Midwestern Division

Rod Henshaw



2019 Achievement Awards

By Craig Drenkow, MCoR AP Chairman
and

Marty Vaughn MMR Asst. MCoR AP Chairman

MMRs Awarded

Indian Nations Division

Edward Bommer MMR on 2/18/2019

- Civil Engineering - 11/14/2018
- Structures - 9/9/2010
- Scenery - 9/9/2010
- Association Official - 6/24/2009
- Motive Power - 10/16/2001
- Author - 10/1/1998
- Cars - 10/1/1998

Turkey Creek Division

Shelden Levy MMR on 1/1/2019

- Cars - 1/1/2019
- Volunteer - 2/25/2011
- Structures - 8/13/2010
- Scenery - 8/13/2010
- Author - 4/6/2009
- Civil Engineering - 4/23/2007
- Electrical Engineering - 4/23/2007

William Scheerer MMR on 1/24/2019

- Cars - 1/24/2019
- Structures - 8/20/2018
- Scenery - 8/20/2018
- Civil Engineering - 2/24/2015
- Chief Dispatcher - 2/24/2015
- Volunteer - 2/24/2011
- Electrical Engineering - 10/16/2010

Achievement Program Awards

Cowboy Lines Division

Craig Drenkow

Official - 1/24/2019

Eastern Iowa Division

Todd Summers

Cars - 11/12/2019

Volunteer - 11/12/2019

Gateway Division

Gregor Moe

Structures - 11/12/2019

Kate Shelly Division

Douglas Harding

Structures - 8/27/2019

Electrical - 8/27/2019

Official - 8/27/2019

Maple Leaf Area

James Hogben

Motive Power - 11/12/2019

Turkey Creek Division

Gregory Ohlmacher

Cars - 1/24/2019

Andy Luchen

Volunteer - 9/8/2019

Western Heritage Division

James Lorhan

Scenery - 12/8/2019



Motive Power



Cars



Structures



Scenery



Prototype Models



Civil Engineer



Electrical Engineer



Chief Dispatcher



Official



Volunteer



Author

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Schedule listed
on website.

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Your equipment & you receive**

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WHEN the equipment is sold**

My service area includes the MO
Area East of Columbia, MO & the Illinois
Counties that border the Mississippi river
Adjacent to the St. Louis area

**Questions call HANK at
1-314-520-6920**

Email: hkraichely@sbcglobal.net



You are Cordially Invited to the First Ever
**Red River Railway Prototype
Modelers Meet**

Modular Layouts, Craftsman Displays, Clinics, Manufacturers &
Layout Tours

For the modelers who recreate the prototype
Bring your favorite railroad models to display

Saturday, June 27, 2020
10:00 AM-6:00 PM

Forest Hill Civic Center
6901 Wichita Street
Forest Hill, TX

Admission \$20

Presented by the Texas Railway Modeling & Historical Society,
And the Cowcatcher Division of the National Model Railroad Association

TRMHS.org

Facebook: Red River Railway Prototype Modelers Meet



Sponsored in part by PolyPrinter
Polyprinterfab.org

Featured Vendors



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Chisholm Trail Division

Phil Alyward

Cowboy Line Division

Craig Drenkow

Eastern Iowa Division

Tony Bowen

Gateway Division

David Lowell

Kansas Central Division

Chris Heinsohn

Oklahoma Heartland Division

Kurt Konrath

Turkey Creek Division

Greg Ohlmacher

Western Heritage Division

Bruce Hochberger

Western Kansas Division

Robert Simmons

Associate Editors - The Yard Crew

MMR/AP Chairman

Brad Morneau

Membership Chairman

Whit Johnson

Operations Column

David Heinsohn

Switch List Manager

Louis Seibel



Board of Directors Meeting Summary

Mid-Continent Region – January 11, 2020

Ed Note: The meeting was held on a Saturday with freezing rain and snow. Hence the attendance was small.

Brad Slone called the meeting to order at 9:24 am. In attendance: Brad Slone, Robert Simmons, John C. Garavaglia, David Lowell, Phil Aylward, Rob Neises, Kurt Konrath, John Fales, Doug Whetstone, Ryan Moats (by phone). Proxies: Ryan Moats holds proxies for Bob Folkmann, Whit Johnson, and Todd Petersen. Brad Slone holds a proxy for Jim Senese. Quorum requirements have been met: 19 board members and 4 officers * 1/3 = 8 required) 3 Officers and 5 board members in attendance with 4 additional proxies being held.

Last train ride: Gary Mills, Ozark Mountain Division; Paul Evans, Turkey Creek Division; Tim Stout, Gateway Division; Paul Myers, Turkey Creek Division; Philip Rader, Little Rock Area; Don Ayers, Gateway Division; Richard Velten, Gateway Division; Fred Duckert, Nickerson, KS.

Motion to dispense with the reading of the minutes by Kurt Konrath; second by David Lowell. Motion to dispense carried.

Brad is still working to re-define Areas and Divisions. In addition to the open slots listed, there are some directors that have been incommunicado. Therefore, we may need to consider how we define Areas/Divisions to improve the representation of members in areas that don't have any at this time.

Director reports in provided package.

2019 Convention Report – Rob Neises: Convention feedback from attendees has been generally positive. Final tally was 73 meals and 72 attendees. Convention cleared \$3400. Had some post snafus with the hotel with respect to the agreement - all settled! Bottom line for future conventions: keep on top of hotel

agreements and reach out to the Region convention department and the Region lawyer if questions arise as there is a wealth of collected experience within that department.

Staff Appointments: Brad Slone has been in touch with Brad Moreau and he wishes to step down as region AP chair. Craig Drenkow has expressed interest in assuming the position. As Craig has some health issues, Marty Vaughn has volunteered to work as region assistant AP chair to help Craig learn the ropes. One aspect of the region AP chair is to handle in-house evaluations – this creates a rather large travel responsibility for the regional AP chair. Marty has proposed that the larger communities come up with a regional deputy AP chair to help with this.

Hank Kraichely was resigned as the CK advertising position. There is an open question about what to do with any revenue derived from selling advertisements in the CK. Brad floated a proposal to allow hobby shops and vendors for free, with the proviso that they provide a discount for NMRA members. Doug Whetstone moved over from the RMR a couple of years ago and reported on a member that was a retired hobby shop owner. This owner refused to grant discounts as they ate into his slim profit margin. This anecdote was seconded. Rob Nieves asked if there were entities that are still owed “time” in the CK from previous issue gaps. Brad will take the task of checking with Louis and Hank to see if such entities exist. A proposal to offer free advertising in the CK (boundaries permitting) for brick and mortar entities within the region boundary was drafted for review and reconsideration in the Summer BOD meeting.

2020 St. Louis Plans (Reception and BOD meeting): This year's national convention is in St. Louis the week of July 13-20 and the Gateway Division is encouraging participation with the organizers of the national convention. Given

what happened with Kansas City in 2018, Brad wants to avoid a repeat of the region not having a presence there. As the national convention is awfully busy, the proposal is to hold a reception in St. Louis at the Kirkwood Depot during the evening when the self guided LD-sig layout tours are held. The reception would include dinner and drinks and hold the needed membership meeting and present regional awards, but would not include the BoD meeting which would be scheduled for Saturday – other details to be worked out with the national convention team. Discussion continued about the financials around the Kirkwood facility and how to split the cost between the region and the Gateway Division. Motion offered to set aside a not-to-exceed \$500 for a regional event at the national convention in a partnership of Region and Gateway: Kurt Konrath proposed, Robert Simmons second. Motion passed.

Proposed 2021 Joint Convention with Lone Star Region: Brad and Whit have been in discussions with members of the Lone Star Region for holding a joint 2021 convention in Tulsa, OK. Jim Senese has been part of the discussions, but some reticence remains to be addressed that is being worked by Brad and Whit. What is necessary at this time is that the BoD grant permission to enter into discussions. David Lowell moved that we pursue a Joint 2021 Convention with LSR (Kurt Konrath seconded). Motion carried.

Future Conventions: Need to start canvassing Divisions/Areas for future conventions.

Achievement Program Report: AP report provided in the package.

Membership Department Report:

Membership Department report provided in the package.

Webmaster Report: Webmaster report provided in the package.

Treasurer's Report: Treasurer's report provided in the package.

Region Car Report: No regional car sales in the last six months. Discussed using the remaining cars for door prizes or future auctions. Discussed potential new future projects.

Other New Business: Discussed about how to set up a contest or AP model evaluation as part of the Oklahoma City train show. Proposal to work with Craig/Marty to get that set up.

Due to the weather, question about why we don't use a conference call – the point of these meetings are to encourage the face-to-face interaction. National supposedly has the capability to facilitate video conference calls and Brad will look into the possibility of using this in the future. Thanks to John for allowing us to use his office as a fallback and for setting up the prior evening operation session.

Ryan made a call for content for the web site and CK with the idea of sending video links to Ryan for the web page and written content to Ray for the CK.

Doug Whetstone brought up the discussion of boundaries between divisions and areas with direct respect to the situation within the Central Missouri Area. Discussion branched into how to create new divisions and the difference between divisions and areas.

Motion to adjourn meeting by Doug Whetstone and seconded by Phil Aylward.

Meeting adjourned at 11:30 am.





Eastern Iowa Division's Bug Slap By Mike Barkhurst Happily modeling the White Pass and Yukon Route

In the last Caboose Kibitzer, Mike discussed building the Defot Depot. In this article he discusses building the Sand House and Bucket Crane, and Pete's Garage.

I rode the White Pass and Yukon Route in late September of 1982 on a passenger car platform from Whitehorse, Yukon Territory to Skagway, Alaska. It is one of the most unforgettable memories I have. Unknown to me at the time, it was the last train to run on the railroad for several years.

I model the White Pass and Yukon Route, but in an alternate reality. In my alternate reality, the White Pass went ahead and completed its planned line to Fort Selkirk and expanded with several branch lines to various ore producing areas.

One of those ore producing areas is Defot, British Columbia. Also, all the equipment that was shipped up to the White Pass during WWII was not all returned to the lower 48 for scrapping, but was retained and used on the various branch lines. Therefore, Defot B.C. will have passing through it White Pass pre-war steam, ex-D&R.G. K-28's, ex-C&S 2-8-0's, an old 4-6-0 that can still be fired up, and all kinds of rolling stock. In the last issue of the Caboose Kibitzer I discussed building a model of my Defot Depot. In this issue of the Caboose Kibitzer I will discuss building the Sand House and Bucket Crane, as well as Pete's Garage for my layout.

Sand House and Bucket Crane

My next structure after the depot in Defot, B.C. was a sand house and bucket crane. The idea for this structure came from a "Dollar Model Project" featured in the September 1969 issue of MODEL RAILROADER. You remember those, along with the "Build This In One Evening" projects. They always seemed to cost me more than a dollar, and take longer than a single night to build. I had saved the article in my "build this sometime" file for possible projects. So, over the next forty plus years, I have come across various versions and different kinds of sanding structures to add to the file.

I picked this version of the sand house and bucket crane knowing it required a couple of men to perform the function of filling the sand domes of the steam engines. Servicing steam engines is man-hour intensive so there will be plenty of men around to get the job done. I redrew the plans in S-scale (**Figure 1**) and changed a few dimensions to accommodate modular construction.

The sand house and sand storage box sub-assemblies were

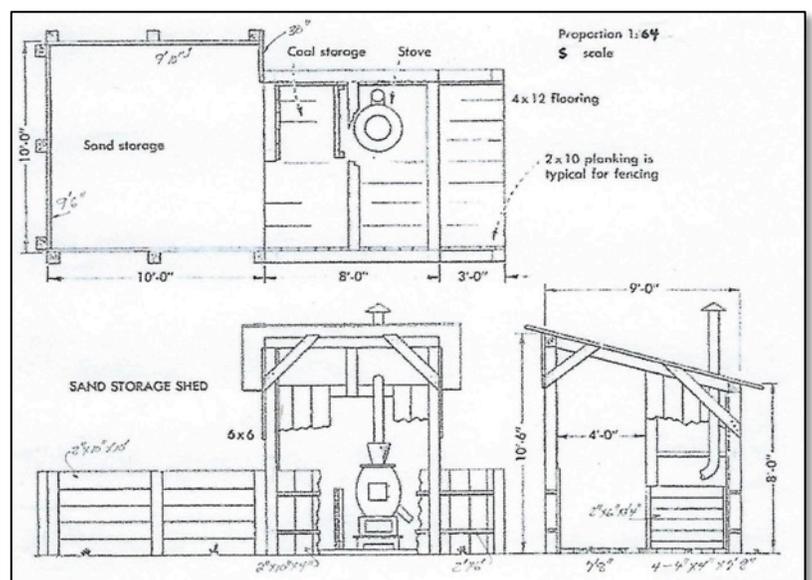


Figure 1

constructed first. I measured and pre-cut all the pieces in scale size (**Figures 2 and 3**). I stained them with a mixture of non-waterproof black drawing ink, black burnt umber, raw umber acrylic craft paint, and water. Then they were stressed with a razor saw, wire brush and/or ink eraser. I used a DVD case lid, with a few tabs removed, to keep the sub-assemblies and structure square during construction. I lay the pieces on the lid and secure them to each other. If the pieces stick to the lid, I used too much glue. You don't want the judges to see any glue. I use "Elmer's Glue All; Extra Strong Formula" and apply it using the point of a sewing machine needle. After the sub-assemblies were completely dry, a mixture of black leather shoe dye and isopropyl alcohol was lightly applied by spray bottle.

Before the roof was constructed, the area around and under where the potbelly stove was to stand was charred by a BIC lighter to simulate the effects of a very hot stove on the surrounding wood structure (**Figure 4**). The fuel bunker was supplied with kindling and coal for the stove along with the coal bucket and scoop that I scratch-built from wine bottle seal material.

The sand dryer was constructed on a potbelly stove from Rio Grande Models LTD

(**Figure 5**). The round bottom tub is the cut off lower half of an electrical twist connector. The inner tube is a section of a mechanical pencil. The smoke stack and sand fill tube are rolled wine bottle seal material. I roll the material as tight as possible around a wood cotton swab stick or

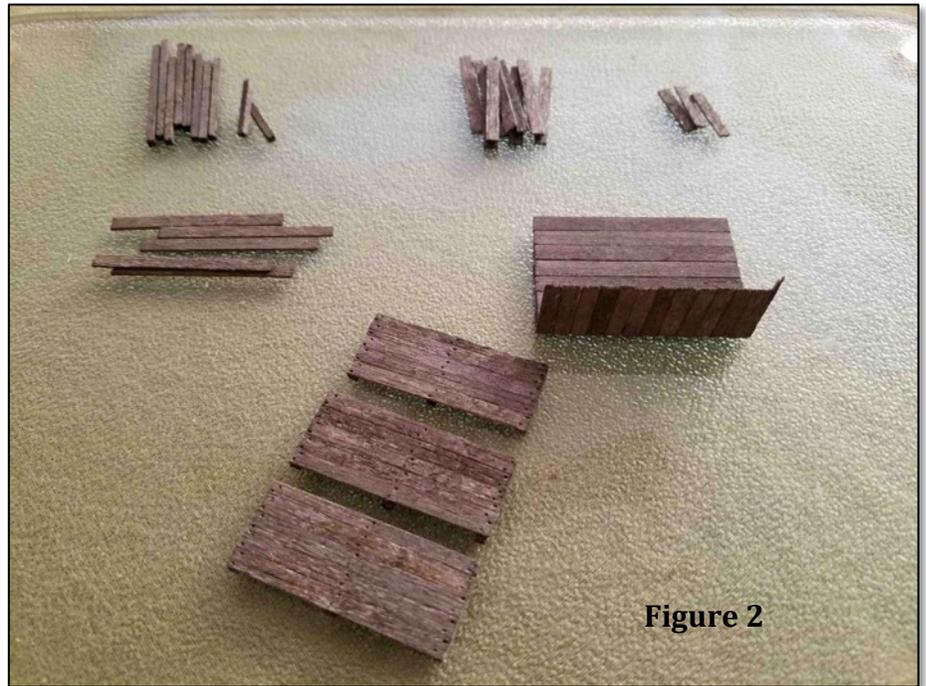


Figure 2

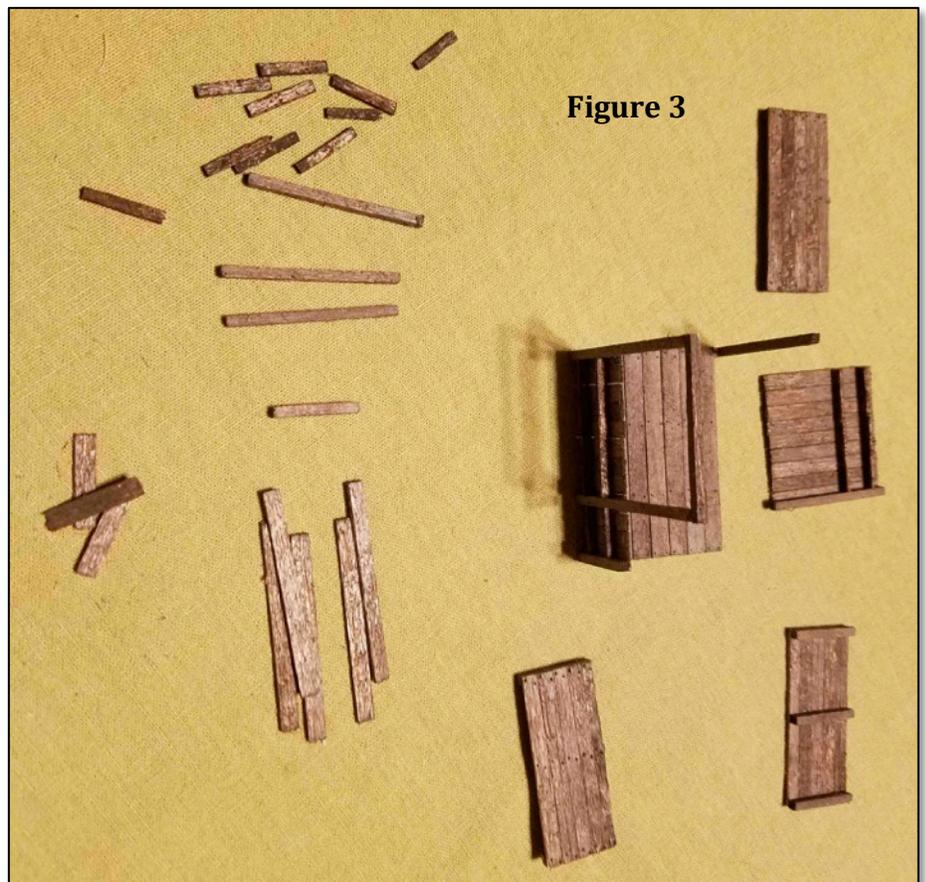


Figure 3

metal rod and then, using a new #11 blade, cut down length-ways through the two layers to the stick or rod. I then carefully remove the tube form and use CA glue on a pinpoint applicator to secure the seam.

The sand box was added to the sand house and then the sand mound was built. Six to eight layers of 3/16 scrap balsa wood pieces were formed into a stack and glued together. After being pressed and dried for a couple of days, I roughed out a corner shape to be covered with "sand." I wanted it to look like it sloped down from the back corner to just below the floor as you enter the dryer. I used an aggressive file, coarse sandpaper, and an X-acto knife to fine-tune the form to fit inside the sand box.

I applied the "sand", which is SceneArma "snow," to the form. I did this by spraying it with super water, then 50/50 Elmer's and water, then watered down flesh color acrylic paint. While the surface was still wet, I sprinkled the "sand" over the form. After a little drying time I sprayed the form with a mixture of black shoe dye and alcohol to simulate coal dust and soot from the locomotives sitting next to the sand house.

When the form was damp just a little more "sand" was applied. After a two day drying time the form was applied to the sand box. A syringe type applicator was used to put the 50/50 Elmer's/water in the corners and wall edges so more "sand" could be added to the sand box so it would look like the sand was over flowing the box.

"Sand" was applied to the horizontal boards inside the box to appear as if the box was full over the top at one time. Then I sprayed black leather shoe dye/alcohol mixture over the complete box area. Just before this dried, I sprinkled a little "sand" on the lower part of the "sand pile" where

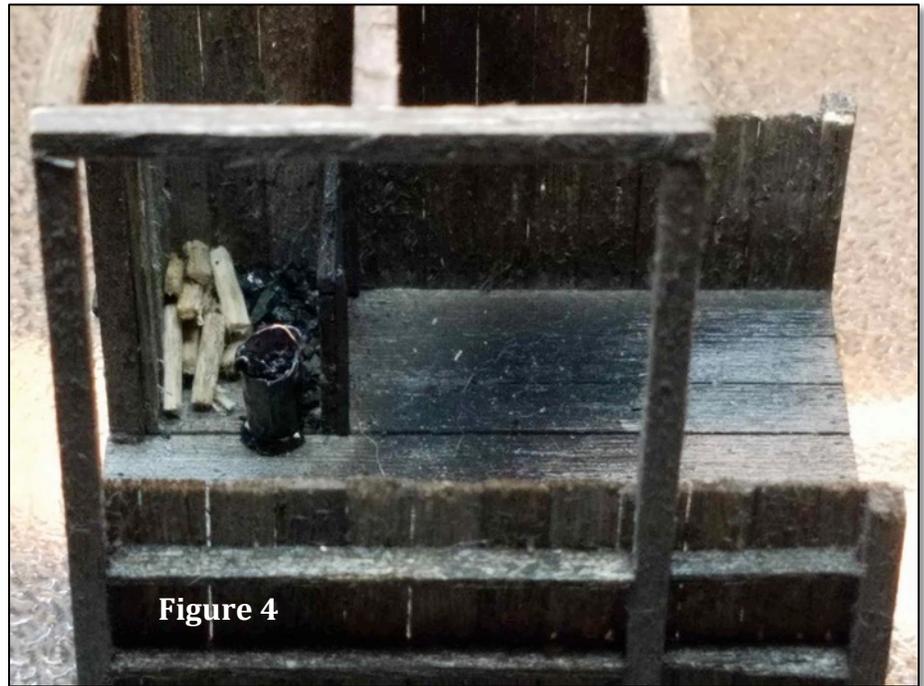


Figure 4



Figure 5



the clean “sand” would be exposed as it was shoveled into the dryer. **(Figures 6 and 7)**

The bucket crane **(Figure 8)** was fairly easy to build except for the gearbox that raises the platform. All the wood pieces were pre-cut, weathered and stressed the same manner as the sand house. I used scrap pieces of gutter guard that I picked up all round my house after installation, flattened the metal out, and cut it to use it for plate reinforcement on the beam, joist and around the pulleys. I used all kinds of nut, bolt, and washer castings on all of the reinforcement plates, strapping, wood beams, and bulkheads. Holes were drilled for all the nut, bolt, and washer locations. The platform lift and joist pulleys were made from butane lighter parts.

The thumb flipper disks **(Figure 9)** were glued together with a spacer in the middle for the cable groove and internal brass tubing parts were cut and used as the bearings. I used brass nut, bolt and washer castings for the axles.

The gearbox used to raise the platform was also made from butane lighter parts **(Figure 10)**. I picked out as many small to large gear looking pieces so as to develop a torque advantage for the hand crank. I drew up a little

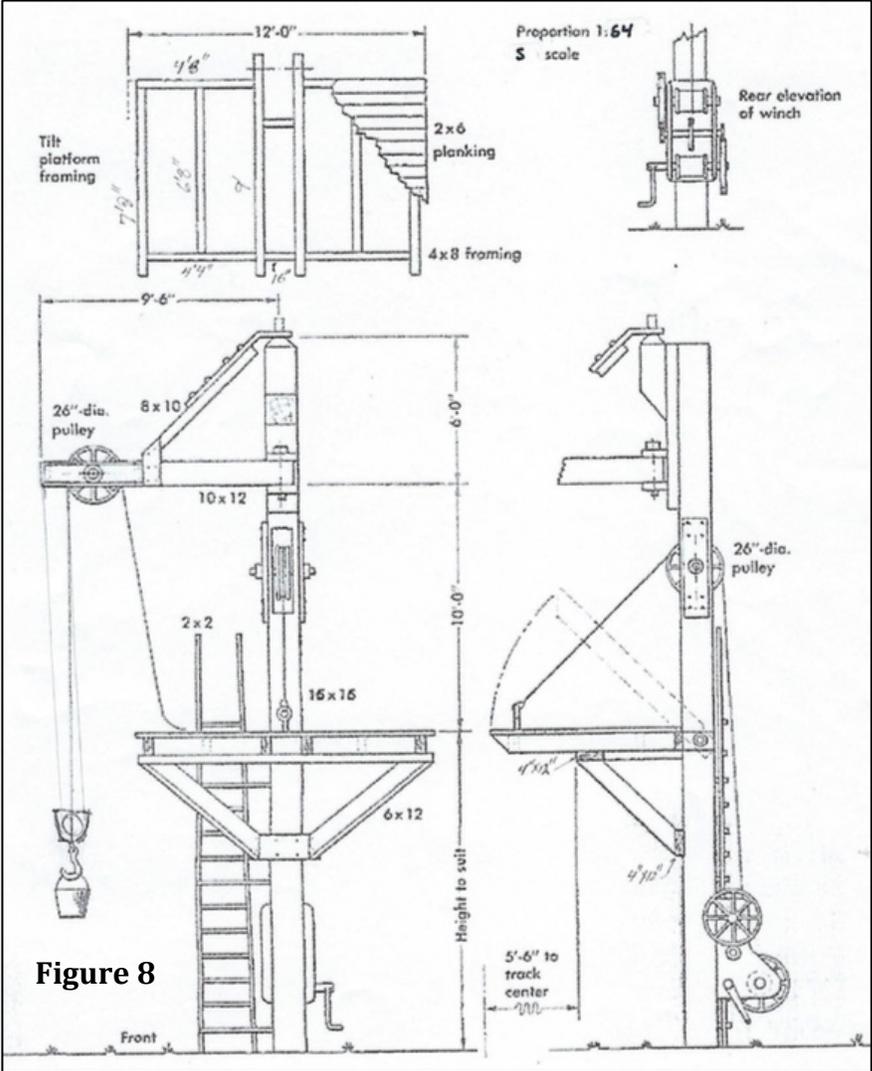


Figure 8

sketch for the placement of the parts.

The pieces were mounted on the two halves of the gearbox and brought together (**Figure 11**). I added cranks with handles for fast and power lifting of the platform. A little rust (acrylic burnt sienna) and grease (black enamel paint) show up in different areas.

The bucket pulley system was built as a modified gun block and tackle. This would make it easier on the crew hauling up the 50 pound buckets of sand to the platform and then on to the engine. The movable block was made from a folded piece of gutter guard with butane felt filter disks glued together and used as the pulley. I used a little chain from the junk box to lift the platform with the gearbox. I used sewing machine thread as the rope for the block and tackle. I built a ladder to the platform, constructed a few buckets with sand, and a broom to clean up the area. The sand house and bucket crane presented to the judges.

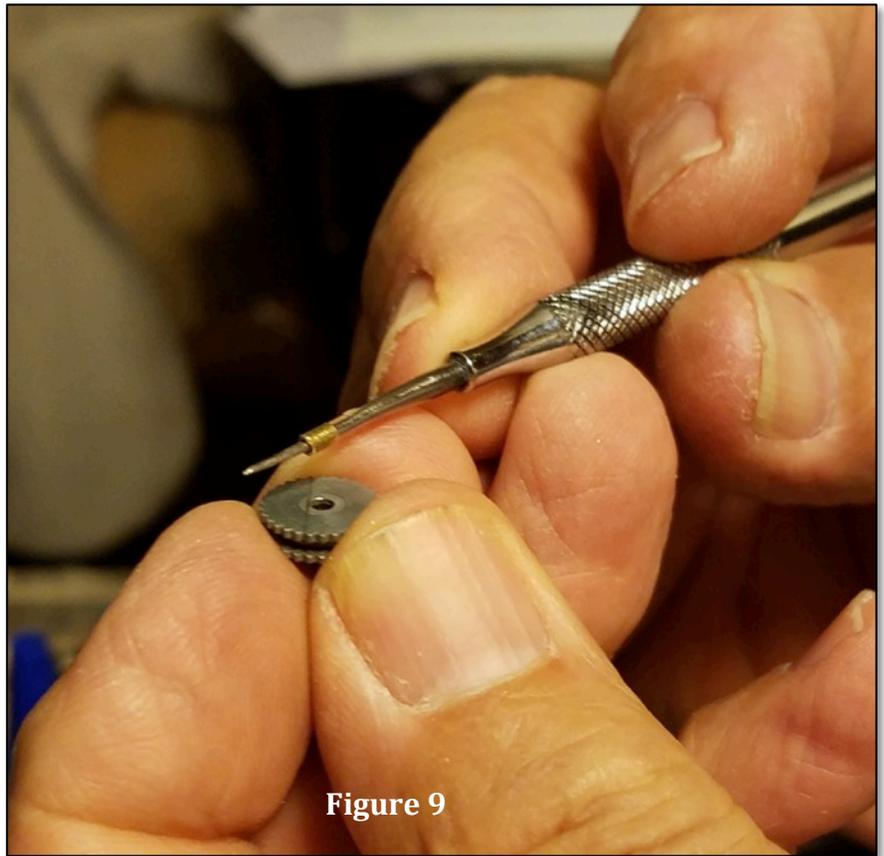


Figure 9

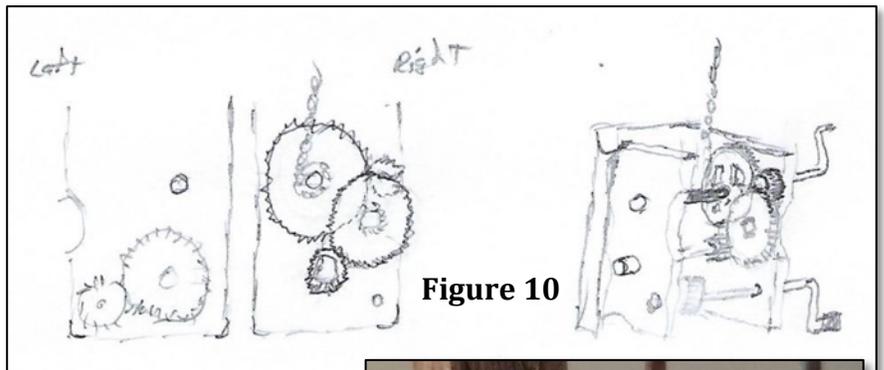


Figure 10

Pete's Garage

In my short tenure in model railroading, mostly with HO scale, I had built numerous rolling stock kits and even a couple of motive power kits. The structures I used at that time were the standard plastic kits like the good kits from Revell. The few craftsman kits that were available then were beyond my price range. When I moved into scratch building, I stayed with rolling stock and motive power. I tried my hand at duplicating some of John Allen's structures that appeared in Model Railroader. My short venture into scratch-building structures failed miserably. I remember my Dad remarked that the only structure that looked good was the outhouse! I went back to the plastic stuff.

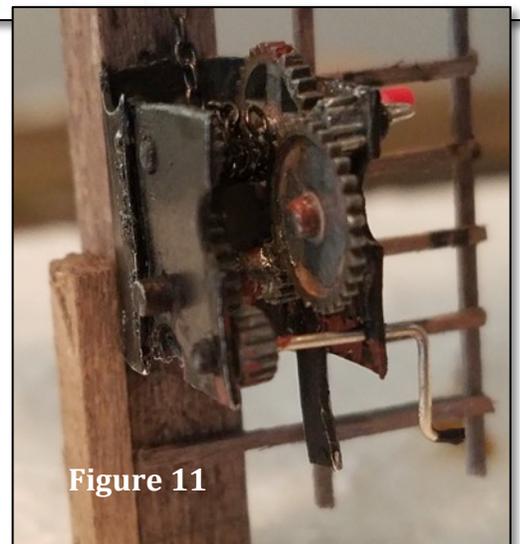


Figure 11

Somewhere along the time-line the narrow gauge bug bit me. HO narrow gauge was an enjoyable challenge to say the least. There were plenty of Denver & Rio Grande rolling stock and motive power kits to keep me happy. And there is no shortage of material in the media on anything about the D&RG. When I returned from Alaska and was stationed at Great Lakes, I went to a hobby store in Rockford, Illinois. I saw the Rio Grande Models, LTD Sn3 D&RG Reefer kit I had seen advertised in the hobby magazines. When I opened the box, I went down hook, line, and sinker. That was the first of many, many Sn3 kits acquired. I gave ALL my standard and narrow gauge HO items to a friend that was just starting in the hobby. I have my scale! Over the years more manufactures are jumping in on "S" scale with all kinds of kits for rolling stock, motive power and.... structures.

I had started using the skills I developed building my rolling stock and motive power kits to scratch-building structures. I took a long time to build anything I started. Research, drawings, and thinking time of "how do I do this" can chew up months and sometimes years. I am getting older and the idea of a finished layout could use a little help to speed it up. Maybe a kit or two would help speed things up.

I had looked at several of the craftsman kits available in "S" scale. I have read in NMRA articles about Master Model Railroader requirements that the only real difference between a scratch-built structure and a craftsman kit is that the kit supplies you with all the parts.

That's not the only difference. I scratch-build items because I like to build from scratch my own way. Not someone else's. Therefore the first structure kit I

purchased was as basic as basic could be. That way I had more leeway to modify and change the structure to what I wanted and maybe taking a little less time to build.

Pete's Garage kit (**Figure 12**) fit the bill. The Railroad Line Models 'E-Z BUILD' laser-cut kit was the basic beginning I wanted. You can check out their website at www.railroadlinemodels.com

I purchased Pete's Garage and a couple of other promising structures about three years ago and immediately put them on the storage shelf. I had to think more about it. And besides, I was still working on scratch-building a turntable, freight/passenger station and cleanout rack.

Structure kit building was new to me so I read anything I could find on structure building kits. After about the third article, I read the directions for Pete's Garage. Ten minutes later I had read the directions for the kit about five times and I was ready to start. The kit's construction



Figure 12

material is made of paper, thin wood with adhesive backing, and layered paper glued together that is laser-cut and produces very fine edges. I painted the pieces while still on the sprue, being careful not to get them too wet from the acrylic paint. After a little drying time to the point where the parts were not smudging paint, I pressed them between layers of parchment paper until completely dry.

I followed the rest of the assembled instructions except for the door. I didn't like the closed door on the front of a garage. So I decided to make the doors a double, folding door with one door slightly open. After all the sticky pieces of the door was put together, I used a new # 11 blade and cut completely through and down the middle of the door and across the top two panels. Then on the right side of the very left panel, I cut between the two panels just down to the first sticky layer to allow the fold to swing out. Next on the backside of the left panel I cut down the right edge, the side next to the wall. Now the door could be folded out so the structure looked more "in use".

I made pull handles for the folding doors and a doorknob for the people door out of Bad Order wire. I moved one of the lights over the people door. I scratch-built a gutter and down spout from wine bottle seal material and applied it to the back wall.

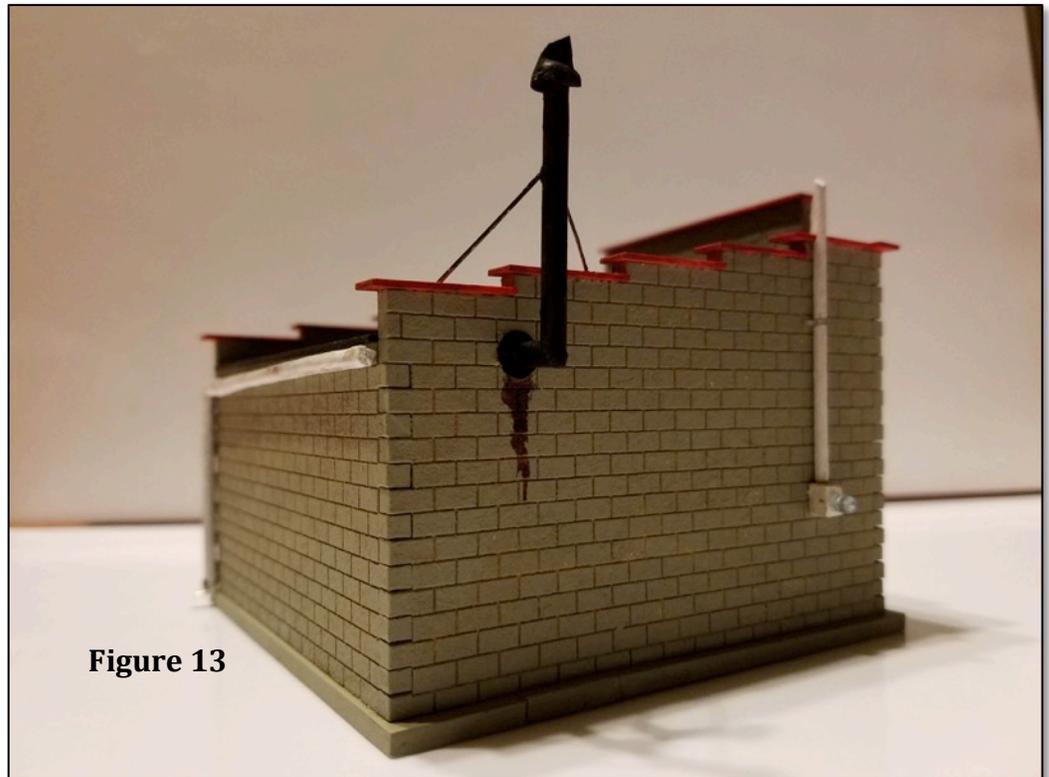


Figure 13

I constructed a power junction box with drop conduit and meter to the left side by the front. The junction box is a scrap piece of wood painted white. I cut off the head of a blue LED and used it for the meter face. The drop conduit is a piece of scrap plastic tubing. What structure in Northern British Columbia wouldn't need a way to provide heat for the occupants? I made a stovepipe with wine bottle seal material and made the supports from resistor lead wire. I added the stovepipe unit to the sidewall near the rear corner. I also decided I wanted the bottom of the walls to sit on a foundation. I formed the foundation out of the leftover spruce pieces from the wall structure. This also provided a floor where the door was open. I applied more black leather shoe dye with alcohol for weathering over the complete structure.

Pete's Garage is now ready for the judges.



Memories from the Past By Craig Drenkow Happily Modeling the a Freelanced BN/BNSF

I was recently looking at something on the Internet and came across information about a group restoring a Milwaukee Road Diesel. If you don't have the Internet, you should go out and get it. It is filled with all kinds of information – some good and some garbage.

That story stirred up memories of those days at my Grandparent's house. When I was a young boy I spent many hours watching the Milwaukee Road operating next to my Grandparent's house. My two brothers and I would drop everything when we heard the horn of the diesel coming.

Before she passed I can remember my Mom talking about her three little sons running out and watching and counting the cars of the passing trains. Fast forward from the 1960's to the 2000's. Now this son is building a railroad empire in his basement. But I digress...

The memories I had from those early rail-fanning days were that the engines were "F" units. That is all I could remember about those engines.

I got on the Internet and went to a site called *RailPictures.Net*. It is an amazing site if you have never been there. You need to check it out. *RailPictures.Net* allows you to sort through their pictures several ways. I was able to sort by "Milwaukee Road" and "F Unit" and brought up pictures of the Milwaukee Road F units. I was fairly sure that the units were either F3's or F7's.

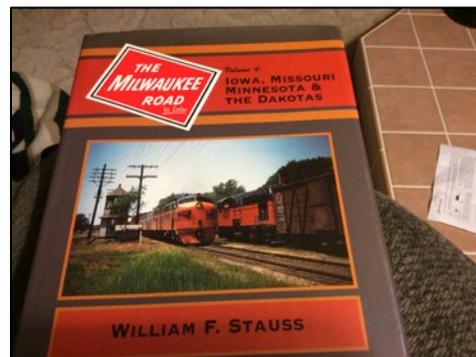
My next step was to pick two pictures that were good images of the 3's and 7's and send them to my brothers with the question of which engines were the ones that went by our Grandparent's house.



I have two Brothers! I got two answers!

I replied to each of them that I guess we would never know for sure what the engines were and planned to leave it at that. Almost immediately I received a reply from one of them with a picture of a Milwaukee Road book about Iowa, Missouri, Minnesota and the Dakotas, and the statement that he thought they were F7's

Just like that I had the answer to my question. So thanks Brothers, I'm glad I have you and hope my questions brought back some good memories for you.





Resources In The Region 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”



The Rear View Recent Division Events and Activities In Pictures



Chisholm Trail Division

Chisholm Trail traveled to the Turkey Creek Division’s Train Show and Layout Tour in September. Read more about it here:

http://www.mcor-nmra.org/Divisions/Chisholm_Trail_Division/2019_Sep_Oct.pdf

Eastern Iowa Division

Eastern Iowa Division held their fall meeting on October 26, 2019. Read and see more about it here:

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

Indian Nations Division

The Indian Nations’ *Division Point* publication included September Highlights, Tips and Techniques, and Show and Tell. Read and see what is happening here:

<http://www.tulsanmra.org/dp/DPNov19.pdf>

Turkey Creek Division

Turkey Creek Division’s November 2019 *Lightning Slinger* has an extensive article on “first generation trucks” by Larry Diehl. Read and see more about them here:

http://www.tc-nmra.org/TC-Library/LS_2019-11.pdf

Western Heritage Division

Western Heritage’s November 2019 meeting highlights include clinic pictures on chain link fence making and show and tell of cabooses and MOW. Read and see more here

<http://whd.mcor-nmra.org>



What are Model Railroad Operations

By David Heinsohn

In the last issue, Ross Boelling took us through the finer point of Interlockings. I hope you enjoyed his knowledgeable discussion. This time around, I'm going to go to a much simpler subject: "What are model railroad operations?" I'll include some information and links to some explanations of some of the simple bits of operations, as well. Much of this will be my view on the subject, and like everyone's view, it's clouded by my experience.

If you have a simple circle or oval of track (**Figure 1**), or even a more extensive bit of track that lets you continuously run a train or two, welcome to the hobby! That can certainly be fun. For some modelers, that's as extensive as they want to get in moving a train. They love building buildings, bridges, scenery, rolling stock, or locomotives. Watching their creations with the motion of a moving train is their satisfaction. Great!

For others of us, having that train do something more than run around quickly is important. Some of us like to solve "puzzles," like "How do I get that car where it's supposed to go?" Others put up with the puzzles to get a feel for modeling a railroad. That is to say, doing the business like prototype railroading. Very few 1:1 scale railroads only go around a loop, and those few that do are tourist roads.

Railroads are in business to make money for the owners (stockholders). To do that, they usually move something – freight or people – from one place to another and get paid to do it. People can be let out almost anywhere and they load and unload themselves. At some of the tiny passenger stations of the past, the conductor might just put a step down to let passenger off with no other infrastructure to be found. But freight does not load nor unload itself so special tracks are needed to keep the mainline clear. So, In **Figure 2** we've added that first bit of special track, a stub track to load and unload some freight.

Once you have a stub track and decide to put a car on it to simulate loading or unloading some freight, you're doing **operations!** You might decide to set your car out to be loaded, run the rest of your train around the oval five times and pick the car up. Fine! For me, it is more fun than just running the train around the oval. There is of course MUCH more that you can do.

One obvious problem with the single stub track siding, though, is that it makes no sense to load and unload something at the same siding. Goods are moved from a source to a destination. A destination for one product might be a source for the next product. As an example, cattle move from the range to a processing plant. Then our T-bones move from the processing plant to the meat

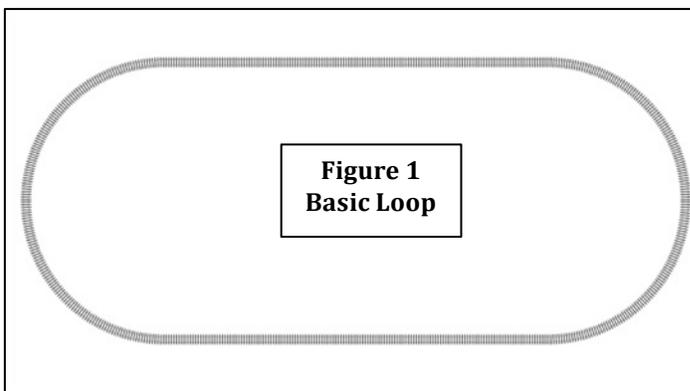


Figure 1
Basic Loop

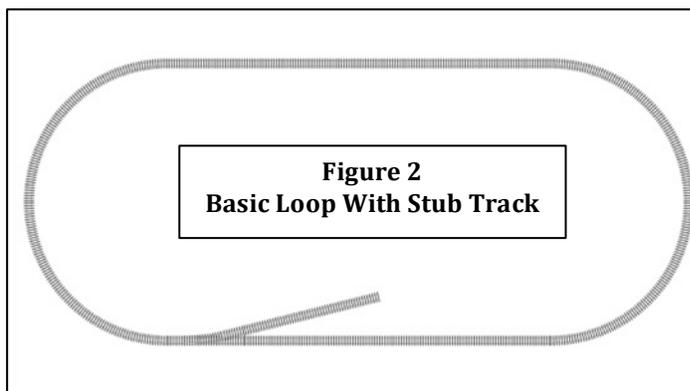
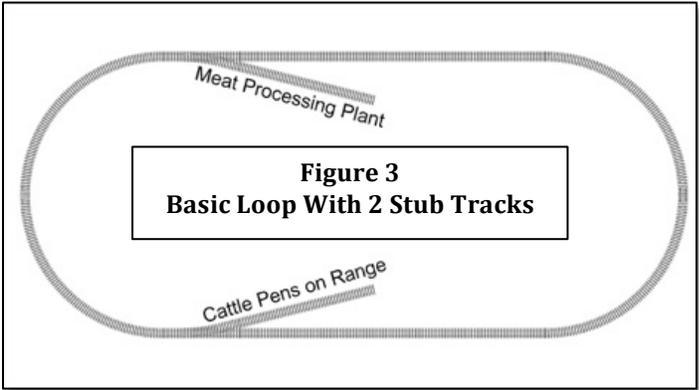


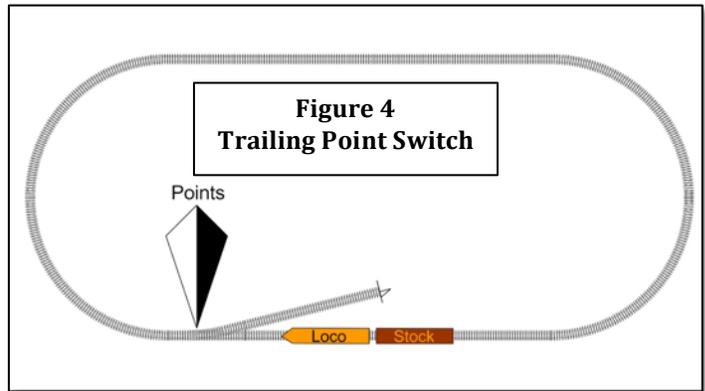
Figure 2
Basic Loop With Stub Track

market in our city. In any case, we need another siding to improve our operations. **Figure 3** shows our oval with two stub sidings.



Some of you can see we have a problem. Depending on which way our train is running, we can't get a car into one or the other of the stub sidings without having our locomotive getting stuck in the siding. **Figures 4 and 5** show the problem using our original one stub siding oval. This is the difference between trailing and facing point sidings.

As you can see from **Figure 4**, as the locomotive passes over the turnout, it will be able to back (shove) the stock car into the siding and depart. This is called a trailing point switch. It's the easy one.



In the case of the facing point switch (**Figure 5**), if the loco pulls into the stub siding to drop the stock car, it can't get out to go on about its other business. Unless this is the end of the shift for the locomotive and crew, this is not a good thing. For all practical purposes all facing point situations must be turned into trailing point situations for stub-ended sidings. That can be done with a run around track, or the stub siding can be made into a double ended siding. There are some cases where turning a stub into a double ended siding was done, but mostly it's not practical. Thus we have the run around track shown in **Figures 6-8**.

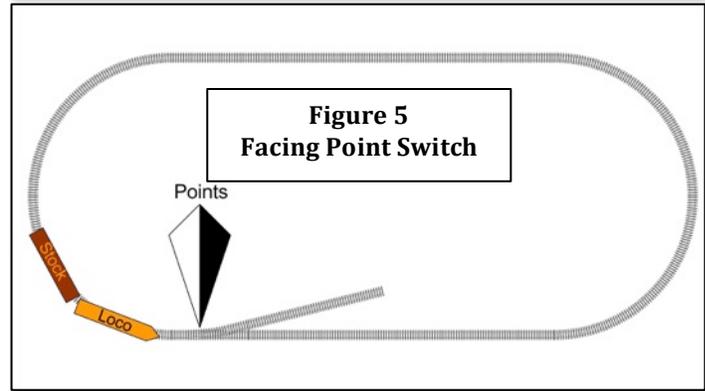


Figure 6 shows our train approaching a facing point situation. In this case the railroad

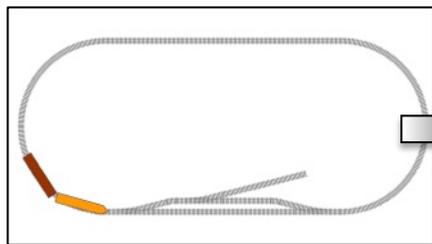


Figure 6
Approaching a Facing Point Stub Siding with a Run Around

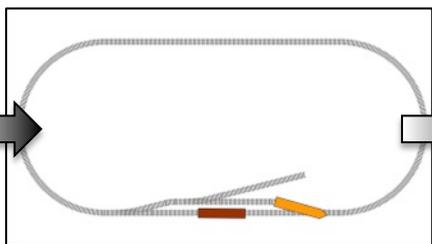


Figure 7
Running Around the Car To Be Shoved Into the Siding

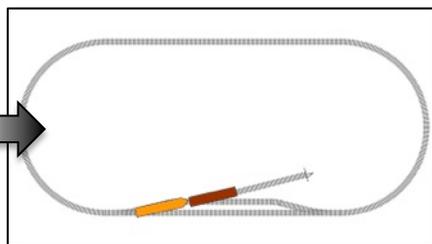


Figure 8
Shoving the Car Into the Stub Siding

conveniently located a run around track adjacent to the stub siding. In reality a crew might have to go find a run around track some distance from the facing point siding. In **Figure 7**, the crew

dropped the car destined for the stub siding, proceeded with the locomotive beyond the run around track and is backing around the dropped car. In **Figure 8** the locomotive now has a trailing point situation to shove the car onto the stub siding and back out. This operation could have been done with many more cars behind the locomotive, moving an entire train around the car to be dropped.

Finally **Figure 9** shows a double-ended siding. In this case the train can approach from either direction, drop a car and continue.

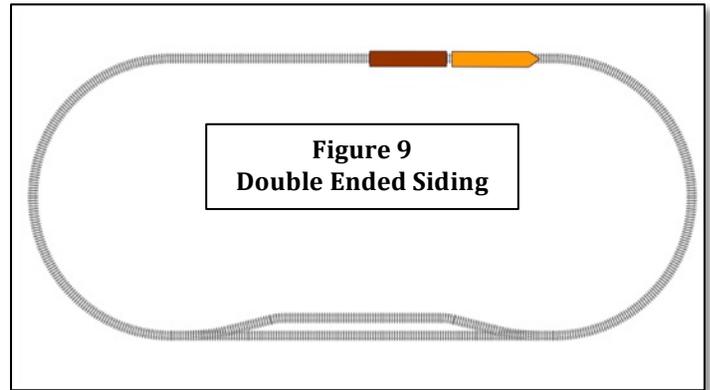
Below are links to a couple of other explanations of facing and trailing point operations. The first is an Edu-Train PowerPoint presentation with all the speaker's notes included. You'll have to be logged into the NMRA website to access it as it's a member's benefit. That's ok. If you're getting the Caboose Kibitzer, you're a member. The second is a Model Railroader Magazine article on the basics of car switching.

<https://nmra.org/edutrain/basic-model-railroad-operations-dick-roberts>

<http://mrr.trains.com/how-to/track-planning-operation/2019/12/the-basics-of-car-switching>

Next time we'll take a look at why your non-model railroad buddies give you blank looks when you hand them a throttle and expect them to figure out a facing point move. Or perhaps why you get jittery knees when someone suggests you operate an extra on their Time-Table-and-Train-Order pike. [I get those jittery knees myself in that situation.]

Happy Operations!



Dispatcher to OpSIG Publication No. 2, you're ...

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Returning to Model Railroading (Part 3)

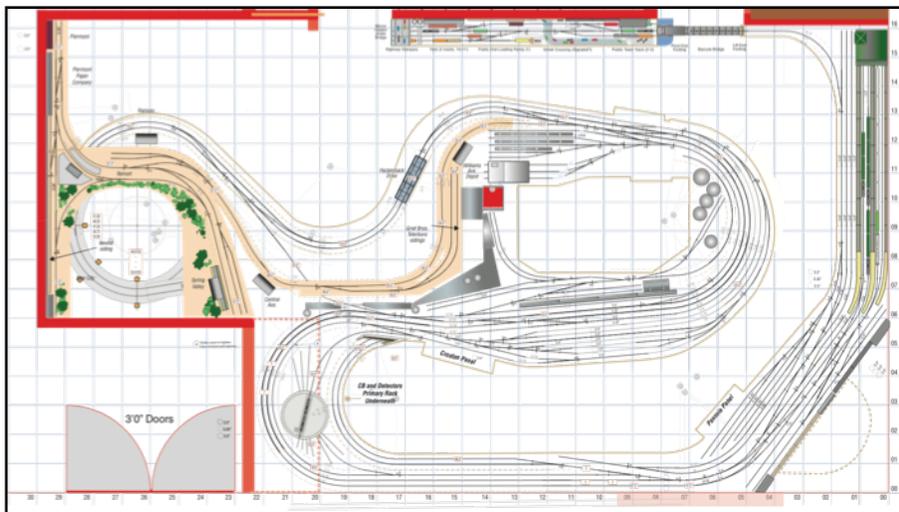
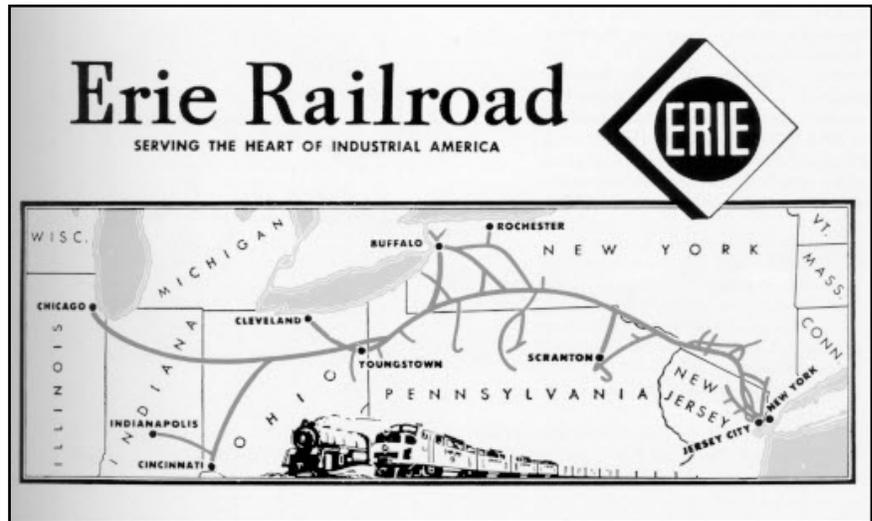
By Charles Laggan

Happily Modeling the New York, Akron, and Western Railroad

Overview and Update on Construction of the New York, Akron & Western Railroad.

The NYA&W loosely depicts the Erie Railroad that was a major Trunk Line carrier operating between New York City and Chicago 1832-1960 when it merged with the Delaware, Lackawanna & Western to form the Erie-Lackawanna Railroad. Through successive mergers, much of the Erie's trackage is still operated today by CSX, Conrail, Norfolk Southern and many short line railroads. A map of the Erie in the early 1950s is shown below.

My NYA&W is a double level HO scale railroad designed for 3-6 hour operating sessions with up to 12 people (a copy of the upper level plan is shown below). Design was completed in the summer of 2015 and construction began in September 2015. The layout occupies a 16' x 30' dedicated room and features a double track main line running from the Jersey City Passenger Terminal in the east to Dearborn Station, Chicago in the west. A computer-based signal system on the main line, 1500' of Code 83 track, 179 Walther's turnouts (115 of which are remotely controlled) and over 300 rail cars and engines facilitate train operations. Trains are controlled by NCE-DCC wireless communications.



During a typical operating session, NYA&W will operate both freight and passenger trains simulating a condensed 12 hour period of Erie Railroad operations. Freight operations will consist of several Road Freights between 51st Street Yard in Chicago and Erie's major eastern freight terminal at Croxton Yard in Jersey City, NJ with pick ups and set offs en route. Local Freights will operate on three

New Jersey branches (the Northern Branch, the NJ&NY Branch, and the New York Susquehanna & Western Branch (an actual Erie Railroad subsidiary)).

Interchange of freight cars with other railroads will be made at Jersey City NJ, Binghamton

NY, Akron OH, and Chicago IL along NYA&W's main line. Trains from other railroads will operate over NYA&W moving to/from a hidden staging area simulating the exercise of "trackage rights" real railroads utilize.

Passenger operations will consist of operating up to 6 New York-Chicago long distance trains such as the Erie Limited and a robust commuter operation on the east end of the NYA&W on the Main Line and all 3 branches. Up to 18 short commuter trains will be operated.

Approximately 30-40 prototypical industries located on the NYA&W will be served each operating session by Road, Local, and Yard crews using Switch Lists and Waybills. Operations will be purpose-driven, moving rail cars between interchange with another railroad and industry just like the real railroads in the U.S. have done for over 180 years. Realistic operations tell the story of the key role railroads play in the U.S. economy.

Structures being built are a combination of kits, both scratch built and custom. The large Victorian Passenger Terminal at Pavonia Ave, Jersey City (pictured at right) that was the hub of Erie's large North Jersey commuter operation for over 60 years is being scratch built using the original 1887 building plans. Most of the passenger depots on the branches will be fashioned from historical pictures of the actual depots.



The era being modeled is 1955 so locomotive power will be mostly first generation diesels similar to that shown in the picture below. However, since 1955 was just a couple short years after the Erie discontinued using steam engines,

you never know when a steam engine might appear on the NYA&W.

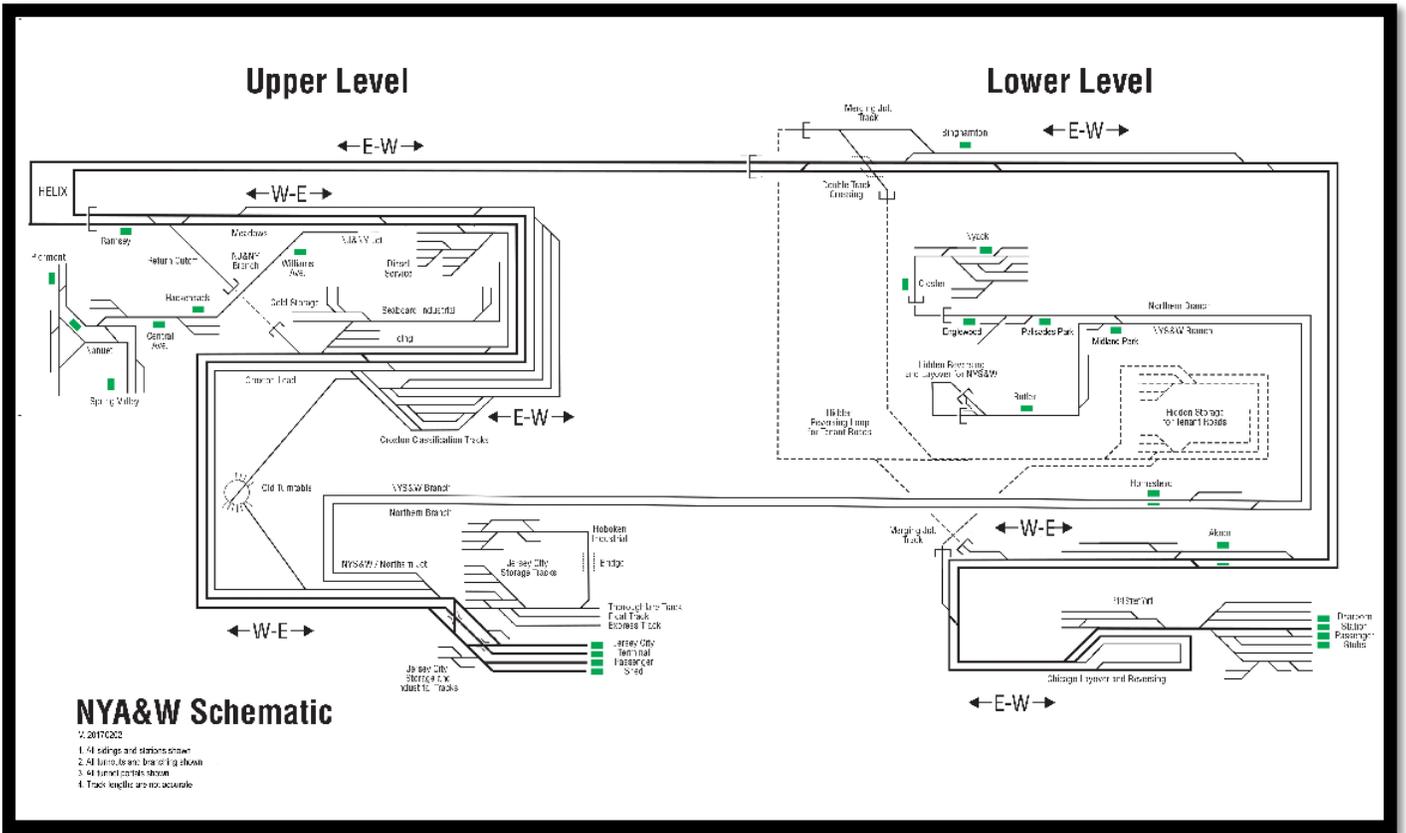
The layout is owned and under construction by Chuck Laggan in Hot Springs, Arkansas. Chuck retired in 2015 from a 49-year railroad career that started on Erie Lackawanna, so design and operations were influenced by his personal experience.

Two of Chuck's



most important design criteria for this layout were (1) that it be purpose-driven so people get the feel of what a real railroad actually does and (2) that operations are arranged in such a way to insure that guest operators have fun.

Chuck can be reached at 501-547-7383 to schedule a time to visit or get on the list to operate.



Pic 1: 6/1/15 - Completed Train Room but before expansion to accommodate NYA&W plan.



Pic 2: 6/9/15 - Woodshop on other side of Train Room wall before expansion of Train Room.



Pic 3: 6/19/15 - Demolition of common train room and shop accommodates train room expansion.



Pic 4: 9/5/15 - Construction of helix begins.



Pic 5: 11/4/15 - Helix complete, in place, and benchwork for the Northern Branch begins.



Pic 6: 11/8/15 - Benchwork continues with sections fabricated in the shop in the next room.



Pic 7: 11/19/15 - Sub-roadbed over frame construction begins using 3/4" solid core plywood.



Pic 8: 11/25/15 - Grandsons Hunter, Jaryd, and Connor help test train operations on the helix. All switches are by Walthers. #8 is main line minimum.



Pic 9: 12/14/15 - First mini operating session with visiting staff and residents from local homeless shelter.



Pic 10: 1/16/15 - Temporary DC system for test trains running. NCE wireless DCC system installed Feb 2017.



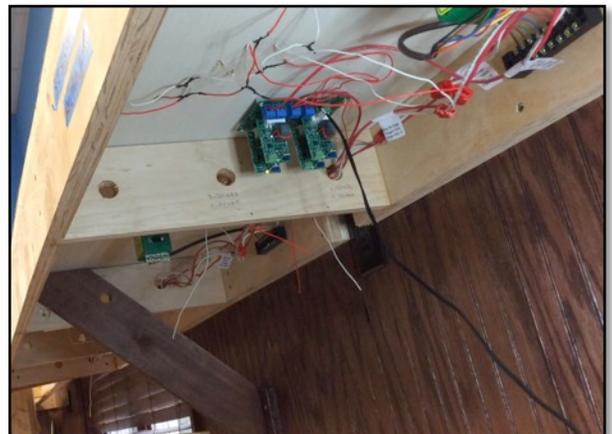
Pic 11: 5/24/16 - Several buildings are built; sub-roadbed, cork roadbed and track continue.



Pic 12: 12/14/15 - "Greeters" Luke (L) and sister Kadee (R) wait (with their ball) for owner to take a break.



Pic 13: 5/13/17 - Layout owner's wife Jan wiring the circuit breaker panel. What a great gal! She also agreed to make trees.



Pic 14: 5/27/17 - Detection wiring for signals begins by owner.



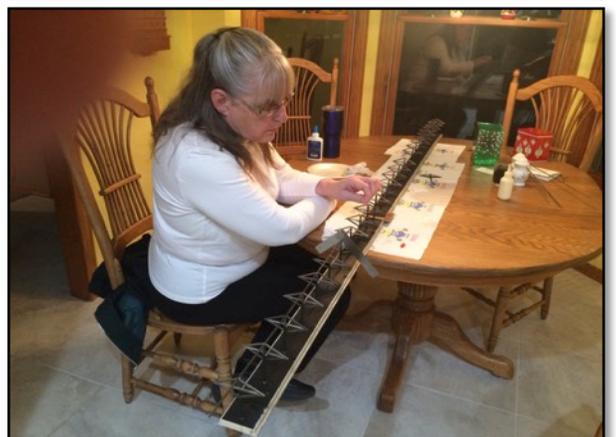
Pic 15: 6/17/17 - Circuit breaker (DCC Specialties PSX and PSX-AR) panel and wiring for 16 blocks and 8 reverse sections begins.



Pic 16: 7/10/17 - Main switching yard, (Croxtan Yard) at Jersey City, NJ begins on upper level; 51st St Chicago yard lower level at left



Pic 17: 9/25/17 - Dearborn Station, Chicago lower level; Jersey City, NJ Passenger Terminal above.



Pic 18: 9/25/17 - Jan is at it again - this time scratch building Jersey City passenger platforms.



Pic 19: 4/17/18 - Wooden replica of Erie RR station at Ramsey, NJ custom built by owner and friend Fred DeCastro (compete with period billboards)



Pic 20: 5/23/18 - Backdrop painting begins by owner's niece Lauren.



Pic 21: 5/23/18 - Lauren is adding some trees; some 3-D trees will also be added. She makes painting look so easy.



Pic 22: 5/24/18 - Trees and sky completed behind helix area.



Pic 23: 5/25/18 - The town of Nyack, NY, at the end of the Northern Branch is taking shape.



Pic 24: 5/25/18 - The completed backdrop for Nyack, NY at front of picture and Piermont, NY, upper level (end of NJ&NY Branch).



Pic 25: 5/26/18 - The New York City waterfront adhesive print purchased from Indiana University Archives. Skyline cut out around building tops. Sky blended in by artist Lauren.



Pic 26: 8/11/18 - Fascia, control panels, buildings, and labels are added (and of course rail equipment).



Pic 27: 8/20/18 - Approach to Jersey City Passenger Terminal (center), Pavonia Ave freight yard (left), and industrial lead (right).



Pic 28: 8/20/18 - Hansmann's Mills at Binghamton, NY; an award winning model constructed by friend Woody Workman.



Pic 29: 8/20/18 - Another great structure produced by Woody: L&W Lancton & Company; to be permanently located at Jersey City, NJ on my layout.



Pic 30: 8/20/18 - Croxton Yard



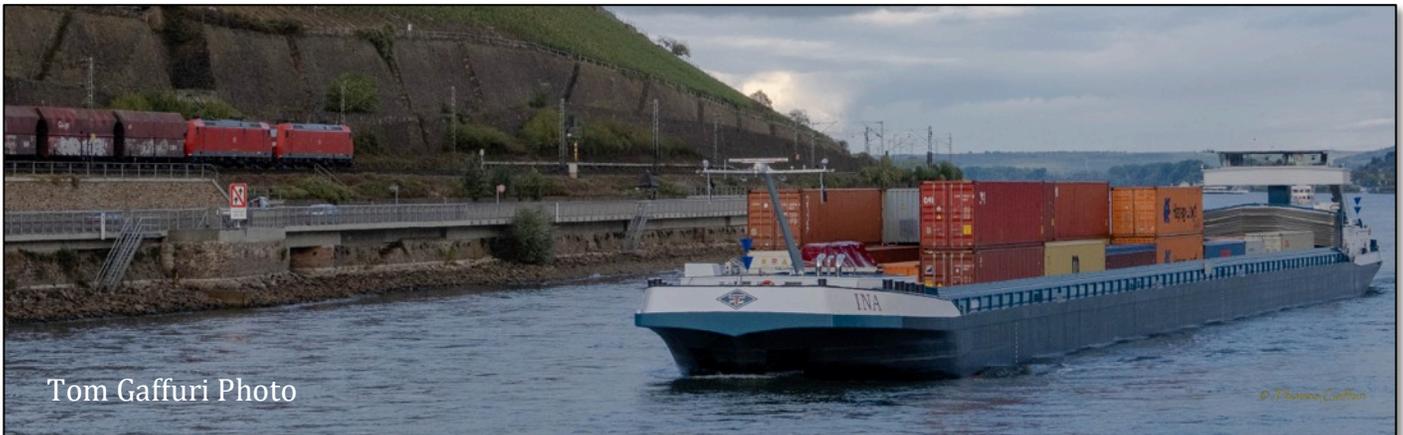
The Water Level Route(s) By Tom Gaffuri and Ray Brady

How many of you have heard about the Pennsy's *Water Level Route*? I dare say all of us have sometime in our past. It was the route that followed the Hudson and Mohawk Rivers through New York State, Ohio, and Indiana on gentle grades to get Pennsylvania RR trains from New York City to Chicago.

Late last year, Hank Kraichely and Tom Gaffuri had a conversation about a river cruise Tom took on some European waterways. As a result, Tom took some pictures of his trip that highlight how railroads and watercourses parallel each other in Europe.

The photo essay that follows is a little of Tom's observations, as well as the CK editor's observation about how the railroads tend to follow the normally gentle grades associated with the river courses. It is hoped that Tom's images and the free images from Wikimedia Commons ([https://en.wikipedia.org/wiki/Creative Commons](https://en.wikipedia.org/wiki/Creative_Commons)) may give inspiration to those readers that are building their empire as they consider the parallel nature of rivers and valleys in the routes prototype railroads chose.

Enjoy! And let your imagination run wild!!!



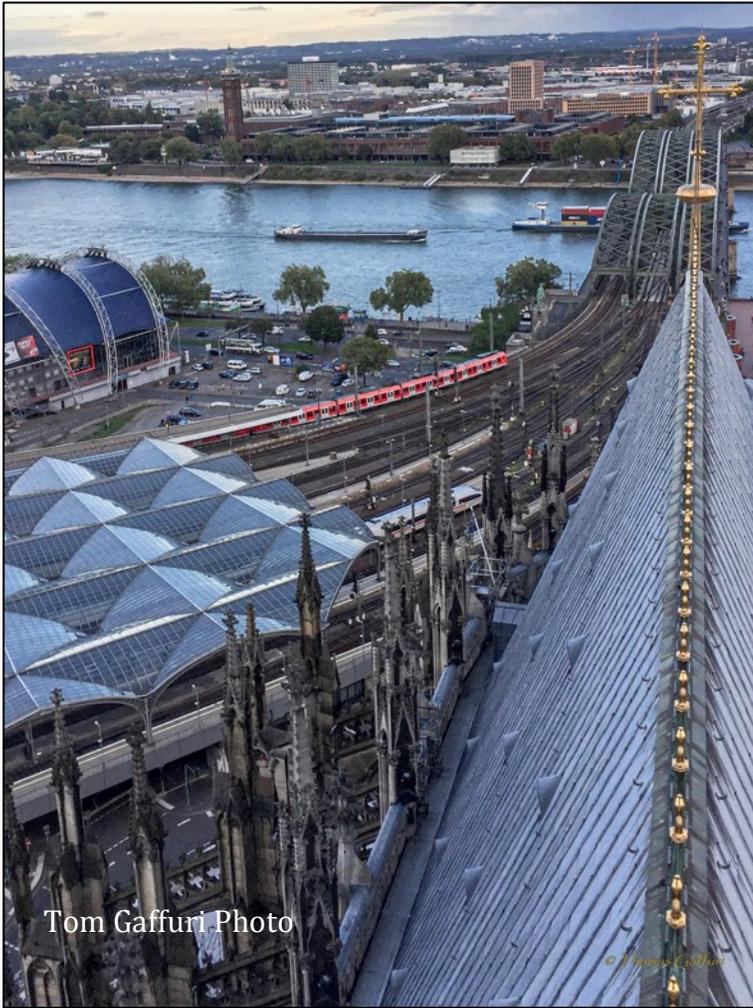
Tom Gaffuri Photo

Barge and Rail traffic on the Rhine between Koblenz and Miltenberg Germany



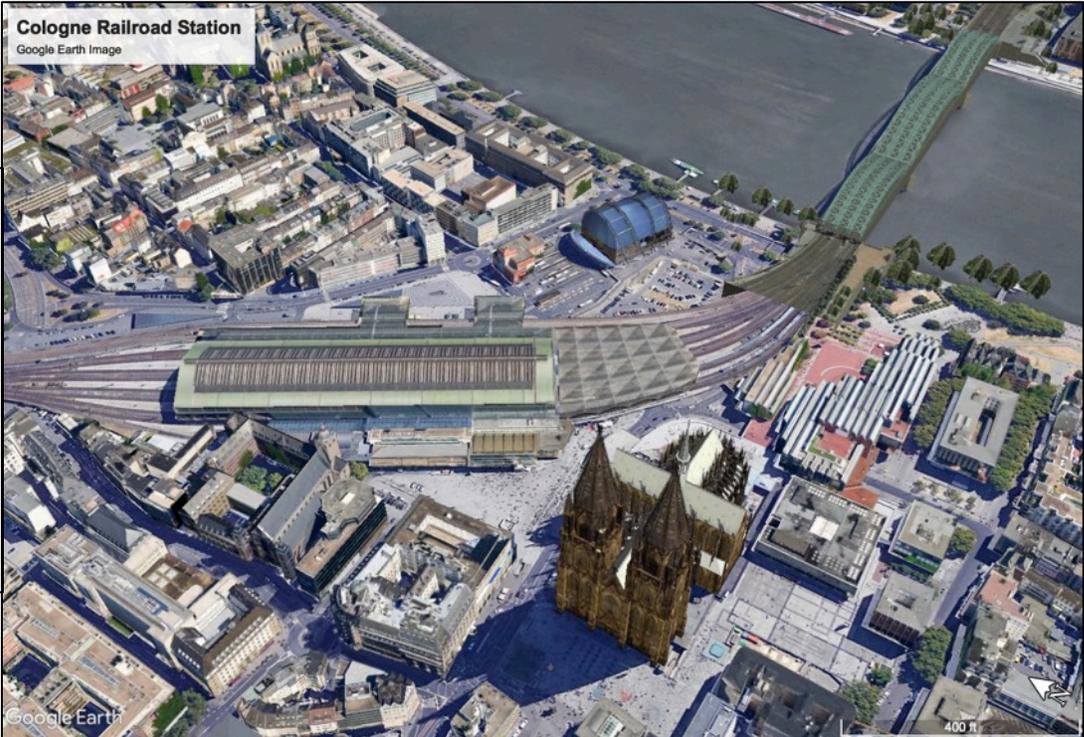
Tom Gaffuri Photo

Rail traffic along the Rhine between Koblenz and Miltenberg Germany



Tom Gaffuri Photo

Cologne Railroad Station



Cologne Railroad Station
Google Earth Image

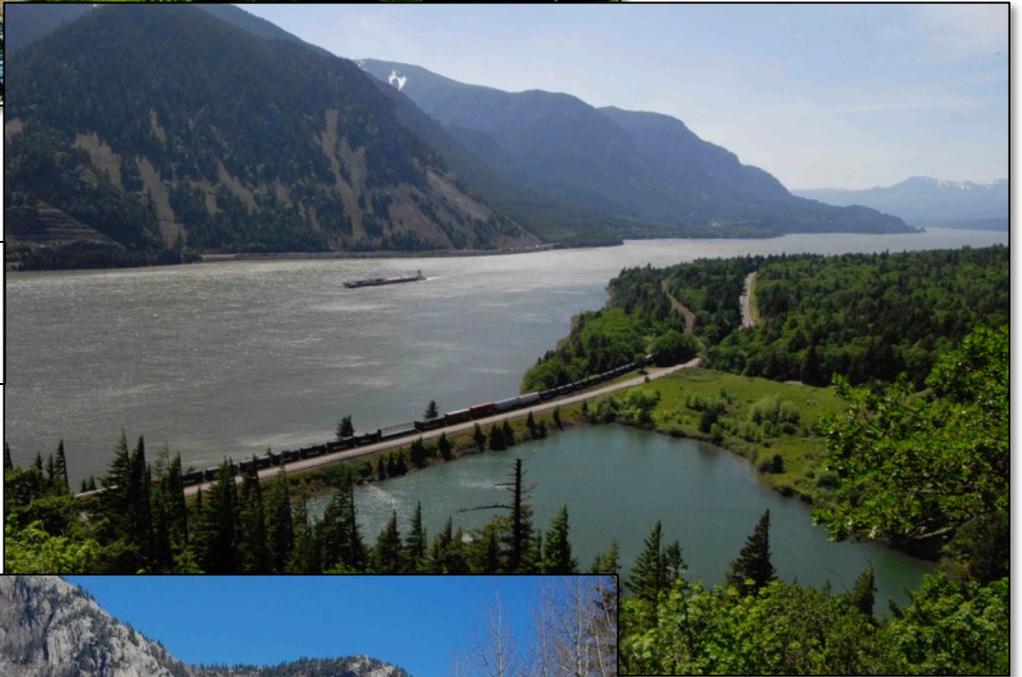
**Google Earth
Cologne Railroad
Station Image**

This would make an excellent scene in a layout corner with the cathedral and other buildings in the background.

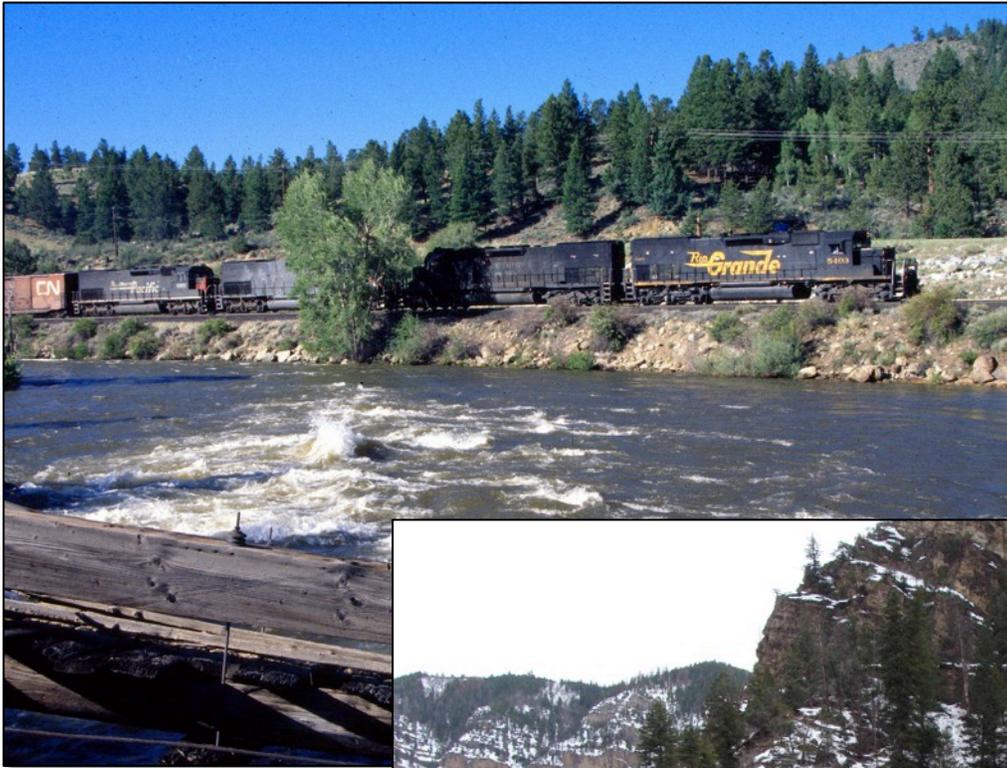


**The Water Level Route:
Hudson River, NY**

**The Columbia River
Gorge:
Oregon-Washington**

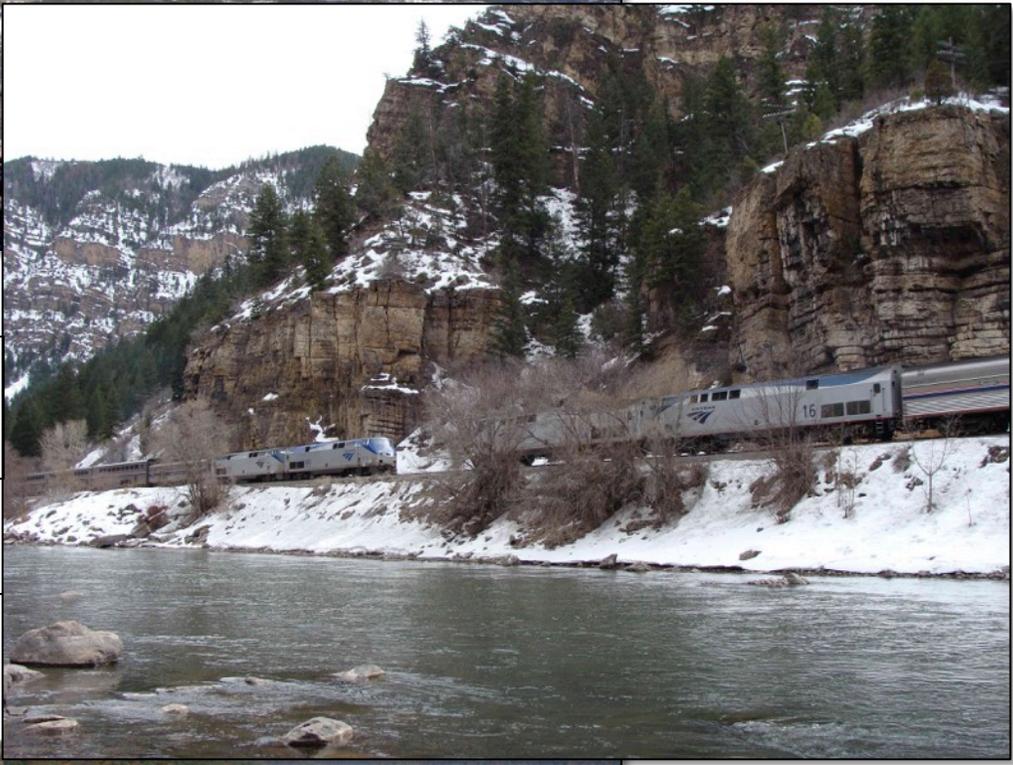


**The Durango and
Silverton:
Animas River, CO**



**D&RGW Tennessee
Pass Route:
Arkansas River CO**

**D&RGW Glenwood
Canyon:
Colorado River CO**



**New River Gorge:
West Virginia**



MCoR Region Club Rosters

By Louis Seibel

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** HO Scale
Sugar Creek Model Railroad & Historical Society, Inc.
PO Box #5452, Bella Vista AR 72714
- AR, Conway** HO Scale
Central AR Model RR Club
PO Box #1825, Conway AR 72033
Contact: Daniel Gladstone (501) 269-3030
Information: <http://www.ARtrains.org>
- 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 Wiaters, 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 Sts.,
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, Garden City**
Garden City Model Trains
408 N. Main, back entrance, 6:30. Information: Robert
Simmons, trainman55@hotmail.com
- 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](mailto: 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, oettingm@missouri.edu

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 O Scale
Capital City Model Railroaders
 PO Box #3243, Jefferson City MO

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
 Information: <http://www.krra-stl.org>

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
 Information: <http://www.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
 Information: www.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 N Scale
Northwest Kansas Model Railroad Club
 603 South Smokyhill Avenue Oakley, KS 67748

MO, Springfield HO Scale
Ozark Model Railroad Association
 424 West Commercial Street, Springfield MO 65803,
 Information: Ron Williams,
rwilliams3129@gmail.com

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



MCoR Pike Registry

Kansas

Missouri





UP - D&RGW - Colorado Midland

Topeka to Ogden – Two Routes in N-scale
Raymond G. Brady, Superintendent

740 N Brookville Rd
 Brookville KS 67425

YouTube Search
 JOYCOVE1

785-225-6622
joycove@wilsoncom.us

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