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**Jim Marlett's San Juan
Southern - p.26**

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Volume 71, Number 1
1st Quarter 2021 January—February—March
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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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Original, non-copyrighted information and material submitted for publication should be addressed to the Editor, but no payment can be made. Guidelines for submittal are available from the Editor at ckeditors@mcpr-nmra.org.

All submissions become the property of MCoR whether or not published. The Editor reserves the right to reject information.

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

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

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nmrahq@nmra.org

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

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



The Head End

By Brad Slone, MMR—President MCoR

As we close in on the end of yet another year and we would normally reflect on all that has gone on, unfortunately this year is not the case. Like you, if I have heard it once, I have heard it many times. I wish 2020 would come to an end so we can start over in 2021. While I would have to agree with this sentiment, there have been several positive things come out of 2020.

First, I will touch on the way the hobby has embraced virtual meetings and events. If you would have told me this time last year that pretty much any hobby gathering in 2020 would be done virtually, I would have said you have no idea what you are talking about. While it is a given that a “person to person” meeting is always the preference, our region covers a lot of territory and many of our areas also cover large geographic areas. The area that I reside in pretty much covers all the rural corners of the state. While many attempts have been made to bring folks together to meet and share ideas, the distance of travel has always been a very difficult obstacle to overcome. However, this year, with the wide acceptance of the virtual platform, not only have members been able to span the miles, but they also have the ability to hear what a presenter has to say from places never considered before - all from the comfort of their own residence. This is a benefit that very few could have predicted.

In the same way that the virtual gathering has made distances less of a problem, it has also been an especially useful tool in allowing us to plan for next summer’s joint regional convention with Lonestar region. The committee has put together what looks to be a wonderful event. Tulsa is a hotbed of model railroad operations, and this, combined with the resources of both regions, the clinician line up should be on par with that of a National. Not only is it looking like an event that folks will talk about for many years to come but based on the preliminary budget fig-

ures I have seen, also one of the most affordable ones in recent memory.

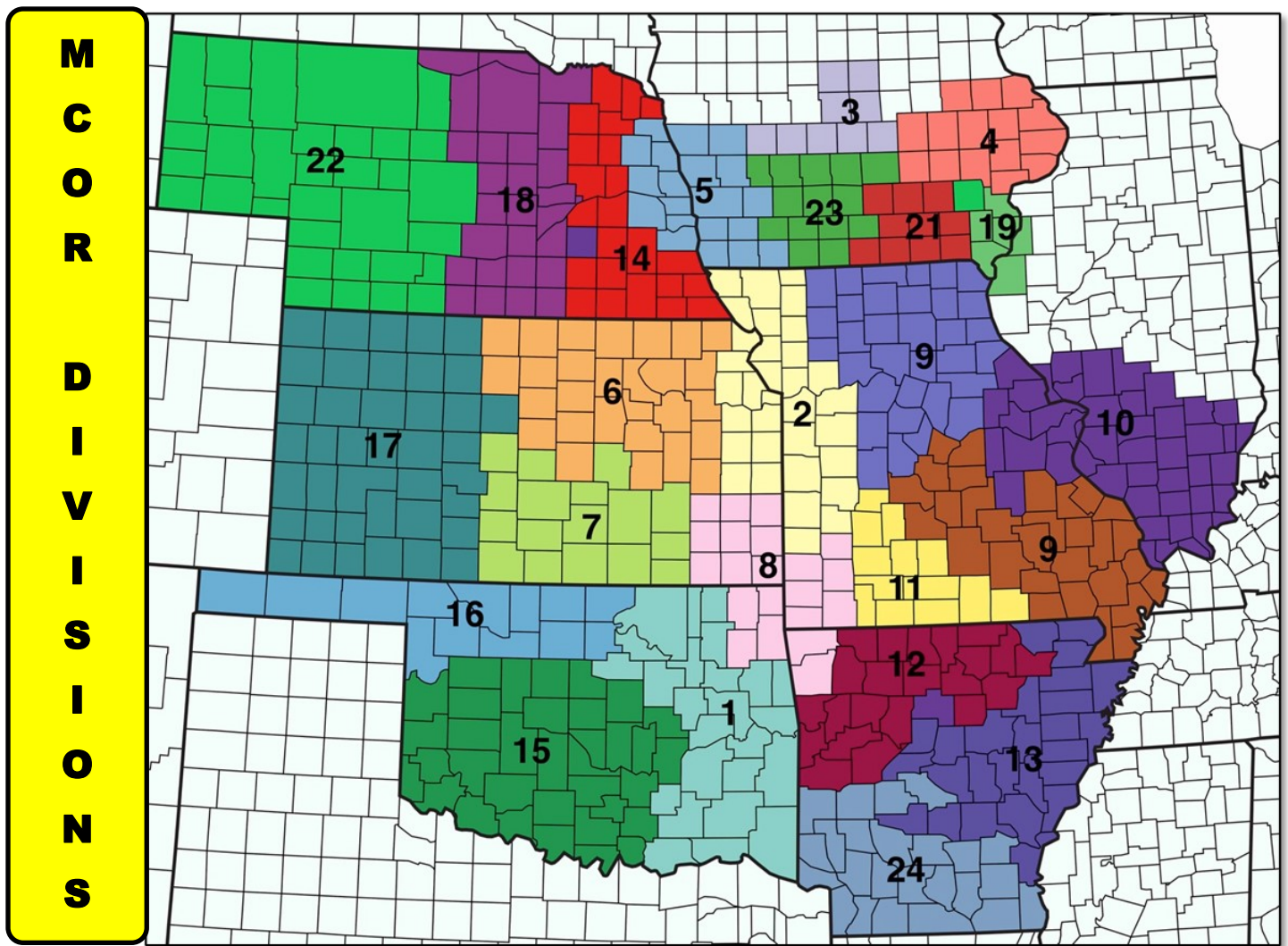
I would like to touch on a few comments I have heard through the fall related to the concerns about whether the convention should be considered due to virus related issues. As with any organization the health and safety of the membership should be and is a priority. While some have questioned why we are planning an event amid all the concerns over large gatherings, one must plan for the worst and hope for the best. This cloud will not hang over us forever. There are many potential solutions on the horizon that show promise and when one is proven to work, I for one am looking forward to going to a train show. And I am betting you are too.

One other bright spot to the modeling world this year is the number of projects completed and the progress made on many layouts. Just think how long it would have otherwise taken to see the tops of the shelves in the project closet. With the change of appearance of many layouts, I will remind you that with Christmas time fast approaching, this is the time of year that many folks find or rediscover the hobby of model railroading. I would encourage you to take folks that show interest in our hobby under your wings and really show them what a wonderful and diverse hobby it is.

To everyone, stay safe, have a Merry Christmas, and look forward to a bright New Year. Till next time, keep your hand upon the throttle and your eyes upon the rail! 🚂

Brad





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



MCoR NMRA Division Meetings

Note: COVID-19 has cancelled many in-person meetings. Check before showing up...

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

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

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

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

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

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

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

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

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

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

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

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



Virtual MCoR Meeting Opportunities

With the COVID-19 pandemic, Divisions throughout the NMRA have changed their method of getting together. No longer are we having in-person meetings. Many Divisions are going to a virtual format where members can participate from their own home without the potential for infection. All it takes is a computer and a high speed internet connection.

With that in mind, this opens up the opportunity for meetings to include persons from the far reaches of the universe—places “where no person has gone before.” And, as an added benefit, driving time is no longer a barrier.

The listings below are a few of the MCoR Divisions that are doing ZOOM (or equivalent) meetings where participation from other NMRA members is welcomed. The only requirement is that you hold current NMRA membership. To participate in a Division’s meeting, contact the person listed about being added to the “invitation” list.

And, if you receive an invitation, respect the group and do not forward the invitation indiscriminately to just anyone. That could lead to problems with unwanted guests that could compromise your meeting. 📧

Chisholm Trail Division

Contact: *Dean Lippincott*
dlipp5a@gmail.com

Eastern Iowa Division

Contact: *Tony Bowen, MMR*
railroadteacher@gmail.com

Gateway Division

Contact: *Jimmy Ables*
jim.d.ables@gmail.com

Kansas Central Division

Contact: *Ross Boelling*
rkboelling@gmail.com



The Last Ride

In Recognition of Those NMRA Members that have Passed

After family, **Charles Ingram's** second love was trains, both the real ones and models, as well as the friends he made through that hobby. He built layouts at every house he lived in; most were in constant construction mode. He was a lifetime member of the National Model Railroad Association.

John W. Hardy embarked on his last ride on October 25, 2020. John worked in the Engineering Department at Monsanto in St. Louis to support his hobby interests. He was a fan of the Great Northern and a long time active member of the Thursday night Big River Valley RR Club. John was a founding member of the Gateway Division of the Mid Content Region of the NMRA and served as a Director and Superintendent of the Division as well. John also served the Mid-Content Region as President.

David Jacobs, MD, MMR, devoted much of his retirement to building one of the most elaborate model train sets in the midwest. It began on a standard room door and ended up filling up most of an eight hundred square foot room. He built mountains and lakes and a sawmill and a flower shop and outbuildings and funny little things hidden where most people never saw them, like a bear in a tree and a traveling man sitting on a toilet reading the paper. He called his train town Clemensville, based on the fictional world of Mark Twain. Train aficionados from all over came to see his trains, and he became a much photographed and published author of model railroading layouts and construction. Most of all, he enjoyed sharing the trains with his grandchildren. For his efforts he was awarded his Master Model Railroader designation on November 1, 2014, the 548th MMR granted by the National Model Railroad Association. 📧





Editors Musings

By Ray Brady, Editor

This issue of the Caboose Kibitzer is a little different from previous ones. It seems that there are less articles original to the Caboose Kibitzer and more information that has appeared in other "sister" MCoR publications.

That is the case for Jim Marlett's "San Juan Southern" article excerpted from the Chisholm Trail Division's *Trails, Rails, and Tales*, Robert Simmons' article on "Sammy Carlilse's Layout" in the Western Kansas Division's *The Main Line*, and David Heinsohn's "Operations" article excerpted from the Kansas Central Division's *The Brass Pounder*. All are of general interest to the membership and deserve wider distribution to the general membership.

And as you read the articles here in the Caboose Kibitzer, you will notice attribution is given for the source of the information up front in each article. Having been previously published in MCoR Division's sister publications, that source is recognized. And, I have been in conversation with the authors/publishers on using each article.

When I first started editing the Caboose Kibitzer, I got standing offers from the MCoR Division Directors/Superintendents to use their published material in the Caboose Kibitzer if that material would be of general interest to the Region members. You have seen that material in previous issues of the Caboose Kibitzer. And I have been respectful that their material carries a copyright protection - primarily from the author and possibly from the publication.

That leads me to the nuts-and-bolts of publishing in the CK. When I started editing the Caboose Kibitzer, I was aware that copyright laws exist and that I would need to be careful about the Caboose Kibitzer content. While no expert in Copyright law, I needed to respect and recognize the intellectual property generated by the members AND other publications that ran the information. Hence, the attribution of authors and publications for Jim, Robert, and David's articles mentioned above.

But what is "copyright" all about. Well, I

perused the internet and have paraphrased what I found from the U. S. Government web site ([Here](#)):

1. Copyright is institutionalized in the U. S. Constitution by giving Congress the power to **"promote the Progress of Science and useful Arts, by securing for limited times to Authors and Inventors the exclusive Right to their respective Writings and Discoveries."**
2. As a result, Congress has made laws that protects authors intellectual property, both published or unpublished, that are in a tangible medium of expression, including literary, dramatic, musical, and artistic works, such as poetry, novels, movies, songs, computer software, and architecture
3. Copyright does not protect facts, ideas, systems, or methods of operation, although it may protect the way these things are expressed.
4. Copyright protects original works of authorship, while a patent protects inventions or discoveries and a trademark protects words, phrases, symbols, or designs identifying the source of the goods or services of one party and distinguishing them from those of others.

The reason for bringing it up in these pages is that all MCoR NMRA members are encouraged to submit material for publication in the Caboose Kibitzer. That material usually takes the form of text, pictures, drawings, and (eventually) maybe even movies.

Therein lie the questions: Where did the material come from? Is the material original for the submitter, or is the material drawn from another source? If from another source, has permission been obtained to use the material? And the questions go on and on.

So, I thought I would give everyone a heads up on questions I may be sending your way after you have submitted something for publication in the Caboose Kibitzer.

1. Is this material (text, pictures, drawings, etc.)

- original to you? (If not, then we may be plagiarizing if we use it.)
2. Has this material been previously published elsewhere? (If it has, then we may be violating copyright laws.)
 3. Has this material been submitted to another publication? (If it has, then will we need to give credit to that publication?)
 4. If you quote some other source, has proper credit been given?
 5. Does any of the material need a release or require a user fee?

While this may seem to be excessive detail, it is needed to protect both you and the Caboose Kibitzer. The creator's rights need to be preserved, and the original publisher needs to have their rights protected or credited - whether it is you or someone else. This is particularly true if the original publication is a commercial for-profit operation.

But, how do we go forward as the Caboose Kibitzer? Where possible, use words and language original to yourself. If it is necessary to quote another source, make sure it is properly annotated. If pictures are required to make your point, take the pictures yourself. If you use someone else's image, abide by their restrictions on use and give them credit.

There are a number of web-based sites that offer royalty-free images. Here are a couple:

Creative Commons

<https://creativecommons.org/about/>

Pixabay

<https://pixabay.com>

In addition, there are state repositories that offer images and other information of use for the model railroad enthusiast. Sometimes they will give permission to use at no charge; sometimes they will ask a fee. I have gotten permission to use pictures at no charge from the Kansas State Historical Society because they were going in Kansas Central Division's *Brass Pounder* and we are a non-profit.

Arkansas Railroad History

<http://www.arkansasrailroadhistory.com>

Illinois State Historical Society

<http://www.historyillinois.org>

Iowa Department of Cultural Affairs

<https://iowaculture.gov/history/research/collections/photographs-audio-visual>

Kansas State Historical Society

<https://www.kansasmemory.org>

State Historical Society of Missouri

<https://shsmo.org/collections/digital>

History Nebraska

<https://history.nebraska.gov/explore-collections>

Oklahoma History Center

<https://www.okhistory.org>

And, of course there are historical societies specific for a particular railroad, town, or industry that have their own following.

This dialog is not intended to dissuade you from submitting articles to the CK. Indeed, you will get tired of a Caboose Kibitzer that only contains articles written by me. We need the diversity of the 880+/- members of the MCoR to yield a product that is truly an outstanding publication. So, keep your cards and letters coming (i.e., email) with original, non-copyrighted information and material. The MCoR membership wants to know what you are doing and thinking....

And if you have any questions about how to submit articles to the Caboose Kibitzer, here are some guidelines on submitting articles:

Caboose Kibitzer Guidelines

[Here](#)

Ray Brady

Editor, Caboose Kibitzer

ckeditors@mc-or-nmr.org





June 17-20, 2021

<http://www.2021tulsaunion.com/>

Please visit the website for details on hotel, contest, clinics, layout tours, operating sessions and non-rail events!

The 2021 Tulsa Union Convention will feature 20 clinics for your enjoyment and education, a couple of which are:

1. Lloyd Keyser, MMR and Lone Star Region modeler will present a clinic titled "Flat Land Strip Coal Mine Loaders". Lloyd is an outstanding modeler, and we are excited to count Lloyd among our clinicians.
2. Mark Juett, MMR, Mid-Continent Region modeler and DCC Columnist for the NMRA Magazine will present a clinic on "Setting up for Operations."

These are just two of the 20 outstanding clinics that will be available. Check out the Clinics Page on the Convention website listed above for more information.

If you are thinking about registering and attending the 2021 Tulsa Union Convention next June, please sign up now and take advantage of the early registration rate of \$ 60.00. While we are mindful of the impact of Co-Vid 19 on everyone, we need to know if there will be sufficient attendance to cover the costs of a convention. Registration numbers will be considered around March 1st so that we can determine the financial viability of the convention. Should it be decided to cancel the convention due to low registration numbers, refunds will be issued to those who have registered. Please sign up now and show your support.

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

The Lone Star Region and the Mid-Continent Region of the NMRA are coming together for the first time for a joint regional convention. The

convention, to be hosted by the Indian Nations Division, will be held June 17-20, 2021 in Tulsa, Oklahoma.

Marc LaChey of the LSR and Ken Ehlers, MMR, member of MCoR's Indian Nation Division, MCoR will serve as Co-Chairmen of the convention. Many from LSR Division 8 will remember Ken as an outstanding modeler of the Rio Grande Southern. Ken was a member of LSR's Division 8 before retiring to Tulsa.

Tulsa has gained a strong reputation as a "hot spot" for operations over the past several years. Convention attendees can look forward to opportunities to both operate and visit more than a dozen layouts in Tulsa during the convention. Plan on visiting Sammy Carlile's Santa Fe Hereford Subdivision layout, recently featured in the September issue of *Model Railroader* [ed. See article that follows]. Check out the web site for photos of Steve Campbell's Cherokee Sub Frisco layout in HO. Marc and Ken are also working toward having a local Tulsa N scale modular layout set up in the lobby of the convention hotel.

One of the reasons that we are excited to provide a joint convention with the Mid-Continent Region is that it presents an opportunity for LSR members to attend clinics given by MCoR members. For example, MCoR member, Dean Smith, will present a clinic on Operations on the East Tennessee & Western North Carolina Railroad. LSR member, Pete Leach, MMR will be giving a hands-on clinic on backdrop painting (extra fare). And with some encouragement, Dallas area modeler, Lloyd Keyser, MMR will be presenting a clinic on Flat Land Strip Mine Coal Loaders. These are just a sampling of the clinics that will be available to convention attendees.

And of course, what would an NMRA



convention be without a Celebration of Models, Photos, & Crafts (a/k/a the Contest Room). Attendees are encouraged to bring models, photos & crafts for entry in the contest room. Models entered in the Contest room will be judged using Achievement Program criteria. And there will be an opportunity for attendees to have models judged for the Achievement Program without being entered in the Convention Contest if preferred. Regardless, now is the time to start working on models, photos or crafts for the convention. See the convention website for details!

Lest we forget, Non-Rail attendees may plan on a visit to the Thomas Gilcrease Institute of American History and Art, along with several other activities.

Regular convention attendees may take advantage of an early registration rate of \$60.00 until March 1, 2021. Regular convention attendee registration will increase to \$75.00 starting March 1st. Non-rail attendee's registration has been set at a rate of \$30.00, with no early discount.

Arrangements have been made with the Embassy Suites, 3332 South 79th East Ave. in Tulsa to host the convention. Attendees who book before May 16, 2021 may take advantage of the group rate of \$106.00 for a King room and \$111.00 for a double room. And as it customary, the Embassy provides a free, made-to-order breakfast and a complimentary evening reception. And the hotel offers plenty of places for attendees to sit and visit with old friends and make new friends. Check out the convention website for the Convention Code and telephone number to use when making your reservation.

The web site for the convention is WWW.2021TulsaUnion.com. We encourage you to check out the website as updates and new information is posted on the site. 📄



A Visit to Sammy Carlilse's Layout

By Robert Simmons

HO

This article was excerpted from a larger article contained in the November 2020 edition of The Main Line ([Here](#)), a publication of the Western Kansas Division, NMRA. Thanks to Robert for permission to publish here in the Caboose Kibitzer. It gives you taste of what the 2021 Joint MCoR-LSR Convention in Tulsa has to offer.

For several years, I have been a willing participant in the Indian Nations Division's annual "Layout Design and Operations Weekend" events. Besides having a blast each year, it has provided me with the opportunity to photo document some extraordinary model railroad empires.

In 2021, the joint MCoR-LSR Convention will be hosted by a great bunch of guys and I have dipped into my photo

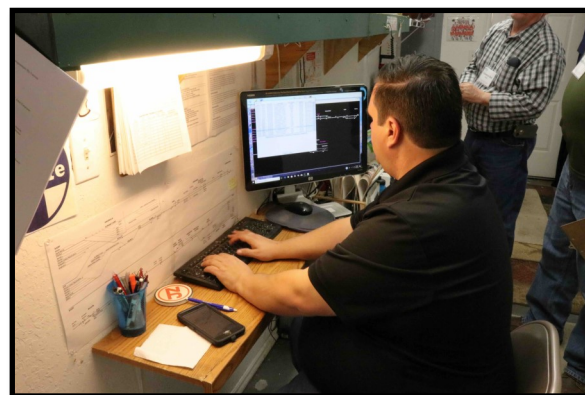


archives to give you a sneak peek of a few of the layouts available that I have visited.

This is Sammy Carlilse's Santa Fe Hereford Subdivision in HO scale that you can visit and perhaps operate.

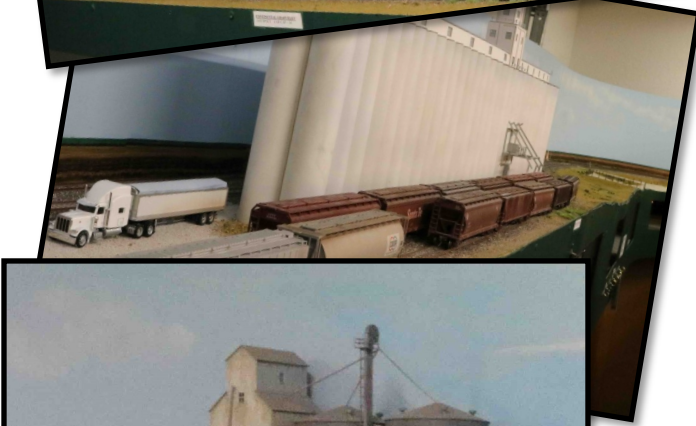
It has been a while back since I operated the layout, but I believe there are two main yards, one on the lower deck (above) and one on the upper deck (left).

I ran a grain train that traveled across the entire layout and we began the journey from the lower yard. The entire layout is scened and signaled with a separate Dispatcher's Office in an adjoining room. The detailing though out is excellent.



Moving grain is a major part of the Santa Fe Hereford Subdivision's activities and while running a grain train (we used 2-man crews—Conductor and Engineer) we visited every grain facility on the layout.

Although the layout is double decked, there is no helix, but a constant grade (except at the switching industries so no "brakes" were needed) which, because of the length of the layout, the grade was gentle.



You must do something with all that grain, why not make beer? The local Budweiser distributor was one of several other industries. 🍺



Rails By The Bay – NMRA 2021 National Convention

July 4-11, 2021

www.nmra2021.com

- Educational focus on prototype modeling, operations and technology
- Over 100 terrific clinics
- World-class Bay Area layouts on tour
- Extensive operating sessions
- Host hotel – Santa Clara Marriott. Ample meeting room and SIG space. Discounted room block opens soon.
- Niles Canyon Railway, Roaring Camp & Big Trees narrow gauge, & SP narrow gauge to ride
- Great local attractions and tours like Santa Cruz mountain wineries, Filoli estate, Levi's Stadium and more



NMRA 2021 RAILS By The Bay is NMRA's next annual convention in Santa Clara, California. Consider visiting the beautiful San Francisco Bay Area to experience a fabulous convention with the world's top modelers as well as your friends. The host city offers an exceptional summer climate and is near some of the nation's best layouts and most interesting rail and non-rail attractions. Convention planners have defined a focus on prototype modeling, technology, and operations, which are key interests of many Bay Area modelers and areas in which local hosts can really shine in terms of clinics, layout tours, and op sessions. They're planning 3D printing and laser cutting demos, nearly 300 clinic slots with NMRA's best clinicians, gorgeous local layouts, and interesting local tours.

A site you'll enjoy is the Railroad Museum at Ardenwood, home of the *Society for the Preservation of Carter Railroad Resources*. Located in Fremont, California about 20 minutes from the convention hotel, the Society's permanent collection includes of flatcars, a caboose, combination cars, boxcars, a ballast car, a horse drawn street car, and an assortment of other small cars. The Society also has a 1927 7-ton Plymouth locomotive and 5-ton Plymouth. The Carter Brothers made railroad equipment from 1874-1902 and eventually built over 5,000 cars used on railroads all over the western United States, Hawaii, and Latin and South America. For more information about the Society, visit <http://www.spcrr.org/>.

RAILS By The Bay is headquartered at the Santa Clara Marriott Hotel from July 4-11, 2021. A dedicated team of volunteers is working to make this a great convention. Online registration will open this month and hotel bookings will open in early 2021.

2020 has been a year unlike any other, and convention planners appreciate your patience and positive support as we continue to develop the convention under challenging conditions. Visit www.nmra2021.com for information.



**WHERE PROTOTYPE MODELING,
OPERATIONS & TECHNOLOGY CONVERGE...**

Join us in Santa Clara, California
for NMRA's national convention
featuring clinics, layout tours,
contests, and a renowned
keynote speaker.

Enjoy beautiful weather,
world-famous local attractions,
and fellowship with your friends!

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Letters to the Editor

Questions or comments are always welcome. Send them to:

ckeditors@mcpr-nmra.org

A request from David Lowell, Gateway Division Director: ***"Greetings from the Gateway Division. I hope this message finds you and all yours healthy and COVID-19 free."***

The Gateway Division has moved to a ZOOM based meeting format recently and will be doing so for the foreseeable future. As most you are probably aware, getting clinicians for meetings can sometimes be challenging from within our own divisions. As such, we are casting our net to all in the Region looking for folks who might be interested in providing us a clinic and trying to get something positive out of our changed format as it were. If you have anybody in your respective Division who you might think would be interested in ZOOM presenting we would be interested in hearing from them. They can contact me directly ([Here](#)).

Perhaps we can all share back and forth and till some fresh earth. Happy Rails" Dave

[ed.] Dave is right. Even though there is much heartache with personal losses due to COVID, the self-isolation has spawned new ways to cross-pollinate between Divisions via virtual meetings. Using the internet opens up opportunities to meet other modelers from around the region, nation, and world via ZOOM or other platforms.

MCoR Divisions have the opportunity to participate with other NMRA members in the region and contribute to the programs. See the listing on Page 6 for opportunities. And, contact Dave if you have something for Gateway....

And this from Jim Ables on public disclosure of virtual meeting links: ***"I would offer one word of caution. There have been some incursions by uninvited guests when meeting details are posted publicly on websites, as happened last week to a group in the northwest. The intruder posted antisemitic and pornographic images completely disrupting the***

meeting. Thus, the Gateway Division does not allow our meeting information to be posted publicly. Distribution of meeting details is by email only. I highly recommend all groups only post a synopsis of the meeting and an email address to contact the administrator for access detail." Jim

A recent comment received from one MCoR member was that ***"you keep leaving off the "MMR" [from their name] of those that have earned it. It has been a sore point with a few of our Region's MMRs."***

[ed.] First, my apologies to all MMRs. It has not been intentional. All you MMRs have invested considerable time and energy in achieving this Achievement, and that should be recognized.

Remembering my time in the Quality department of a major jet engine manufacturer, any error needs to identify the cause. And corrective and preventive action must be put in place so it doesn't happen again.

For me, the cause is that I need a heightened awareness of just who the MMR's are—I am a new face in the Region. And, the copy I receive for the CK may not have the honorific attached to the person's names.

The corrective and preventive action is that I have put the MMR names in the "Auto-Correct" database in the Microsoft 360 suite and the Apple Pages/Numbers/Keynote suite so that when the name is typed, the name is automatically corrected with the "MMR" honorific added.

Hopefully, 99.99% of the time the document will add the honorific. However, I know that nicknames or formal names may trick the automation and I will need to be more vigilant.

Again, my apologies to all the MMRs out there.

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603 Chestnut, Halstead, KS. 67056-2302

Email: aylward1@cox.net



Region Resources

Online Division Libraries on the Region



Waiting at the Station

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

Gateway Division

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

Turkey Creek Division

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

Indian Nations Division

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



The Rear View

Recent Division Information



Chisholm Trail Division—Trails, Rails, and Tales

Loco Work repair, cleaning, etc, by Len Wigton. Read about it here:

http://www.mcor-nmra.org/Divisions/Chisholm_Trail_Division/2020_Nov_Dec.pdf

Gateway Division— Model Railroad Layouts

Greater St. Louis Area Model Railroad Layout Information. Read about it here.

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

Kansas Central Division—The Brass Pounder

Double Track Bridge Bents by Alan Meinhold. Read about it here:

http://www.mcor-nmra.org/Divisions/Kansas_Central_Division/BrassPounder/2020-12_V29-6.pdf

Western Heritage Division—The Observation Car

Dave Husman's presentation of handling hazardous Materials. Get the link here:

<https://us9.campaign-archive.com/?u=3a23fab945ed8ef2be3c5b6f1&id=62f22871cd>

Western Kansas Division—The Main Line

More on the Tulsa Union Convention Layouts. Read about it here:

<https://www.dropbox.com/s/jz384djf0kfuv4p/December%202020.pdf?dl=0>



NMRA Policy for “At-Risk” Individuals

By Ray Brady

Previously published in Kansas Central Division's *The Brass Pounder*

Recently, I received a letter from Pete Magoun, MMR, the NMRA President, in the mail. While that may not seem too surprising since we receive mailings all the time, it was the manner in which I received it. It was not “just another letter” from the NMRA; it was a 2-page letter directed to officers of NMRA divisions and stuffed inside a standard #10 envelope. And that envelope was inside another 11X17 oversized, padded mailing packet with a tracking label - you know, the kind of USPS package that allows the sender to follow the package’s progress to the recipient. The NMRA clearly wanted to know that I received the package.

I have to assume that the NMRA sent it to me because I am Kansas Central Division Director and that it was also sent to all Directors in the Mid-Continent Region and beyond.

The contents of the letter was an announcement of a Policy for the NMRA relative to Youth or Persons with Legal Guardians. With the abuse occurrences that have lit up the news in various organizations recently, the NMRA, in executive session, crafted a “Youth Policy” to be followed by the NMRA.

That led me to the NMRA website to download the Policy to see what it said. The policy is reproduced following this article. My read of this Policy left me with many questions about our co-sponsorship with the Herington Days event on April 30-May 1, 2021, which prompted me to send the following e-mail to Pete for clarification.

“The Kansas Central Division has plans to co-sponsor a “Herington Railroad Days” in Herington KS for April 30-May 1, 2021 in partnership with the Herington Historical Society. The intent is to offer educational opportunities to those interested in model railroading as well as railroading in general. Offerings will be vendors, clinics, modeling contests, and railroad-associated events (both historical and contemporary) in the area. Target audience will be all persons of all ages – including “at-risk” persons as indicated in your letter.

- a. *Admission will be charged and the Division will receive a portion of the profits.*
- b. *Clinics and contests will be in separate rooms off the main hall with doors to minimize the noise distraction.*
- c. *Vendors and exhibitors will be from the region, including some from outside Kansas.*

My questions are:

. Is this event one that is precluded from being sponsored as an NMRA Division event as described in the new policy?

. How is this different from the NMRA National or Regional Conventions? Will the policy even allow the NMRA to hold conventions in the future?

. If the event is not allowed by policy, could the co-sponsorship continue as a NMRA Division-sponsored event if the Kansas Central Division purchased special coverage insurance?

. If this is an allowed event, for those at-risk persons without a parent or guardian present, will we need to disallow them from entering the show? Or can we admit the at-risk person only if they present an affidavit as described in the new policy?

. If the event is allowed, what constraints/requirements should be placed on the vendors relative to the at-risk issue? Do they need their own special coverage insurance? How is that handled at National?

After being referred to the NMRA General Counsel, and after a few more questions and requests for clarification, I received an answer that indicated that since our event is open to the public, it is **not** excluded by the policy. **We, Kansas Central Division, can go ahead as planned.**

The distinction that the new policy introduces is that the NMRA cannot sponsor an event that “targets” (ie. is organized specifically for) the “at-risk” individuals **AND** they will be the only individuals present. Thus, if our Division set up an event at a school where the only people present are

school kids, or a Merit Badge course where the only persons present are the “at-risk” Boy Scouts or Girl Scouts - these would be events prohibited by the policy. In our case, the Herington Days will have general admission, so that means we are not “targeting” the “at-risk” individuals.

The policy is also clear: we NMRA members are not precluded from doing things as individuals to support another organization’s activities designed for “at-risk” individuals. We just cannot do it under the NMRA banner.

However (isn’t there always a “however”) that does not mean the we can be oblivious to things happening at our NMRA events that would put “at-risk” persons at risk. Morally, we need to be cognizant of what people around us are doing and “just be observant” about what is happening and whether that behavior is abusive.

Some organizations go at long-lengths to organize and educate members on safeguarding individuals (I am reminded of the Methodist church’s “[Safe Sanctuaries](#)” policy and process infrastructure). Obviously the NMRA is avoiding the issue by just not exposing itself to events. But, each of us needs to be cognizant.... **Be Alert!!!** 🚩

NMRA AT-RISK PERSONS POLICY

The NMRA has developed a policy with regard to persons who are at-risk.

1. Definitions:
 - a. NMRA shall mean the National Model Railroad Association and its internal organizations, the regions and divisions.
 - b. At-risk persons are those persons under the age of the majority or those persons who have legal guardians.
 - c. Programs are any formal or informal activity by an NMRA entity aimed at at-risk persons.
 - d. Student Membership is a membership category in the NMRA is not a Program.
 - e. A Legal Guardian Designation Affidavit is a document in which the parent or legal guardian:
 - i. States the name of the at-risk person;
 - ii. States the name of the legal guardian or parent;
 - iii. States the parent or legal guardian is designating a person as their legal designee able to make all decisions for the at-risk person;
 - iv. Acknowledges that the legal designee must be physically present with the at-risk person at all times.
 - v. The parent or legal guardian signs the document; and,
 - vi. Has the signature of the person or legal guardian notarized.
 - f. Other organizations shall mean organizations other than the NMRA, its regions or divisions, such as, but not limited to, the Boy Scouts or 4H clubs.
2. The NMRA shall have no programs directed towards at-risk persons.
3. Student members shall have a parent or legal guardian physically present with them at all NMRA activities at all times.
4. Persons with legal guardians shall have a legal guardian physically present with them at all NMRA activities at all times.
5. A parent or legal guardian may designate a person to be physically present at all times and responsible for the at-risk person by means of a Legal Guardian Designation Affidavit. (available [Here](#))
6. The parent or legal guardian or designee authorized by means of the Legal Guardian Designation Affidavit who accompanies the at-risk person need not be a member of the NMRA but the person is entitled to and must be physically present with the at-risk person at all times regardless of the fact the person is not an NMRA member.
7. The policy does not prohibit individual NMRA members from participating in programs or activities of other organizations directed at or its exposure to at-risk persons on their own initiative.
8. The policy encourages NMRA regions and divisions to provide material support (e.g. kits, tools, money) to the extent a region or division is able, to other organizations so those other organizations may operate their programs directed to at-risk persons. However, such material support shall not be deemed to be a NMRA program but donations to other organizations only.
9. The policy permits the NMRA to publish requests for volunteers for railroad or model railroad related topics or activities by other organizations directed at or with exposure to at-risk persons. However, those volunteers must be directed to a contact person with the other organization.
10. The NMRA shall not organize or direct or otherwise control persons who volunteer for other organizations.
11. 100% NMRA Clubs are not a part of the NMRA or its regions and divisions. It is an insurance program to support model railroad clubs whose entire membership are NMRA members against personal injury lawsuits, only.



HEART OF AMERICA Fund

By Allen Pollock

In the last issue of the Caboose Kibitzer, the minutes of the Board of Directors meeting mentioned the Heart of America Fund. Allen Pollock was asked to provide a little history of its origins and relationship to the Mid-Continent Region.

I have been requested to give the background as to the formation and use of the Heart of America Fund, which was created during my term as NMRA president from 2000 to 2004.

At that time, the NMRA budgets were extremely tight leaving little flexibility to budget funds into projects that had previously been successful in making additional funds available to supplement dues income for the Association.

The Mid-Continent Region, through its Turkey Creek Division, had sponsored a National convention in Kansas City in 1998; and through its Gateway Division had sponsored a National convention in St. Louis in 2001. Both conventions were successful, both in terms of content and attendance, and in terms of funds remaining after all the bills had been paid. There was also a desire to find a use for these funds that would provide a permanent benefit to the MCoR, the NMRA, and the membership.

I approached the MCoR officers and board members, as well as the leadership of the Turkey Creek and Gateway Divisions with an idea to have each Division contribute to a pool to be used by the NMRA to provide up front funding for various projects, to be repaid to the pool as the income from such projects started to flow back to the NMRA. Examples of this type of up-front funding, or down payment if you will, would be to fund a new run of track gauges, fund the initial costs of new book publications, run the return address labels, print the calendar, and fund the initial costs of making a run of commemorative cars, such as the Living Legends series. Use of these funds could and can be used for any worthwhile project approved by the NMRA Board of Directors which is anticipated to provide enough of a return to replenish the fund.

This was the birth of the Heart Of America Fund, in the amount of \$50,000. And, there was a requirement for the NMRA Treasurer to provide a yearly report to the MCoR of the activities and uses of the funds as well as the repayment amounts to keep the account whole. [ed, Hence the reason the comment appears in the MCoR BOD minutes last month]

I have always been extremely proud and appreciative that my region, MCoR, had the foresight and the funding to establish this extremely important asset for the NMRA to use in its mission to provide services to not only its membership, but to the hobby as a whole. MCoR members should also be proud of its role in establishing the mechanism enabling the NMRA to provide a multitude of valuable products for its members. 🏠

Allen Pollock



New Members

By Whit Johnson MMR
Welcome Aboard!

Gateway Division

Michael Dunnington
Matt Philips

Great Midwestern Division

Bruce Hink

Ozark Mountain Area

Ed Esders

Turkey Creek Division

Charlie Fitzgerald



A Conversation with Dave Roeder, MMR

Activities and Interests of the Mid-Continent Region Members

As a way of introducing each of us to each other, the Caboose Kibitzer will be going out periodically and talking to members of the Mid-Continent Region about the exciting things that each is doing in the Model Railroad world. We hope you enjoy reading about other model railroader's journey. In this issue, we talk to Dave Roeder, MMR about his journey in model railroading and beyond.

CK: When I put my first Caboose Kibitzer issue together in the 4th quarter 2019, I included an article about the contest awards given at the 2019 MCoR convention in Wichita, and you took the prize for the number of awards. How long have you been building models?

Dave: My lifetime of model building began in 1958 when I was 14, building plastic model cars. In 1963 I won my first trophy in a model car contest. I am still building them, but I am also a model railroader. I guess you could say I am a model builder first and a model railroader second.



CK: When did you get into model railroading?

Dave: My first layout was in N scale in 1969, built in the basement of our apartment. We moved to our home in 1971 where I built two practice HO scale railroads as well as a 1/24th scale slot car track. By the 1980s I was designing and building slot car chassis, modifying plastic model cars and kit bashing railroad rolling stock for the Frisco first generation diesel era. After the slot car track was removed, I continued to add on to the freelanced Frisco HO railroad until 1991 when I decided to get rid of the whole thing and start over from scratch.

CK: How did you go about starting over in the new scale?

Dave: I bought all the Kalmbach books and spent 6 months planning and designing the Webster Groves and Fenton Railroad. The Burlington Northern in St. Louis, Missouri was now my focus. Drawings were complete in 1992 and construction began immediately. I finally joined the NMRA Gateway Division in St. Louis in 1994. I worked alone 15 to 22 hours each week using the buildings from my old layout, but little else. It took me over six years to get the railroad up to where I could begin to have operating sessions. We have had monthly operating sessions with a crew of seven since 1996.

CK: In addition to having operating sessions, when did you take the railroad “public”?

Dave: The railroad was completed in time for the 2001 NMRA national convention in St. Louis, Missouri. That was one of my goals; another was to get an article published in Model Railroader. That turned out to be almost as difficult as the construction. I wanted to write the article and take the photos. The editors at Model Railroader were very picky about my photography. I ended up teaching myself how to take quality model photos and, in the process, spent a small fortune on 35 mm film. The article finally appeared in January of 2005.

CK: You are MMR # 373 and are one of about 60 Master Model Railroaders in the Mid-Continent Region. What led you to pursue that?

Dave: My quest began in November 2005, at the Gateway Divisional meet. Our AP chair urged me to enter a scratch-built model of the Webster Groves Frisco depot built from styrene. I found the forms for contest judging on the web, as well as the information on the AP program. I downloaded the contest information and the AP introduction. At the Gateway Division Fall Meet my Webster Groves depot won two awards, so I started reading about the AP program.



In January of 2006 I spent 3½ weeks gathering data and filling out AP paperwork. I discovered my years of model building could be documented and used to achieve the scenery, structures, and electrical engineering certifications.

My first AP award was Author. This was the easiest one because I had been writing articles and presenting clinics since 1994.

CK: So what do you like about the MMR program?

Dave: The AP program requires detailed documentation of your work. One of the best tools for this is the computer. I spent the first month creating track and electrical schematics, writing text, printing photos, and downloading information. This is a good example of how technology can make the job a lot less time consuming.

The MMR certification is a nice way to get national recognition for your years of effort in the hobby. The program is set up to make you reach into your skill sets and come up with some new ones to achieve the requirements. I found the research, design, and construction of HOn3 freight cars to be an enjoyable break from working in HO scale. This required a section of HOn3 hand laid track and the need to get up to speed on NMRA HOn3 standards. I jumped into 1/25th scale (my old standby model car scale) and scratch built a rail truck for the Motive Power certificate.

I believe I may have set some sort of record for getting the MMR certification. I began in January 2006 and the notification was dated May of 2006. I hold AP awards in Author, Scenery, Electrical Engineering, Civil Engineering, Structures, Cars, Motive Power, and Dispatch.

CK: Besides the AP program, how else have you been involved with the NMRA?

Dave: Most of my local Gateway Division activities have been entering the annual model contest, giving clinics at monthly meetings, and putting together the layout tours at the annual fall

meet.

Regional and National activities have been entering contests and giving clinics. I enjoy going on layout tours and seeing what others have done with whatever space they have had for a railroad.

CK: You indicated you won the contest for your Webster Groves Frisco Depot back in 1995. What is it that you have found that the judges look for?

Dave: The NMRA contest rules provide the information needed to win awards. Complete documentation is the key. When Judges are looking at your model, they first do a quick view of the paperwork to determine what they are judging. Is it kit built or scratch built? If it is scratch built, they need to know which parts are scratch built. If there are details added they need to know how many and which ones. I have been entering these contests since 2005 and have won numerous Divisional, Regional, and National awards. The key to winning contest awards is to enter something in almost every class. The only classes I have not entered are the module, traction, and photo classes.

My NMRA National Contest results include in 2014—19 total awards with five first place; in 2016—21 total awards with four first place; and in 2018—19 total awards with five first place.

CK: You indicated earlier that you did a lot of reading before you started the Webster Groves and Fenton RR layout. What thoughts went into your coming up with the final layout?

Dave: I designed and built the Webster Groves & Fenton HO railroad with industrial switching in mind. The area around St. Louis, Missouri was my choice and would provide ample opportunities for a freelance/prototype railroad with industrial operations as a focus. Originally the Frisco was planned, but the BN merger in 1980 allowed a more diverse selection of motive power. The Webster Groves & Fenton is a freelanced short line that operates in conjunction with the BN. It has a collection of 1st and 2nd generation diesels painted in various schemes. We run cabooses because I like them and they provide another opportunity for custom paint schemes as well as allowing me to update them to 1980s configurations. The railroad operates monthly with a crew of seven. Paperwork is an Excel spreadsheet train order I created and refined over the 23 years we have operated. I encourage our crew to suggest changes or corrections to the operations and my continuing goal is to make sure everyone enjoys the operations. The track plan has had only one major change and that was the addition of Webster Yard. That addition created a 25-car capacity yard, one more operator position, and numerous additional train movements.

CK: Outside of NMRA activities—what other NMRA model railroad activities are you involved with?

Dave: In 2012, I began attending the STL-RPM meet in St. Louis. This is a display of models in a room much like a contest, but there is no judging and no awards. It is simply a social get together of great railroad models in all scales and from all eras. There are a select group of vendors and manufacturers with tables, the same as a regular train show. The big difference is in the number of resin car and other cottage industry vendors and the overall high quality of the items on display. I started out displaying a group of my BN diesels and then started bringing out some of my NMRA contest models. By 2015, I was part of the team of four guys who were putting this annual event

WEBSTER GROVES & FENTON RR - TRAIN ORDER									
TRAIN NUMBER: 102			POWER: WG & F GP-50 #9702			CABOOSE: WG & F #4001			
WG & F mixed freight from Valley Park to Matson Siding to Lindenwood Yard									
Train enters main at turnout VP									
Matson Siding Switcher				Valley Park	Matson Siding	Matson Siding	Lindenwood Yard		
	NUMBER	CAR TYPE	OAL	COLOR	Originates	Set out	Pick up	Terminates	
BN	7000002	Box Car	50	Green	Yardmaster	43			
FWD	750034	Box Car	52	Green		43			
BN	335180	Box Car	60	Green		42			
PLYX	1410	Box Car	55	Olive Green		43			
TCAX	30030	Box Car	54	PennCent. Gm.		43			
C&S	7003	Gondola	53	Mineral Red		45			
CB&Q	Silver Cliff	10-6 sleeper	82	Silver		48			
CB&Q	Silver Falls	10-6 sleeper	82	Silver		48			
CB&Q	Silver Maple	8-3 sleeper	72	Silver		47			
CB&Q	104008	Power car	72	Silver		47			
						Total: 10			
CIC	320	Gondola	53	Yellow			From sidings at Matson	5	
DRGW	64147	Box car	50	Orange				5	
BN	332159	Box car	50	Green				5	
SLSF	44227	Box car	60	Red oxide			Matson	5	
BN	219903	Box car	50	Green				5	
FWD	126101	Flat car	60	Mineral red				5	
SLSTA	97320	Power car	72	Blue/White				5	
WG & F	8790	Dome Observation	72	Silver/Burgandy				5	
						Total: 8			
A/B	1 Enter main line at turnout VP - proceed to Matson siding turnout G								
A/B	2 Proceed to turnout S [WYE turnout] end of power block for throttle A/B								
MA	3 Proceed through turnout S and continue until caboose clears turnout S								
FL-B	4 Reverse move train through turnout S into block 82[WYE move]								
FL-B	5 Fortman Lumber throttle picks up train as it enters block 82 - turnout G on Fortman Lumber control panel must be set for WYE move								
FL-B	6 When locomotive is clear of turnout G [block 78] throw turnout G and proceed on to main exiting Fortman Lumber at turnout A								
A/B	7								
A/B	8 Proceed to Matson siding and reverse move into turnout G to work pick ups/setouts								
A/B	9 Exit Matson siding at turnout G and proceed to turnout E - Lindenwood yard track 5								
	10 Turn off power to track 5								

together. Over the years we greatly increased the size of the event ,as well as the number of models on display and the number of vendors. This has become the largest RPM meet in the USA and is a full two days of activities including clinics, layout tours, evening social gatherings and of course wandering around looking at the models and talking to other modelers and vendors. This annual event requires a lot of planning and we start two years out with some of the work.

CK: Other railroad activity?

Dave: In 1985 I began helping a group to restore a Frisco steam locomotive out at the Museum of Transportation in St. Louis County. [ed. The Frisco 1522 Steam Locomotive] We formed a group, The St. Louis Steam Train Association, and set up a 501 (c) 3 for tax purposes. After spending 3½ years restoring the locomotive we began operating it on Class 1 railroads doing fan trips, railroad weekend celebrations, and excursions. We operated the locomotive from 1990 to 2002 on various Class 1 railroads. During this period I served on the board, was president one year, and was the road crew supervisor when we were out on trips. This lasted until 2002 when we finally returned the locomotive to the Museum and disbanded the group.



CK: We started the conversation with your being initially into modeling automobiles. What have you done there?

Dave: I have been building model cars off and on since I was 14 years old. Back then there were probably six hobby shops in the St. Louis area. Today we have three or four depending on your definition. I originally built 1/25th scale only and most were AMT or Revell kits that I usually modified into drag racing car. Over the years I increased my skills and began to spend more time on the construction. By 2006, I was entering local model car contests and began getting more involved with a local group that was putting on two contests each year. I began small, entering only six models in the contests. By 2008, I was entering over thirty models. As time went on, I began going to model car contests out of town. Most were a five- or six-hour drive. I continued to build model cars and enter contests, eventually going to six each year.

While most model car guys (I never met any women) were more collectors than builders, the ones I saw and competed with at contests were very talented. The most enjoyable part of the model car hobby is the freedom to build whatever you want and if it does not fit into a specific class, you can always enter it into the miscellaneous class. Some of the model car clubs even have classes for small scale and I have entered HO scale vehicles.

CK: The NMRA is an international organization. How about the model car community? How large is that?

Dave: The International Plastic Modelers Society is a national group much like the NMRA. I belong to the National organization and two chapters. The local chapter meets monthly just like the NMRA and they hold a Regional model car show and swap meet once a year. Most of the members are military modelers, but when they have the annual contest, many model cars show up on the contest tables. Both chapters I belong to publish monthly e-mail newsletters and I contribute articles on a regular basis. Recently I have been building a few small-scale aircraft and ship models to compete in a wider range of classes at IPMS contests.

CK: The modeling of automobiles and railroads must keep you busy. How about other

activities?

Dave: I was active in the Sports Car Club of America in the St. Louis Region from 1968 to 1984 and spent time announcing races, as well as competing in an Austin Healey Sprite and a Porsche 911. Model car building took a back seat to this activity and wrenching on the cars took over. Back then my wife and I had two street cars, a race car, a van, and a trailer. This was the standard for young racers at the time and all our friends had at least that many vehicles. Those were days when we all worked full time and would have to take off work Friday afternoon and drive well into the night to be at some racetrack for a weekend of racing and partying. It was fun and the season lasted through the spring and summer months. All of us were DINKS (dual income no kids). Everybody drank and more than a few smoked. We used to bring cases of Coors beer home from Colorado. It was not any better than Michelob or any other local beer, but we drank it because you could not buy it in Missouri. It was a status symbol when you rolled it out at a Christmas party.



CK: That time in your life must have given you some memorable experiences?

Dave: I was an instructor at the local Porsche and BMW driving schools from 1973-1983. They held classes in the spring for anyone who had the entry fee and a car that could pass inspection. They were hosted by the Porsche club and the BMW club and most of the entries were new or newer cars. Back then if you bought a BMW, the dealer would give you a free entry to one of the driver schools. These new owners were the best students. The best of them were the women who listened and paid attention to what they were told. We always rode with the students for at least one session. If they were doing well, we could let them go solo for the next session. At every event there was always at least one guy who would listen and behave when the instructor was in the car, then go out solo and crash, chasing someone who was a better driver in a better handling car. We called it "driving into the red mist." One time a Porsche student and I were in his car and I told him what to expect on one part of the track. He was doing fine. However when he went through the last time, the car got light as he crested the little rise. He took his foot off the gas and the car immediately went into the guardrail at speed, hitting it on my side and then spinning around and hitting the same guardrail on his side. The car was totaled and I had a damaged helmet from hitting the side of the car. We were not paid to do this, so it was my last driver school.

My wife and I have been members of the St. Louis Region Porsche Club of America since 1978. Back in the mid-1980s I served on the board and was president for two years. I still attend driving tours but do not attend meetings. Unfortunately, some of our old friends from back then have passed away.

I started a St. Louis European Car Show in 1987 to give the Porsche/Mercedes/BMW and other makes from Europe a place to show their cars. The first year it was called the All German Car Show but I heard from Italian and British car owners who wanted to come, so it became the European Car Show. We used to get around 80 cars and it was a low-key affair. Judging was by People's Choice ballot and trophies were given for best marque in German, British, Italian, French and so forth. I stopped presenting the show in 1998 and another group took it over. Today it is much larger and has as many as 300 cars entered. It is still going strong after 32 years.

CK: Well Dave, thanks for the conversation. I have enjoyed it.

Dave: Thank you! 🍷



MCoR Member's Pike Registry

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

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

Chisholm Trail Division



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

Central Missouri Area



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



Western Kansas Rails

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

Robert Simmons – Div. Sup.

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

Little Rock Area



Missouri Pacific RR – McRae Subdivision

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

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

Kansas Central Division



UP—D&RGW—Colorado Midland



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

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

Gateway Division

CB&Q RR-Hannibal Division

The K line. STL--Hannibal & a branch Old Monroe to Mexico, MO are modeled on a DD deck layout 425' of main and a 75' branch in code 83 with DCC controlling 18 trains plus 5 locals & coal & Cattle trains. Featured is a 22' long Cement plant, a quarry 5' W X 10' 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



San Juan Southern

By Jim Marlett

HOn3

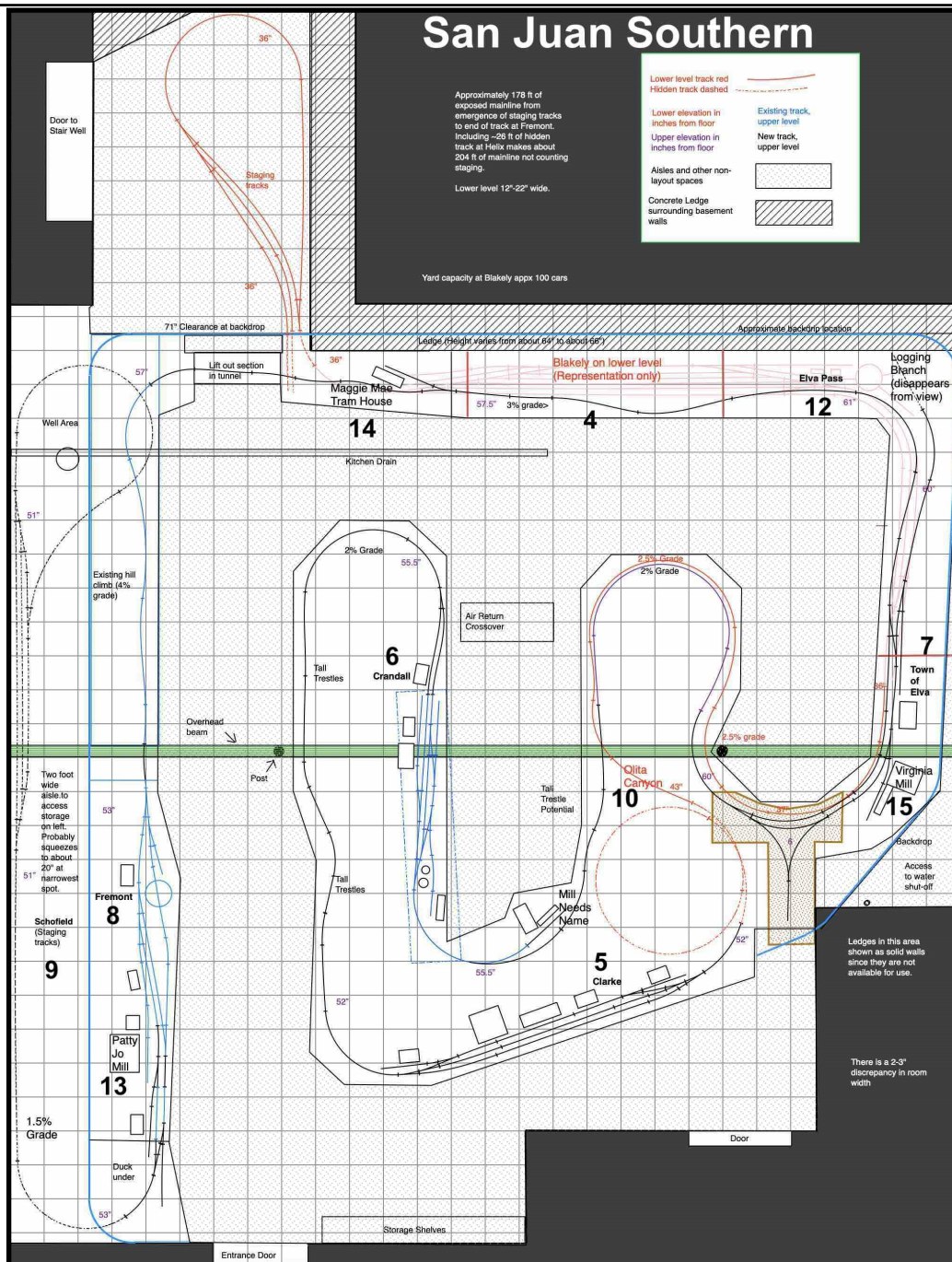
Editor Note: One of the perks that comes my way as editor of the Caboose Kibitzer is that I get to peruse the publications of the Divisions in the Mid-Continent Region looking for items that would be of interest to the general membership in the Region. Sometimes there is a serendipity moment when you know you are reading something very special. The article that follows is one of those special "finds."

In the November-December 2020 issue of the Chisholm Trail Division's *Trails, Rails, and Tales* bi-monthly publication ([Here](#)), author Jim Marlett combines his creativity of model railroading with his love and pathos of his family and friends in creating a freelanced HOn3 model railroad that pays special homage to those he obviously loves and respects. I hope you will find his story as moving as I did.

Note: **Town, Features, and Structure Bold Numbers** shown on the layout schematic to the right are referenced in the narrative.

My HOn3 railroad is the San Juan Southern, named for the San Juan Mountain Range in Southwestern Colorado. The "Southern" is added to pay homage the Rio Grande Southern, which formed much of the inspiration for it and fits the story. It reflects building south from the fictitious standard gauge San Juan Railroad at the town of New Schofield.

Like the RGS, it runs south to a connection with the narrow gauge D&RGW in a town I call Blakely. New Schofield is represented by a staging yard, but Blakely is being modeled. Inspiration also came from the Silverton Branch of the D&RGW as well as the Mears short lines out of Silverton. I have made no attempt to duplicate any of the



railroads that inspired me, but I hope to create the feel of the rugged landscape they served.

Names used on the San Juan Southern are typically derived from people I have known and who influenced me in some way or another. I don't normally just copy the names. I often play around with them using middle names or first names that weren't actually used in real life. Sometimes I just have fun with them and use them as a jumping off point that ends up even farther from reality.

The Main Characters

1. **"Big Larry" Fremont** – He is the founder of the railroad and discoverer of the richest mineral deposit in the area. Consequently, his mining operation is the largest and most successful on the railroad. He is named for my father-in-law, Lawrence Fremont Gray, who in real life was a geologist. Who better to build a mining empire and a railroad? The real Larry was not a big man, being around five-and-a-half feet tall. Fictitious Big Larry might not have been physically large, but he was certainly a force to be reckoned with.
2. **"Little Larry" Fremont** – "Big Larry's" son is named for my brother-in-law, Larry Gray. In my tale, Little Larry didn't follow in his father's footsteps. Rather he became a biologist and college professor, as did the real Larry Gray. When he was young, Larry the son was often called Little Larry to distinguish him from his father, so I guess this one is not far off.
3. **"Big Jim" Winter** – This is Big Larry's son-in-law who took over the railroad when Big Larry retired. The Jim part is probably obvious – it's me! The Winter is a bit more obscure. It is my mother's family name. In real life I am no taller than my father-in-law and to call myself Big Jim seems outrageously funny to me. Patty Jo (Fremont) Winter – Big Larry's daughter and Big Jim's wife is the name sake of the biggest mine and mill on the line. Patricia Jo (Gray) Marlett is my wife and Larry Gray's daughter in real life.

Towns

4. **Blakely** – The main town on the San Juan Southern is named for Ronald L. Blakely, the first director of the Sedgwick County Zoo and my first professional zoo boss. He had a tremendous influence on my thinking about what good zoos should be.
5. **Clarke** – Named for Gary Clarke, former director of the Topeka Zoo and the first real zoo professional I met. He was another great influence in my professional zoo career.
6. **Crandall** – Named for Mark C. Reed, the second director of Sedgwick County Zoo. He was not only a great friend, but was my boss for the second 20 years I worked at the Zoo. When he visited the railroad this year, I was calling the town "Reed." He asked that it be renamed "Crandall" for his middle name and his mother's family name, a name I knew he was very proud of. So now there is a new model character, Mark Crandall, for whom the town was named.
7. **Elva** – Named for my mother-in-law, Elva Virginia Gray. She never used her first name. In fact, it was some years after my marriage to her daughter that I even knew Virginia wasn't her given first name.
8. **Fremont** – The town was named after "Big Larry" Fremont (see above) and is home to the biggest mining operation on the railroad. Fremont is a very Colorado name, but to my knowledge, there is no existing town of Fremont in Colorado. For a short time one of the early settlements that became Cripple Creek was named Fremont, but that only lasted a year or so.
9. **New Schofield** – This is the northern terminus of the San Juan Southern. It is named for Ed Schofield who, though not a true zoo professional, was my first boss in the zoo business at the little Riverside Park Zoo in Wichita. The story is that residents of the original town of Schofield, Colorado, which actually existed at one time, decided to pull up stakes and move south to establish a town on the San Juan Railroad. This is where Big Larry decided to build south into the San Juan's to tap the mining areas and establish a southern connection to the D&RGW. When the San Juan Southern standard-

gauged and traffic turned out to be mostly in the southern section anyhow, Big Larry moved his railroad's headquarters from New Schofield to Blakely.

Features

10. **Olita Canyon** – Traveling north from the town of Blakely, the San Juan Southern climbs through Olita Canyon. This is named for my mother, Oleta Marlett. It is pronounced with a long “e”, as in “oh-lee-ta” but to make a properly pronounced Spanish word, I had to change the spelling and make it Olita Canyon. Olita in Spanish is pronounced like my mother's name and it turns out to be a real Spanish word meaning “little wave” or “wavelet.”
11. **Rio Olita** – This is the river that flows through Olita Canyon and on to Blakely.
12. **Elva Pass** – Located near the town of Elva, this is the highest (and only) pass on the railroad. Again, Elva was my mother-in-law's first name, though not the name she actually went by.

Structures

13. **Patty Jo Mine and Mill** – My wife Patty never went by Patty Jo, but including the “Jo” just sounds more like the name of a mine to me. Located in Fremont, it is Big Larry's first mine and still the biggest producer in the area. Of course Big Larry named it for his darling daughter.
14. **Maggie Mae Mine and Mill** – Big Larry named this one for his daughter-in-law, Little Larry's wife. In real life this is Margaret Gray, my sister-in-law. This is one where I let my imagination run a bit farther. As far as I know, Margaret was never called Maggie and certainly not Maggie Mae since Mae is not her middle name. But this fiction is close enough and it sounded like another good mine name to me.
15. **Virginia Mine and Mill** – This was my mother-in-law's middle name, the name she actually used. Obviously, this is in the town of Elva.
16. **Miss Lilly's** – I actually have yet to decide whether this will be a bar or bordello, but the name comes from my mother, Lilly Oleta Marlett. Like my mother-in-law, she went by her middle name. She disliked her first name and most people never knew it existed. My mother would be so far removed from running either a bar or a bordello that the thought of naming either after her seems like a colossal joke to me. But another idea has entered my head of late. My mother loved kids and our house seemed to be a gathering spot for my friends from the neighborhood and school. She welcomed everyone with enthusiasm. Most of my friends were male, which is not too surprising, so I'm thinking there might be an orphanage called Lilly's Home for Boys. We'll see.
17. **Chet's Garage** – My dad was a mechanic. He never owned his own garage and, as far as I know never wanted to. But on my railroad, he has his own successful shop. In this part of the San Juan Mountains, roads are so rough that cars and trucks need a lot of repair so business is good.

I'm sure there will be many other opportunities to name things after friends and family. Some that come to mind are:

Dangerous Dan's for my brother,

Brisco's Bakery for the neighbors that lived behind us growing up,

CJ's Welding and Engineering for my son Christopher J. Marlett who is a welder, and

Miss Bunny's, which has a story far too long to tell here.

The Railroad's History

The San Juan Southern was built rather late for a narrow gauge railroad. As a result, it was built with heavier gauge rail than was typical. Big Larry got it at bargain prices as used rail became available when several major eastern railroads were upgrading their track. Big Larry insisted on things being well built and often over-engineered his projects. Big Jim is even more inclined to over-engineering. This is really just my excuse for using code 70 rail in HOn3.

As a result of all this quality construction and an insistence on good maintenance as well as a certain level of dumb luck, the San Juan Southern was considerably more profitable than any of the other narrow gauge lines in the area. Another boost to its financial wellbeing was the abysmal condition of the roads. The roads were so bad that locals thought the highway department didn't even know they existed.

The time period is WWII. Luckily, Big Larry's mines and others served by the railroad were rich in minerals needed by the war effort. It was a boom time for the San Juan Southern. Even so, the railroad seemed to escape notice from the outside world. Big Jim thought this was in part due to the Rio Grande's sense of ownership in all things railroad related and they weren't without power in the region. He thinks they actively suppressed any news about a genuinely profitable competing narrow gauge. Big Jim didn't care. As long as the money kept rolling in, notoriety was optional. It was as overlooked as Lake Wobegon, Minnesota.

Big Jim couldn't see what the future held in store at that time, but from our omniscient view, we can. After the WWII, things slacked off a little until the Korean conflict boosted business a bit. Unfortunately, the mines were starting to play out and after the hostilities ended, Big Jim was ready to retire. Neither of his sons were interested in continuing in the railroad business, so he sold the operation to the Rio Grande for a fraction of its value. Big Jim didn't care. He was wealthy beyond his wildest dreams and didn't need the money. For the Rio Grande, it was an ego thing. They had managed to keep the existence of the little road completely obscured from anyone that mattered, so it was easy for them to shut it down and sell off the scrap. The highway department was content to let the roads fall into oblivion and today you can't find a trace of the railroad, the towns, or the mines. In fact, you can't even find anyone who remembers them. 🏠

After finding the mechanical and electrical bugs with a test run by #462, #463 brings the first train into Crandall following its new track extension.

Since the locomotives can't be turned here and to satisfy my curiosity about my track laying ability, #463 backed the train up the 2% grade to Elva. Everything stayed on the rails. Hallelujah! But I think that will be the last time for that maneuver. It

made me too nervous. I'll run the locomotive around the train in the future so it can pull the train up the hill even though it will be running in reverse. Peace of mind counts for something. I'll be glad when it reaches the end of the line and the locomotive can be turned.





Achieving Through Learning

By Craig Drenkow, AP Program Co-Chairman

This time, in *Achieving through Learning* we are going to look at the Golden Spike award. Even though the Golden Spike isn't actually a part of the Achievement Program, it is a good place to start. It can be done at anytime but it helps you realize the different tasks needed for the Achievement Program.

If you look at the requirements, you may find that you already have met most of the requirements. It doesn't concentrate on one area, but instead gives you a chance to get familiar with all areas.

There are five sections that need to be done. And they don't have to be on the same layout or even the same scale.

1. You need to display eight pieces of rolling stock. These need to be just a little more than just shake the box kits. Something such as painting, decaling, a little detailing, or maybe some weathering will do. And, you don't need to display on a layout. A "display" can be on a table.
2. You need to construct eight square feet of layout installed and wired and including some scenery. This should be a little more than just a loop of track on a piece of green painted plywood but does not need to be elaborate.

3. You need to build five structures, again a little more than just gluing together a plastic kit. Something such as painting or weathering are good to consider.

4. You need to have three types of track installed and ballasted on roadbed, but you can use commercial track.

5. Then all you have left is to do is have one more electrical item. Something such as a wired and operating atlas switch and switch machine, or a lighted building would be acceptable for this.

All these requirements are listed on the NMRA website Achievement program tab ([Here](#)).

Contact Frank Koch at National (achieve@nmra.org), your division AP Chairman, or me for assistance in getting started.

Until the next train arrives. 🚂

Craig Drenkow, AP Chairman
402-649-5498
apchair@mcpr-nmra.org

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



Achievement Program Awards Since Last Report

By Craig Drenkow

James Lorhan, MMR
Western Heritage Division
Scenery

Robert Amsler
Gateway Division
Official

J Mark Juett, MMR
Turkey Creek Division
Cars



Golden
Spike

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



Motive
Power



Cars



Structures



Scenery



Prototype



Civil



Electrical



Chief
Dispatcher



Official



Volunteer



Author



Mark Juett, Master Model Railroader #660

By Craig Drenkow

We are happy to announce that we have a new Master Model Railroader in our region. Join me in congratulating Mark Juett on receiving his MMR. Here is a picture of Miles Hale presenting Mark his MMR award at a recent Turkey Creek Division meeting.

You may recognize his name, as Mark writes the “Pulse of DCC” articles in the NMRA Magazine. He is also the chairman of the DCC working group for the NMRA. This is the group that works on standards for DCC. Mark models the Louisville and Nashville Railroad of September 1967. He likes the variety of engines and running stock that appeared on the railroad at that time.

Mark has eight achievement awards, having received his first two in 2014 (**Civil** and **Electrical**). That same year he received his **Author** certificate. He completed **Scenery** in late 2015 and **Dispatcher** in 2016. He got **Volunteer** and **Structures** in 2018. And in July of 2020, Mark received his **Cars** AP award at Turkey Creek to complete his requirements for MMR.

Congratulations Mark!



Mark Juett

Miles Hale

The “Achievement Program” is set up by the NMRA to help members improve their skills. One thing that some members believe is that it is an exclusive program for modelers with exceptional skills. That is not the case. It is a program to help you *improve* your skills. By working on the different certificates, a modeler will improve their skills.

Someone just getting started in the program will be evaluated by experienced members. If their model is up to the standards set by the program, the modeler will receive a certificate. If the model isn't up to standards, notes will be included on how the modeler could improve the model or build a better model. Whether you receive an achievement certificate or not, notes are included about what you did good or what you could do to improve the model. It does not tell the modeler they are not good enough.

If you're not involved in the program, look at getting involved. If you want to know more, talk to the Master Model Railroaders (MMRs) in your division, or contact me for help getting started. You can contact me [HERE](#). It is a fun way to improve your skills and share your modeling with other members. 📧



Model Railroad Operations

By David Heinsohn

One of the requirements for the Chief Dispatcher AP is to develop something like a "String Diagram." It is requirement B.3 ([Here](#)) which reads *"Develop an operating train chart (graph) which interprets the above schedule for timetable operation of the model railroad. Indicate at least one train meet on the schematic drawing required in (B-1) above. Show the position of the trains involved and describe the action, giving pertinent time and movement data to effect the meet."*

That sounds like it would be pretty hard to do. Well..... Maybe not as hard as it seems at first glance. But more importantly, a string diagram can show us modelers quite a bit about what was going on in our modeled area if we're following some prototype.

Ray Brady of Kansas Central Division (also the CK editor) went on a road trip in October to learn more about a branch line that interacts with the railroad he's modeling. He did a nice write-up of his road trip for the Brass Pounder, KCD's newsletter. In addition he did a short article about that branch (the ATSF McPherson Branch) that focused on what is learned from a string diagram based on the branch Timetable. His string is slightly simplified, but still yields plenty of information. That article is repeated in full below.

If Ray's diagram were modified such that the vertical scale were proportional to the distance between stops, the slope of the line between stations represents the speed between

those stations for that train. So, including the station mile post information can be useful. The steeper the line, the faster the train. Flat spots in the line show dwell time at a station or siding. Ray's diagram shows several of these. And, his diagram shows examples of a meet between two trains at McPherson, Lehigh, and Canada.

For a model railroad's string, you might want to add the "layout mile post" from your layout in inches or feet (I'd still want to have the "prototype" milepost shown as well.) Adding the inches/feet will let us better understand how long it will take to get from one layout station to another, and how long we will need to dwell in each station. Keep in mind that there is an amount of time spent at each station stop along the way on the prototype, even if that time does not show up in the prototypes timetable or string diagram. On our pikes, adding the minimum stop time at a station can help slow the pace down a bit. The distance in inches will also give you a good idea of the effect of varying fast clock speeds on the operation of your pike.

Without further ado, here is Ray's article. Some of his references are to the road trip article, but are not needed to fully appreciate this article.

If you read an article in your Division newsletter that you think would make good fodder for the Caboose Kibitzer's Operations section, please let either Ray Brady ([Here](#)) or me ([Here](#)) know, so we can check it out. 📌

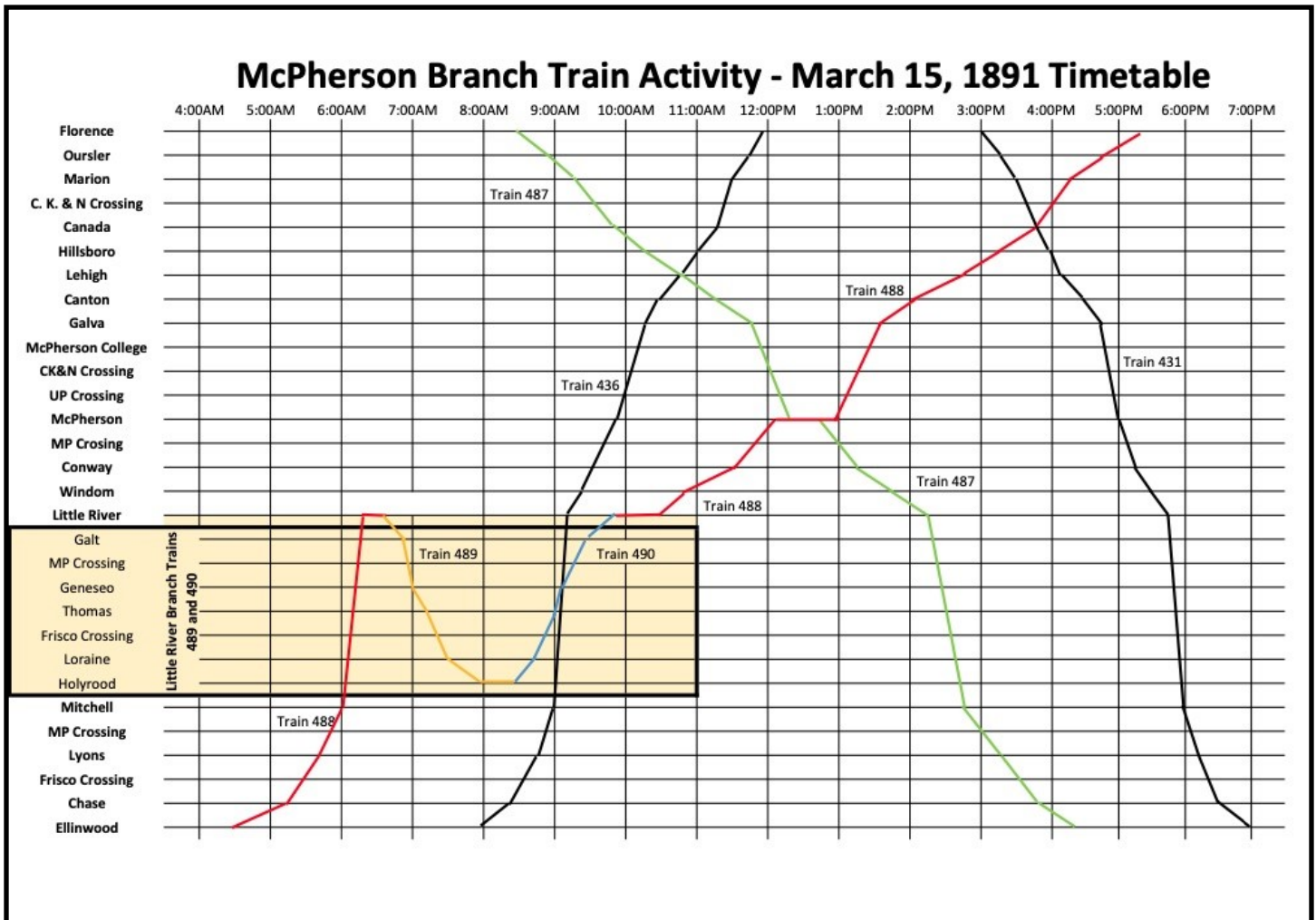
ATSF McPherson Branch Operations in 1891

By Ray Brady (Reprinted from the December 2020 Brass Pounder ([Here](#)))

And now a discussion about the McPherson Branch operations. At the KCD October Turntable ZOOM meeting, Ross talked about what he had been doing lately on his layout. Further, he has always indicated he wanted the layout to be operations oriented, which led me to think about how a string diagram represents operations, particularly if timetable and train orders are used. I have done a little

for my layout to get a sense of things, and it demonstrates a layout's possibilities. String diagrams are a good way to visualize how trains will interact with each other, and help define the need for motive power and cars to service the railroad.

But, what does a string diagram look like in real life—for example the ATSF McPherson Branch in 1891? I put a string diagram together for the McPherson and Little River Branches based on the 1891 Employees Timetable that has been the subject of this article. It is shown below. It was easy because of the linear nature of the McPherson and Little River Branches, and it is instructive how much information it revealed about the route.

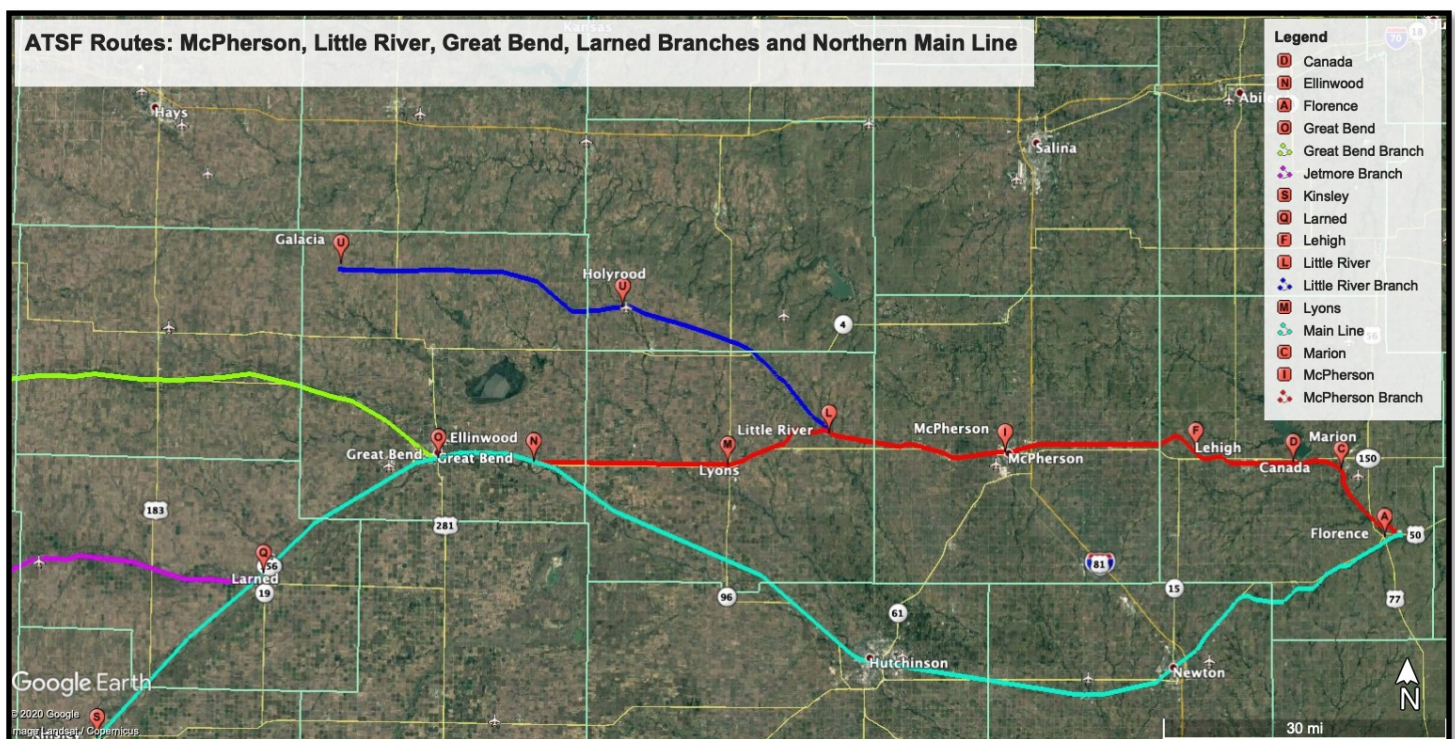


1. The McPherson Branch needed three pieces of motive power.
 - A. One locomotive would be used for passenger Trains 436 and 431. The crew would leave Ellinwood as Train 436 at 8:00AM in the morning, reach Florence by noon. It would then turn and return to Ellinwood as Train 431 by 7:00PM that night. The crew would have a 11 hour day and could sleep in their own beds every night.
 - B. One locomotive would be used for Train 487 from Florence to McPherson, drop its cars in McPherson, turn, pick up 488's cars, and return to Florence as Train 488. The crew would have a 9 hour day, and could sleep in their own beds every night.
 - C. One locomotive would be used for Train 488 from Ellinwood to McPherson, drop it's cars in McPherson, turn, pick up 487's cars, and return to Ellinwood as Train 487. On the way east,

they would break off Train 488 in Little River, pickup cars as needed for Train 489 to Holyrood, make the run to Holyrood, turn, and return to Little River as Train 490. They would then pickup the cars for Train 488 and proceed to McPherson. The crew would have a 12-hour day, but the crew would sleep in their own beds at night.

2. Florence would need 1 engine to service the McPherson Branch, and Ellinwood would need 2 engines to service both the McPherson and Little River branches.
3. There would be a meet between Train 436 and Train 487 in Lehigh Station at 10:38AM (the station siding holds 95 cars—see map below).
4. There would be a meet between Train 488 and Train 431 at Canada Station at 3:43PM (the station siding holds 57 cars—see map below).
5. Obviously, maintenance would be an issue for the three engines used on the Branches. Since their home stations would be along the ATSF Main Line, (Florence and Ellinwood) backup power could be easily brought in.
6. Exploring an earlier time, the 1883 McPherson Branch Timetable does not show that the Little River Branch was in existence yet. After all, Kansas was just being settled, land was being homesteaded, and the ground broken for agriculture. Hence the timetable reflected totally different needs for this “new” form of transportation.
7. And by 1937, the Little River Branch had been extended to Galacia and the Timetable reflected that the Little River Branch had its own dedicated engine based in Galacia.

So, Timetables and Train Orders were constantly changing, particularly in the time period of the late 1800's and early 1900's when railroads were rapidly expanding service through the nation's heartland.





MCoR Regional Club Rosters

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

AR, Bella Vista All Scales

Sugar Creek Model Railroad & Historical Society, Inc.
PO Box #5452, Bella Vista AR 72714

Information: <http://sugarcreekrailroadclub.com>

AR, Conway HO Scale

Central AR Model RR Club
PO Box #1825, Conway AR 72033

Contact: Daniel Gladstone (501) 269-3030

AR, Little Rock G, HO, N Scales

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

IA, Coralville HO Scale

Hawkeye Model Railroad Club
860 Quarry Rd., Coralville IA 52241. Club entrance SE corner across street from Konami Rest. Meetings: Wednesdays 7-9PM; Visitors welcome; Check website for Saturday Open House. Contact: Tom Persoon, Public Relations Officer, Persoon06@msn.com; (319)-351-0247. Website: <https://hawkeyemodellrrclub.com/> Facebook: @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

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@augustahorrrclub.org

KS, Atchison

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

KS, Cherryvale

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

KS, Cherryvale All Scales

Parsons Model Railroad Engineers
Cherryvale Depot, Cherryvale KS 68335

KS, Ellis HO Scale

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

KS, Frankfort

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

KS, Dodge City

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

KS, Hutchinson N Scale

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

KS, Lawrence

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

KS, Manhattan HO Scale

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

KS, Olathe HO Scale

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

KS, Overland Park O Scale*Kansas City Module "O"*Contact: Jack Ferris, 10334 Ash Street, Overland Park
KS 66207eMail: fhs1955@gmail.com**KS, Olathe***Weekend N-gineers*16624 W. 126th St., Olathe, 1:00. Information: Ken
Clark, haphheart@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) 492-4142eMail: 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.comMeets 2nd Thursday each month 11:30am Spears
Restaurant**MO, Columbia HO Scale***Columbia Area Model Railroaders (100% NMRA)*Missouri United Methodist Church, 204 S Ninth St, or
member's homes. Thursday Evenings at 6:30PM.Facebook: Columbia Area Model Railroaders; Contact:
Marty Oetting, martyoetting@gmail.com**MO, Fenton N Scale***Mississippi Valley N Scalers*

1684 Harbor Mill Dr., Fenton MO 63026

eMail: mvns@railfan.netInformation: <http://mvns.railfan.net>**MO, Jefferson City All Scales***Capital City Model Railroaders*

PO Box #243, Jefferson City MO 65102-0243

Email: pollocka@mchsi.com**MO, Kirkwood HO Scale***Kirkwood Railroad Association*

Meets every Thursday 7:00 - 9:00pm

Contact: Rich Velten, 100 North Sappington Road,
Kirkwood MO 63122Email: rmVelten@swbell.net**MO, Kansas City 16" Gauge Park Train***Kansas City Northern Miniature Railroad*

NM 60th Street & Waukonis Drive, Kansas City MO

Contact: W. Ohrnell (816) 746-5663

Information: www.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 64153eMail: 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.comMeets 2nd Monday each month 7pm Open house Sat. &
Sun. 12 to 5pm**MO, Kansas City N Scale***Weekend En-gineers*

8600 Ward Parkway, Kansas City, MO 6814

Contact: Richard Boone: (816) 966-1534

eMail: rBoone@traintown-kc.com

Meets 3rd Sunday at 11:30am

MO, Kansas City*Kansas City Narrow Gaugers*Members Homes, Information: Dean Windsor,
On3@worldnet.att.net**MO, Kansas City Standard, G, O, S, HO Marklin, HO, N, Z Scales and Wooden Trains***Union Station Kansas City Model Railroad Society*

30 West Pershing Road, Kansas City MO 64101

Contact: Ted Tschirhart, Telephone: (816) 816-3449

eMail: TedTschi@kc.rr.com**MO, Liberty***Heartland N-Trak Of Greater Kansas City*131 S. Water St., Liberty, MO, 1:00. Information: Bob
Osborn, 816-452-9227www.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 HO N3 Scale***Modular HO Narrow Gauge Society*

914 Summer Leaf Drive, Saint Peters MO 63376

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

MO, Springfield **HO Scale**
Ozark Model Railroad Association
424 West Commercial Street, Springfield MO 65803,
Info: <http://www.omraspringfield.org/contact.html>

MO, Webster Groves **2-Rail O Scale (1/4" to the foot)**
Big Bend Railroad Club, Inc.
8833 Big Bend Blvd., Webster Groves MO 63119
Email: secretary@BigBendRRclub.org
Information: www.bigbendrrclub.org

NE, Fremont **All Scales**
Nebraska Railroad Museum
1835 North Somers Avenue, Fremont NE 68025
Contact: Dave Fachman (402) 727-0615

eMail: fevr@FremontRailroad.com
Information: <http://www.FremontRailroad.com>

NE, Hastings **N Scale**
Tri-City Model Railroad Association
607 South Shore Drive, Hastings NE 68901

OK, Claremore **All Scales**
Claremore & Southern
3049 Clover Creek Drive, Claremore OK 74017

OK, Oklahoma City **N Scale**
Oklahoma N-Rail
Contact: Bruce Alcock, President PO Box #96131,
Oklahoma City OK 73413
eMail: info@oknrail.org
Information: <http://www.oknrail.org>

OK, Tulsa
Tulsa Garden Railroad Club
Free Will Baptist Church. 1190 N Mingo Rd,
Information: info@tulsarailroadclub.org

In the Blue Mountains of Oregon



Ray Brady Photo