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The Caboose Kibitzer

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

Content Deadline

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Second Quarter	March 1
Third Quarter	June 1
Fourth Quarter	September 1

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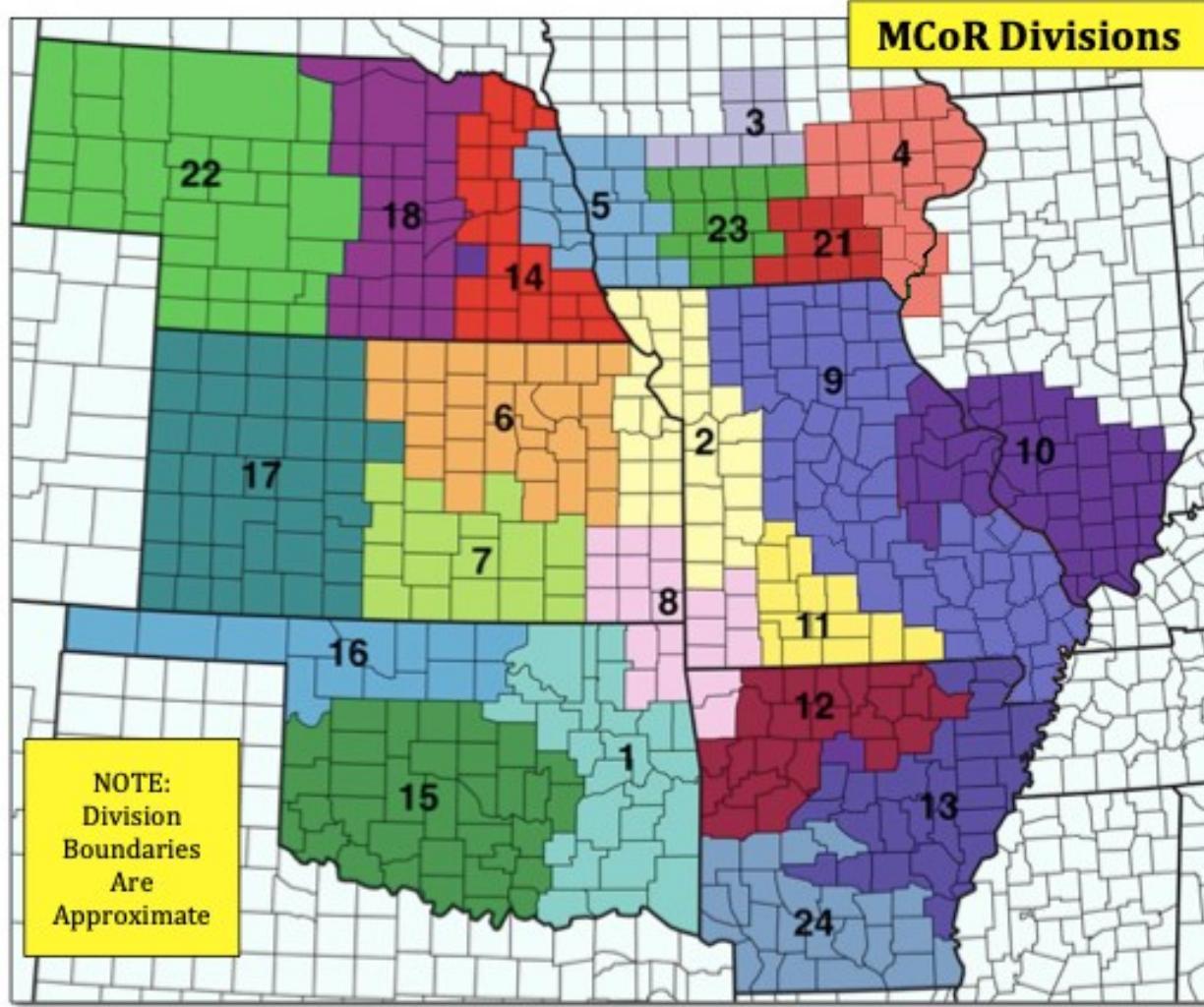
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nmrahq@nmra.org

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

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

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12	Northern Arkansas Area	Tim Force	dir-2912@mcor-nmra.org				



MCoR NMRA Division Meetings

Note: COVID-19 cancelled many in-person meetings in lieu of ZOOM meetings. And now, some Divisions are resuming in-person meetings. Check before showing up...

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

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

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

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

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

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

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

Division 14: COWBOY LINE DIVISION: Info: Craig Drenkow, MMR, nascartrainman@gmail.com

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

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

Division 18: PLATTE VALLEY DIVISION (Hastings, Grand Island, and Kearney, NE): Meet quarterly in members homes on a rotating basis or at sites of interest. New members are always welcome. Info: Jim Wells, Division Director, 402-705-1048 or dir-2918@mcor-nmra.org



The Head End

By Marty Vaughn, MMR, President MCoR

Thanks for the efforts of the MCoR Vice President Jim Able, we now have a convention site and schedule for 2026. We will hold our convention in conjunction with the RPM meet in Collinsville, IL. Registration for the MCoR convention will give members full access to all the clinics and layout tours of the RPM meet. In addition the MCoR will have its own model contest and banquet. The date of the convention is 23-25 July 2025. Collinsville is the site of this year's National Narrow-Gauge Convention and the National Train Show at the last NMRA Convention in St. Louis. This is a very late breaking bit of information and more will be coming soon.

Else where in this issue you will see the NMRA President's Award winner from the MCoR for 2025. Jim was nominated by past president Larry Diehl who made the actual presentation with me to Jim at a Platte Valley Division meeting 11 December. Yes, it was a bit late being awarded, but that was because somewhere between the NMRA Convention in July the original award was lost in transit to Larry. It took some messages between Gordy Robinson in Scotland and myself in Kansas to get a replacement, but it was accomplished and presented to Jim. I've known Jim for a long time since back when I was MCoR AP Chairman and was helping some of the members up there on their work to become MMRs. Jim is an excellent choice for this award and one of those people that most of our divisions have who are hard-working but not necessarily getting the recognition they should for their work. If you know of someone like that in your division that you think should be recognized, email or call me with the specifics so that we can try to get them the recognition they deserve just like Jim.

As most of you know, the NMRA has a new logo effective 1 November 2025. Personally, while I wasn't asked, I like the new logo better than the previous "broken wheel". Those divisions that have their own logo can keep those logos but if they contain any of the old NMRA logos (either the broken wheel or the wheel and coupler) they should be revised and have those parts removed. If your division has a letterhead or webpage with your logo the NMRA wants the new NMRA logo added. No Division or 100% NMRA member club with Division or Club logo is going to be banned from wearing that shirt or hat (contrary to so of the rumors you may have heard). Any future purchases of apparel should have the new NMRA over arching logo with the Division logo. There are a specific font and colors to be used for the logo and lettering. Below you will see a sample of the MCoR logo and a sample of how a division logo would look. There will be more information coming, along with a link to an

NMRA member who will help Divisions with changes to design and font of their logos. As I write this column the RAC meeting where this information was provided was yesterday and the email I received with some of the links was broken, I don't have the fonts and the samples below are screen prints. A comprehensive email will be provided to the Divisions when I have all the links needed to access all the information. For more on why the NMRA is launching a new logo you'll find an article by the committee responsible for the change in the December issue of the NMRA Magazine.

Also, in this issue you will see an advertisement for the RMR convention next year. No, we are not trying to subvert you to attending the RMR convention instead of the MCoR, but hopefully both. As part of our joint convention in 2027 with the RMR in Cheyenne we agreed to run notices for each Regions 2026 conventions in our publications. At some point after 2027 I hope we can return the favor of a joint convention with the RMR hosted in our Region.

The last thing I want to address is vacancies. For you sharp eyed readers, you'll note that is the same "last thing" from this column in the last issue of the Caboose Kibitzer. We STILL need an entire Nominating Committee, a Ballot Committee, a Contest Chairman and Vice Chairman, Convention Chairman and Vice Chairman. Volunteers for these positions will earn credit toward their AP Volunteer Certificate at the Region level. Information on these jobs is contained in the MCoR Handbook you can access under publications on the MCoR webpage.

If you have any questions, I encourage you to contact your Division or Area Director first but you can also contact Jim Able or me through the contact information on the Region webpage.



Sample Division Logo



Sample Region Logo

While I'm writing this before Christmas, you probably won't see it until after Christmas. I hope you and your family had a very Merry Christmas and that we all have a great New Year.

Marty Vaughn



The Mixed Train: Editor's Musings

By Pat Hiatte

Changes

The new year brings with it some changes to the Kibitzer. First, the Editor's Musings are becoming a Mixed Train, which more accurately reflects the nature of this column, not to mention the editor's short attention span, which lends itself more to short items than lengthy musings.

The second change to the content of the Kibitzer is at the bottom of this page. Suggested by MCOR President Marty Vaughn, the Last Run column is a way to honor our fellow railfans and modelers who have, to quote the *Casey Jones* song, "made their Farewell Trip to the Promised Land."

How Many?

Speaking of change, how many railroaders (and this includes model railroaders) does it take to change a lightbulb?

Six. One to change the bulb and the other five to tell how they could have done it easier, cheaper, better and quicker.

Achievement Program Journey

Due to the holidays and other commitments, time got away from me during the last quarter of last year. Despite my good intentions, I was unable to get together the submission package for the Achievement Program Chief Dispatcher certificate.

Hopefully I'll be able to do so now, and will be able to provide a progress (if any) report in the next issue of the Kibitzer.

Mixed Train

The new name for this column has roots in the editor's personal experience.

Longer ago than I care to remember, my first train ride was on the Wabash mixed train that ran between Columbia, Mo., and the main line at Centralia, some 22 miles north.

The train, affectionately known, of course, as the Wabash Cannonball, consisted of a coach—the City of Columbia—a baggage car for mail and express, and whatever freight cars needed to be moved on a particular day.

The trip was the highlight for this kindergartener, although there were a couple of anxious moments.

At one point on the northbound trip the train came to a stop and our motive power, a single GP, went trundling off onto a weed-grown spur. Oh no! The engine is gone! We'll have to walk back to Lee School! Needless to say, the GP soon re-appeared, boxcar in tow, and we were once again on our way.

Waiting, some more patiently than others, in the Centralia depot while the crew wye'd the train, we began to board the train for the return trip. Far down the track to the east a headlight appeared. We'd better hustle aboard, I thought, before that train gets here and keeps us from boarding.

All on board, we scorched the ballast at speeds up to the 30 mph limit, happily homeward bound, to detrain at the Columbia station, which thankfully still stands, although it's no longer rail served.

Do you remember your first train ride? If so, I'd love to hear about it for an upcoming issue of the Kibitzer. Drop me an email at ckeditors@mcor-nmra.org

Last Run

These members of the Mid-Continent Region made their Farewell Trip to the Promised Land in the fourth quarter of 2025

- Dennis Garloff, Platte Valley Division
- Jeremy Janzen, Gateway Division

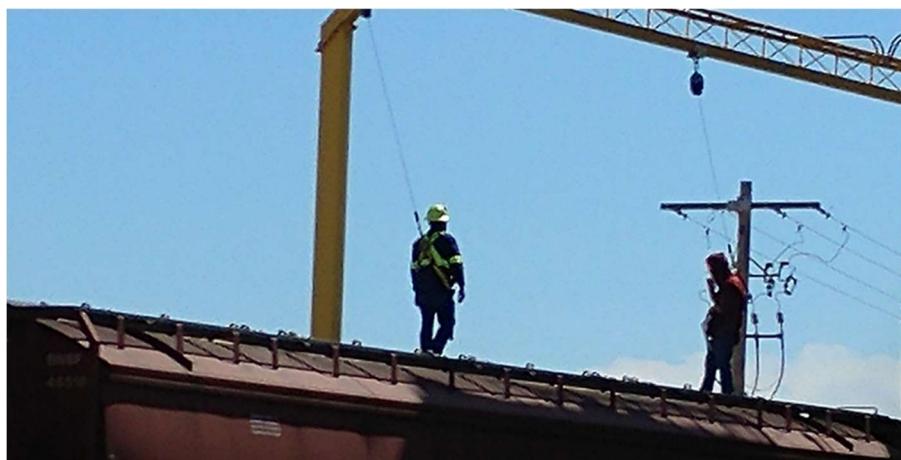




Safety Rail System in N-scale – Part I

By Robert Simmons, Director, Western Kansas Division, NMRA

The WKR Scenery Crew have been hard at work adding an important detail to the grain elevator scene, a safety Rail system. For some time, we noticed the yellow system at various grain elevators but had no idea what they were for. Then one day we came across an elevator in Dodge City, KS. loading grain and we saw the system in action (Pic 1). This rail system is a safety device for the crew walking atop the cars when opening or closing the top hatches during grain loading. The rail features a wire tether which attaches to the worker's safety harness and will move as he moves back and forth.



(Pic 1)



(Pic 2)

We came back to the same elevator on a Sunday when operations were guaranteed to be shut down, took a lot of pictures and measurements (Pic 2)



While on site we took photos of the system, plus individual details such as each vertical post being mounted to a concrete pad (Pic 3)

(Pic 3)

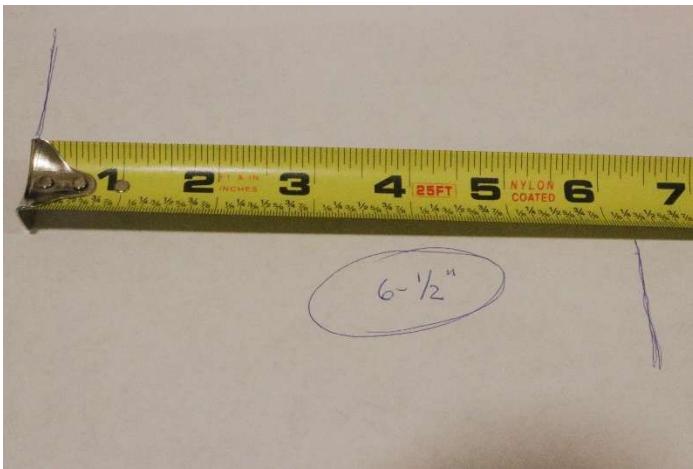


Unfortunately, in our haste to head to the elevator, we forgot the tape measure, so we had to resort to "Plan B" and used my hand to determine approximate sizes. We quickly noticed the vertical posts were not square but rectangles. First, I placed my hand on the width facing front (Pic 4), then moved to the side view where it is much wider (Pic 5).

(Pic 4)



(Pic 5)



So how does this help the measurements, simple, once back home I measured my hand on a piece of paper, marking lines from little finger to thumb (Pic 6). So now we know the narrow side is approximately seven and a half inches, while the wider section is guesstimated to be twelve inches.

(Pic 6)



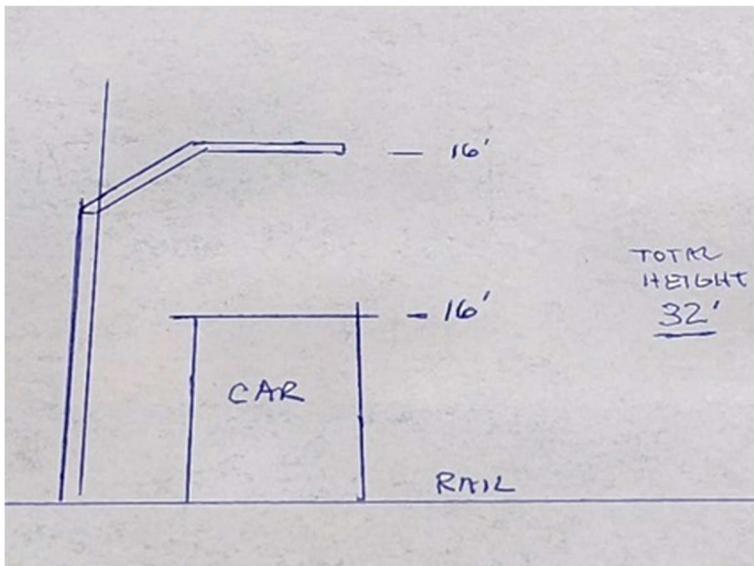
We tried to take pictures of all the vital details such as the angles of the vertical posts and the track support is a lattice design instead of being solid (Pic 7).

(Pic 7)



We also took close-up shots on any signs. These can be loaded into Microsoft "Word," sized to the correct dimensions in scale, printed on mailing labels, and applied to thin sheet styrene for placement on the layout (Pic 8).

(Pic 8)



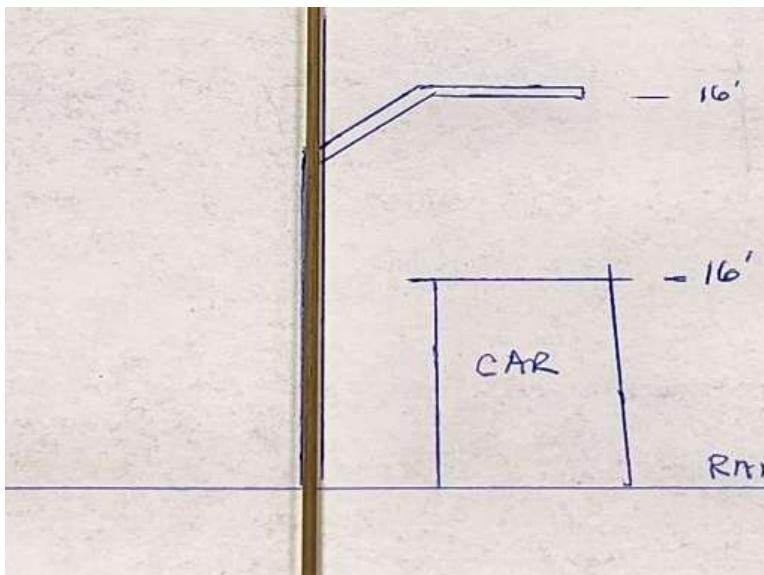
Returning home armed with the photos and dimensions it was time to get serious. Now we had to translate everything into N-scale, so using an N-scale ruler, we started designing the first element of the structure, the vertical posts. When scratch-building we practice the “good enough” plan, while in larger scales exact dimensions can be critical, we chose to make the vertical posts square instead of rectangular so we could use commercially available products. We measured a grain car and that allowed us to make a sketch (Pic 9)

(Pic 9)



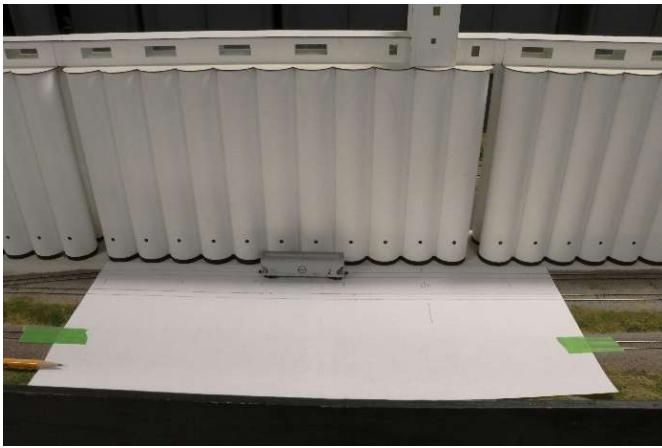
Our first choice of building materials was styrene shapes, so we ordered several from Evergreen, but when they came in, we were struck that they would not hold up to any handling during transport to train shows. Our next thought was to use brass square tubing for a stronger structure, and we could use soldering to assemble it. A visit to the K & S website scored a shipment of several sizes of which we decided on the 1/16-inch (Pic 10)

(Pic 10)



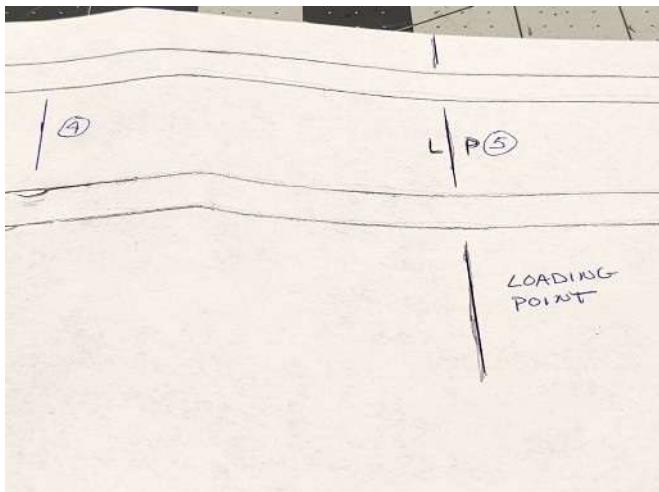
Once the choice of materials was made, we progressed to drawing an exact template of the vertical posts. The upper support angle was important, we first tried a forty-five-degree angle, but that looked too severe, next we tried a thirty-degree angle which looked closer to the original. Once the K & S tubing order arrived at the shop we laid our strip of one-sixteenth-inch square tubing on the template, and it looked good (Pic 11).

(Pic 11)



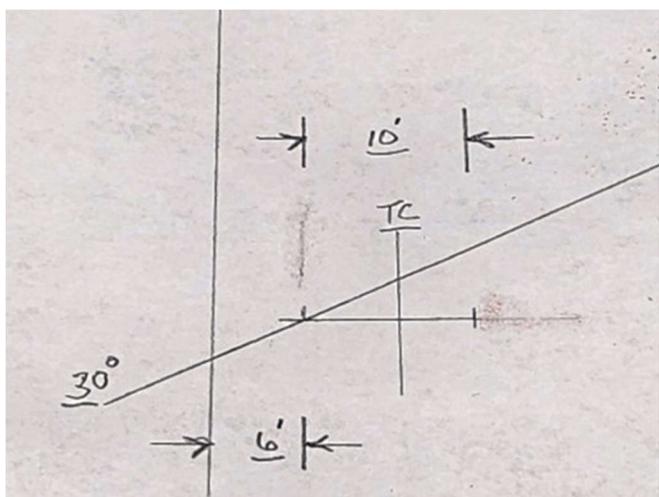
The next step was to see how this was going to fit into the scene, so we used a couple of sheets of copy paper to function as a placement template. The paper was laid over the tracks and tacked down with masking tape. The side of a pencil was traced over the tops of the rails of both tracks, and the track centers were also marked. We then decided on where the loading spout would be positioned on the elevator, and this was marked as LP (loading point). (Pic 12)

(Pic 12)



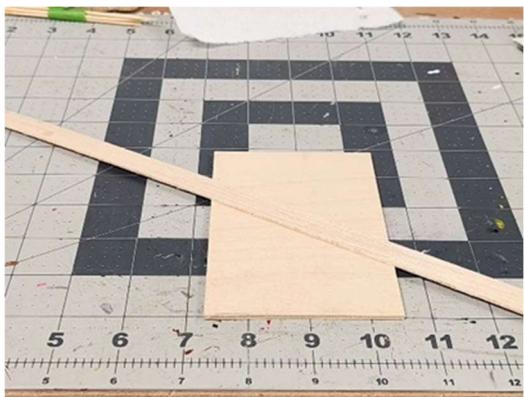
Moving the placement template to the work bench, we measured the average length of the grain cars as in the photos of the facility it appeared the spacing of the vertical posts was about the length of a car. From this template we determined we would need six vertical posts. In the photo you can see where we marked the template for posts 4 and 5 (Pic 13).

(Pic 13)



Now we had to make a complete diagram of what we intended, so we started with the establishment of the average car width as 12-scale feet. Next we established that the vertical support posts would be ten to twelve-scale feet from the track center. The completed diagram shows the 30-degree angle looked closer to the original. "TC" marks the track center, and the two small notches indicate car width. This would leave a scale 6-feet clearance between the car side and the support post. This also gave us the point where the support angles down to horizontal

(Pic 14).



Because we needed to make several support posts and they all had to have the same dimensions, the belief was a template was needed. After a visit to the wood stock cabinet, we found a small rectangle which would be perfect as a base plus balsa wood strip to use as the template walls (Pic 15)

(Pic 15)



To make our vertical post template we marked a vertical line on the wood base followed by a horizontal cross line allowing an extra bit of length below the bend. Making a small notch at the six-foot mark on the horizontal line allowed us to use a thirty degree-angle to show the support post. Using the balsa wood strip, a straight section was glued to the base on the inside of the post up to the angle mark. A second piece of wood strip was used to butt up against the first piece on the horizontal line. A small piece of wood strip was shaped to fill the angle area (Pic 16)

(Pic 16)



The last piece of the template is a balsa strip on the outside of the support to maintain the straight section, so a piece of square tubing was positioned next to the interior wall, then the last strip was glued on the outside of the tubing (Pic 17).

(Pic 17)



We then gathered the necessary tools to commence the bending: the template, a pencil, and a Dremel with cutoff disk (Pic 18).

(Pic 18)



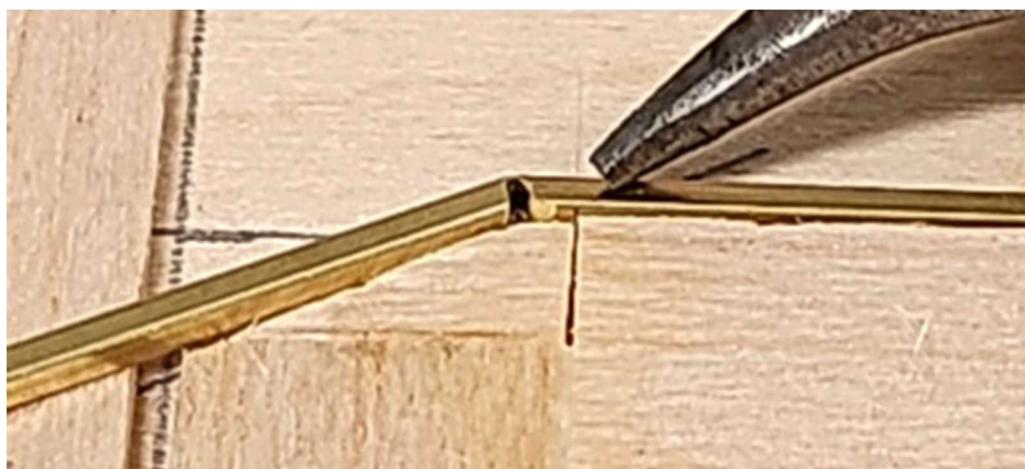
The construction process began by placing a section of tubing into the template on the top side, all the way to the right. Next we mark on the tubing where we want the first bend (Pic 19).

(Pic 19)

The cutting process started by placing the cutoff disk just to the left of the pencil mark, making a straight cut mostly through, then close to thirty-degree angle cuts from the center to allow the tubing to bend (Pic 20).



(Pic 20)



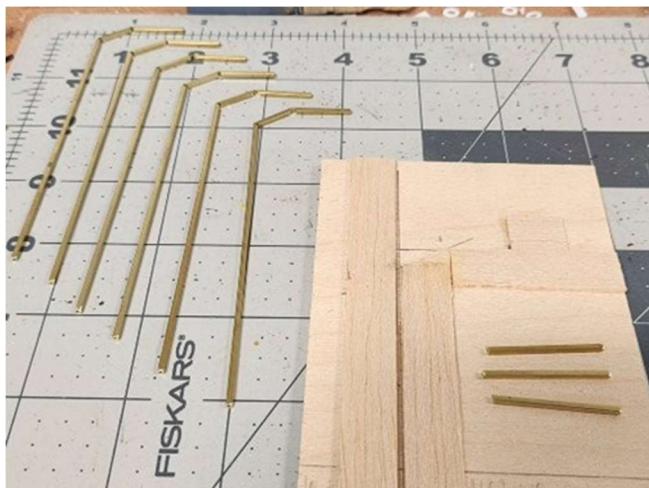
The tubing was gently bent to the correct angle and checked in the template (Pic 21).

(Pic 21)



The same procedures are used on the second bend point and checked in the template (Pic 22).

(Pic 22)



Since we need six vertical supports, we used the same method to complete the remaining five units (Pic 23).

(Pic 23)



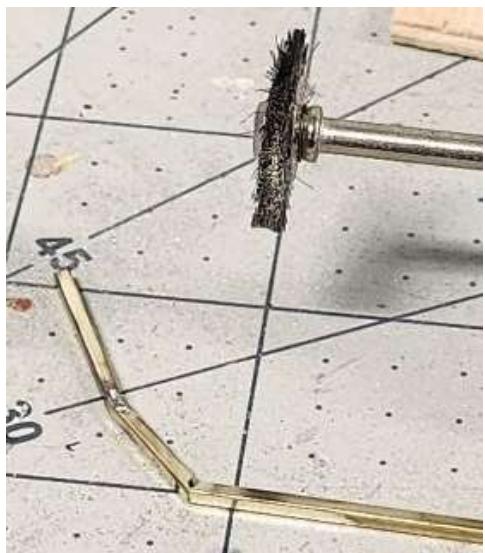
If the joints are not soldered they can shift or break off, so the next step is to solder fill all the joints. The tools include a soldering iron, silver bearing solder (it's stronger), flux paste, and tip wipe (Pic 24).

(Pic 24)



We attempted to use the template for soldering, but the wood didn't like that plus we were having a great deal of difficulty in getting the solder to fill the joints (Pic 25).

(Pic 25)



After struggling to make the solder stick, I remembered the surface needs to be clean, so a wire wheel in the Dremel did the trick (Pic 26).

(Pic 26)



Use the wire wheel on medium speed and be sure to get all surfaces clean including the inside of the joints.

(Pic 27).

(Pic 27)



We were still having trouble getting the solder to flow so we switched back to what we used before, a roll of rosin core solder from Radio Shack and it performed much better (Pic 28).

(Pic 28)



After each soldering, we checked the finished product against the original template to verify nothing had shifted (Pic 29).

(Pic 29)



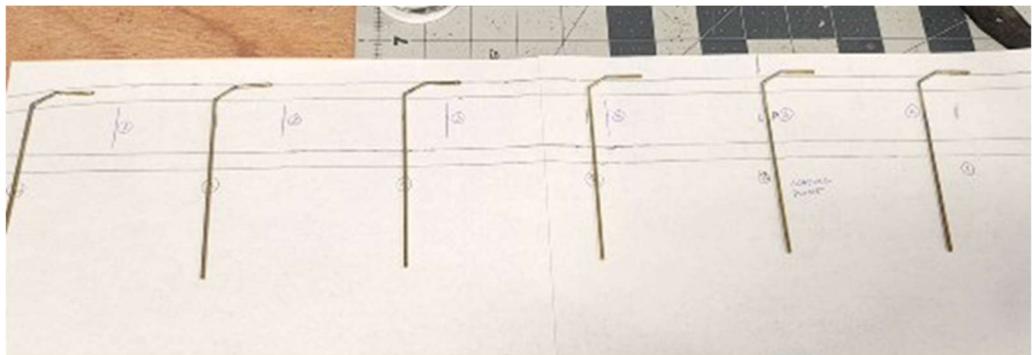
The rest of the vertical posts are soldered at the bends and checked against the template (Pic 30).

(Pic 30)



After soldering we needed to remove any excess solder, so a metal file was used to remove the excess and smooth the finish (Pic 31).

(Pic 31)



Returning to the placement template, the six completed vertical posts are laid out in their proper positions. (Pic 32).

(Pic 32)

We are heading into the home stretch on this project, and we will finish it up in next quarter's issue.



We present

... Durango & Silverton RR

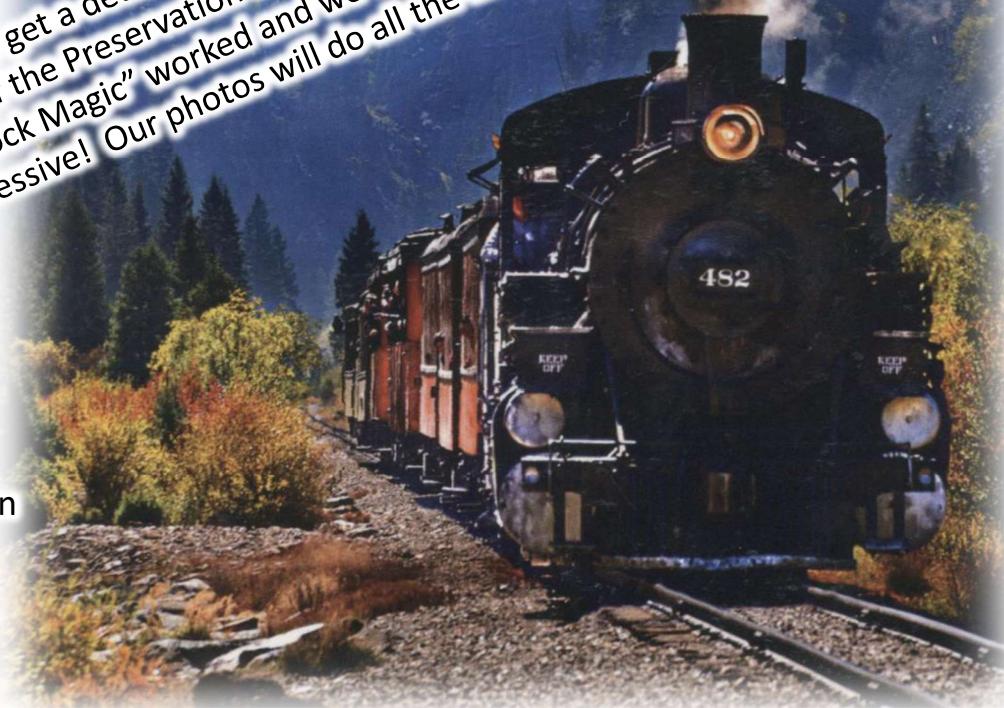
Shops ...

Engine & Car Repair

In May, a cast of delinquents made their way to Durango with the intent to meet with Rocky Mountain Division (powers in charge) to work out details for an RMD/MCoR meet intended May 2027. A bold undertaking by our new President, Marty Vaughn, MMR!

While in Durango, we had an opportunity to visit and tour the "Durango and Silverton RR Engine and Car Shop Facilities". IMPRESSIVE! It helped that we had Allen Pollock, Executive Director of The National Narrow Gauge Preservation Foundation. He also protected us from those scary "managers".

Our second mission was to get a detailed back shop viewing of the D&S loco and car shops. We had the big honcho of the Preservation Society, Mr. Pollock, a man who passes out money to the shops! The "Pollock Magic" worked and we were allowed to go just about anywhere! Impressive... Very Impressive! Our photos will do all the talking! Great Fun!



Note the photo of #493, page 7, dumping its tender water into the turn table pit ... interesting! We did not learn why!

Only when the police
stopped us speeding thru
Cimarron, CO.

Command
Sgt. Major
Vaughn



the Head Honcho

TAVERN
1301

handcrafted food & cocktails

Tavern 1301
1301 N Main St
Lamar, CO 81052

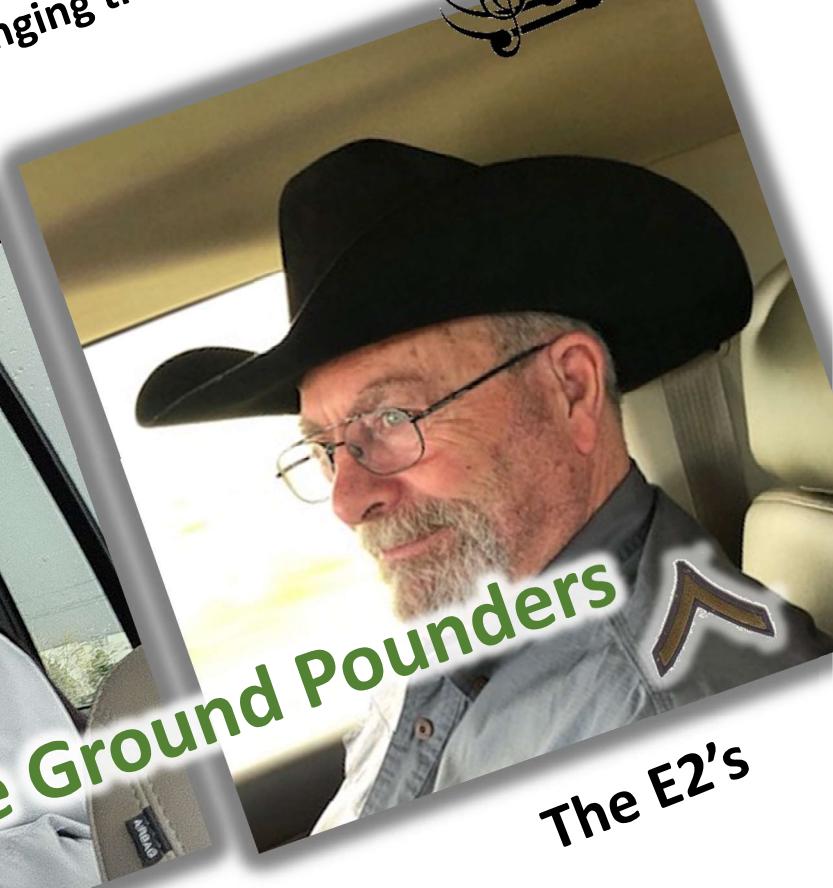
2nd in Command

Are these 4 Great Pretenders really
singing their way to Colorado! Nah!



The Ground Pounders

The E2's



shops . . .

Engine & Car Repair
May 16, 2025



DURANGO & SILVERTON NARROW GAUGE RAILROAD DURANGO, COLORADO

Locomotives #473 and #486 are resting in the roundhouse in Durango preparing for the next trip. #473 is a Rio Grande Class K-28 Mikado, built by American Locomotive Works in 1923 in Schenectady, NY. #486 is a K-36 Mikado built in 1925 by Baldwin Locomotive Works in Philadelphia, PA.

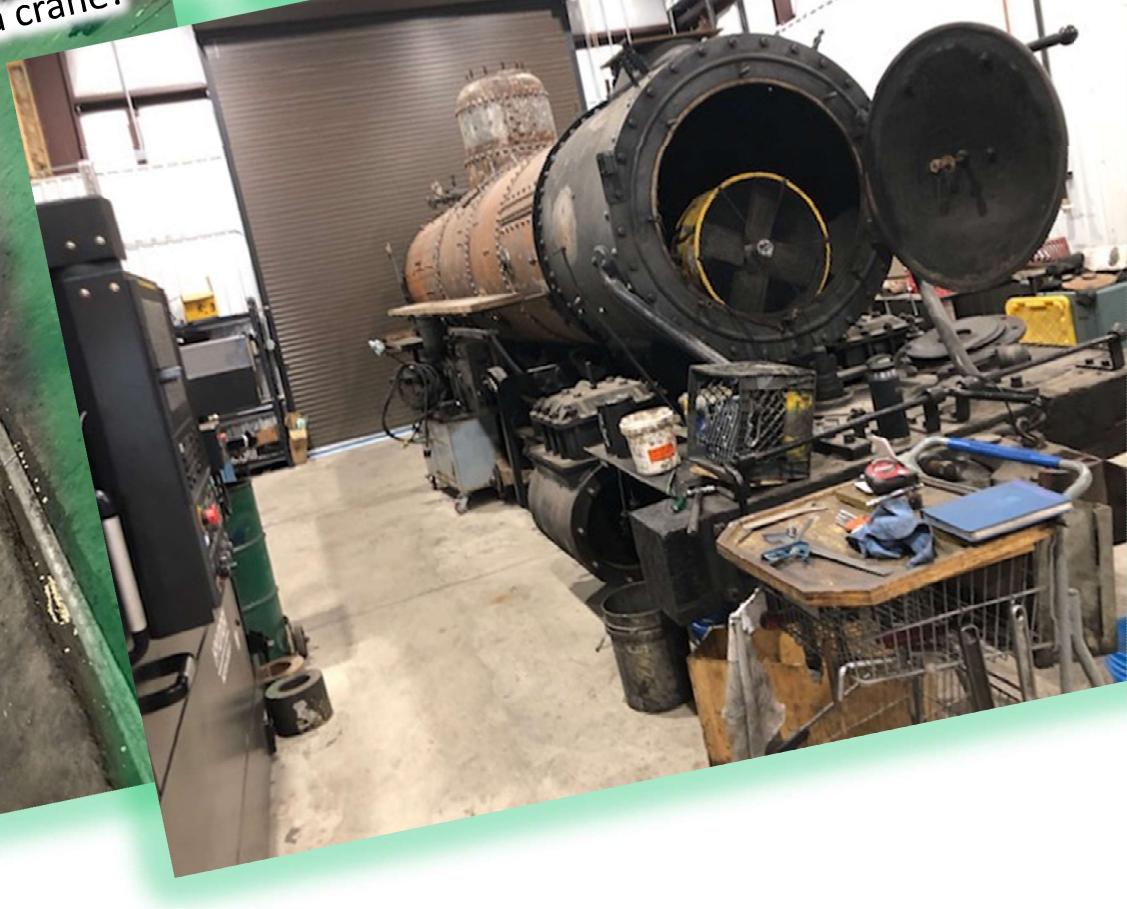
PHOTO © BRYAN BURTON
INSTAGRAM: BRYANBURTONPHOTOGRAPHY TRAINS
WWW.DURANGOTRAIN.COM 1-877-872-4607



Projects in progress include complete teardowns... to minor bearing repair issues! It should be no surprise the work load is backed up for months, and some repair types even years!



What a great day for us ... A great experience ... Very interesting! These wrenches are not small, don't see many $\frac{3}{4}$ " sockets. Some wrenches are handled by a crane!



the shops ...





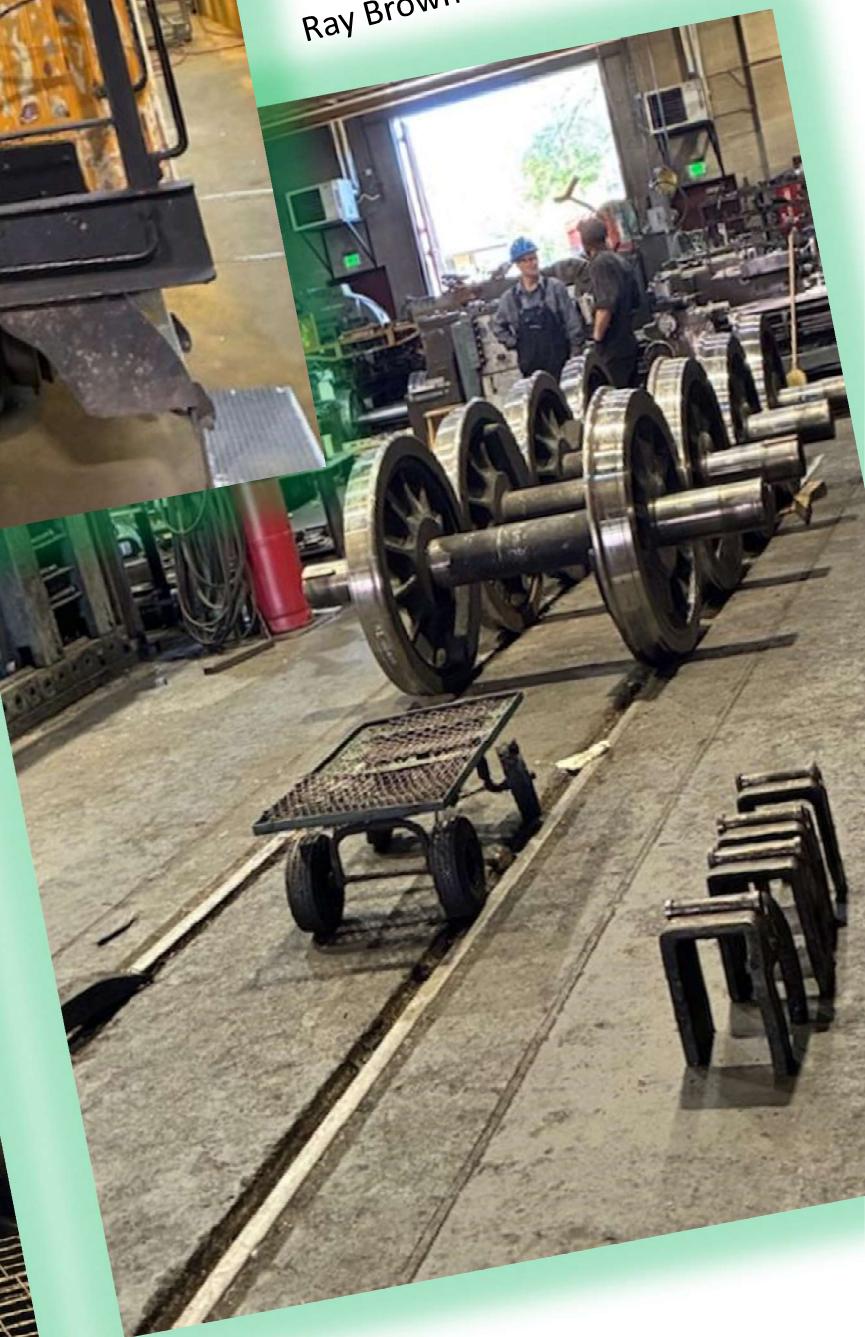
IMPRESSIVE!

Note: they are
draining the tender
into the turntable
pit!





Photos by
Ray Brown





Photos by
Ray Brown



Car Shops



the Shops ...

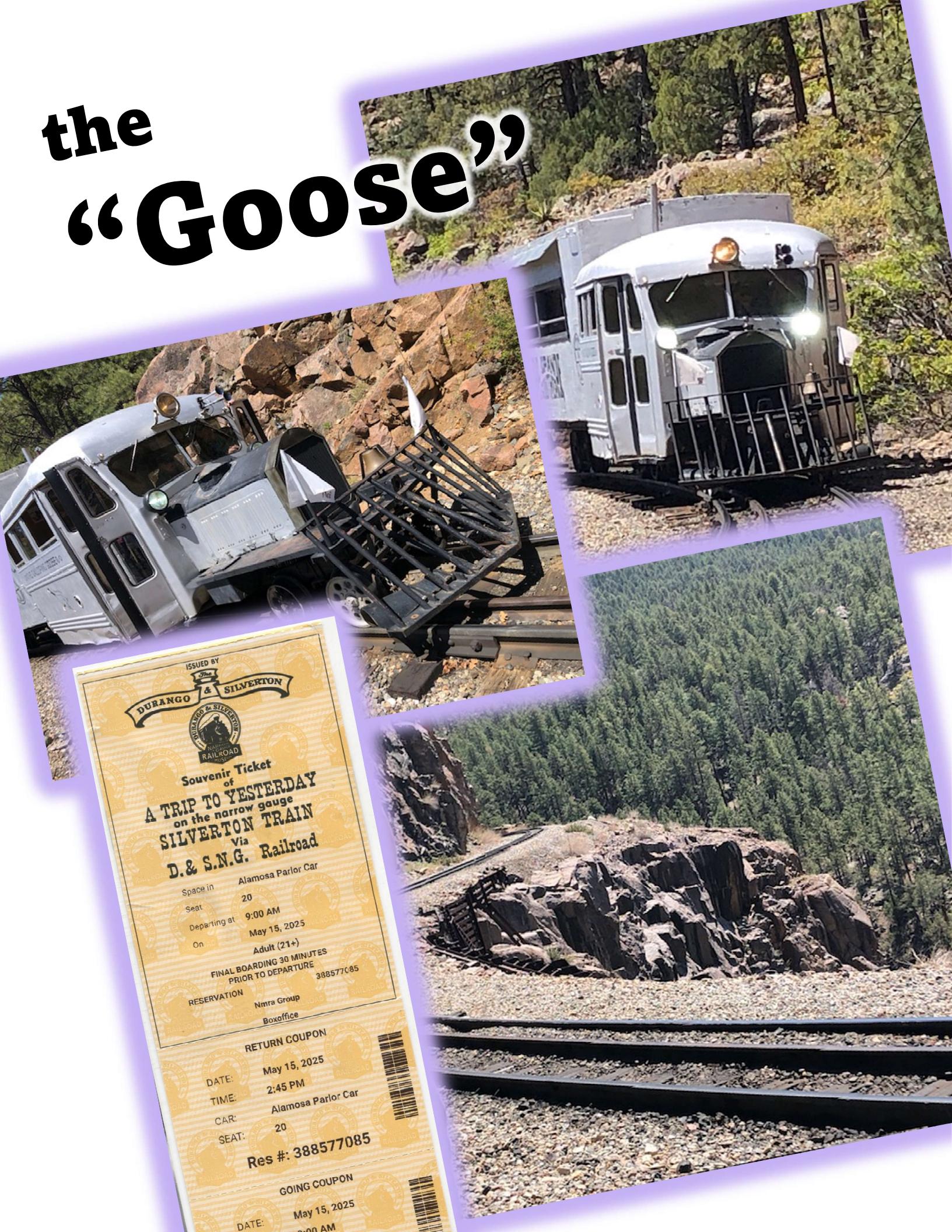


Car Shops ...



Note this detail ...

the “Goose”



**Souvenir Ticket
of
A TRIP TO YESTERDAY
on the narrow gauge
SILVERTON TRAIN
Via
D. & S.N.G. Railroad**

Space in Alamosa Parlor Car
Seat 20
Departing at 9:00 AM
On May 15, 2025
Adult (21+)

FINAL BOARDING 30 MINUTES
PRIOR TO DEPARTURE

388577085

RESERVATION

Nmra Group

Boxoffice

RETURN COUPON

DATE: May 15, 2025

TIME: 2:45 PM

CAR: Alamosa Parlor Car

SEAT: 20

Res #: 388577085

GOING COUPON

DATE: May 15, 2025

TIME: 9:00 AM



The Do or Dye Salon

By Tom Persoon

I was visiting family in Sherwood, Oregon and decided to explore the town on my daily walk. I came across the building shown in the photos in Old Town Sherwood. It seemed out of place among the larger structures in the area, so I snapped a couple of photos of it. It was something just a bit different.

Sherwood is a town of around 20,000 people located about 20 miles southwest of downtown Portland. The Tualatin Native Americans lived in the area prior to 1853, when White farmers started settling in the area. In 1885 J.C. Smock granted a railroad the right of way through his property and laid out and named streets surrounding the rail line. The area then became known as Smockville. It had a population of around 350. In 1895 and again in 1911 massive fires destroyed Smockville. Both times the city rebuilt, and after the second fire the city council recommended that all replacement buildings be of fireproof construction.

That brings us to the tiny building. It must have been built after the 1911 fire and is surrounded by much larger and taller structures. It appeared to be in good condition and well-kept. Today it houses the Do or Dye Beauty Bar (think about that one for a minute). It is just a block and a half away from the railroad line, once Southern Pacific and now a branch line of the Portland and Western between Tualatin and McMinnville.

A few months later I was at a train show and spotted a model building on a vendor's table. It immediately reminded me of the tiny building in Sherwood. I didn't recognize the model, manufacturer, or era, but at \$5, I couldn't leave without it.

Transforming my purchase into a reasonable model of the Sherwood building was an easy project. I removed the phone booth and bench from the boardwalk in front of the building. I also removed the vegetation along the sides of the buildings that had been added by



the previous owner. I attempted to sand the boardwalk smooth, as I wanted the front walk to be concrete. However, after a few minutes of sanding I realized it would be much easier to just apply a new surface, so I cut a piece of thin styrene and glued it to the top of the boardwalk. Then, using a rattle can, I painted the entire piece white, being careful to paint under the eaves. I chose this approach because the white would serve as a good base coat for the final color and because I thought it would be easier to brush paint the walls and roof with color than it would be to brush the window and door frames white.

The prototype Do or Dye building was painted a color that I do not have a name for. I looked through my paint collection for something similar and the closest I could come was a medium gray, so I chose that as the primary building color. I brushed it on the exterior walls, being careful not to cover the

white window and door trim. I painted the doors black, as on the prototype, and the roof with burnt umber acrylic, toned down slightly with white. The front walk was painted a concrete-like color and weathered with Pan Pastels to age it. The building had a ground-like base on the other three sides, which I painted with acrylic umber as a base coat. After the base coat dried, I brushed on a coat of white glue and added a surface of fine sand on the alley (right) side and back, and grass and weeds on the other side.

My layout is set in the modern era and I've tentatively selected a place on my layout for the Do or Dye Salon. Maybe I'll re-name it the Do or Die Saloon. Just like in Sherwood, it will be adjacent to an alley and surrounded by much larger structures. It will be something just a bit different.





NMRA President's Award in the MCoR for 2025

This year's NMRA President's Award recipient in the MCoR is Jim Wells member of the Platte Valley Division. Jim has been a member of the Platte Valley Division and the MCoR ever since he and his wife moved to Hasting, NE about 15 years ago. Jim is one of those members every organization wishes they had more of in their ranks. He is one of those folks who sees a need and steps forward to fill the gap or fix the problem with no braggadocio, no publicity and, sadly on the part of the organization, usually with no recognition. Congratulations Jim on all your efforts to make our organization a success.



Past President Larry Diehl Presenting the NMRA President's Award to the 2025 MCoR Recipient Jim Wells
at the November Platte Valley Division Meeting



Trails, Rails, & Tales



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

FROM THE DIRECTOR'S DESK

BY PHIL AYLWARD

Looks like train show time is coming. Wichita Toy Train Club was the 25th-26th of October, Mid-Continent RPM meet on November 8th-9th in Benton, on the 15th OKC Show, and also on the 15th, the modular layout will be in Moundridge. We will set up on Friday the 14th about 11am. We will be running on Saturday 11am to 5pm and Sunday 10am to 4pm. Hope You can make one or more.

Thank You

– Phil

FROM THE SUPERINTENDENT'S DESK

BY CHARLIE MONCKTON

I often think of the upcoming time of year as busy and full of activities but it seems every day has become a busy one full of railfan opportunities. I saw several of you at Railfest and I am including pictures I took at the Great Plains Transportation Museum that day. It is always great to smell coal burning. This weekend not only did I get to once again help set up and run trains on the the Chisholm Trail Division Modular layout during the Wichita Toy Train Club Train Show but I also got to make Mini Modules with the children. I have some pictures of the children working hard on their creations that I am also including with my article. Over 75 mini modules were created and taken home by the children. There were several children who had made modules at our previous shows. Every meeting is important but the November 4th meeting is especially important because of what needs to be accomplished. We will be electing officers for next year (all current officers have agreed to serve again) and planing the Holiday celebration for December 2nd.

–Charlie

September-October 2025

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Submissions for publication are strongly encouraged.



Division Points

Indian Nations Division of the National Model Railroad Association

www.tulsanmra.org

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*Alco RSD-5 on Jim Sinclair's
Donner Summit Layout*

**Dave Salamon: Building the
Howard Branch Switching Layout
Part 3—Wiring and Painting Track**

**Revisiting Jim Sinclair's
Southern Pacific Layout**

**Next Indian Nations Division Meeting
November 22nd at the Hardesty Library**

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The Observation Car - December 2025

[View this email in your browser](#)

Western Heritage Division, NMRA, Inc
Serving East Central Nebraska and Western Iowa.

The Observation Car

December 2025



Please visit our Western Heritage Division NMRA website:
at <http://whd.mcormra.org/>



If you have suitable information that could or should be shared with other WHD members here in THE OBSERVATION CAR, please send an email to Bill Grierson at wgrierson17@gmail.com

It was nice having George back.

**NOVEMBER
MEETING**



MCoR Member's Pike Registry

The Pike Registry is a free MCoR member benefit for layout owners that would welcome other NMRA member's visits. For more information, contact creditors@mcor-nmra.org

Indian Nations Division



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

Dogwood & Redbud Shortline

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

Come by, take look, go for a ride, let's operate.
Dave Salamon (918)607-2793 E-mail: drs_rr@yahoo.com

creditors@mcor-nmra.org

Eastern Iowa Division



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

Tony Bowen, MMR – Division Superintendent

E-mail: railroadteacher@gmail.com

YouTube Channel: Corn Country Rails

Chisholm Trail Division



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



Missouri Pacific RR – McRae Subdivision

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

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



MCoR Regional Club Rosters

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

AR, Bella Vista All Scales

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

AR, Conway HO Scale

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

AR, Little Rock G, HO, N Scales

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

AR, Shannon Hills HO, N, O

Crooked Rails Modular Club
10701 Shannon Hills Dr, Mabelvale AR 72103. Meetings 10AM Saturday. 40' x 18' traveling layout plus HO, N, and O scale at club. Visitors welcome. Contact David Ware (501-664-1923) or Charles Dempsey (510-917-5790)

IA, Iowa City HO Scale

Hawkeye Model Railroad Club
4261 Oak Crest Hill Rd SE, Iowa City, Iowa (Johnson County Fairgrounds). Meetings Wednesdays 7:00 - 9:00 PM. Visitors welcome. HO and N scale layouts, G, Lionel, and American Flyer display layouts.
Webpage: Hawkeyemodelrrclub.com Contact us using the link on the webpage. Facebook: <https://www.facebook.com/HawkeyeModelRailroadClub>

IA, Council Bluffs HO Scale

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

IA, Des Moines HO Scale

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

IA, Harlan N Scale

Nishna Valley Railroad Society
1303 Eighth Street, Harlan, IA, 51537

IA, Indianola HO Scale

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

IA, Pacific Junction HO Scale

The Junction Model Railroad Club

500 Lincoln Ave, Pacific Junction, IA 51561

Contact: SecretaryTJMRRC@gmail.com

Like us on Facebook

"The Junction Model Railroad Club"

IL, Collinsville HO Scale

Columbia Model Railroaders
410 Camelot Drive, Collinsville, IL, 62234

IL, Glen Carbon HO Scale

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

IL, Marion HO Scale

Southern Illinois Train Club
PO Box 1633, Marion, IL, 62959

KS, Augusta HO Scale

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

KS, Atchison

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

KS, Cherryvale All Scales

Cherry Valley Model Railroad Club
The Cheerryvale Bed & Breakfast, 420 N. Depot St., Cherryvale, KS, 68335
Information: John R. Dhooghe, john@cvmrc.com
Website www.cvmrv.com

KS, Ellis HO Scale

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

KS, Frankfort

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

KS, Dodge City

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

KS, Great Bend N, HO, O, G, Standard

Golden Belt Model Railroad Association. Meet first Tuesday of Each Month @ 7:30PM at the First United Methodist Church, Great Bend. Correspondence to 209 E 6th, Ellinwood, KS68526, Jim Loesch,

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

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

KS, Manhattan HO Scale
Manhattan Area Rail Joiners
 420 Westview Dr, Manhattan, KS 66502
 Contact: Les Kuehne 785-587-0822
 Email leslie_kuehne@yahoo.com
 Website <http://www.trainweb.org/MARI/index.htm>

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

KS, Overland Park O Scale
Kansas City Module "O"
 Contact: Jack Ferris, 10334 Ash Street, Overland Park, KS 66207
 eMail: lhs1955@gMail.com

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

KS, Overland Park HO Scale
Kansas City Society of Model Engineers
 Contact: John Teeple, President, 9539 Perry Lane, Overland Park, KS, 66212; (913) 492-4142
 email: jsTeep@aol.com

KS, Topeka N Scale
Topeka N-Track Associates
 At member's home, 7:00PM. Information: Bob Wright, 785-273-7835

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

KS, Wichita HO Scale
Wichita Model Railroad Club
 PO Box #48082, Wichita, KS, 67201
 eMail: WCMR1@cs.com

KS, Wichita N Scale
Kansas Area N-Trak
 2046 South Elizabeth Street Apartment #1306, Wichita, KS, 67213

KS, Wichita
Wichita Toy Train Club
 130 S Laura, Wichita

KS, Wichita
Wichita Area Garden Railway Society
 At member's home, Information: Nancy Marin, nanmarin@att.net

KS, Wichita All Scales
Wichita Area Model RailRoaders (WAMRR)

4323 West Maple Street Wichita, KS, 67206
 Contact: Lionel A. Smith, Jr., (316) 239-1174 or (816) 518-9050: eMail: LionelSmith@hotmail.com
 Meets 2nd Thursday each month 11:30AM Spears Restaurant

MO, Columbia HO Scale
Columbia Area Model Railroaders (100% NMRA)
 Missouri United Methodist Church, 204 S Ninth St, or member's homes. Thursday Evenings at 6:30PM.
 Facebook: Columbia Area Model Railroaders; Contact: Marty Oetting, martyoetting@gmail.com

MO, Jefferson City All Scales
Capital City Model Railroaders
 PO Box #243, Jefferson City, MO, 65102-0243
 Email: pollocka@mchsi.com

MO, Kansas City 16" Gauge Park Train
Kansas City Northern Miniature Railroad
 NM 60th Street & Waukonis Drive, Kansas City, MO
 Contact: W. Ohrnell (816) 746-5663
 Information: www.KCNRR.com
 Meets 1st Wednesday each month at 7:00pm

MO, Kansas City HO Scale
Greater Kansas City Model Railroad Club
 Contact: Walter L. Ohrnell, 6060 NW Waukomis Drive, Kansas City, MO, 64153
 eMail: wOhrnell@kc.rr.com

MO, Kansas City HO Scale
Southern Kansas City Model Railroad Historical Society
 8600 Ward Parkway Suite 2030 Kansas City, MO, 64114
 Contact: Richard Boone Telephone: (816) 996-1534
 eMail: rBoone@traintown-kc.com
 Meets 2nd Monday each month 7PM Open house Sat. & Sun. 12 to 5PM

MO, Kansas City N Scale
Weekend En-gineers
 8600 Ward Parkway, Kansas City, MO, 64114
 Contact: Richard Boone: (816) 966-1534
 eMail: rBoone@traintown-kc.com
 Meets 3rd Sunday at 11:30AM

MO, Kansas City
Kansas City Narrow Gaugers
 Members Homes, Information: Dean Windsor, On3@worldnet.att.net

MO, Kansas City Standard, G, O, S, HO Marklin, HO, N, Z Scales and Wooden Trains
Union Station Kansas City Model Railroad Society
 30 West Pershing Road, Kansas City, MO, 64101
 Contact: Ted Tschirhart, Telephone: (816) 816-3449
 eMail: TedTsch@kc.rr.com

MO, Liberty
Heartland N-Trak Of Greater Kansas City
 131 S. Water St., Liberty, MO, 1:00. Information: Bob Osborn, 816-452-9227
www.lawrencemodelrailroadclub.org

MO, Mexico HO Scale
Mexico Train Works Model Railroad Club
 415-B W Jackson Street, Mexico, MO, 65265,
 eMail: info@mexicotrains.com

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

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

North Kansas City, MO, 64116

MO, Odessa HO Scale
Eastern Jackson County Mainliners Model Railroad Club
"Outlet Mall", Odessa, MO, 64076

Information:
www.EasternJacksonCountyMainlines.com

MO, Saint Louis N Scale

Mississippi Valley N Scalers
1684 Harbor Mill Dr., Fenton, MO, 63026
eMail: mvns@railfan.net

Website: <http://mvns.railfan.net>
Facebook: <https://www.facebook.com/mvnsrr>
Featuring NTRAK and T-TRAK modular layouts displayed at regional shows.

MO, Saint Peters HOn3 Scale
Modular HO Narrow Gauge Society

914 Summer Leaf Drive, Saint Peters, MO, 63376

MO, Savannah G, O, HO Scales

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

MO, Springfield HO Scale

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

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

NE, Fremont All Scales

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

NE, Hastings N Scale

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

OK, 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



Region Resources

Online Division Libraries in the Region



Waiting at the Station

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

Gateway Division

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

Turkey Creek Division

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

Indian Nations Division

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