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Hosted by
Platte Valley Division, MCoR

2024 GRAND ISLAND EXPRESS MID-CONTINENT REGIONAL ANNUAL CONVENTION



GRAND ISLAND EXPRESS

- ◆ Recap—Page 7
- ◆ Contest Winners—Page 21

ALSO IN THIS ISSUE

- ◆ Planning for Operations—Page 12
- ◆ Remembering Shelly Levy—Page 33



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Table of Contents

Page

Division Locations and Contacts.....	3
The Head End	5
By Larry Diehl	
Editor's Musings	6
By Pat Hiate	
MCoR Convention Recap	8
Grand Island, Nebraska	
Planning Your Railroad for Operations	13
By Dave Roeder, MMR	
MCoR Convention Contest Results	21
By Ryan Moats, MMR, and Whit Johnson	
Remembering Shelly Levy	33
By Rick Stone	
MCoR Members Pike Registry	34
MCoR Regional Club Rosters.....	35
MCoR Region Resources	37

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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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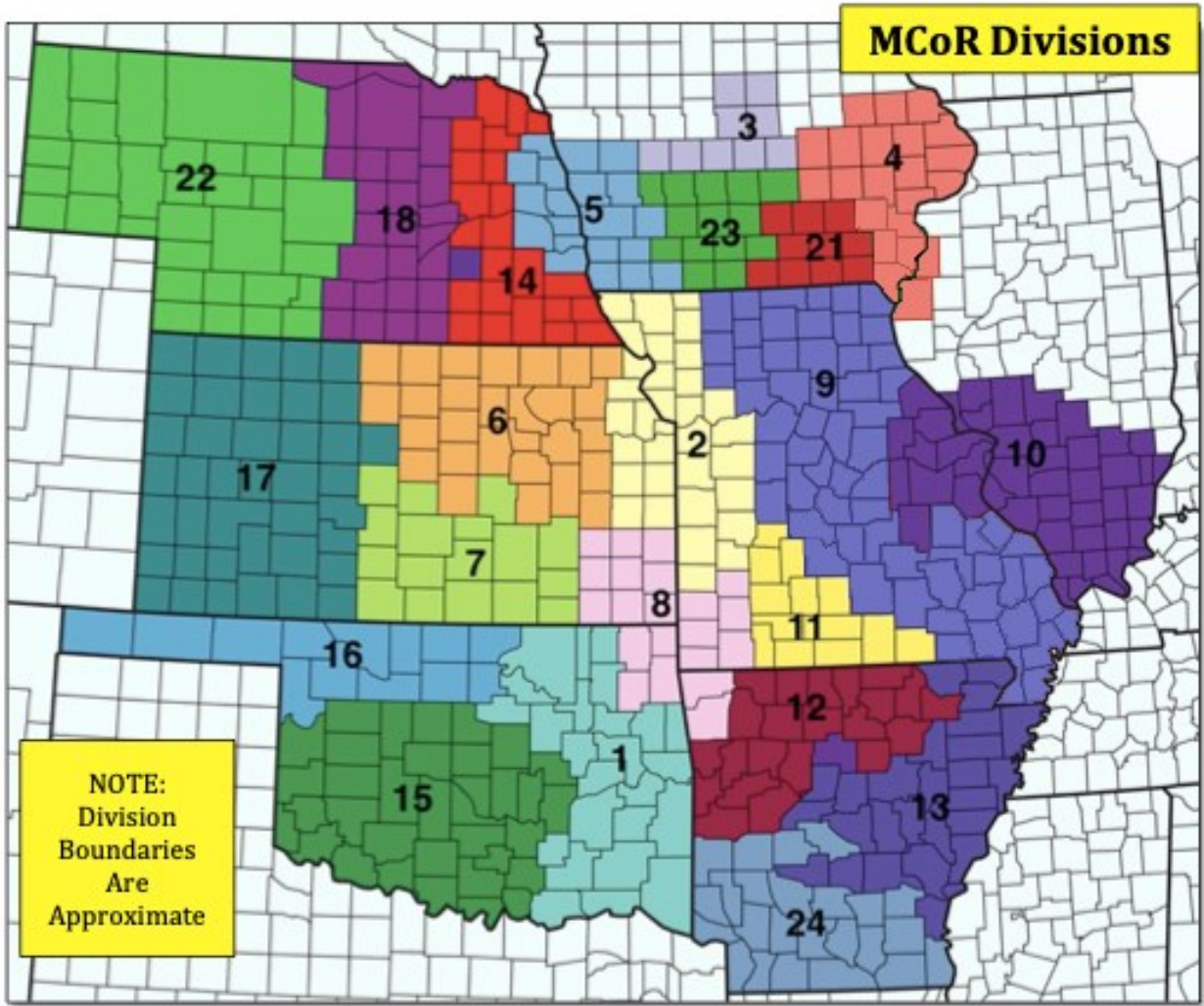
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MCoR NMRA Division Meetings

Note: COVID-19 cancelled many in-person meetings in leu of ZOOM meetings. And now, some Divisions are resuming in-person meetings. 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: Bob Perkins, director (dir-2904@mcors-nmra.org

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@mcors-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) 3rd Monday each month, 7:00PM. 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, 7:00PM 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@mcors-nmra.org. All who are interested in Model railroading are welcome.

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

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



The Head End

By Larry Diehl, President MCoR

The Convention ... the Convention ... and the Convention ...! It's taken all the oxygen out of the air in my house. The last two months have been intense! By the time you read this, the Convention will be over and I hope enjoyed by all. Stories will certainly abound!

Life goes on! and the world turns!

We are struggling a bit at the Caboose Kibitzer. Pat needs articles! Anything you can do to contribute "hints, ideas or short articles" will be appreciated. Please support our Kibitzer. We are not looking for a thesis, a one-page article on tips or techniques would be fine. Pat is doing a great job with his new position helping us all as the new editor. I occasionally meet people who talk about a new things, a new way of doing things, and good outcomes with this or that!

I encourage you to jot these things down as they come to you, add a few paragraphs, take a couple of pictures, and bingo! You have an article to share in the CK! Please give it some thought.

Summertime has its positives for the hobby (although I'm not thinking of any). Maybe a time to investigate the prototype, a field trip, chasing trains, measuring buildings, taking photos, maybe there is an article for CK in there! Of course, any day in my world, whether summer or winter, if I'm moving about starting the day.

I've been using a new product called Ammo Paints, Stains and Weathering. WOW! is all I can say. The colors are great, very realistic and weathers my project very, very nicely. Probably not correct for me to endorse products, but the results I feel are fantastic with this product. A bit pricey, but isn't everything these days? Not in all hobby shops at this time. Hope you get to use them. I suggest trying a couple of weathering colors at first and grow into more if you like them!

I'm looking forward to having time to pick up my tools and build models! Behaving as a model railroader! I really enjoy that!

Hope you all have a great summer!

Sincerely,
Larry W. Diehl
President, MCoR

MCoR via



GRAND ISLAND EXPRESS

These awards were presented at the MCoR convention:

Kenny Cline Award
Robert Simmons
Western Kansas Division

Larry Long Award
Terry Ross
Chisholm Trail Division

Kenny Johns Award. (Presidents Award)
Jeff Cooper
Gateway Division



Editor's Musings

By Pat Hiatte

A backstory, background story, or background is a set of events invented for a plot, preceding and leading up to that plot. In acting, it is the history of the character before the drama begins, and is created during the actor's preparation.

Like plays or novels, model railroads can have backstories. A backstory can put your model railroad in context of the larger rail system and add to enjoyment of the layout. A model railroad backstory includes the railroad's history – what led it to its present situation – and the nature of its operations in the era you model. Backstories can be simple or complex. A backstory doesn't need to be written; it can be in your head; but it does need to be consistent. A backstory can be used to help make a whole range of choices, from rolling stock to scenery to operating plan to trackwork.

What does it take to come up with a backstory? An understanding of the rail network both nationally and in the region you model is a place to start. The personalities of the people and communities that developed your railroad is another essential. A sense of the time and place in which your railroad is located is another aspect of developing your railroad's context.

For prototype modelers, the backstory is easy: it's the story of the prototype, fairly easily researched. The backstory is there for you in reference books and on the internet. The reason for construction, "bumps in the road" such as financial depressions' influence, sources of traffic, traffic density, connections and competitors, are all there. Where specific information isn't available, your understanding of your prototype can help you draw reasonable inferences.

The prototype can be confining, but looked at another way, it can provide a useful structure. At the other end of the spectrum is the freelance model railroad. Almost anything goes, although the presence of GO Transit double deckers behind a Shay on a backwoods Ozarks branch line would

be quite a stretch. Like a good work of fiction, though, a freelance railroad's backstory has characters and situations that seem to come to life, and very well could have.

The backstory really comes into its own with the prototype-based freelance railroad, the proto-lancer. The backstory provides both structure and a starting point for flights of fancy – what could have been. The Mexico (Mo.) Train Works club layout is one example. The Missouri, Texas & Western Railroad as originally envisioned was where the Katy Railroad in Missouri would be if it weren't a bike trail. Like the Katy, the MTW's lines extended into Texas, although the modeled portion just barely reaches Kansas.

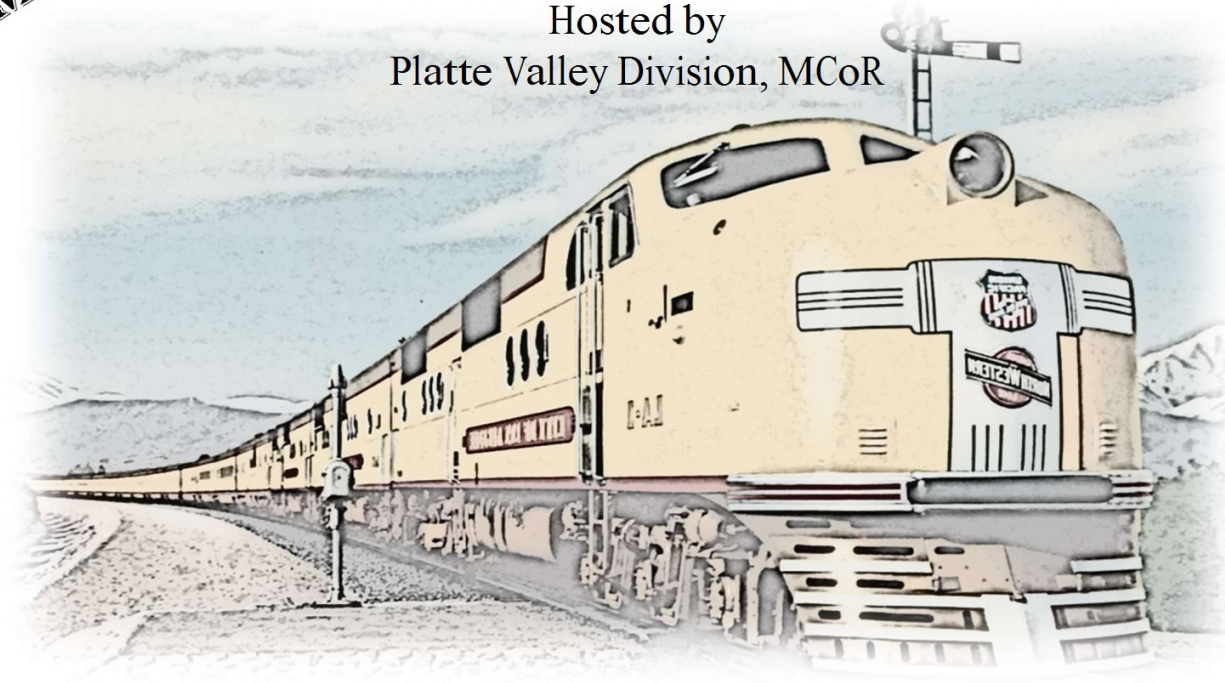
For a variety of reasons, ranging from difficulty obtaining custom-painted rolling stock to club members' preferences, the MTW backstory became unworkable. So it was changed to suit. The MTW was acquired by Norfolk Southern to provide NS with its own line to Texas. Following NS naming practice, most of the MTW became the NS Purdue District. High-horsepower NS diesels from the 1980s and early '90s replaced aging late-first-generation engines. MTW still operates on a branch line unwanted by NS.

The backstory, as revised, has guided the club in rolling stock purchases and changes in the trackage and the train lineup. It has also provided visiting operators and casual visitors, as well as club members, with a sense of time and place that brings the railroad to life as more than an electric train setup.

If you backstory for your layout, please consider telling it in an article for the *Kibitzer*.

2024 GRAND ISLAND EXPRESS MID-CONTINENT REGIONAL ANNUAL CONVENTION JUNE 13TH, 14TH & 15TH

Hosted by
Platte Valley Division, MCoR



Grand Island is a very nice place! They have a large ice cream store downtown! ... and it wasn't on the list of "field trips"!

The Ramada Inn ... well, bigger and nicer than I imagined, and the food at the banquet was very tasty, cherry or apple pie topped off the meal! Hard to beat this!

The big atrium was the hub of activity. We had one operating layout, a "T Scale" modeler group, the T-Nuts ... "T" scale is small!

The train show opened off the atrium. We had plenty of chairs, some sat around telling BS stories!

Our contest room was a little remote, but lighting was good and we had plenty of table space. A little short in numbers as we had 39 models, 8 photos and 4 passes! But we were above average for overall quality of models. David Lowell from Gateway/St. Louis entered a “Transfer Caboose” that caught my eye, very good! Over 100 points. (Future entrants, beware, this man is good!) Ray Brown, no slouch, he ran away with the Best of Show, as voted by members.

We had several models score over 100 points! Based on judging, the Best of Show, “Blue Ribbon” went to San Migual Junction Display by Larry Alfred with 116 points. Overall, we had 9 models achieve merit awards, plus 6 merits for track work pursuant to MMR.

David Lowell was presented with two “Achievement Program Certificates” toward MMR.

The train show sported 38 vendor tables and 3 tables exhibiting “Chinese Auction” items. Plenty of bargains!



We had 13 clinics on varied subjects, such as livestock facilities, history and operations on a short line railroad, detailing figures and electronic solutions within JMRI!

Clinics were well attended and most people I saw appeared to be pleased.

Layout Tours may have topped the marquee. We had 9 excellent layouts open. I didn't make all the layouts, but what I saw was excellent.

Lloyd Larson's “Pennsy” was very nice! Great detail and scenery, ran very well, layout lighting was great. Those wooded areas did look like Appalachia.



John O'Neill Layout



Lloyd Larson Pennsy Layout

And I've never seen a "man cave" like Rick Sickler's ... first the layout was big, in its own separate building! There were operating military vehicles, two functioning "speeders", several station baggage carts. The layout was old school "DC control". Several operators, and they knew how to switch those blocks, ran 4 helix's, avoided collisions, kept the trains running and deal with switching ...



Rick Sickler Layout & Man Cave

The Banquet ... Well, it turned out to be very good, well attended, with over 65 persons.



Good bartender! Good food, extremely tasty! Pork roast, chicken, excellent mashed potatoes, green beans (with bacon), other greens, rolls, gravy ... and pie! Cherry/Apple ... hard to beat!



Good Speaker, Stephen Priest ... one of the owners of “Class One Models” accompanied by his wife Cinthia, Editor of NMRA Magazine, an excellent modeler in her own right. Stephen held everyone’s attention with an excellent and interesting presentation.

AP Awards ... were presented to David Lowell, Gateway Division. Then awards were announced for the contest room including Larry Alfred’s “Best of Show Judged”, Ray Brown of Turkey Creek Division, “Best of Show Popular Vote”, Larry Alfred’s special “Light Iron Award” for best narrow gauge representation.



I think a lot of folks enjoyed the “Chinese Auction”... the excitement builds as Ray Brown is shaking the cup ... he pours in the tickets ... and your fate is determined! ... he speaks the number! ... you scramble through your tickets! ... Oh Shoot! ... that guy across the room proclaims he has won! (How did he look through his tickets so fast?) Did this slow you down as much as it did me?

Cinthia, then delivered your winnings. Excitement now restarts for the next item!



All in all, a fun time! Learned some things about livestock facilities, great layouts, interesting speaker and real good pie!

Thank You ... Our local hosts!

Tim Jacobi Jim Wells Dale Schultz
Lloyd Larson Earl & Dianne Mullins
John O'Neill Todd Peterson

Howard Junker Leon Djernes Rick Sickler
Platte Valley Division MCoR

Larry W. Diehl
MCoR President





How to Plan Your Railroad for Operations

By Dave Roeder, MMR

The following article is based on Dave's clinic at the Grand Island Express MCoR convention.

Style of railroad and some basic ideas regarding operations

Start with research about model railroads. The Internet is a wonderful place to start. The NMRA has a wealth of available information that will help you to decide a general theme or direction. Begin with a rough plan, adding features you want to include, such as switching locations, industries, a main line loop, passenger depots, and engine service facilities. Refine that plan, then make a preliminary design. If you enjoy switching, add as many industries as possible. If you want to run long through trains, consider space limitations and a possible switch from HO to N scale. Run copies of left and right turnouts and tape them together on the layout room floor for a full-size track plan. Modify the design on paper, not on benchwork already. Build basic benchwork with no scenery, lay track, wire and begin operations. Test the plan and get feedback from operators

Types of train movements:

Through train - A unit coal train or grain train, for example, is the most elementary type of move. It simply runs from one point to another, usually from staging to staging.

Out and back freight - Train originates in a yard and travels to another yard where the entire train is exchanged for another, then returns to the original location. Plan for only trailing point moves for this type of train.

Way freight or peddler freight - Leaves a yard or siding and makes stops at every point possible, dropping and picking up cars as it progresses along the railroad. Some jobs require facing point operations. Good job for the experienced operator or someone who takes the time to read and comprehend the train orders.

Job with a combination of several additional tasks - Some examples would be a wye move, a power swap, addition of a helper due to a steep grade, a move requiring the locomotive to be in the middle of the consist. All of these actually happen on real railroads. Experienced operators will find these tasks challenging and enjoyable.

Passenger train - Many possibilities if your layout has been designed with this type of operation in mind. Consider excursion trains or a dinner train.

Switching only - A simple switching layout consisting of a section of track serving several industries with both facing & trailing turnouts as well as a runaround track. Hours of entertainment for a solo operator.

Examples of operating layouts



René LaVoise's HO scale Sedalia & Warsaw RR is a freelanced prototype branch line based on the Missouri Pacific. Time period is 1929. Control is Easy DCC by CVP products. Operations by timetable and train order. Each session takes place in a different month of the year so traffic varies accordingly. This railroad has a printed timetable. Trains operate by fast clock based on the information in the timetable. Crew size is five - a dispatcher, a yardmaster for Sedalia, two road crews and one local switcher.



Entry to basement of John Schindler's HO scale St. Louis Junction RR. Set in the mid 1990's, it is a freelanced/prototype layout. Monthly operations with a crew of 12 - a dispatcher, two yard crew at Madison, one 12th street yard, one North St. Louis yard, one North Broadway local switching, one Granite City Steel switching, one East St. Louis switching, four road crews. Eight railroads, five Class I and three short lines, operate on the layout. Sixteen jobs run in a three- hour operating session. There are through trains (coal, grain, and auto racks), turns (Madison yard to 12th street yard and Madison yard to North Broadway yard), way freights and Amtrak.



Scene on Mike Wise's HO scale Sugar Creek Valley set in September 1966 in St. Louis County. Design is loop to loop single track main with an engine facility and yard at one end and two passenger depots as well as an industrial switching area. Monthly operating sessions with a crew of five. Nine jobs are run in three hours with sequenced release of trains by the layout owner. Operations are by train orders and switch lists based on actual Gulf, Mobile & Ohio (GM&O) forms. Layout is DC with plug in remote walk around throttles. Freelance/prototype design with first generation four-axle diesels from the Sugar Creek Valley as well as the Rock Island, Baltimore & Ohio (B&O), and Pennsylvania Railroad.



Don Morice's HO scale Illinois Central prototype steam-era layout. Time period is from 1955 to 1960. DC control with block wiring. Four cabs, double track main line with a branch line that serves a coal-fired power plant and a few small industries. Paperwork is a one-sheet train order and trains are dispatched by the layout owner. Eight jobs are run by four crews in three hours. This is an excellent example of a small layout with very prototypical motive power, rolling stock and scenes.

Motive power and rolling stock

Choices depend on the era modeled, as illustrated by the example layouts. On an operating layout, expect some minor damage to any highly detailed motive power and rolling stock. Most common damage is to brake hoses, stirrup steps, diesel cab shades, and plastic grab irons on newer freight cars and locomotives. Coupler springs also seem to have a way of disappearing.



Benchwork design considerations

Height: “Normal” benchwork height is 48 inches, although this can vary. A standard eight-foot piece of lumber cut in two yields two legs.

Reach length: An average person standing at the edge of a 48-inch-high layout can reach in 30 inches to access rolling stock for coupling and uncoupling (and rerailling).

Access: A good aisle width goal is 36 inches. Active work areas such as yards and industrial switching areas should not be placed back to back on aisles.

Grades: For HO scale a grade of 2% coming out of staging is a good starting point. If you want to cross over a lower track, three inches of separation is required. A 2% grade requires 13 feet of track to rise 3 inches.

Construction: Construction techniques vary greatly. The main goal is to have sturdy benchwork with adequate support for roadbed and scenery. Pay attention to joints in the sub roadbed. Fill gaps and-belt sand transitions from one section to another.

Trackwork design and construction

HO scale is most common and has the largest selection of equipment and trackwork components, but selective compression of main lines, yards and industrial switching areas is essential; an HO scale mile of track is more than 60 feet long. In HO, a 36-inch length of flex track will hold seven 34-foot cement hoppers or six 40-foot box cars or four 50-foot box cars or four 55-foot grain hoppers.

Yards and industrial switching areas can pose design challenges. Pull-through yards are more prototypical but ladder tracks on both ends take up more room than stub-end yard tracks with a ladder, which require a ladder on only one end. Keep in mind the need for a tail track to switch the yard; using the main line as a tail track can save space.

In other switching areas, facing-point moves are time-consuming due to the need for a runaround, and runaround tracks take up space. Speaking of space, allow more space between tracks than the prototype; HO trains are 1:87 scale but your fingers are 1:1 scale. Finally, it's difficult if not impossible to couple and uncouple rolling stock on curves, so avoid them where coupling and uncoupling will be done.

Main lines present other issues and possibilities. A 36-inch radius balloon track turnback curve requires a "blob" 80 inches wide. The most common solution is to cover the balloon track up with a mountain, but that's not a practical solution when modeling the Great Plains. A helix fits nicely under the blob and can be used to access staging. Beware of using a helix as part of a regular operating session since it will result in boring sessions as operators wait for their trains to make it up or down.



Some additional tips:

You can never have too much staging. Use space under the layout, or in a separate room.

Wyes are a good feature if you can fit one in. They add operational possibilities.

Always try to include a loop on the main line. This comes in handy for re-setting as well as for display running during layout tours and open house type events.



Extend the layout “beyond the basement” with tracks running off the layout and dummy tracks running 90 degrees to the main line with no connection to the operating railroad.

Construction

Main Line: On Cork or Homasote roadbed with 36” minimum radius for best overall performance.

Transition from main to sidings & yards should be done using tapered strips of cork roadbed or soft wood.

Use care when laying track – avoid kinks, vertical curves & “S” curves between turnouts.

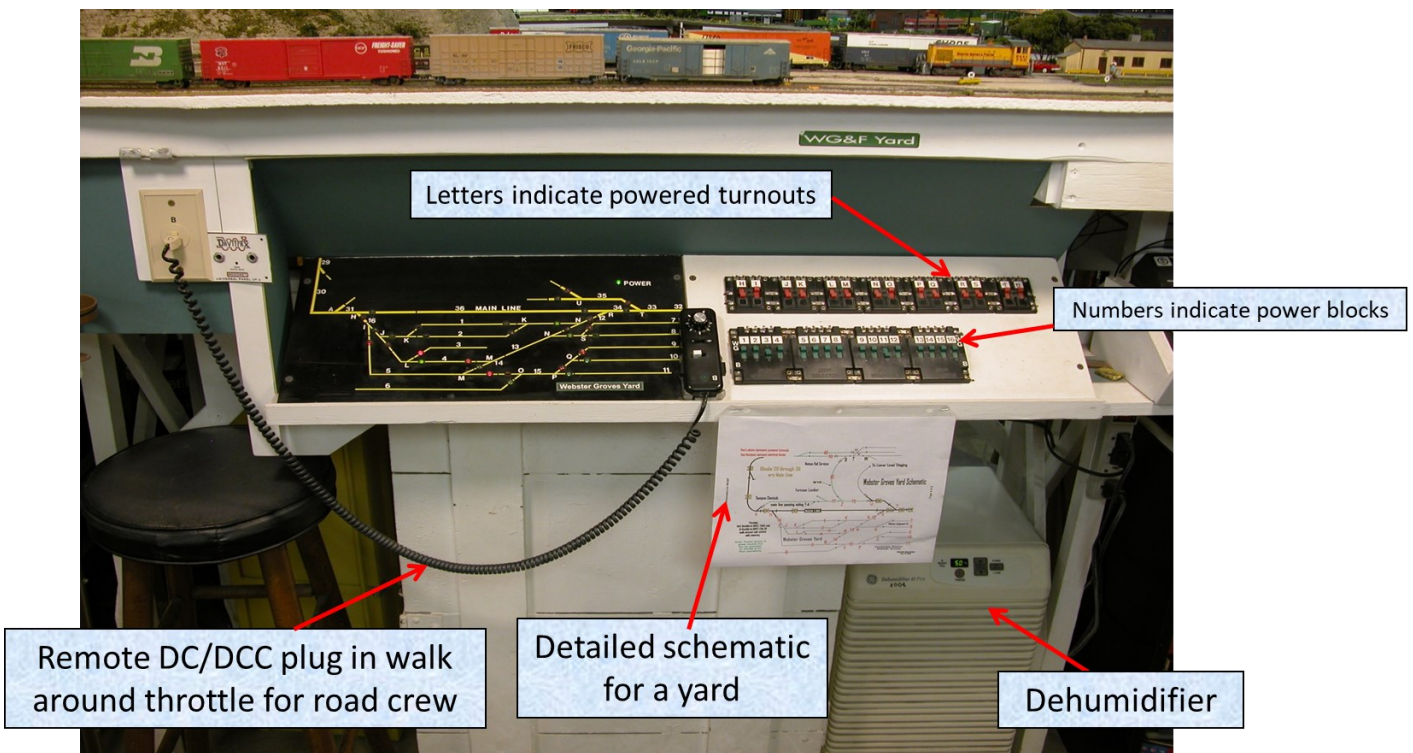
Control, electronics and wiring

Wiring your layout is critical to reliable operation. If you are not confident in your abilities to make a schematic, do soldering and install electronic components, then find someone locally to help with this work to be a troubleshooter in the future. DCC controls have created a whole new and constantly changing electronic environment for model railroaders.

Control panels, paperwork and detailed track schematic

This control panel is made of 1/8" Lexan with holes drilled for LED's to indicate turnout position. The panel is painted black on back side, and yellow striping tape is used to indicate tracks. Small self-adhesive numbers and letters indicate blocks and turnouts. The main line is shown as a heavier line on both the panel and the schematic.

Atlas slide switches provide turnout control through Tortoise switch machines. Atlas slide switches also control numbered blocks on this DC layout; a DCC panel would require only one or two block switches. Turnouts are lettered and blocks are numbered for ease of identification and to avoid confusing switches for blocks and turnouts.



Crew size

Crew size depends on the size of the layout, number of yards & industrial areas where an operator can be kept busy during most of a session.

A typical crew would consist of these jobs:

Dispatcher

Yardmasters as required

Industrial switching jobs, passenger trains & specials

Road Crews of one or two persons

The Webster Groves & Fenton's crew of six consists of:

Dispatcher

Power Desk (controls assignment of block power on this DC layout)

Webster Yardmaster

Valley Park Industrial crew

Two one-person road crews

New or inexperienced operators are assigned to the Road Crew so they are working with one of the regulars.

Hosting operations

Some tips for setting up operation sessions:

Provide cup holders, uncoupling devices, clipboards or car card holders, and plenty of sharp pencils at all workstations.

Make sure batteries are fresh in radios and DCC throttles.

Check all paperwork to make sure car cards/train orders are correctly placed.

Check all sidings and staging to make certain that car cards/train orders are in place and all cars are blocked for the session.

Make sure motive power is in good running order and is pointed in the right direction.

Correct any maintenance issues from the previous session (common issues include coupler heights, wheel set problems, dirty locomotive wheels, track power and turnout issues).

Set out snacks and re-stock refrigerator.

Have a short meeting before starting. Topics are usually the crew assignments, special conditions on the railroad this session, changes in motive power or in the paperwork, and any special instructions for use of the throttles. Always mention that turnouts should be lined for the main line when switching.

Don't expect to run any jobs on your railroad. You will be very busy giving advice, explaining where things are and doing the inevitable troubleshooting.



Continuing development of operations

As your crew becomes more experienced, they will start to make suggestions and requests for changes to the operation of your railroad. If you remain flexible and are receptive to these comments, you will have a happy, loyal crew. If you do nothing, or argue that these changes cannot be made, then you will soon find that you are running the layout with a different crew each time.

After we were operating the WG&F for some time, I realized that we could have more “work” if I got rid of some non-railroad scenery and added a small 25-car-capacity yard at Webster Groves. This not only created more work, but also one more crew position.

If you are doing a lot of industrial switching; additional car spots are of great benefit. I have added tail tracks and car spots at the request of regulars who see things I never envisioned when first designing the layout.



MCoR via

GRAND ISLAND EXPRESS

Model Contest Results

By Ryan Moats, MMR, and Whit Johnson

The 2024 Mid-Continent Region Contest consisted of 39 models and 8 photos. In addition, we had six pieces of scratch built track that were evaluated as part of the Model Railroad Engineer – Civil Achievement Program Certificate. Once again the quality of the room was high, with multiple categories being won by models that scored triple digits.

Model Contest

Diesel and Other Motive Power

This category had five entries. Dave Roeder, MMR's CRGX #2 Railserve D-35 Diesel – White/Green (entry 2) placed third. Cinthia Priest's HO Scale Industrial "Critter" #12 (entry 38) placed second. David Lowell's C&IM #105 Brill model 55 motor car (entry 30) placed first.



Third Place



Second Place



First Place



Freight Cars

This category had six entries and Dave Roeder, MMR swept the category. His DUPX 6340 Tank Car – Silver/Black – Hydrogen Peroxide (entry 7) placed third, his HO Flat Car BN #610355 large tank load (entry 9) placed second, and his HO wood gondola #1828 – St. Louis Northern Short Line – Mineral Red (entry 8) placed first.



Third Place



Second Place



First Place

Caboose

This category also had six entries. David Lowell's C&IM Caboose #67 (entry 29) placed third, Dave Roeder, MMR's HO PRR #492401 Caboose N-6B work train (entry 13) placed second, and David Lowell's C&IM Transfer Caboose #34 (entry 27) received first place.



Third Place



Second Place



First Place

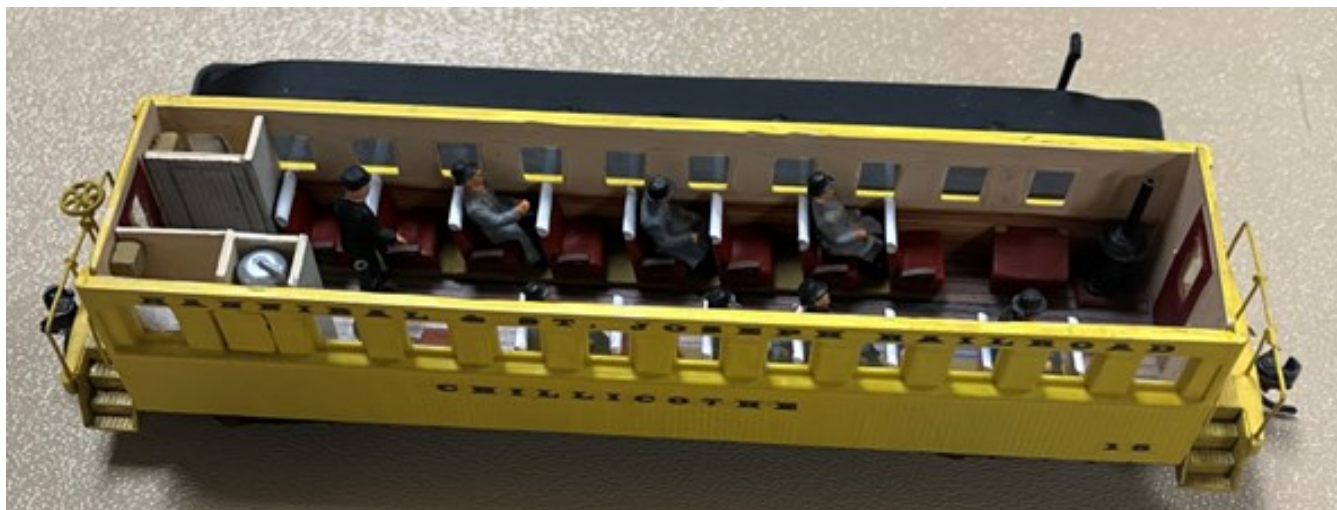


Non-Revenue Cars

This category had two entries, but neither entry received the minimum requirement of 50% (e.g. 62.5 points) and so this category was declared “no contest”.

Passenger Cars

This category only had a single entry, which meant that the model had to be of merit award quality for there to be a valid contest. Fortunately, Dave Roeder, MMR’s HO Passenger Car – Hannibal & St Joseph Railroad #15 – Chillicothe (entry 5) was of sufficient quality to collect first place.



First Place



Structures

This category had four entries. David Lowell took both lower rungs of the podium, with his TPG Bridge @ Quiver Creek MP 34.3 (entry 32) placing third and his New Oakford Depot (entry 31) placing second. Richard Virgin's Frazzini Bros Grocers circa 1926 (entry 39) placed first.



Third Place



Second Place



First Place

Displays

The Display category had three entries this year. David Lowell's Pawnee Mine #5 (entry 33) placed third. Ray Brown's Freight House (entry 37) placed second, and Larry Alfred, MMR's San Miguel Junction Display in O Scale (entry 1) placed first.



Third Place



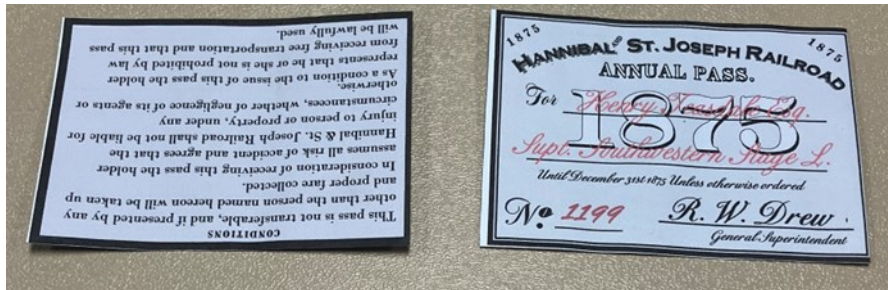
Second Place



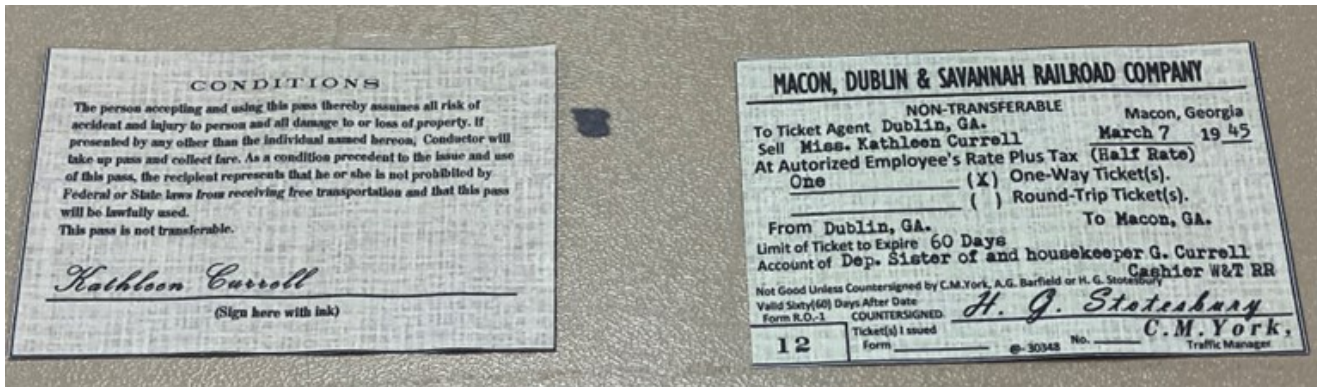
First Place

Railroad Passes

This year we had two entries in the model railroad pass category, both from Dave Roeder, MMR. Second place was given to his pass from the Hannibal and St. Joseph Railroad (entry 19) while his 1945 Macon, Dublin & Savannah Railroad Co. pass (entry 20) was awarded first place.



Second Place



First Place



Black and White Model

The black and white model category had three entries, all from Phil Aylward. Third Place was awarded to his "Over and Out" photo (entry P1), second place to his "#5" (entry P3) and first place to his "Shay #1" (entry P2).



Third Place



Second Place



First Place

Color Model

There were four entries in this year's color model category. Phil Aylward's "Head On" (entry P6) was awarded third place. His "#5 Over Look" (entry P4) was awarded second, and his "#5 - 2" photo (entry P7) placed first.



Third Place



Second Place



First Place

Color Prototype

The color prototype category had a single entry from Larry Alfred, MMR – “Taking on Water” (entry P8). It was judged good enough to be awarded first place in the category.



First Place

Light Iron

The Light Iron Award is a privately sponsored award that is given to the model in the contest room (regardless of category) that most encompasses the spirit of narrow gauge railroading. This year, the Light Iron award was given to Larry Alfred, MMR's San Miguel Junction in O Scale (entry 1).



Light Iron Award



People's Choice

People's Choice

This year's People's Choice award came down to a two horse race. After the votes were counted, Ray Brown's Freight House (entry 37) narrowly edged out the second place vote getter.



MCoR via

GRAND ISLAND EXPRESS

Contest Results

Best in Show

The Best in Show award is given to the model that achieves the highest score across all categories. This years contest was determined by three points. With 116 out of a possible 125 points, the Best in Show award for the 2024 MCoR regional convention was Larry Alfred, MMR's San Miguel Junction Display in O Scale (entry 1).



Best in Show



Remembering Shelly Levy

Turkey Creek lost Shelly Levy on Mother's Day.

Those who knew him realized he had a "full life" of 98 years, a very interesting and intelligent man.

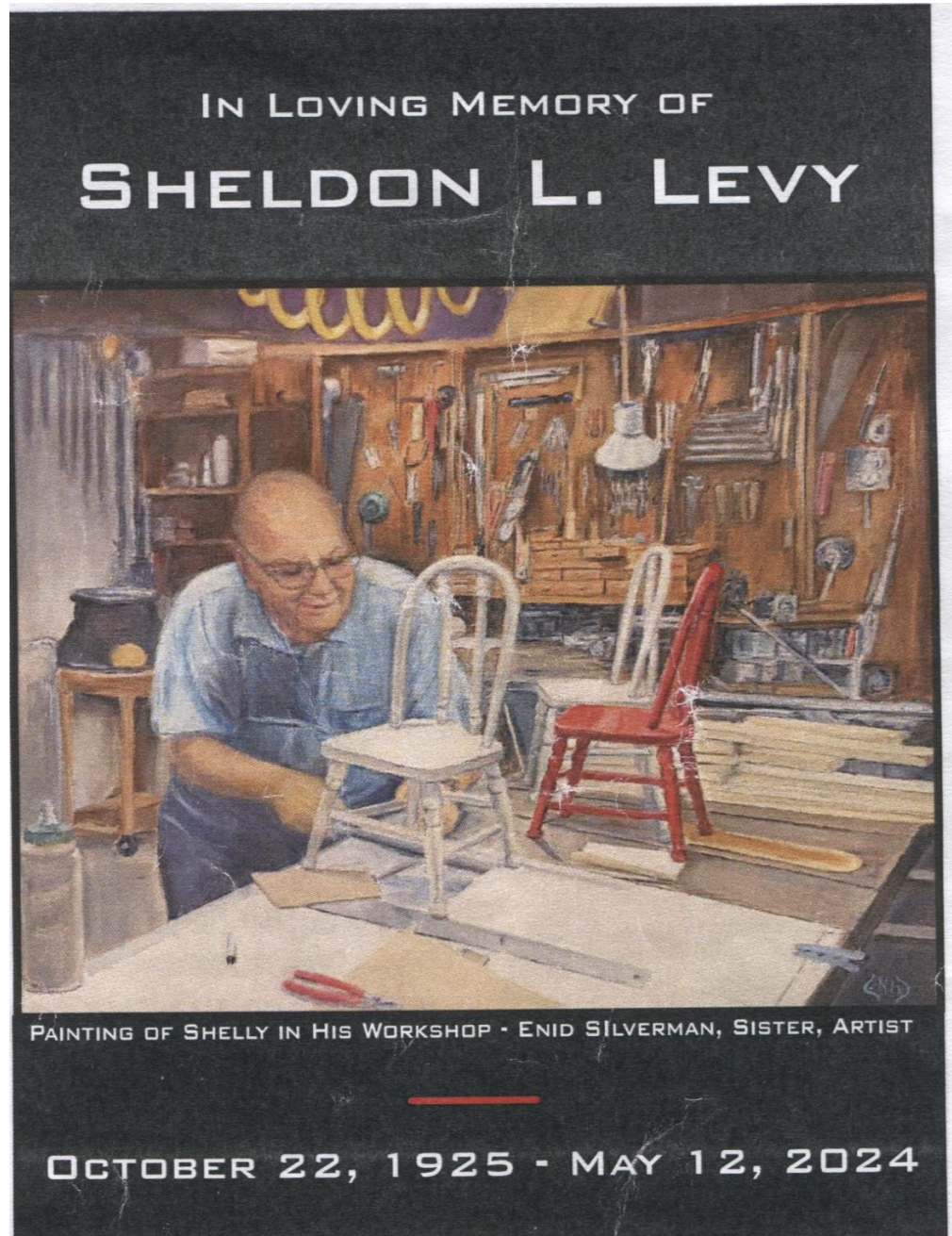
He enjoyed grand and great grand kids, model railroading, astronomy, craft wood projects and several other hobbies.

Shelly was a registered EE Engineer. Held a BS in Electrical Engineering, a Masters in Mathematics and a PhD in Applied Mathematics/ Physics from Brown University.

In addition, he achieved a Master Model Railroader Certificate.

He always contributed to our hobby and went out of his way to help others.

Shelly will be missed.





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

ckeditors@mcor-nmra.org

Indian Nations Division

Eastern Iowa Division



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

Dogwood & Redbud Shortline

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

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

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



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

Tony Bowen, MMR – Division Superintendent

E-mail: railroadteacher@gmail.com

YouTube Channel: Corn Country Rails

Chisholm Trail Division

Central Missouri Area



Union Pacific Through the Rockies



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

Terry Ross, Sup.

E-mail: terryross16@hotmail.com



Clear Creek and Quicksilver RR

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

Allen Pollock

E-mail: pollocka@mchsi.com

Western Kansas Division

Little Rock Area



Western Kansas Rails

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

Robert Simmons – Div. Sup.

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



Missouri Pacific RR – McRae Subdivision

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

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

Western Heritage Division

Gateway Division

A freelanced version of the D&RGW Floresta Branch which ran eleven miles west of Crested Butte to a large CF&I Anthracite Mine and Breaker at Floresta, Colorado. Layout is 14'x24' point to point in On3 which I refer to as 'Poor Man's On3.' I have regularly scheduled operation sessions and welcome new operators.



Bill Grierson, Agent. Omaha, Nebraska, email: wgrrierson17@gmail.com

CB&Q RR-Hannibal Division

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

Hank Kraichely-Div.Sup. to contact:

Email: hkraichely@sbcglobal.net



MCoR 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
- 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, 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. 10:00-4:00PM, Sun. 12:00-4:00PM. 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, 10:00AM. Lunch at a restaurant afterward. Information: Tom Robinson, railway@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
 Contact: Don Clagett, 1223 Pierre Street Manhattan, KS, 66502; (785) 537-7624
 email: dClagett@ksu.edu
- KS, Olathe HO Scale**
MO-KAN Rail Joiners
 Contact: Louis Seibel, 1069 North Logan Street, Olathe, KS, 66061; (913) 393-3495 or (913) 927-6850
 eMail: L-seibel@comcast.net
- KS, Overland Park O Scale**
Kansas City Module "O"
 Contact: Jack Ferris, 10334 Ash Street, Overland Park, KS 66207
 eMail: fhs1955@GMail.com
- KS, Olathe**
Weekend N-gineers
 16624 W. 126th St., Olathe, 1:00PM. 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) 492-4142
 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 Caldron 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, Kirkwood HO Scale**
Kirkwood Railroad Association
 Meets every Thursday 7:00 - 9:00PM
 Contact: Rich Velten, 100 North Sappington Road, Kirkwood, MO, 63122
 Email: rmVelten@swbell.net
- MO, Kansas City 16" Gauge Park Train**
Kansas City Northern Miniature Railroad
 NM 60th Street & Waukonis Drive, Kansas City, MO
 Contact: W. Ohrnell (816) 746-5663
 Information: www.KCNR.com
 Meets 1st Wednesday each month at 7:00pm
- MO, Kansas City HO Scale**
Greater Kansas City Model Railroad Club
 Contact: Walter L. Ohrnell, 6060 NW Waukomis Drive, Kansas City, MO, 64153
 eMail: wOhrnell@kc.rr.com
- MO, Kansas City HO Scale**
Southern Kansas City Model Railroad Historical Society
 8600 Ward Parkway Suite 2030 Kansas City, MO, 64114
 Contact: Richard Boone Telephone: (816) 996-1534
 eMail: rBoone@traintown-kc.com
 Meets 2nd Monday each month 7PM Open house Sat. & Sun. 12 to 5PM
- MO, Kansas City N Scale**
Weekend En-gineers
 8600 Ward Parkway, Kansas City, MO, 64114
 Contact: Richard Boone: (816) 966-1534
 eMail: rBoone@traintown-kc.com
 Meets 3rd Sunday at 11:30AM
- MO, Kansas City**
Kansas City Narrow Gaugers
 Members Homes, Information: Dean Windsor, On3@worldnet.att.net
- MO, Kansas City Standard, G, O, S, HO Marklin, HO, N, Z Scales and Wooden Trains**
Union Station Kansas City Model Railroad Society
 30 West Pershing Road, Kansas City, MO, 64101
 Contact: Ted Tschirhart, Telephone: (816) 816-3449
 eMail: TedTtschi@kc.rr.com
- MO, Liberty**
Heartland N-Trak Of Greater Kansas City
 131 S. Water St., Liberty, MO, 1:00. Information: Bob Osborn, 816-452-9227
www.lawrencemodelrailroadclub.org
- MO, Mexico HO Scale**
Mexico Train Works Model Railroad Club
 415-B W Jackson Street, Mexico, MO, 65265,
 eMail: info@mexicotrains.com,
 Website: www.mexicotrains.com,

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

MO, North Kansas City N Scale

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

MO, Odessa HO Scale

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

MO, Saint Louis N Scale

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

displayed at regional shows.

MO, Saint Peters

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, Freemont

All Scales

Nebraska Railroad Museum



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"

*Frisco's Texan
along the Little
Piney River near
Arlington, Mo.*

