

# CABOOSE

# K I B I T Z E R



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Master Model Railroaders in *italics*

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### Content Deadline

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Third Quarter	June 1
Fourth Quarter	September 1

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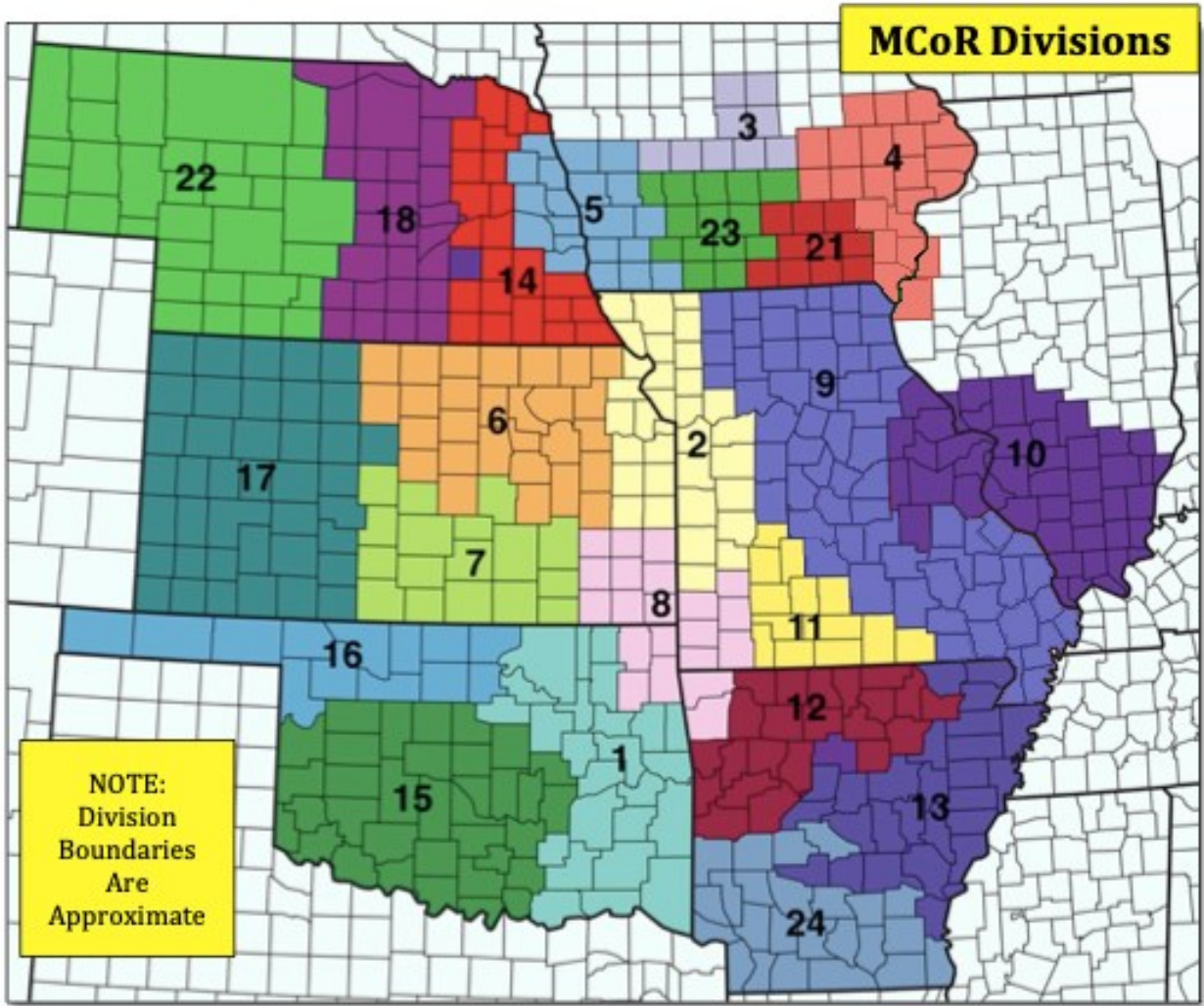
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# MCoR NMRA Division Meetings

**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](mailto:allanroecker@yahoo.com). Web page: [www.tulsanmra.org](http://www.tulsanmra.org) for meeting dates and additional info.

**Division 2: TURKEY CREEK DIVISION (Kansas City Area):** 4<sup>th</sup> 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](mailto: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](mailto: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:** 1<sup>st</sup> Saturday even-numbered months. Meetings start at 1PM. For the next meeting's location and program please email [dir-2906@mcors-nmra.org](mailto:dir-2906@mcors-nmra.org) or [rkboelling@gmail.com](mailto:rkboelling@gmail.com).

**Division 7: CHISHOLM TRAIL DIVISION (Wichita, KS):** 1<sup>st</sup> 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](mailto:dlipp5a@gmail.com)

**Division 10: GATEWAY DIVISION (ST. Louis, MO)** 3<sup>rd</sup> 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):** 3<sup>rd</sup> Thursday each month, 7:00PM at HyVee East upstairs meeting room. Corner 1<sup>st</sup> Street and Norfolk Ave. Info: Dennis M. Brandt, MMR, phone 402-992-2415, email [dennisbrandt44@gmail.com](mailto: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](mailto: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](mailto: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](mailto:dir-2918@mcors-nmra.org)





## The Head End

By Larry Diehl, President MCoR

The last couple of months have been very busy. Top of the list is securing a location and venue for MCoR 2025 Convention. I have pursued several locations with the most promising creating convention joining MCoR with NNGC in St. Louis. There are lots of hurdles and involves some changes in the way we do things, but the positives far outweigh minor alterations. We are 100 attendees vs. 600 to 800 NNGC!

The opportunity will be much expanded clinic subjects, a much larger train show and probably more layouts available for touring! It's not final yet, pray for a favorable vote in the near future.

This is a fantastic opportunity.

We are receiving info on the upcoming 2025 Novi (Detroit) NMRA Convention. They are saying things are changing in this convention. A sincere effort to make the convention more interesting and less costly! (Novi should be less costly than downtown Detroit!).

Fall is upon us. Waving good-bye to the heat will be a blessing. We all have extra chores in the fall with the yard, but the sun is going down earlier and earlier! Maybe a little more modeling time.

Speaking of modeling, we all could work toward AP certificates. We need to show up and show off more in the pages of CK and NMRA magazines, note that page in back of NRMA magazine where it says name and region you get the AP certificate.

Take a few pictures of the model you are building, write a draft of an article, how you did it! Submit to Pat Hiatte our CK Editor, patrickhiatte@gmail.com. He will help you "polish it" for publication. High definition setting on your phone camera usually works well!

Enjoy life, and your grandkids. They are precious ... Model Railroading is also fun!

Sincerely,  
Larry W. Diehl  
President MCoR

**July 14 – 19, 2025**  
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## Editor's Musings

By Pat Hiatte

This issue features a couple stories based on the contributors; travels to seek out trains and rolling stock that are either well beyond their back yards or special events beyond the ordinary run of trains in their neck of the woods.

Travel affords all of us one of those rare opportunities to being a breath of fresh air to our modeling and railfanning. Even travel for other purposes generally yields, to those of us alert to the possibilities, a glimpse of railroading beyond the mundane.

The image at right, for example, was shot from a hotel room in Tokyo after disembarkation from a cruise. It was intended to show the density of Tokyo, but down toward the bottom it includes a Japanese high-speed train on an eight(!) track main line near Shimbashi Station. Turning to the right gave a view of a double-track monorail system.

And the traffic density! During a random five-minute period in mid-afternoon well before rush hour, seven trains passed by this window. The passage of the high-speed trains brought to mind a fellow N-scaler whose pride and joy was a Japanese high-speed train the he delighted in running on a modular layout set in North Texas.

The moral of the story: Get out and about, and as you do, keep your eyes and your mind open to the rich modeling possibilities the country and the world have to offer.



*Sandy Hiatte photo*





## Chasing the *Empress*

**By Ryan Moats, MMR—Doug Harding, MMR—John Butchart**

As part of the Kansas City Southern/Canadian Pacific merger, May of 2024 saw a transcontinental journey of the Canadian Pacific's Hudson #2816 ("The Empress"). On May 11, the route of this journey started outside of Davenport, Iowa, and ran down the CP/KCS line through Ottumwa, IA to Chillicothe, MO and ending the day in Kansas City.

Doug and John had originally thought to see the Empress while it was in Ottumwa. My goals were somewhat more lofty - I had looked at the route and realized that there was about a 20 mile segment of track that paralleled Missouri State Highway 139 from Newton, MO through Osgood, MO and I was aiming to pace the Empress on this stretch. Fortunately, I managed to persuade John and Doug to join me for the duration.

Our day started by driving down from Indianola to Ottumwa, where we arrived a couple of hours before the Empress was due in. This gave us time to railfan the area (Ottumwa has a CB&Q Hudson on static display by their city offices (Photo 1)).



*Photo 1: CB&Q 3001 Static Display*



We originally thought to take shots of the Empress as it crossed over the BNSF mainline north of the Ottumwa Amtrak station (Photo 2) but then we decided to take a run over to the CP Ottumwa yard (milepost 302.8) and see if we could catch it as part of its crew change stop.



*Photo 2: BNSF/KCS/CP Crossover in Ottumwa*

We didn't take the correct route and ended up on the north side of the yard. I figured that if we angled south on some dirt roads, we could find our way to the entrance. Well, we did and we didn't – what we found was an unmarked/unfenced/unsigned back entrance to the yard and the first we realized it, we were literally on the “wrong side of the tracks”. Now, starting one's chase with a trespassing charge is definitely sub-optimal and so we high-tailed it out and back around to the official entrance. Fortunately, Canadian Pacific had opened the yard (photos 3, 4 and 5) and so long as we stayed on the pavement of the parking lot, we could rail fan the arrival. This certainly worked for us and so we settled down to wait the 45 minutes or so for the Empress' arrival.



*Photo 3:  
CP Ottumwa Yard*



*Photo 4: Ottumwa Yard looking East*



*Photo 5: Ottumwa Yard looking West*



I used my cell phone to shoot video of the arrival (<https://youtu.be/5dYJC2OD-3s>) as well as extracting Photo 6 as my favorite frame of the video. During the crew change, we were fortunate to see an opposite direction manifest freight, which Doug was able to capture in Photo 7. After this, we took advantage of the crew change to grab some lunch and set up at our next photo opportunity point.



*Photo 6: The Empress at Ottumwa*



*Photo 7: A Manifest Freight Meeting the Empress at Ottumwa*



This was a level crossing at 194<sup>th</sup> Avenue in Ottumwa a little over 3 miles (as the crow flies) west of Ottumwa yard – this led to my second video (<https://youtu.be/Th4s2hzUQBE>) and Photo 8 as my favorite frame.



*Photo 8: Approaching Level Crossing West of Ottumwa Yard*

At this point, we were now behind the Empress and so the chase began. This is when having a three man chase crew shined: I drove, Doug manned the map and radio scanner and John was able to take flying pictures out the window when we had the Empress in sight.

Our next aim was to try and see it passing over the Foster Bridges, but we ran into the other problem of railfanning: being part of the “thundering herd.” The tracks run mainly on a southeast/northwest track so chasing involves a lot of back and forth on Iowa’s gravel roads, and safety becomes a prime concern (one doesn’t want to suddenly find the car one at a full stop and screen by gravel dust). After about half a dozen “near misses” at other crossings (pulling up to the crossing to find the rail fans already packing up), we jumped ahead of the crowd to the bridge on US 136 just outside of Lucerne, MO. This allowed the capture of the third video (<https://youtu.be/Idl-eo59fHA>) and Photo 9 as my favorite frame.



*Photo 9: From US 136 Railroad Bridge*



Now began the part of the day that was my main reason for chasing. We were able to get into the stream of vehicles going south on Missouri 139 and were able to pace the Empress! With the amount of traffic, trying to shoot a video from the car just wasn't safe, so Doug and I just enjoyed the experience. It was truly a "bucket list experience" and kudos to Canadian Pacific Kansas City Railroad for the work they've done to improve the quality of the track. Doug has mentioned that most of that track was rated only 40 mph, but while chasing, we found that the Empress was able to run at her rated speed of 50 mph over most of the trackage.

Our last stop was to jump forward to "Chillicothe North" at Milepost 422. Once we arrived, we had a bit of wait, due to the Empress being held while track damage south of where we had set up was inspected (the result was a order for the Empress to hold 25 mph from mile 425 to mile 432). Our patience was rewarded with the final run-by of the day (<https://youtu.be/wAeaL50jbMs>) and Photo 10.



*Photo 10: At Chillicothe North*



*Photo 11: Ending the Chase at Chillicothe North*

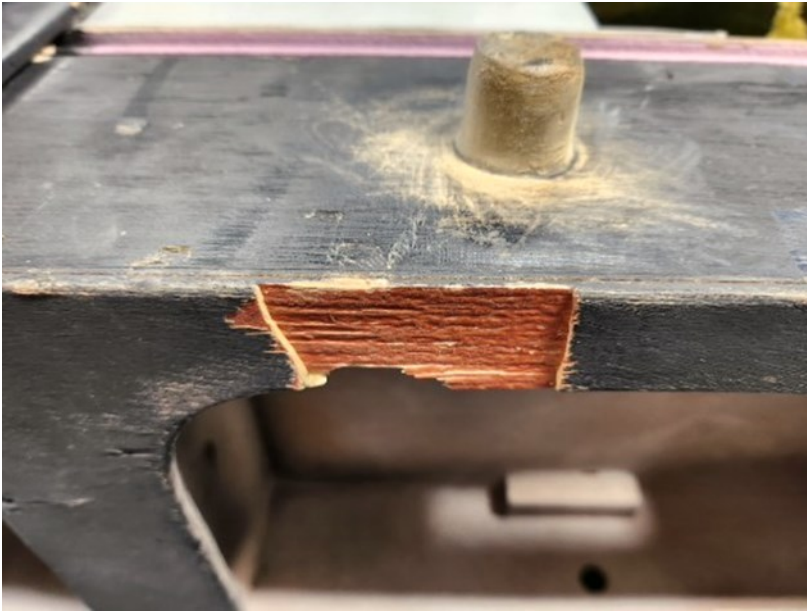
At this point we had been chasing for about 5 hours and it was time to take US 65 north back to Indianola to drop John and Doug off and for me to find my way back to Omaha. All in all, a most enjoyable way to spend a Saturday.



# Module Repairs with Paper Towels

By Robert Simmons

One of the facts of life, besides Death and Taxes, is a module will suffer transportation damage sometime during its life.



(Pic 1, left) Having constructed the modules with ¼-inch plywood, when forces create a delamination, it needs to be repaired. One method that is quick and inexpensive is to use what I call “Fiberpaper”. It is like fiberglass, only we are not using glass fiber mat, but paper towel.

If you have ever done some fiberglass work on vehicles, on a cleaned surface, you add a layer of resin, then you add strips of fiberglass mat while using a brush or roller to press the mat into the

resin while adding more resin on top, making sure the mat is thoroughly saturated with the resin.

The down sides of fiberglass are the glass mat is hard to work with, the glass fibers will get into your skin, and the resin is sticky, messy, and hard to clean up.

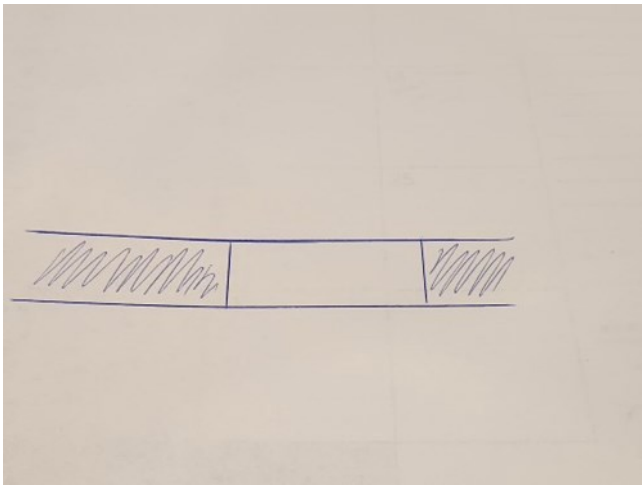
Fortunately, Fiberpaper has none of the negatives.

(Pic 2, right) My preferred tools include a roll of paper towel, a bottle of wood glue, a small plastic pan, and a sponge paint brush (an old regular paint brush will do also).

Let us start by adding a small amount of water to the pan, then I use something to place under one side of the pan to lift it up about a ¼-inch, so the water stays on one end. Add about a nickel sized blob of wood glue on the other, dry end. Dip your brush into the water, then glue, and “paint” some glue into the wound. Having cut one sheet of paper towel into strips the width of the wound, start applying the paper towel strip on one side of the wound (I go left to right, but it does not matter).



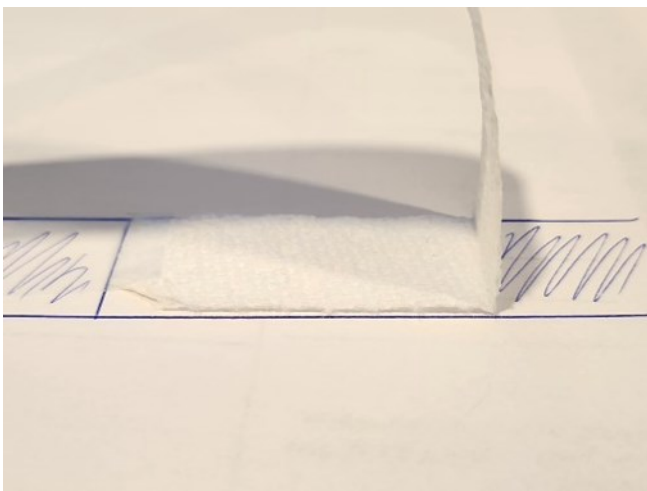




(Pic 3) Since I did not take photos while making the actual repair, I drew a “wound” on a piece of paper, the open section representing the missing piece.

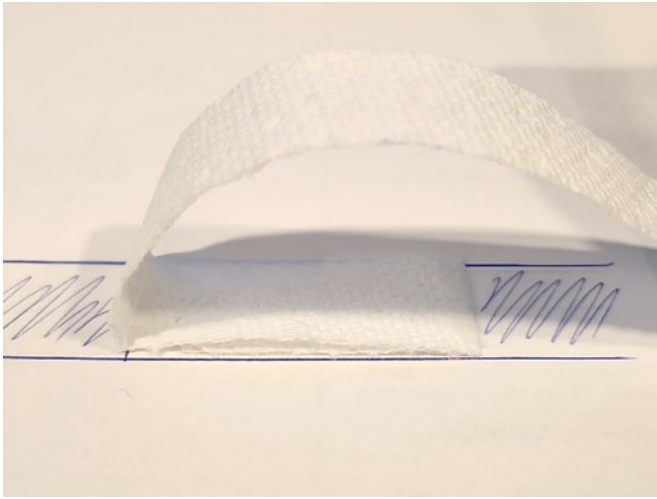


(Pic 4) I use the paper towels that come in small sections, and here we have a strip (much longer than the wound, or two pieces) ready to go.



(Pic 5) The start of the procedure. We have already applied a layer of wood glue to the wound. We started on the left, gently pressing the strip of towel into the glue until we reached the other side, leaving remnants of the strip sticking out. Then, using the paint brush, lightly dab more glue onto the paper towel making sure it is all saturated (but not dripping).

If the towel shifts while dabbing, just reverse the motion and move it back in place. Don't go too fast, you have plenty of time and be patient. Work the glue and towel until it is where you want, and it is saturated. You will find that if you get one end tacked down with the glue, the rest will not shift as much.



(Pic 6) After the first layer is completed, reverse and lay the strip back the other way.

After the first layer is completed, reverse direction and repeat the process for the next several layers until you have the wound filled to the top and level with the rest of the wood. Since we have added a great deal of glue I recommend letting this dry at least overnight. The next day, I return and add one more layer over the top of the repair beginning before and ending after the wound and can be wider to overlap the outer edge. This will help seal and protect the repair fill.



(Pic 7) This corner took a big hit with the plywood delaminated for several inches. First wood glue was applied to the inside of the delaminated section and was clamped overnight. The repair patch was applied the next day.



(Pic 8) The same corner after the Fiberpaper patch was applied and dried.

The next portion of the repair is to do a light sanding to smooth out any rough surfaces or edges. This is now quite hard, and if you leave little pieces sticking out they can cut. Once all the repair area is smooth, then the last step is painting with a matching color. This is important as the wood glue will lose hardness in the presence of water or moisture (not good for boats). Once sealed with paint, it will be fine. In the case of the WKR layout, we chose flat black paint for all subsurface portions. When done properly, these repairs should last for decades.



(Pic 9) The last step for the repairs is a light sanding and painting to seal the patch from any moisture.



(Pic 10) A different corner with a missing section. The missing piece was repaired (yellow portion) and the next day we applied the outer patch, ready for the final glue application.



(Pic 11) The completed repair after painting.





# Alabama Bound

## By Brad Slone, MMR

### *Brad's Travels #4*

This adventure found me heading south to the home of Appalachian foothills and rockets, Huntsville, Alabama. Too many, myself included, never realized that the Appalachian range had its beginnings so far south or that Huntsville is the home of Redstone Arsenal, arguably the birthplace of the space program as we know it today.

I will have to admit I am not as knowledgeable on railroad history of the Huntsville area as I have been on some of my other trips, so I'm not going to be able to offer much insight into what the predecessors of the current railroads were, but judging on the amount of preserved equipment in the area, it's safe to say that those in the region that do know take a lot of pride in its rail heritage.

I started my exploration by visiting the North Alabama Railroad Museum located in Chase, Alabama, just north of downtown Huntsville. The museum is located on track remaining from the Nashville, Chattanooga & St. Louis Railway, which once served the community and is parallel to the still active line belonging to the Norfolk Southern. The museum relies on a couple Alco switchers to operate excursions up and down the line as well as an ex-military unit. In addition to the Alco power there was a completely restored box cab that was originally built for Union Carbide. This unit is in top notch condition and allows you to get up close and personal with the motive power that would eventually defeat steam. Along with the locomotives the museum has a nice collection of passenger cars, cabooses and freight equipment in various states of condition and is certainly worth the time to see what they have saved for future generations to enjoy.



*A pair of venerable old Alco switcher at the North Alabama Railroad Museum*

*An ex military Alco road switcher*









From the Alabama Railroad Museum I headed back south towards downtown Huntsville and the beautifully preserved depot and roundhouse. Located near downtown in what would have been a hub of activity in the day is the depot museum and roundhouse. Typical of depot preservation, the station has been turned into a museum, however the



roundhouse has been completely renovated as an open space and is used for community gatherings. In addition the turntable leading up to the roundhouse has been restored as a testimony to why the roundhouse existed back in the day.



There are a number of cabooses kept on site with varying lineages, but there are also several other pieces of rolling stock. As is to be expected several have southern heritages, such as a Central of Georgia 40ft boxcar (below right) and a Louisville and Nashville 60ft boxcar (below left).





But for me the most interesting was an unmarked 40ft single sheathed boxcar.



Upon investigation of the trucks, it was found to come from the Minneapolis and St Louis; it has traveled a long way to the land of Dixie.



We are going to shift gears now and move from the past to the present. Southwest of the depot is the headquarters of the Huntsville and Madison County Railroad. From what I can gather the railroad was created in 1984 when the Seaboard System decided to abandon tracks from downtown southward. I'm not sure what industries the railroad serves, but judging from the fact that every car in their small yard was a covered hopper I'd say it's heavily reliant on one major

customer. The railroad seems to rely exclusively on GE power and examples of older equipment in the form of a U30B (I think) and newer in a B39-8. Overall the little railroad seemed in good condition and well equipped to handle the local shippers' needs.





After checking out the area's short line I was off to check out some mainline type action at the airport. The airport? Yes, but more on that in a moment! While headed out there I heard the unmistakable sound of a train blowing its horn for a grade crossing, so I rushed to intercept it to see what was on the move and from the sound of the horn it was moving on. I set up in the parking lot of a small industry with a break in the trees so I could get a shot and the opportunity for a shot was all I got. Turns out it was an SD40-2 running long hood forward pulling one boxcar, so there was no shortage of power. I grew up in a time when the SD40-2 was the predominate power found on the mainline. It seemed strange to see one pulling local chores, but nice to see one active none the less.





So on to the airport. You might be wondering why in the world I would bring up an airport when talking about trains; that's because Huntsville has found a very unique way to combine the two in that it has a small-scale intermodal terminal on the airport grounds. For those looking for a compact intermodal operation to model, it doesn't get better than this. *Model Railroader* actually ran an article about it many years ago, so I would suspect it has a lot more operational details than I can provide, but the yard only has six tracks and two unloading gantries. It is also equipped with a pair of EMD switchers, one an SW1500 that looks to be from the Norfolk Southern; the second unit is a bit more of a mystery. But it would be a great example of a compact and modelable operation for a layout.



So with that I once again find myself heading home without too many road trips planned for the rest of the year, but wherever I find myself headed next year I'll try to remember my camera and chase down anything of railroad interest that I can find. Till then keep your hand on the throttle and your eyes on the rail.



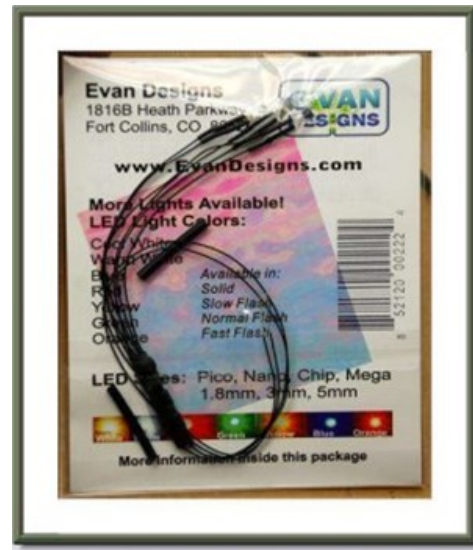
# Lighting Up a Model Ash Pit

**By Larry Holcombe**

**Photos by Steve McKee**

After seeing the ash pit on my Cimarron module, Steve McKee decided that he wanted one on his On3 Rio Grande Southern layout. After discussing it for two or three seconds we jumped on the project.

The first order of business was acquiring the needed materials. We started with a Fire! Module from Evan Designs in Fort Collins, CO <https://www.evandesigns.com>. The Fire! Module is available with several different size LEDs and various voltage configurations. We decided on the 5-19 volts model with 3mm LEDs. We also needed some .75mm fiber optic to simulate the glowing cinders. The fiber is also available from Evan Designs in a sizes from .25mm to 1.5mm. To connect the fiber to the LED we chose some 1/8 inch shrink tubing. Steve already had an ash pit kit so that's the basis and he also had some material for the ashes. If you are modeling in HO scale, Bar Mills <https://barmillsmodels.com/product/the-ash-pit-at-cranberry-yard/> has a kit available. In HO scale I recommend using .50mm fiber optics instead of .75mm fiber optics.



When all the materials were at hand, we began assembly. The LEDs are rounded on the end and the fiber needs to have direct contact. We flattened the end of the LED. There is a sufficient amount of plastic above the electronic portion of the LED, so we chucked up a sanding disk in the motor tool and flattened the face of each of the three LEDs.







Here we have sanded the round end to be flat. Once sanded, the plastic had a frosted appearance, seen on the right LED here, which would cause dispersion of the light from the LED.

A felt buffing wheel and some fine rouge were used to polish the end of the LED. The rouge leaves a thin film on the LED and was removed with a soft cloth.



To test the Fire! kit again, it was connected to a 12 VDC power supply. When connecting to the power supply, the polarity matters. If the LEDs don't light, try reversing the leads for proper polarity.

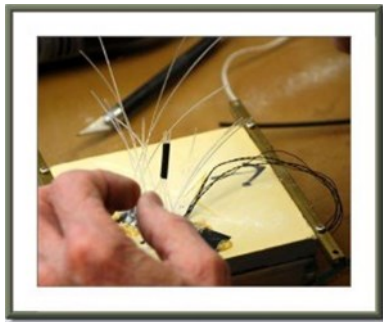


The next step is installing the fiber optics. Each fiber was cut to about four inches long. Use a sharp hobby knife to score the fiber and then snap off the end of the fiber.

Eighteen #62 holes were drilled randomly in the base of the ash pit to accommodate the fiber. A section of fiber was threaded through each hole leaving the fiber about even with the top of the ash pit.

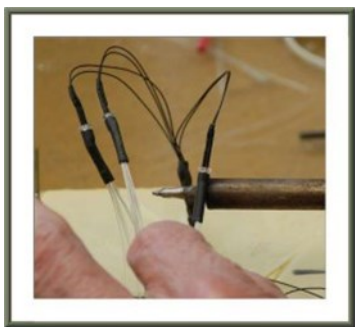


Apply a drop of thick ACC to each fiber on the bottom side. Combining ACC with baking soda instantly creates a hard plastic-like material. This will hold the fiber in place.



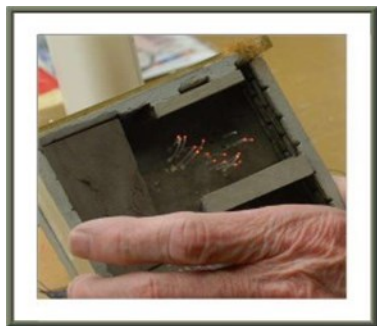
Six fibers were randomly selected for attachment to each LED. Gather the fibers into a section of 1/8 inch shrink tubing. The shrink tube is a snug fit on the LED and will hold the fibers. You want the ends of the fibers to be even and touching the LED.

You can use a sharp pair of wire cutters to cut all the fibers in a single bundle to the same length. The actual length doesn't matter as long as they're all even on the end. Then insert the fibers into the shrink tubing.



Use the hot end of a soldering iron to activate the shrink tubing. If you use a lighter or torch, the fiber will turn into a blob and will need to be replaced. A bit of white glue in the shrink tubing will hold them in place. After the glue is set, use a piece of tape to hold the fiber / shrink tube in place. Do not use hot glue as it will also turn your fiber into a blob.

The fibers are standing up in the ash pit ready to receive the ash material.



Testing as you go along will make sure that everything is functioning correctly. Here we have the LEDs working.

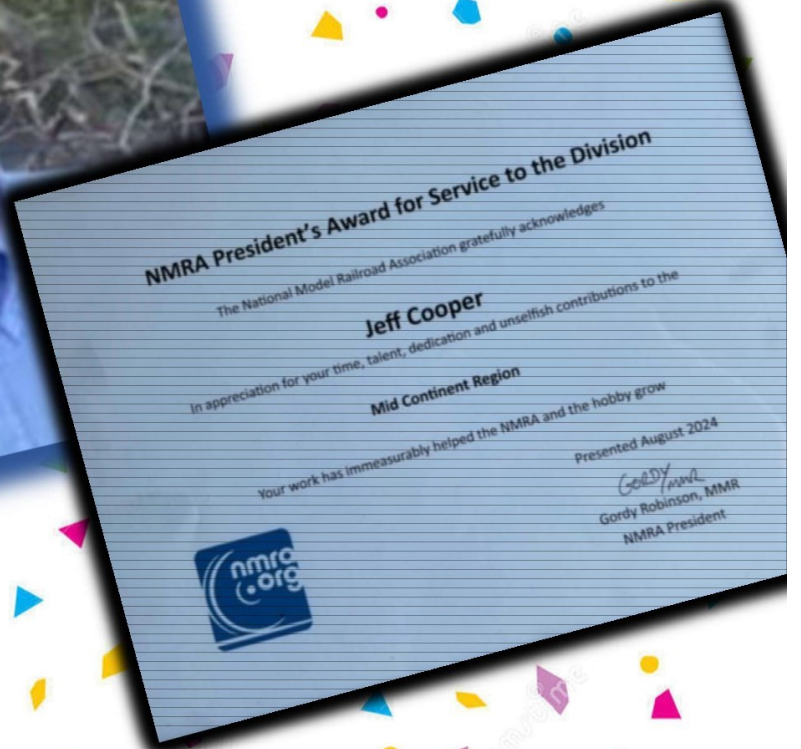


We're almost there. Use the ash material of your choice and glue it in just as you would ballast. After the ash material is put in the ashpit, soak the ash in alcohol or wet water followed by dilute white glue or matte medium to secure the ash. Let the glue dry overnight, then use an sprue nipper to cut the fiber flush with the ash.



The last thing to do is to install the finished ash pit into the layout. Here's Steve's ash pit installed at Ridgway on his Rio Grande Southern layout.





# Congratulations Jeff Cooper!

Selected from a list of well qualified regional candidates, Jeff received the Gordy Robinson NMRA President's Award for service to his Region. Jeff is a member of Gateway Division in St. Louis and serves the division as well as the region for several activities.





## Terry Ross Receives Larry Long Award



MCoR President Larry Diehl presents the 2024 Larry Long Memorial Award to Terry Ross at the Chisholm Trail Division Meeting.

This award is given by the last three recipients, in recognition of Larry Long, who served as President from 1991-1993 and is best known for his Imagineering Clinics done with Pat Harriman.

This award was envisioned to recognize the individual who has contributed to the hobby by encouraging us to remember that Model Railroading is Fun.

It is presented to an individual who is known for doing outstanding and entertaining clinics, doing some of the things that promoted the Imagineering Clinics, or involving member and nonmembers in fun modeling activities.





# 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@mc-or-nmra.org](mailto:ckeditors@mc-or-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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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@mc-or-nmra.org](mailto:ckeditors@mc-or-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](mailto: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](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
- 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](mailto:memrrc@gmail.com)  
Information: [www.trainweb.org/memrc](http://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, 6<sup>th</sup> & School St., 7:30. Information: [info@augustahorrrclub.org](mailto:info@augustahorrrclub.org)
- KS, Atchison**  
*North East Kansas Model Railroaders*  
12" scale, 1440 N. 6<sup>th</sup> St., Atchison, Sat. 10:00-4:00PM, Sun. 12:00-4:00PM. Information: Otto Wick 913-367-7536
- KS, Cherryvale**  
Leatherock Hotel, 2<sup>nd</sup> floor, 420 N. Depot St., Cherryvale, Information: John R. Dhooghe, [john@cvmrc.com](mailto:john@cvmrc.com) or [www.cvmrv.com](http://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](mailto:railway@gbta.net)
- KS, Frankfort**  
*Frankfort Subdivision*  
416 W. 1<sup>st</sup> St., 10:00-3:00PM. Information: Joe McAtee, [joem@bluevalley.net](mailto: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. 3<sup>rd</sup>, Hutchinson, 11:00-4:00PM. Information: [www.kansascentralmodelrailroaders.org](http://www.kansascentralmodelrailroaders.org)
- KS, Lawrence**  
*Lawrence Model Railroad Club*

- Bridge Pointe Community Church, 601 W. 20<sup>th</sup> Terrace. Information: [www.lawrencemodelrailroadclub.org](http://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](mailto: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](mailto:L-seibel@comcast.net)
- KS, Overland Park O Scale**  
*Kansas City Module "O"*  
 Contact: Jack Ferris, 10334 Ash Street, Overland Park, KS 66207  
 eMail: [fhs1955@GMail.com](mailto:fhs1955@GMail.com)
- KS, Olathe**  
*Weekend N-gineers*  
 16624 W. 126<sup>th</sup> St., Olathe, 1:00PM. Information: Ken Clark, [haphheart@swbell.net](mailto: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](mailto: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 Caldton Street, Topeka, KS, 66611
- KS, Wichita HO Scale**  
*Wichita Model Railroad Club*  
 PO Box #48082, Wichita, KS, 67201  
 eMail: [WCMR1@cs.com](mailto: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](mailto: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](mailto: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](mailto:martyoetting@gmail.com)
- MO, Jefferson City All Scales**  
*Capital City Model Railroaders*  
 PO Box #243, Jefferson City, MO, 65102-0243  
 Email: [pollocka@mchsi.com](mailto: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](mailto: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.KCNRR.com](http://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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](http://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](mailto:info@mexicotrains.com),  
 Website: [www.mexicotrains.com](http://www.mexicotrains.com),



Facebook: <https://www.facebook.com/groups/754983012043978/>  
Contact: John Johnson, 573-473-4928 or [rphjohn@hotmail.com](mailto: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](http://www.EasternJacksonCountyMainlines.com)

**MO, Saint Louis N Scale**

*Mississippi Valley N Scalers*  
1684 Harbor Mill Dr., Fenton, MO, 63026  
eMail: [mvns@railfan.net](mailto: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<sub>n3</sub> 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](mailto: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](mailto:secretary@BigBendRRclub.org)  
Information: [www.bigbendrrclub.org](http://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"

*Season's Greetings!*

