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The Caboose Kibitzer

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Content Deadline

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

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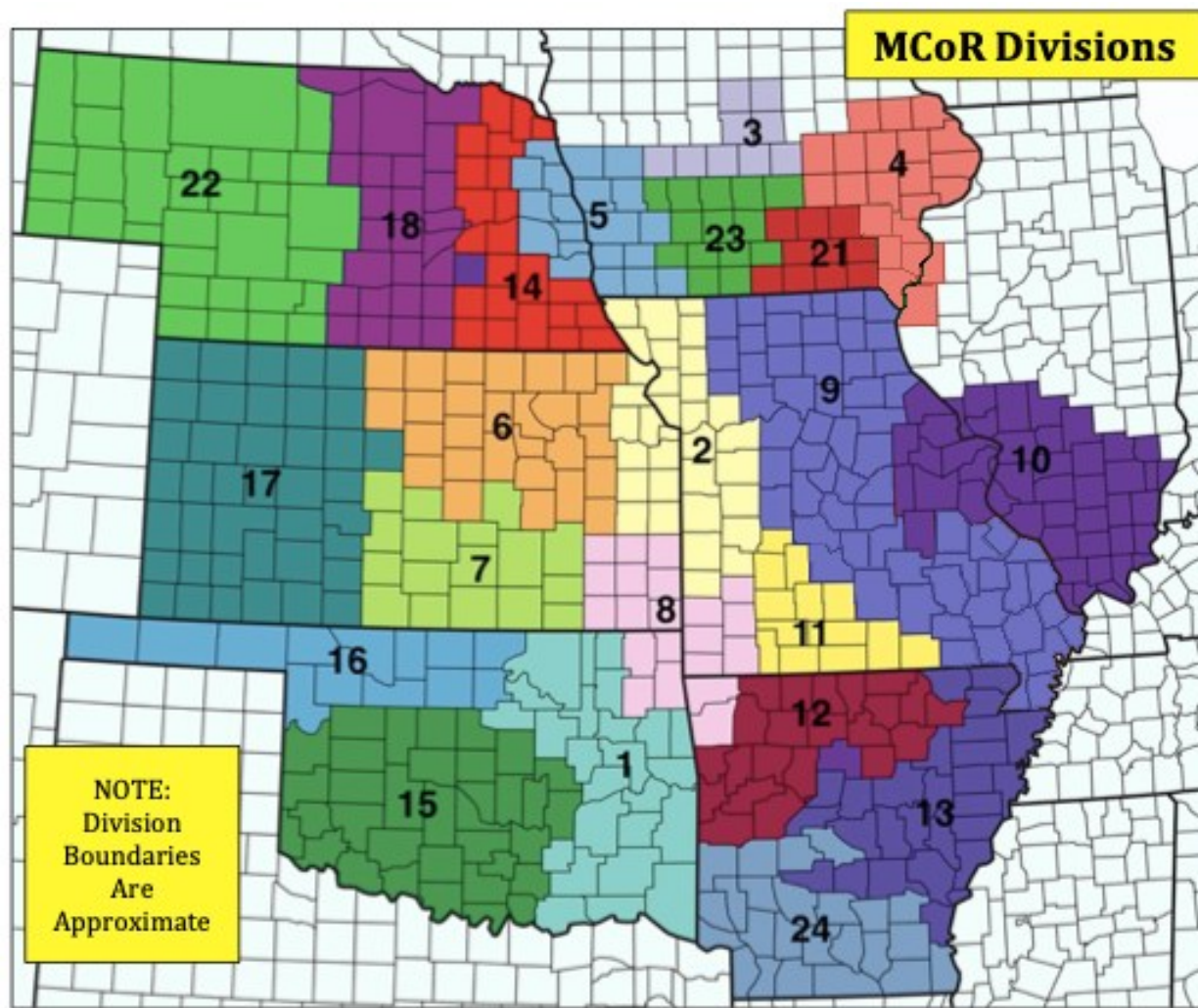
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nmrahq@nmra.org

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

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

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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.

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

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

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

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

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

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

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

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

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

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

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

The Head End

By Marty Vaughn, MMR, President MCoR

At the last St. Louis Narrow Gauge (SLANG) meet this spring my friend Pete Smith, MMR, brought some items he was offering up to a good home due to an upcoming move. One of the items caught my eye, the February 1987 issue of the MCoR's Caboose Kibitzer. I flipped open the issue and noticed the Editor column written by the then editor Fran Luxen. Fran has been a friend since we met in 1984 and is better known these days as Fran Hale, MMR (the better half of the Fran and Miles Hale combo).

Opposite the editorial was an article on building light poles for portable modules, written by my late friend Richard Napper, MMR. I was a member of the Manhattan Area Rail Joiners with Richard and while my modules are long gone, due to a move to Ohio, I still have a pair of the light poles in my garage.

There was an article on the coming MCoR 1987 convention in Oklahoma City, a place we hope to return to in the not-too-distant future. And that was followed by an article on a quick and easy way to make windows by another friend of mine, Tom Stolte. There was even an article by a guy named Marty Vaughn about painting figures (and boy have his methods of painting figures changed since 1987!)

My late friend Bob Bayley had an article on building spline roadbed that is just as useful and timely on the subject as when it was written almost 40 years ago.

The subject of another article was the rebuilding of the Cotton Belt Engine 819 written by another good friend, Dennis Smith. I met Dennis in 1985 at the MCoR convention in Little Rock where we both had HO modules with an 1860 era theme. Dennis asked me to be the executor of his model railroad, the Dearborn and Southern. He wanted the money from the model railroad to go to the NMRA and when he passed away, I spent two and a half years selling everything that could be salvaged on eBay and the proceeds went to the NMRA.

And to bring things full circle, the issue even included an article by Pete Smith, MMR, on the results of the St. Louis Area Meet.

You're probably sensing a theme here. I'm amazed and reminded of how most of my friends came from the model railroad hobby. This old Caboose Kibitzer reminded me of how many friends I've made volunteering with the Region or doing a clinic at a convention where I met my late friend Shelly Levy and my friends Earl and Diane Mullins when they (or in the case of the Mullinses, Diane) attended a figure making clinic I gave.

I am not an opponent of online videos, clinics or Zoom meetings. I view and participate in all those things. But what I really enjoy is meeting new and old friends face to face at Region conventions (and National conventions when I can make them). Online clinics can be really good, but I still prefer in-person clinics where I can ask a question at the end on some detail I may not have quite understood or something I have a follow up question about. This is what the NMRA and conventions are all about to me, good friends of a lifetime.

In case you missed it, our MCoR convention is coming soon. We're holding this year's convention with the RPM in Collinsville, IL July 23-25. You'll find more details on the convention elsewhere in this issue. And if you want even more, you can join me at the NMRA convention, which begins on July 27 in Chattanooga. I'll be in the Civil War Modelers SIG room.

And in the next issue you'll find the first information on our 2027 joint convention with the Rocky Mountain Region in Cheyenne, WY.

Volunteers are still needed to make these events a success; you'll find it's a good way to make some lifetime friends! I'll see you in Collinsville!

The Mixed Train: Editor's Musings

By Pat Hiatte

Meet Me in St. Louis

There's still time to register for this year's MCoR convention, combined this year with the St. Louis area Prototype Modelers Meet. St. Louis RPM, sponsored in part by the Gateway Division, is one of the nation's largest and generally acknowledged to be one of the best.

If you haven't been to an RPM, St. Louis is an excellent place to start. You'll find not only superb models and operating layouts on display, but you'll also have an opportunity to learn from multiple clinics and interact with manufacturers, (Always wished someone would manufacture a model of the QSR5933gk/38hwn locomotive painted for the Giggie & Heehaw Railway? Here's your chance to persuade a manufacturer.)

For me, another of the high points of RPM is the presence of historical societies representing just about every railroad that served this part of the country, and some that didn't. If you're a procrastinator like me, you'll never have a better opportunity to join the historical society of your favorite railroad(s).

The icing on the cake is that your registration for the MCoR convention also covers the cost of admission to RPM.

Always in Season

Model railroading is a seasonal activity in many parts of the country, but here in the Mid-Continent Region of the country, we're fortunate that the model railroad seasons are multiple.

During these hot months is the combination of heat and humidity driving you into air conditioning? Perfect time for model railroading, just as it is when the wintery winds howl and it's much too cold (and probably icy) for outdoor activities.

Ready for Takeoff?

If you're summer travel plans include visiting model or prototype railroads, remember to take along your camera or smartphone and send your pix to ckeditors@mcpr-nmra.org

Steve W. McKee passed away on May 12, 2026; he was 73. Steve was the founder of the first Kansas City Narrow Gauge Group. They built a HO N3 modular layout with double sided scenery in 1989 where operators were on the outside of the layout along with the viewers. This group would show at the local shows. He was also a lifelong member of the NMRA and Turkey Creek Division where he held several official positions. He was a committee chairman for the NMRA Heartland Express National Convention in Kansas City in 1998, committee chairman for the National Narrow Gauge Convention in Kansas City in 2014, and as well as being Superintendent for the Mo-Kan Railjoiners in 1994. Steve has left his large collection of model railroad trains and tools to his model railroad friends. Donations can go to the Colorado Railroad Museum in Golden Colorado.

Last Run



MCoR 2026 Convention Update

July 23-25, Collinsville (IL) Convention Center

Banquet Speaker

The MCoR banquet speaker for the Saturday evening banquet is Michelle Kempema, Executive Director of the Colorado Model Railroad Museum in Greeley, Colorado. If you've seen the Museum, you know Michelle is the driving force behind the Museum's success (and if you haven't seen it, it's on the schedule for next year's convention!) Michelle is also one of the hosts for next year's joint convention between the RMR and the MCoR in Cheyenne.

Clinics

There will be 3 MCoR clinics held in the convention hotel on Thursday afternoon. These are separate from the RPM clinics that begin Thursday evening. Titles and times will be in the convention timetable. There won't be any conflicts between the RPM and the MCoR clinic times.



RPM Admission Included

The Region convention registration fee includes a full registration for the Railroad Prototype Modelers convention. Anyone who has previously paid their registration for the RPM meet will be reimbursed for their RPM registration. The Region and RPM are checking registrations to make sure duplicate payments, if any, are resolved.



Spouses Welcome

Wives and Husbands are welcome to attend, but to attend the banquet and other events all spouses will be charged a registration fee at the NMRA membership rate. Anyone with a paid registration can attend all the MCoR and RPM events at no additional cost.

Help Wanted

Volunteers will be needed for both the contest room and judging and for the white elephant room and to help with registration. There have been inquiries about free or reduced registration rates for people volunteering to help with the convention. The short answer is not at this time. The registration fee is cut close for break even. IF the Region makes a profit on the convention the Board of Directors can consider a rebate or partial refund. For that purpose, Volunteer's name and hours worked will be recorded for this purpose if the convention makes money.





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MCoR 2026 Convention Registration Form

July 23-25, 2026

Collinsville Convention Center, Collinsville, IL

Name of Primary Registrant: _____

NMRA Number: _____

Spouse or other Additional Registrant: _____

Your spouse is considered and NMRA member for convention registration

Spouse NMRA Number if also a Member: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Email: _____ Phone #: _____

Registration Fee NMRA # Required for Reduced Registration Fee

Check your Banquet Choice:

Chicken Mudega _____ Herb Pork Tenderloin _____ Vegetarian _____

	<u>COST</u>	<u># Persons</u>	<u>Total Cost</u>
<u>NMRA Member (includes full RPM registration)</u>	<u>\$98</u>	_____	_____
<u>Non NMRA Member (includes full RPM registration)</u>	<u>\$130</u>	_____	_____
Total Registrations			_____

Send Completed Registration Forms and payment to:

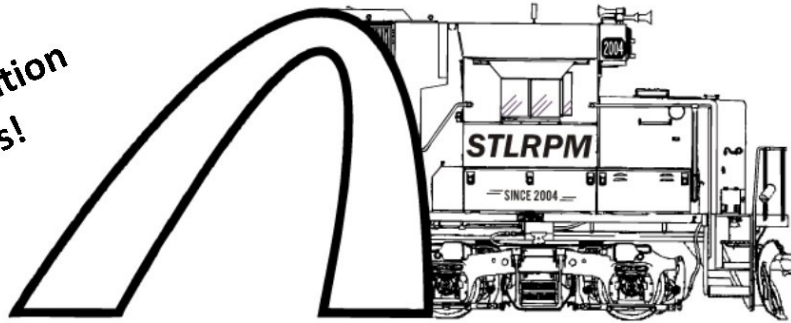
Bill Humenczuk

8624 West 116th St

Overland Park, KS 66210-2828

July 23rd - 25th in Collinsville, IL

**No Preregistration
for Attendees!**



St. Louis RPM is ALL ABOUT YOUR MODELS!

BRING YOUR MODELS, finished or in-progress, for display and discussion.

This is a modelers event! Bring your models of all scales, gauges, and sizes from all eras. Attendees will bring over **4000** models, displayed on **100** tables, for display and discussion; bring **YOURS** and be part of the fun. Locomotives, structures, freight cars, dioramas and vehicles are all welcome. There are no contests. The purpose of our event is to teach, learn, grow and meet your fellow modelers from around the U.S. Display space is free with admission!

BRING YOUR MODELS!

***Connect with over 1000 friends and fellow prototype modelers
at the nation's largest annual Railroad Prototype Modeler's Meet!***

Over **38,000** square feet of top-quality railroad models, displays, hands-on learning centers and more in the Gateway Convention Center. Presentations by nationally-recognized modelers and historians. Over **15** Railroad Historical Societies, **200** tables of hand-picked scale model vendors – NO swap meet stuff! Top quality O, HO and N scale modular layouts from all parts of the U.S.! Evening social events, **BOTH Thursday and Friday night local layout tours and operating sessions**, fellowship, and lots of door prizes!

Admission: \$35.00 Fri & Sat, \$25.00 Sat only.
Cash Only taken at Admission table please.
Kids under 13 free with paid adult admission.
Vendor set-up begins at 6:00 A.M. Friday.
Sales end at 5:00 P.M. Saturday.

Our 2026 clinic theme is OPERATIONS; however, the St. Louis RPM will feature at least 31 clinics and Learning Stations with over half of them focused on the theme. Clinics will begin at 9:30 AM on Friday and Saturday. A clinic line-up will be posted at www.STLRPM.com as the times are solidified.



Location:

Gateway Convention Center: One Gateway Drive, Collinsville, IL 62234. Website: info@gatewaycenter.com
Phone: (800) 289-2388 Meet info and area hotel information is available at <http://www.STLRPM.com>

Thanks to our partners at the Gateway NMRA. <http://www.gatewaynmra.org/default.htm>

Need more info? Contact Lonnie Bathurst at bathurst@litchfieldil.com (217) 556-0314
Or, just Google: **STLRPM** and check us out online.

St. Louis RPM 2026

GATEWAY CONVENTION CENTER



COLLINSVILLE, ILLINOIS
JULY 23RD - 25TH, 2026
THURSDAY - SATURDAY



***Celebrating our 19th year as the
St. Louis Railroad Prototype Modelers meet!***

- **THUR/FRI NIGHT - LAYOUT TOURS & OPS SESSIONS**
- **Over 5,000 models on display for 2026**
- **21 clinics by renowned modelers**
- **Approximately 200 exhibitor tables by leading manufacturers, historical societies & exhibitors**
- **Operating layouts onsite each day**

Check our website for social events as well

For questions, contact

Lonnie Bathurst at Bathurst@litchfieldil.com or (217) 556-0314

FOR DETAILS, PLEASE VISIT:

www.stlrpm.com

Lighting a Fleet of Passenger Cars

By Rick Stone

On a Layout that has more than the one passenger train that only gets in the way of everything (a real Amtrak attitude I might add) you'll try dozens of ways to light passenger cars economically. This is the story about building one of those options.

The core of the project is the NCE Light-It Decoder: They can be had in multipacks of 3, 6 and 15 that can bring the unit cost down to about \$6. They also separately have super caps to make these really flicker free.

I buy LED light strips by the reel (they actually come on 8 MM film reels). They are intended to be used with 12 Volt power supplies for household lighting, under-counter lighting, lamp replacements etc.

I'm going to focus on how I use light strips to light passenger cars.

The basic light strip is two long ribbons of PC board light material that run the whole length of the strip along the edges, like rails. In between those rails is a repeating pattern of diodes and resistors (usually three diodes and one resistor) that can light reliably off 12 Volts or a PWM dimmer. Each of these subsets is marked on the strip to show where you can cut it to length and have all three LEDs to light. In some cases you might even find multiple strips soldered together to make longer lengths. See **Figure 1**.

When you're ordering your light strip there are a couple of things to look for. First they come in indoor and outdoor styles. The outdoor styles have a rubbery transparent plastic "lens" that is waterproof and really hard to peel off and gets in the way for most modeling work. They also come in a range of colors (color temperatures). For heavy weight cars that used 32V incandescent bulbs (mostly) they were very yellow (warm white). Later lightweight cars were built to give a more modern interior look and more balanced lighting used fluorescent bulbs. These were mostly cool white (more blue,

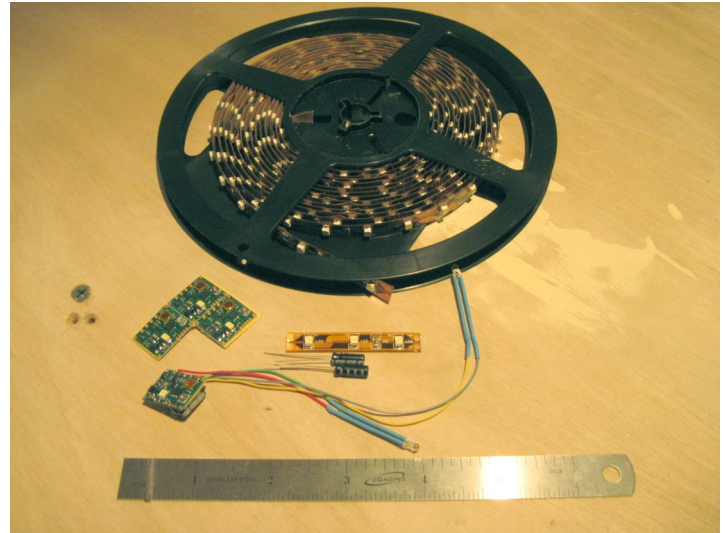


Figure 1

higher color temperatures). So if you're really thrifty, swap a few feet of one with a friend who has the other.

My basic coach install uses the Light-It decoder and one segment of light strip. I remove the dropping resistor from the light strip segment. We'll reuse the soldering pads. In **Figure 2** you can see how I cut the segment into three pieces. The path in between LED 1 and LED 2 needs to have the insulation cleaned off the top with a sanding stick.

The Light it decoder is wired in accordance with the instructions. The common (+) side of the decoder is daisy chained between the three LED segments. LED one is common with the on board LED. The onboard LED and LED one are on function 0. The second is on function 1. The third is on function 2 which is problematic. Most DCC systems treat function 2 as momentary for whistle/horns. So you should remap it to function 3. The Light-It lets you adjust the light intensity for each LED without playing with resistor values.

I assemble the whole harness on my work bench with blue painters tape to help me get around shaky hands. The input from the track is attached to the little tabs that Walthers brings up

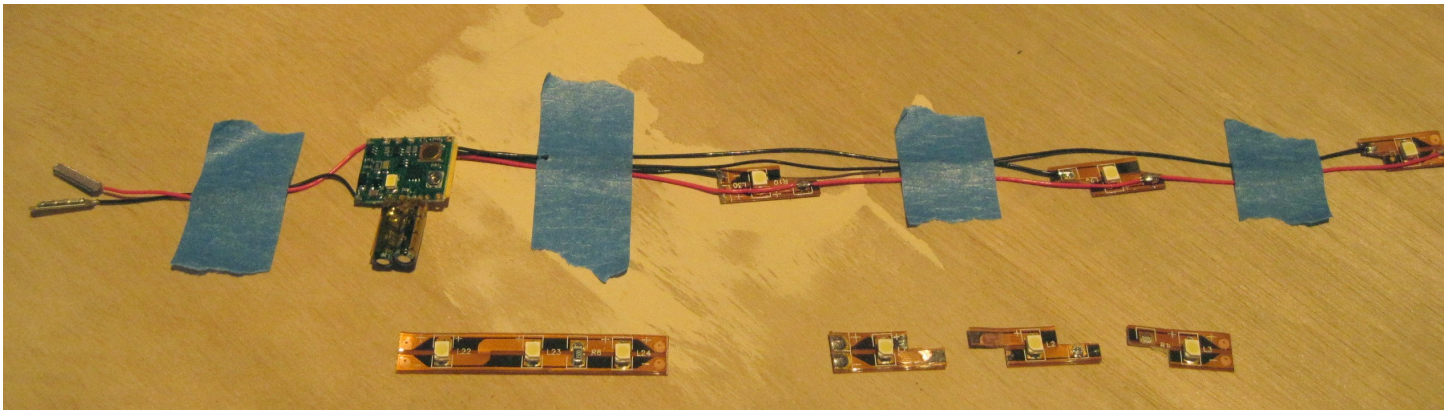


Figure 2

into the roof for its lighting. The stainless steel spring material is nearly impossible to solder to. I get around that by using Walthers code 83 rail joiners. I solder one to each of the input leads to the Light-It. Using a couple of pairs of needle nose pliers I put a bend in the little spring tab so it looks like a tent looking end on. Then it will slip into the rail joiner and make excellent contact.

Now I mount the whole harness to the underside of the roof. The Light-It needs a thicker piece of double sided tape to make up for the curvature of the roof. Now you can peel the backing tape off the LED segments to stick them

to the roof. I temporarily use tabs of blue painter tape to hold the wires to the roof. For permanent attachment I use blobs of canopy glue. After it sets I can pull off the tape and the roof is ready for installation.

Now all those passengers won't be sitting in the dark all the time. What? You don't have passengers. How do you make money?

PARTS

8 mm LED light strip 60 LEDs per meter. 12 V.

NCE Light-It decoder

Walthers Code 83 Rail Joiners

Canopy Glue

Blue Painters

Tape

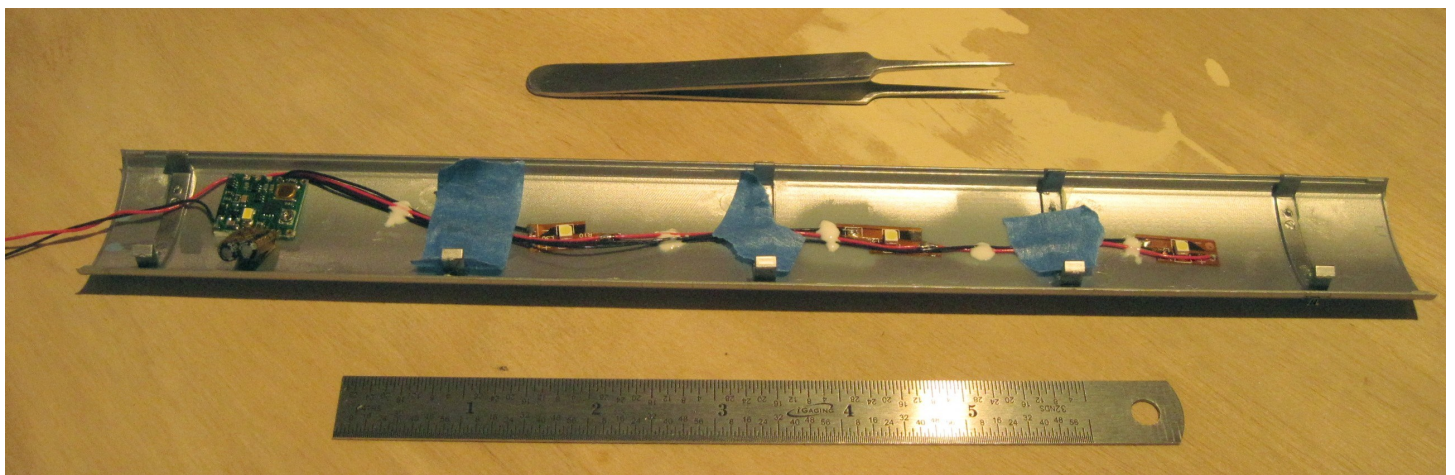


Figure 3

Good Luck Kept These Clubs Going

By Kenneth Rimmel

When I got seriously into model railroading in the early 1960s, I only knew of less than a handful of clubs and railroad-related organizations in the St. Louis area. By 1970 that list grew to a little more than a dozen, and all of them were within a reasonable drive. Today that number has dropped to a fraction with little likelihood of it growing again, because as the NMRA national has mentioned, it appears that model railroad clubs are not as popular as they had been.

For most of the clubs that I have seen pull up their rails, it is because they lost their home and not because of lack of membership. Finding a location where members could build and operate a model railroad is hard enough, but keeping that location is a great deal harder.

The most popular location is a room or basement of a residence, but what happens

when the homeowner wants to move or passes away? Will the club be able to cover the cost of owning a home or out-building? With the right conditions, events, and support; it can be possible for a model railroad club to find a place they can call home for at least eighty years, and I will tell you how it happened to a local club.

In the beginning, the club featured in this article did not know what would be next in their future, or even if they would have one to look forward to. For a couple years before declaring the official start of their club, ten high school students and one adult advisor in Webster Groves High School created and operated an after-school club, simply known as the railroad club, in one of the high school's classrooms.

In March 1938, knowing that all ten members would be graduating from the high school that June, they held a vote to see if the



This is the view the operators and dispatcher sees from the elevated platform. Besides the dispatcher who set the turnouts, there are four operator positions



As you can see in this picture, the only way for visitors to watch the trains was to look through the windows. Around this time the club began looking for a larger location. The railroad helped out by enclosing the west porch.

members wanted to form an official club and continue their interests in the hobby. The vote passed and the club's first name became Model Railroad Club of Webster Groves.

Like any club or organization starting out, the first question was where to meet and conduct business. With the country beginning to come out of the Great Depression, and major conflict growing in Europe, whether they will find a job, let alone a place to sleep at night, was still a question for many. As for the new model railroad club finding its first home, within a few weeks the club would experience its first piece of luck.

Beginners' Luck

This particular stroke of luck would lead this club not only to finding its first and so far only home, but also to a name change to its more recognizable name; Big Bend Railroad Club. In

the spring of 1938, through connections from his parents and one of their friends, the club's first President met with Chester Kratky, the Chief Operating Officer of the Frisco Railroad. By the end of the meeting through a gentleman's [handshake] agreement, Don Miller received permission for the club to use the larger of two waiting rooms in the railroad's depot on Big Bend Road in Webster Groves. Shortly after moving into the depot, the club changed its name to better reflect where they were located.

The second piece of luck for the club did not come as fast as the first. It took at least seven years before you could say it happened. Almost immediately after graduating, several members moved out of town to try to find a job and some joined a military service. After Japan declared war against us, several more enlisted or were drafted. During the war enough draft-deferred people joined the club to keep it going. Because



Another picture for a newspaper article shows how cramped it was with two rail yards and a turntable shared by them.

of this, the club became one of the most popular clubs in the area before 1950 and was featured in newspapers and various magazines.



This farm scene is located in one of the corners.

During the next twenty years the club's popularity grew as the members worked on their first layout. The club worked with the station master to help around the depot, and the station master helped the club whenever he could. One of the popular features that the regular passengers looked forward to was being entertained by the train club while they waited for their train.

In 1950 the club incorporated as a non-profit corporation so that legal responsibility did not fall on individual members and so that the club could enter into leases for their portion of the building. Around 1960 the railroad enclosed the west porch in order for the club to build a larger layout for added operation. The new layout was in partial operation for the club's hosting of the 1965 Mid-Continent Region convention. By the time the club sponsored the 1970 NMRA National Convention, nearly all of

the trackwork was finished and a good portion of scenery was finished.

Third Time Lucky

The club's next piece of luck was undoubtedly both the club's and depot's most important. In 1992 and without prior notice, the Burlington Northern (who purchased the Frisco in 1980) moved their signal maintenance department that had been in the east half of the building since shortly before trains no longer stopped at the depot, to a new location. In 1993, with still no word from the railroad, the club sent messages to the railroad to try to find out what their plans were for the depot and even let the railroad know of the club's interest in purchasing the depot.

It was not until some time in 1994 when luck literally saved more than the day. Vic Scheel and one other member were doing some work at the club on a Saturday when they noticed someone walking around the outside of the building. Thinking that the stranger was trying to learn more about the club, Vic went outside to greet him.

Long story short, the stranger was a

contractor hired to demolish the building within a few weeks. He was there to figure out how many loads of debris to charge the railroad for. The contractor was persuaded to wait, and within a few days the club was finally able to contact the railroad, and by June, a bill-of-sale for the building and a long-term lease for the portion of land the building sits on were complete and signed. The club became owners of a 1910 railroad depot that had been in continuous use since it was opened for service.

Webster Groves Steps Up

In 2000, when the club renewed its incorporation, an application to the IRS for a 501 (c)(3) classification was made and approved. Having this classification made the club more appealing because it allowed donors to be able to declare their donations on their annual tax returns. Since receiving the charity designation, the club has applied for grants, set up donation sites, and worked with other organizations to find new and additional ways to raise needed funds.

One of the most unique developments to benefit the club, but on a limited basis, came in



Early 2024 the seventy-four-year-old roof finally was replaced. The depot originally had red Spanish tile and that was replaced in 1950 because of how much damage it had. The material it was replaced with was cement-asbestos tiles. Removing these tiles cost about \$20,000 on its own.



These bridges that handle three levels of track are now almost completely hidden behind more scenery.

2002 when the Webster Groves city council passed an ordinance to create the Crossroads Special Business District which included the area the depot is located in, One of the pre-approved projects for the newly-formed business district council was to help with rehabbing the depot.

At no time did the city contact the club prior to creating the ordinance to let the club know of the city's plan to include the depot in the area covered by the ordinance or ask the club's

opinion. After the ordinance became law, the city still did not inform the club of what they did. The club did not become aware of their inclusion until about 4-6 years later.

Active on a National Scale

Exactly when the club became active in the NMRA is not known, but from what we know for sure, after several tries to host a convention, the club succeeded in hosting the 1965 Mid-

This picture was taken in 2017 where the original operator platform was located. The opening was where a door and side window arrangement was that the railroad moved to a new location. In the early 1960s the railroad enclosed the west porch of the building to give the club more room



Continent Region Convention in St. Louis. Using what they learned at this convention, the club hosted a very successful NMRA National Convention in 1970. In addition, the club hosted the 1977, 1997, and 2005 O Scale National Conventions.

It was either in the 1960s or 1970s when several of the club members published and distributed the Caboose Kibitzer. Before the publishing was turned over to another source, color was introduced in the issues.

Several of the members served in various positions in the NMRA. Arthur Craig Brown served as the national President from 1978 to 1980, Joe Bothman was the architect of the national's headquarters building that was constructed on the Tennessee Valley Railroad Museum property, and he also served as Convention Chairman in the region. Several other members held various positions in the region.

Looking for More Luck

Until the second half of 2025, things looked positive for the club. Popularity and membership were growing, and the club was getting used to their new roof thanks to the help from two nearby families whose donations nearly covered the \$70,000 for asbestos

abatement and new shingles.

Before the end of fall 2025, the club lost three of their most active and creative members to other responsibilities, and a handful more left early in 2026. Add the issue that the monthly open house donations dropped by more than a third, and it was obvious that the club needed help. Before the end of spring 2026, another lucky event would not only help the Big Bend Club, but it will also have a mixed effect on another club.

A Fourth Leaf on the Clover

Near the end of May the club was approached by representatives from the St. Louis Lionel Railroad Club. Their current home was recently sold, and the new owner made several changes, one being an increase in the monthly lease charge. It became obvious that the club needed to find a new home or hope for a miracle.

Some of the Lionel Club members came up with a wild idea that could possibly work, but it would mean the end of their 43-year-old club, and saving an 88-year-old club with a unique history. The only thing left to consider, was whether the Big Bend Railroad Club would accept the proposal or turn it down.

The Big Bend Railroad Club has a long-term lease with the BNSF for the portion of land



This ten foot long, double-track, Pennsylvania Truss bridge was built in 1981 by Master-Builder Robert Whelove. Wood construction, the only metal in it are small nails and pins. The rivet detail was made with a Braille die on post card stock.

the depot sits on, and it lists some things the club can and cannot do. Should the club do something that breaks the lease, the club will have to move out, the railroad will reclaim the depot, and the depot will be demolished.

The part of the lease that comes into play here is that the Big Bend Railroad Club cannot sell or share ownership of the depot. Changing or modifying the club's name could be misunderstood, and the railroad could say we broke the lease. The plan offered by the Lionel Club avoids any problems with the lease and provides the biggest benefit to the Big Bend Railroad Club.

The Lionel Club members understand the situation and are willing to have their membership absorbed into the Big Bend Club and the St. Louis Lionel Railroad Club as an individual organization will cease. The Big Bend Railroad Club understands the sacrifice that has to be made and will try to find a way that the Lionel Club can still have some kind of recognition, perhaps as a division of the Springfield & Ozark Railway, the Big Ben Railroad

Club's model railroad.

Looking Ahead

As I am writing this it is a very active process that has many more chapters left to write. In the fall of 2026 the complete rebuilding of the current layout will begin so that both groups can have a permanent layout that handles both versions of O-scale and both groups can resume entertaining the public. When finished, one club will end up as a shadow of its name and will primarily be known as a major supporter and savior of a club with a long and unique history.

With the increased membership and access to a broad range of help, a former railroad depot that has been in continuous use since it opened in 1910 will receive more restorations and improvements. It is not beyond hope that someday Jerry Brettschneider's dream of an independent Lionel railroad club could happen again should a suitable and more secure location be found.



The plate-girder bridge seen in this picture was built by Charles Schwarm from Cincinnati, Ohio. Charlie would come to St. Louis about twice a week and work on the bridge that he started in early 1970s. He made every pier identical in size to make it easier to mass-produce them so that no shimming was needed. Charlie passed away before he finished the bridge and because we learned several months after his passing, we never learned what happened to the rest of our bridge.

In closing, the Big Bend Railroad Club can only be described as having just the right amount of luck at the right times to be able to last as long as it has and be an owner of a former railroad depot. The club is not associated with any other organizations other than supporting *Model Railroader's* World's Greatest Hobby promotion, Friends of BNSF, and Operation Lifesaver.

Very affordable membership dues, donations, and volunteers are the club's major source of income and help. While the city may have provided us help from our local business district through an ordinance, we have never asked for help, but did accept unsolicited help for repainting the building and planting of trees around the property. The district's money comes from fees and taxes from the local businesses and we feel that the same businesses deserve benefit from that money more than us.

To learn more and see more pictures, check out our Facebook page.



The logo for our Springfield & Ozark Railway. The club railroad is modeled after the Springfield & Southern Railroad which was a branch line that the Frisco purchased in 1885.



There's always plenty of action on the Springfield and Ozark Railway

Prototype Inspiration

Big Boy visits Grand Mound, Iowa

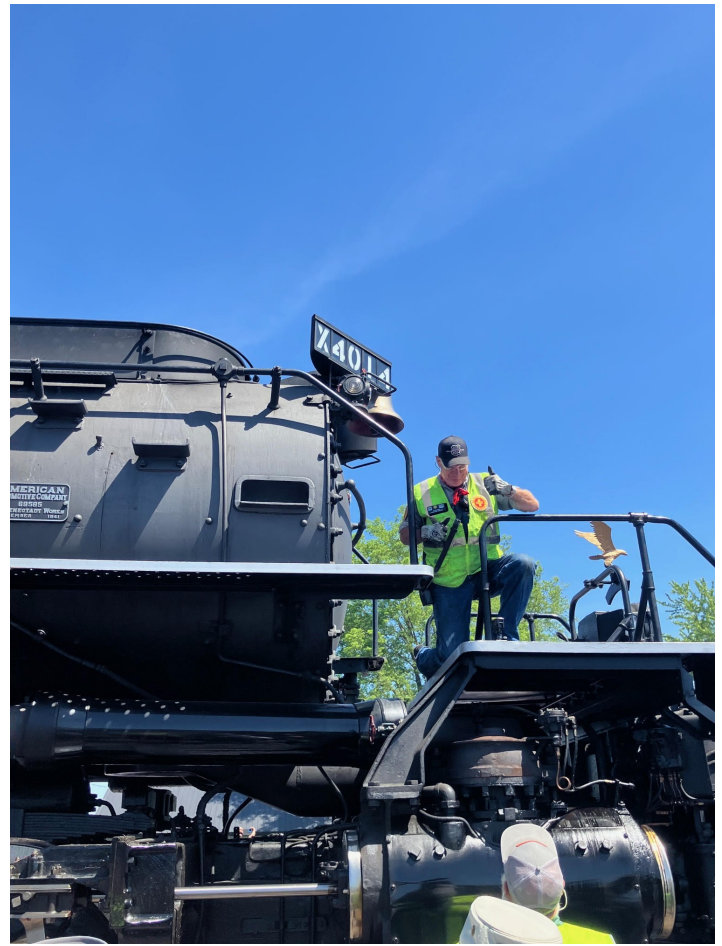
Tom Persoon was on hand when the Big Boy paused at Grand Mound, Iowa. Says Tom, "Unlike a lot of photographers, I tried to get up close and personal with the Big Boy. My partner in this endeavor was my 10-year-old grandson, who absolutely loved it."



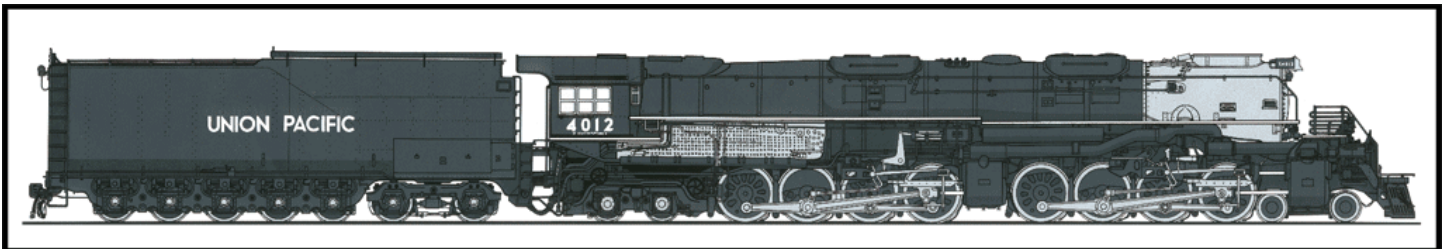
*UP 4014's name is chalked on the boiler front.
The inscription under the eagle reads "America's 250th Celebration"*



When the Big Boy stopped in Grand Mound, a small army of safety vest-clad workers swarmed it to grease bearings and perform other maintenance tasks.



UP Chief Steam Engineer Ed Dickens climbed up on the front platform for an inspection and gave a thumbs up to observers.



UNION PACIFIC RR - BIG BOY



A golden eagle graced the front of the Big Boy.



*The Big Boy arrived in Grand Mound to a crowd of several hundred people.
The town's population probably doubled during the event.*

Prototype Inspiration

Crowning Touch for Kirkwood (MO) Depot

June 18 saw an important milestone event in the restoration of the historic Kirkwood 1893 train station. The decorative spire that sits atop the cupola was re-installed. It is a custom fabricated copper assembly to match the original.

Work started at 7AM with the unlimbering of the crane on the north side of the station. By 9AM it was in place. Passengers waiting for the morning west bound Amtrak to KC got some unexpected entertainment.

The project continues and is slated for completion this September.

- David Lowell





The Main Line

The monthly publication of the
Western Kansas Division

July 2026



On The Cover:

The Purchasing Department of the WKR stumbled upon this gem. **Firecrown** (the new owner of Trains.com) is offering a special run of Atlas Gold EMD GP38-2s in the Model Railroader layout paint scheme. More details inside...

[Click here to go to this issue of The Main Line](#)

Trails, Rails, & Tales



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

NMRA

July-August 2026
Volume 12 • Number 4

From the Director's Desk

by Rick Coble

Well things here in the Chisholm Trail division are certainly not getting stale for activities this summer. Awesome to be in a region with all the model railroading activities. Lately I've have had a hard time finding any extra time to get much done with my own projects. Our division has an HO modular group and it's been extremely busy lately doing setups at places that are outside the box of just train shows and has really had a great impact on the population. It seems that this hobby has become something that interests most everyone in some aspect or another. We are geared up now to get an N-scale T-track modular group going forward and hopefully it will ease the work load for the displays. The HO modular group in the division has drawn more new members than anything for decades.

This summer's cookouts and activities this year have certainly provided great friendships and memories for years to come.

—Rick

From the Superintendent's Desk

by Charlie Monckton

It is an exciting time for model railroaders and rail fans with lots of activities and shows to keep us busy. I want to thank Larry Toerber for his presentation at the May 5th Chisholm Trail NMRA meeting. Sharing his life-long journey working for the railroads and his experiences while working with Federal Regulatory Railroad Compliance.

We all had a great time at the second annual Chisholm Trail Division potluck. Thank you Terry Ross and Rick Coble for cooking the brats, hamburgers and the pulled pork. Lloyd Hurst, thank you for sharing some of your experiences working on the railroad for almost 40 years.

Trails, Rails, & Tales

is published bi-monthly.

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NMRA

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are strongly encouraged.

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Results of NMRA Division Survey

The following is the NMRA analysis of the survey sent to all Divisions earlier this year.

1. Geographic & Attendance Challenges

•**Massive Territory & Low Density:** Multiple divisions report covering enormous geographic areas with highly scattered memberships (e.g., one division spans 15,250 square miles, while another stretches from Los Angeles County into Nevada).

•**Travel Barriers:** Long drive times (often 2 to 3 hours between communities) make holding regular in-person meetings difficult.

•**Mitigation Strategies:** To combat travel fatigue and ensure all members get a chance to participate, several divisions actively rotate their meeting locations throughout the year. Others rely on hybrid formats, hosting meetings both live and via Zoom.

2. Demographic & Membership Shifts

•**Aging Demographics:** A prominent theme is an aging membership base, frequently cited as "70+" or "slowly dwindling due to deaths".

•**Attraction vs. Retention:** While Divisions can often spark initial interest from youth, parents, and university students at public train shows, they struggle to permanently "close the deal" and to retain new members.

•**The "Core Group" Burden:** Many Divisions are plagued by low active participation, relying heavily on a dedicated core of people (or a high percentage of "on-paper" members who are just dabblers) to do all the heavy lifting and volunteering.

3. Financial Constraints & Perceived Value

•**The Cost Barrier:** The high cost of national membership (\$68) is widely cited as the number one barrier to recruiting new members and retaining existing ones. Leaders report that prospects hear the price and leave, feeling the value received from the national office doesn't match the cost.

•**Lack of Local Funding:** Divisions express frustration over a lack of financial support from the national level, with one noting that a standard \$1/member national pass-through is entirely unsustainable for local operations.

•**Self-Sufficiency:** Successful Divisions note they must rely entirely on reserve funds or revenues generated from hosting conventions, train shows, and raffles to remain operational. There is an explicit call for national leadership to find a way to "make it easy to get money back to the Divisions" where the actual member participation happens.

4. Relations with National Leadership

●**Disconnect from Local Level:** There is frustration that National Leadership has "forgotten about the Division level," offering little direct communication or assistance.

●**Rebranding & Identity:** Leaders expressed frustration regarding recent corporate-style "rebranding" mandates, noting that local Divisions were excluded from the process and are being forced to lose their unique local identities.

●**Budget Criticism:** A leader criticized the National BoD budget, arguing against expensive travel for a volunteer organization when meetings could easily be held online to help trim costs and lower member dues.

5. Local Successes & Bright Spots

●**Successful Meeting Formats:** Moving away from formal clinics toward informal "Show and Shine" or a Railroad Prototype Meet (RPM) format has been highly effective in getting reluctant members to share their work in small groups. Standard meetings that combine a business portion with raffles, contest judging, and open layout tours are also highly valued.

●**Digital Communication:** Digital tools are a major highlight. Divisions report great success using seamlessly tied websites, newsletters, and Facebook pages to maintain community, as well as leveraging internet connections to meet up with other nearby Divisions.

●**Community Outreach & Fellowship:** When local groups lean heavily into promoting a warm, welcoming environment and personal fellowship, they successfully combat the outside perception that the association is "elitist". Some groups also participate in local charity work, such as purchasing train sets for Toys for Tots.

Examples of Division activities that foster fellowship and community among members

1. Social Gatherings and Food-Centric Events

Several Divisions host casual and formal dining events as a way of building community:

●**Regular Meals:** Divisions organize monthly lunches, breakfast groups on designated days, and dinner gatherings held right before monthly meetings. Going out for ice cream, dinner, or dessert after formal meets is also common..

●**Annual & Seasonal Celebrations:** Traditional social events include holiday parties, annual Christmas/winter dinners (often funded by the Division), summer picnics, cookouts, and barbecues.

●**Informal "Hangouts":** Events like "Subs and Trains" at museums, pizza parties for setup volunteers, and informal donut or coffee get-togethers are heavily utilized.

2. Shared Hobby Activities and Operations

Members frequently connect through hands-on modeling and operating experiences:

●**Operating Sessions:** Layout owners regularly coordinate and host operating sessions for members and guests to run trains together.

●**Modular Layout Groups:** Divisions support active modular layout groups (such as HO, N scale, T-TRAK, and Free-Mo) to build camaraderie. They are also used to teach skills needed for the NMRA Achievement Program (AP).

●**Interactive Challenges:** Group activities like scale-neutral "Make and Takes" or "Build Challenges" are designed to encourage maximum collaborative participation.

●**Tool Loan Programs:** Resource sharing, such as tool loan programs, helps members support one another's modeling efforts.

3. Meetings, Clinics, and Social Time

Divisions intentionally structure their meetings to prioritize peer-to-peer interaction:

- Dedicated Social Buffers:** Many groups mandate dedicated "break time," social hours, or early Zoom logins (typically 30 minutes) purely for unstructured chat before or after a meeting.

- Interactive Meeting Formats:** Regular features include "Show and Tell" sessions, "Ask a Question" or Q&A forums, and Railroad Prototype Modelers (RPM) style interactive discussions.

- Virtual/Hybrid Engagement:** Weekly or monthly Zoom chats and presentations keep members connected, which helps mitigate barriers like long travel distances.

4. Layout Tours, Trips, and Excursions

Getting out into the community or visiting other members' spaces is highly popular:

- Layout Tours:** Divisions frequently schedule layout tours (ranging from quarterly to 8–12 times a year) to give members a consistent reason to gather.

- Group Trips:** Groups organize trips to train shows, hobby-related venues, local railroad museums, and summer outings. The Division sometimes sponsors a pizza lunch during these trips.

5. Public Events and Community Outreach

Fostering community often extends outward to the public, which builds internal pride and teamwork:

- Train Shows & Flea Markets:** Members bond by volunteering, sponsoring, or participating together in local annual train shows and swap meets.

Community Displays & Philanthropy: Modular groups set up portable layouts at community events, colleges, public libraries, and museums. Some Divisions use model railroading for charity work, setting up displays at veterans' homes, children's museums, and hospital wings.

6. Inclusivity, Mentorship, and Communication

Divisions actively work to make the environment welcoming to newcomers while keeping existing members informed:

- Welcoming New Members:** Divisions use welcoming tables, introductory acknowledgments during meetings, and welcome.

- Mentorship Programs:** Mentor programs pair experienced modelers with members interested in specific skills like scenery, weathering, or operations between formal meetings.

- Consistent Communication:** Quarterly print or digital newsletters highlight individual members, while directors and staff maintain routine communication regarding updates.

Significant events or activities your Division either participates in or hosts

1. Internal Fellowship and Social Events

Divisions focus heavily on creating a welcoming environment:

- Meals and Gatherings:** Informal food-centric events are highly common, including weekly or monthly breakfast groups, pre-meeting meals, and going out for ice cream or dessert after formal meets.

- Seasonal Celebrations:** Divisions frequently host annual summer picnics, cookouts, and holiday or winter banquets where the division often funds the food to keep the focus purely social.

Social Time Buffers: To promote casual conversation, many meetings intentionally incorporate designated "break times" and 30-minute early login windows for Zoom meetings.

2. Shared Hobby Activities and Mentorship

Hands-on modeling and collaborative efforts are fundamental to division communities:

- Operating (Op) Sessions:** Layout owners regularly coordinate and host operating sessions, giving members and guests opportunities to run trains together.

- Modular Groups:** Divisions sponsor active modular layout groups (such as HO, N scale, T-TRAK, and Free-Mo). These groups act as social hangouts and are used to teach technical skills required for the NMRA Achievement Program (AP).

- Interactive Formats & Workshops:** Groups organize "Show and Tell" sessions, "Make and Takes," and scale-neutral "Build Challenges" to maximize member participation. New mentorship programs pair experienced modelers with members wanting to learn specific skills between regular meetings.

- Resource Sharing:** Programs include tool loan registries and "RPM style" (Railroad Prototype Modelers) open forum meetings to discuss ongoing modeling efforts.

3. Train Shows, Mini-Conventions, and Swap Meets

Large-scale public shows serve as both member-bonding events and primary public outreach tools:

- Division-Hosted Shows:** Multiple divisions organize massive annual train shows—such as the Great Berea Train Show, Mad City Model Railroad Show, and The Great Train Extravaganza. These events draw thousands of attendees, feature hundreds of vendor tables, and generate club revenue.

- Mini-Conventions and Jamborees:** Divisions host one-day "Jamborees" or mini-conventions featuring clinics, guest presentations, hobo auctions, and model celebration contests.

Evolving Formats: While some divisions experience low attendance at traditional Spring meets, many note a strong public appetite for swap meets, leading groups to transition toward hybrid show formats.

4. Public Outreach and Community Integration

Divisions use creative displays to share their passion with the general public and recruit new members:

- Youth Engagement:** At portable layout setups, divisions often let children operate the trains, awarding them a personalized "Junior Engineer Certificate" or hosting free toy train raffles.

- Library and Museum Partnerships:** Divisions regularly host holiday display layouts, "Model Railroading 101" community education classes, and open-house events at public libraries, history museums, and restored freight depots.

•**Charity and Philanthropy:** Layout groups participate in local fundraisers like the "Festival of Trees" or host open houses that directly benefit local food pantries. Model railroads are also built and maintained at veterans' homes, children's museums, and hospital wings.

5. Excursions and Creative Recruiting

•**Field Trips:** Organized group day-trips include visits to railroad museums, hobby venues, and charter rides on local tourist railroads (which occasionally feature photo run-bys for guests). In one unique case, a Division hosts a mini train show at Stadler's US manufacturing headquarters to see full-scale trains being built.

•**Operation Mag Drop:** To naturally boost recruitment at a minimal cost, members place adhesive labels featuring the division's logo and website over their used model railroading magazines and drop them off in local doctor, dentist, and optometrist waiting rooms.

•**University Partnerships:** Some Divisions actively partner with university model railroad clubs (such as those at Purue and Rose-Hulman) by providing funding and equipment to promote long-term NMRA membership for the next generation.

- 62 out of 178 active Divisions responded to the survey
- 33.7% of all Divisions across the NMRA responded

Question	Yes	No	%
My Division maintains accurate contact information for the Division and its officers with the Region and National offices.	61	1	98%
My Division actively promotes the NMRA Achievement Program	56	6	90%
My Division actively promotes NMRA membership including links, benefits, and the Rail Pass.	55	7	89%
My Division fosters fellowship and community among members	55	7	89%
My Division participates in railroad or hobby related shows to share information about the NMRA	53	9	85%
My Division has and maintains an active website?	52	10	84%
My Division fosters fellowship and community among members - Please give examples	52	10	84%
My Division engages with the public through events such as train shows.	51	11	82%
My Division has adopted and maintains a constitution & Bylaws	50	12	81%
My Division has at least three core officers elected by the membership (Superintendent, Secretary, Treasurer/Paymaster)	50	12	81%
My Division has a Social Media Presence (select all that apply) **answer allowed only single response**	48	14	77%
My Division has organized layout tours based on member willingness.	47	15	76%
My Division hosts a booth/table/display at a railroad or hobby related show to share hobby techniques one or more times per year.	42	20	68%
My Division has participated in community events to increase membership	39	23	63%
My Division offers public access to model railroad experiences such as layout tours and public ride days.	34	28	55%
My Division coordinates with local hobby shops to promote the hobby	32	30	52%
My Division conducts an annual survey of member desires for educational topics	26	36	42%

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

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



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MCoR Regional Club Rosters

or

This roster is created for the benefit of members of the MCoR Region. Clubs (NMRA 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, Iowa City HO Scale

Hawkeye Model Railroad Club

4261 Oak Crest Hill Rd SE, Iowa City, Iowa (Johnson

County Fairgrounds). Meetings Wednesdays 7:00 -

9:00 PM. Visitors welcome. HO and N scale layouts, G,

Lionel, and American Flyer display layouts.

Webpage: Hawkeyemodellrrclub.com Contact us using

the link on the webpage. Facebook: [https://](https://www.facebook.com/HawkeyeModelRailroadClub)

www.facebook.com/HawkeyeModelRailroadClub

IA, Council Bluffs HO Scale

Greater Omaha Society of Model Engineers

Contact: Brian Waters, Post Office Box 67, Council

Bluffs, IA, 51502; (402) 895-0296 or (402) 491-3692

Information: SOME@TheHistoricalSociety.org

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/](http://www.facebook.com/centraliowarailroadclub)

[centraliowarailroadclub](http://www.facebook.com/centraliowarailroadclub)

Meets: 1st Tuesday each month; Open House: 4th

Friday each month.

IA, Harlan N Scale

Nishna Valley Railroad Society

1303 Eighth Street, Harlan, IA, 51537

IA, Indianola HO Scale

Warren County Modular Railroaders

Transition era. RI and CB&Q

Contact: John Averill, 14910 92nd Lane, Indianola, IA,

50125; (515) 961-3018

Iowa's only 100% NMRA club

IA, Pacific Junction HO Scale

The Junction Model Railroad Club

500 Lincoln Ave, Pacific Junction, IA 51561

Contact: SecretaryTJMRRC@gmail.com

Like us on Facebook

"The Junction Model Railroad Club"

IL, Collinsville HO Scale

Columbia Model Railroaders

410 Camelot Drive, Collinsville, IL, 62234

IL, Glen Carbon HO Scale

Metro East Model Railroad Club

180 Summit Avenue, Glen Carbon, IL

Contact: Bill Davis or Bob Gibson

email: memrrc@gmail.com

Information: www.trainweb.org/memrc

Work/run meetings 6:30PM every Thursday at Club

House; Business Meetings first Thursday each month.

Visitors always welcome!

IL, Marion HO Scale

Southern Illinois Train Club

PO Box 1633, Marion, IL, 62959

KS, Augusta HO Scale

Augusta Model Railroad Club, 6th & School St.,

7:30. Information: info@augustahorrcub.org

KS, Atchison

North East Kansas Model Railroaders

12" scale, 1440 N. 6th St., Atchison, Sat. 10:00-4:00PM,

Sun. 12:00-4:00PM. Information: Otto Wick 913-367-

7536

KS, Cherryvale All Scales

Cherry Valley Model Railroad Club

The Cheerryvale Bed & Breakfast, 420 N. Depot St.,

Cherryvale, KS, 68335

Information: John R. Dhooghe, john@cvmrc.com

Website www.cvmrv.com

KS, Ellis HO Scale

Kansas Pacific Model Railroad

Ellis Museum, 911 Washington, 10:00AM. Lunch at a

restaurant afterward. Information: Tom Robinson,

rrailway@gbta.net

KS, Frankfort

Frankfort Subdivision

416 W. 1st St., 10:00-3:00PM. Information: Joe McAtee,

joem@bluevalley.net

KS, Dodge City

Western Kansas Rails N-Scale Layout

10594 W. Briarwood Dr., Information: Robert

Simmons, 620-521-3591

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

Golden Belt Model Railroad Association. Meet first

Tuesday of Each Month @ 7:30PM at the First United

Methodist Church, Great Bend. Correspondence to 209

E 6th, Ellinwood, KS68526, Jim Loesch,

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

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

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

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

KS, Overland Park O Scale
Kansas City Module "O"
Contact: Jack Ferris, 10334 Ash Street, Overland Park,
KS 66207
eMail: fhs1955@GMail.com

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

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

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

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

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

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

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

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

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

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

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

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

MO, Kansas City 16" Gauge Park Train
Kansas City Northern Miniature Railroad
NM 60th Street & Waukonis Drive, Kansas City, MO
Contact: W. Ohrnell (816) 746-5663
Information: www.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: TedTschi@kc.rr.com

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

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

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

MO, North Kansas City N Scale

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

MO, Odessa HO Scale

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

MO, Saint Louis N Scale

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

MO, Saint Peters HOn3 Scale

Modular HO Narrow Gauge Society
914 Summer Leaf Drive, Saint Peters, MO, 63376

MO, Savannah G, O, HO Scales

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

MO, Springfield HO Scale

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

Info: <http://www.omraspringfield.org/contact.html>

MO, Webster Groves 2-Rail O Scale (1/4" to the foot)

Big Bend Railroad Club, Inc.
8833 Big Bend Blvd., Webster Groves, MO, 63119
Email: kc0esl@att.net
Information: www.bigbendrrclub.org

NE, Freemont All Scales

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

NE, Hastings N Scale

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

OK, Oklahoma City N Scale

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

OK, Tulsa

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



MID – CONTINENT
REGION

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"