

NMRA



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REGION

Division Points

Indian Nations Division of the National Model Railroad Association

www.tulsanmra.org

Issue No. 82

September 2026



Steve Whiteside's Hollywood Claremore Layout: Steve Whiteside Photo.

In This Issue:

A Visit to Steamtown National Historic Site

Adjustable Dual Track Shelf Brackets for Layout Construction

Cure for the Summertime Blues: "Op 'Til You Drop" and Other Summer Operating Sessions on Tulsa-Area Layouts

May Meeting Notes

From the Superintendent

This summer has been extra hot towards the end but extremely productive in terms of model railroad layout expansion, construction and planning: at least four I'm aware of, and two new freestanding model railroad buildings! People are starting to get busy with fall activities but I'm hoping to get all of those to present on their plans and progress at our meetings.

After a few years of serving as your Superintendent, I have made the decision to step down. I have been honored and humbled to help guide this group and will continue to help, present, and do whatever I can to further our goals, and will continue to be active in coordinating meets and events, but I feel it is time for someone with different interests and a different focus to lead. We will have new officer elections at our November meeting. I've received one offer to step up to the Superintendent post, and support that nominee. We can discuss, and will accept any volunteers or nominees at this September's meetings. I look forward to some fall cooling (when??!!) and especially to seeing you at our meeting on Saturday September 26th!

Steve Davis
KCS Heavener Sub
Superintendent, Indian Nations Division (Northeast Oklahoma) NMRA



Heavener Yard on
Steve Davis KCS 2nd
and 3rd Subdivisions
Layout

From the Editor

When the Summer Heat Burns The Soles of Your Feet...

"Under the Layout, That's Where I'll be, Wiring up some Switch motors, and wiring up for DCC" (to the tune of "Under the Boardwalk")

There is a LOT going on in the Indian Nations Division and in the greater Tulsa-area model railroading community. If anything, the 100-degree temperatures have driven modelers indoors and into hosting operations sessions. There have been several "op 'til you drop" sessions featuring day-long ops sessions on more than one layout in a day. These events have been well-attended and getting a slot means making an early commitment!

Layout construction is well advanced on the Second Sub expansion of Steve Davis' "KCS Third Subdivision" layout. While construction is ongoing, the mainline is fully in-place and signals and CTC are live. Steve is hosting both work sessions and op sessions on his layout. I was able to attend an op session with a crew of 26!

Sammy Carlile's old "Hereford Sub" featuring high-speed freight action on the AT&SF Transcon in West Texas has been mostly dismantled, but his new building is up and he has made spectacular progress on benchwork for his new and improved Hereford Sub.

Allan Roecker has made spectacular progress in reviving the Late Tom Fausser's fabulous South Brooklyn Terminal layout, while hosting ops on his own layout.

With vacation travel, Dave Salamon put the Howard Branch layout project on hold. We have been covering in the Division Points and we will pick it up again as Dave has time.

The month-long episode of 95-100-degree heat has slowed me down, even with an airconditioned shop, but that has worked out in that having a chance to operate on six of Tulsa's best operations-oriented layouts has given me quite a bit of perspective on my layout, in final planning stages and under construction.

I'd like to thank my editorial "help" for causing me to "paws" making this issue of Division Points by lying down on the keyboard and demanding attention. I'm sure Without Maggie's help this issue would have been an even bigger CATastrophe than it already is.



Charles Tapper
Editor Division Points
Official Newsletter of the Indian Nations Division, NMRA

Upcoming Events

Railroad Prototype Modelers Conference – RPM Naperville 2026
October 16-17, 2026, Naperville,
IL <https://www.rpmconference.com/>



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ADMISSION: \$10 ADULTS, KIDS 11 AND UNDER FREE WITH PAYING ADULT

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Oklahoma City, OK 73107

<https://www.okctrainshow.com/>

Using Adjustable Shelf Brackets for Layout Benchwork Construction

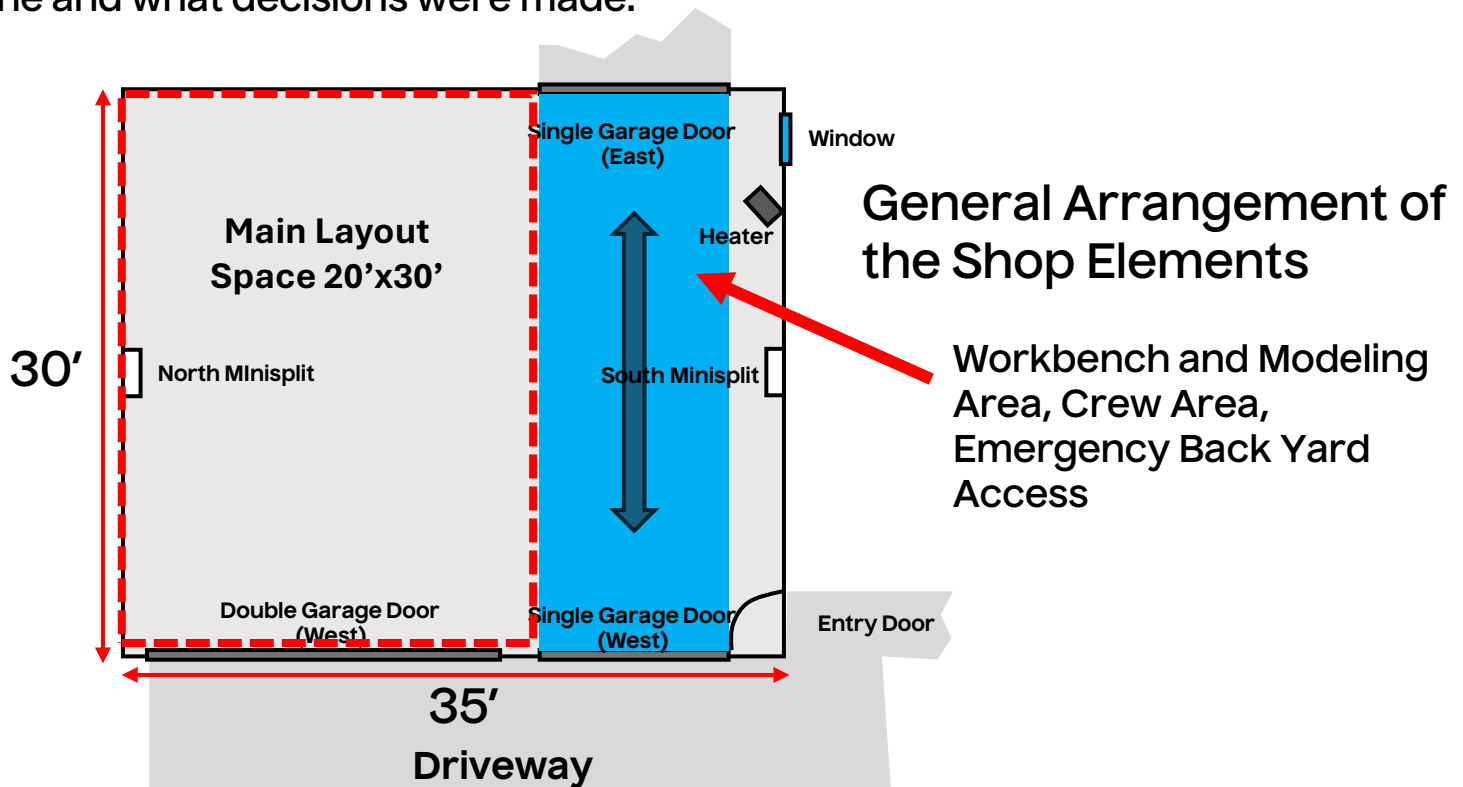
By Charles Tapper

Wanted: 30' x 35' insulated, heated, shop with attached house and ample parking...

When I bought my current house, it came with an attached, 30' x 35' insulated, heated and air-conditioned shop. The shop has concrete floors and three garage doors, two 10' single doors in-line at the front and back of the shop, as a pass-through arrangement, and a large 18' double door. Doors are insulated.

During the early planning stage for my model railroad, I realized that a large amount of the layout would be an along-walls shelf. I decided to go with a benchwork system that was flexible enough to allow change and adjustments during the planning and construction stage, and that would minimize the amount of lumber being used because, frankly, lumber right now is fairly poor quality.

I scoured the model railroad press and online media, and while there are as many ways to construct benchwork, I went with adjustable shelving for the around-the-walls portion of my layout. This article will show how this was done and what decisions were made.



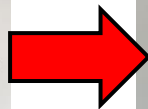
The shop space in panorama view, 30' deep by 35' from south to north wall.



The first steps in building prep were to get the walls freshly painted and the floors painted with epoxy paint to minimize dust and give the space a finished appearance.



North Half Before Painting



The Shop Walls Were Painted and the Floors Painted With Epoxy

The room had a large Industrial-style heater, and relied on an ancient window air conditioner. I modernized and upgraded the shop with two “minisplit” HVAC systems, each centered on the 30’ walls at the north and south end of the shop. When I did it, I was not thinking about future maintenanceae, as I should have. Access to the mini splits is important, especially when deep cleaning using a spray hose and shroud—at that point it would be important to have removeable decking AND brackets. Another plus for shelf brackets.



Twin Minisplit HVAC Units Were Installed, Centered On the North and South Walls



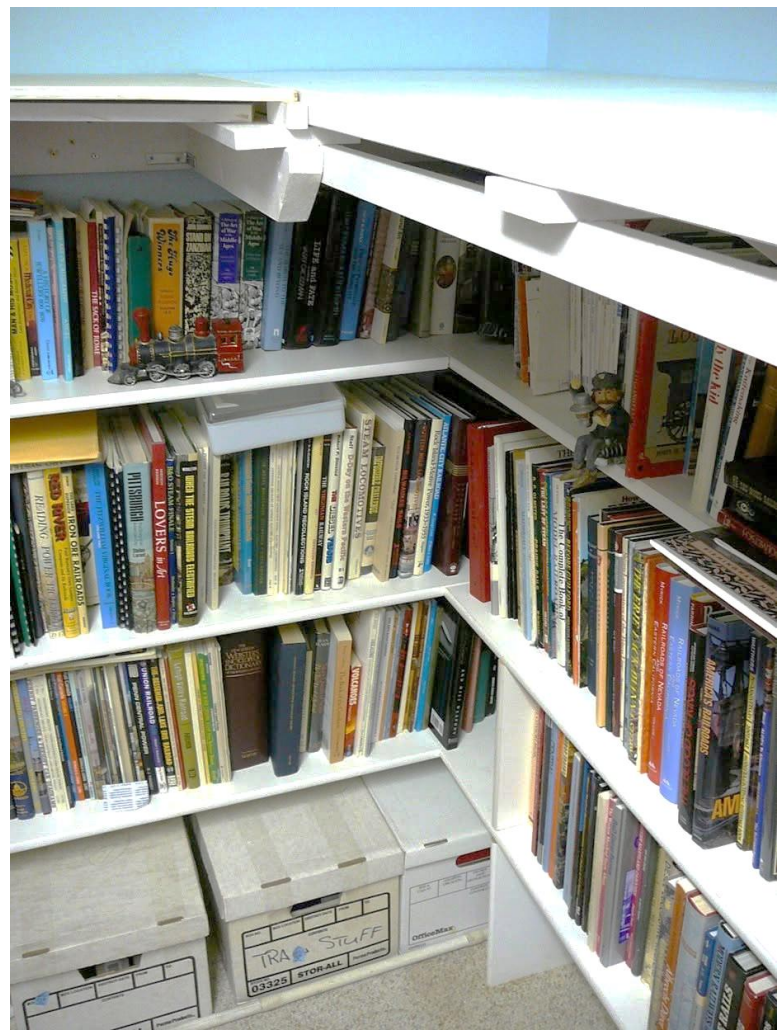
Previous Experience With Shelf Brackets Influences Decision

It has been at least 20 years since I built the benchwork for may last layout, and I built that using metal shelf brackets and 2x4 braces—way overbuilt. That layout was built in a small room, and I added around the walls over- and under- layout shelving and workbench space to utilize every possible inch of precious space. Using these brackets allowed me to get all my kits and books in view.





Stamped-metal brackets were used to create around the room storage and book. Heavy duty angle-brackets supported the layout deck and workbench, augmented by wood supports. The deck was primarily 3 hollow core doors, two arranged in an "L", and one trimmed to make a peninsula. A limitation is that once chosen, it would be difficult to redo this benchwork. This worked out fine, until we moved and there were many holes to patch!



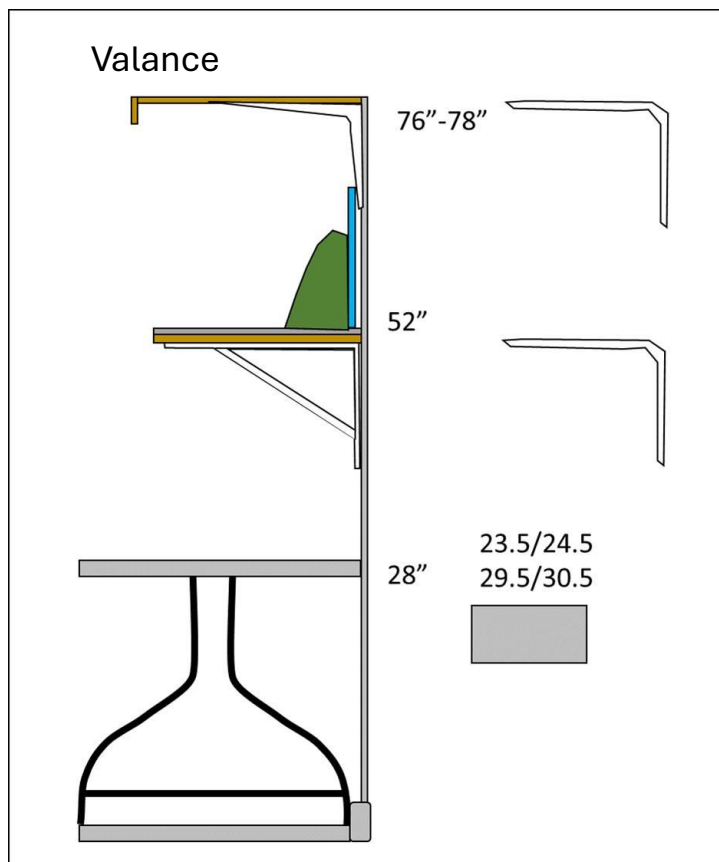
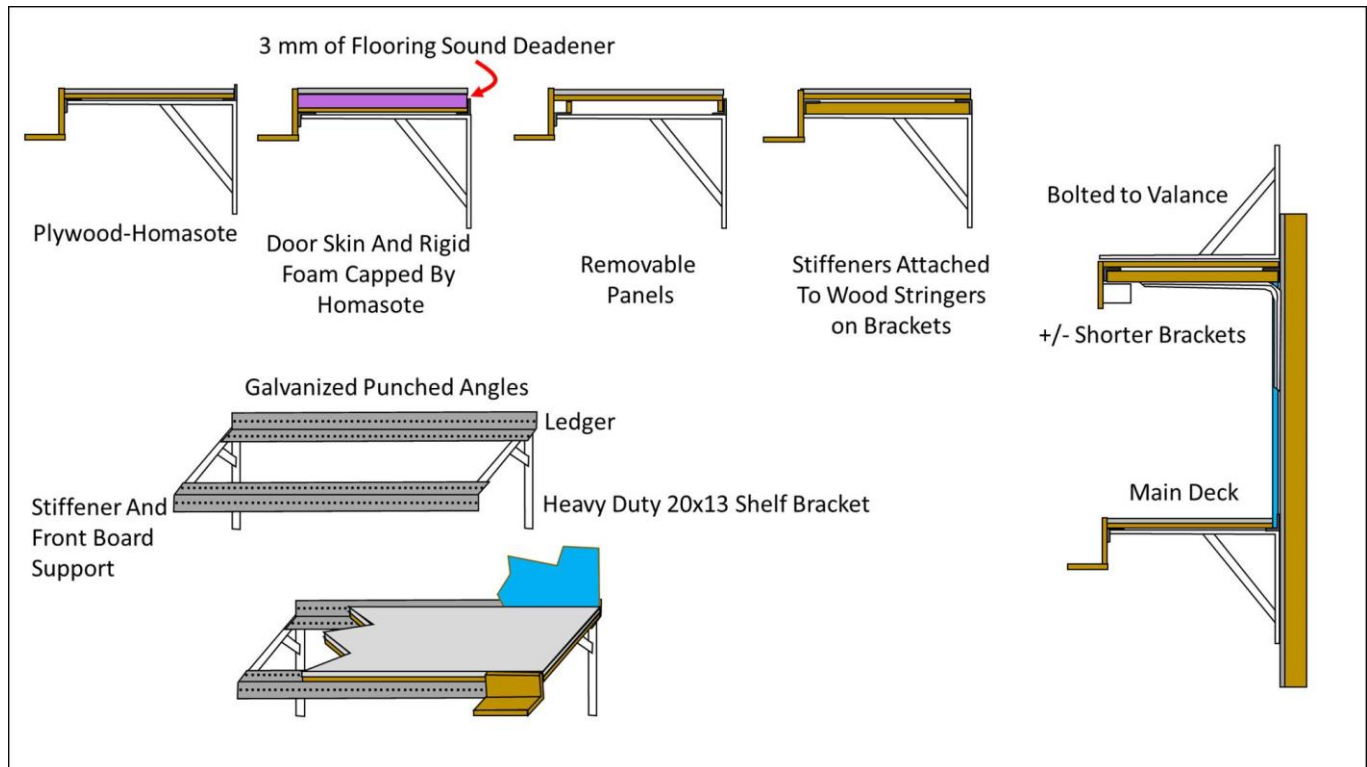
The "Experimental Layout"

I consider the new layout to be "experimental" in that I don't have hard and fast decisions on single versus double deck, lower deck staging, and whether I truly want "diorama style" lighting with a valance and lights or a deep backdrop. I also wanted the valance to be slender, but strong enough to hold model kits and in-progress buildings so that the deck doesn't get cluttered.

I initially considered using the same shelf bracket system for the new layout, and I considered many of the options offered up in the model railroad press and online resources. I again wanted to minimize legs so that I could build long workbench tables or have underdeck storage without hindrance. The following page shows just a few of the possible ways to build the benchwork

The Rumination Stage

Here are some examples of possible shelf systems using fixed heavy duty shelf brackets that I initially considered.



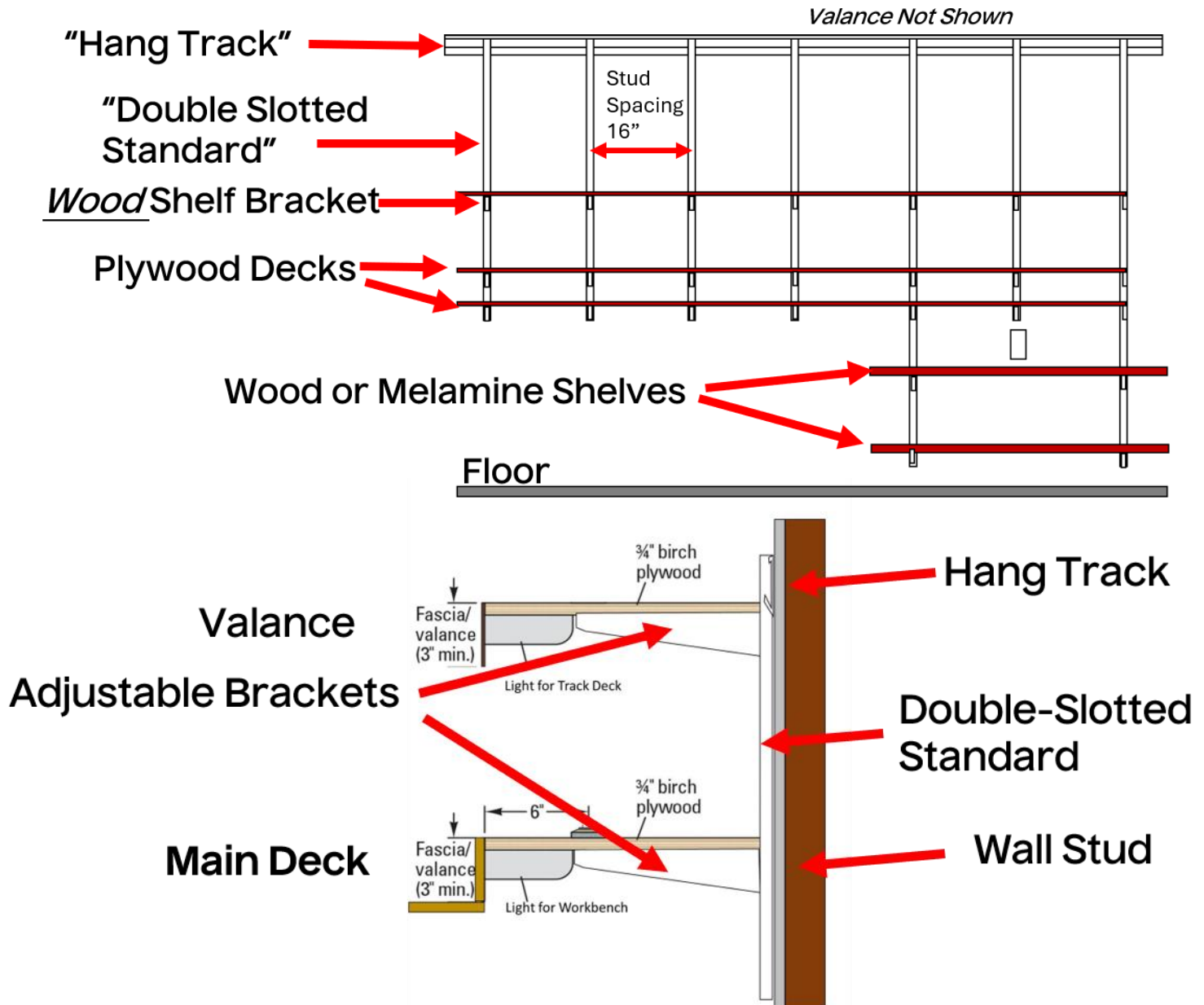
**Initial Considerations:
Shelf Brackets to Hold
Valance and Track Deck,
Underdeck Workbenches on
Folding Tables**

**Brackets Are Attached to
Wall Studs; No Legs or
Minimal Legs**

**I wanted a Design that
Ensured Rigidity to
Discourage Sagging, and to
Be Strong Enough for Any
Loads**

Working at The Home Depot, I became aware of the dual-track adjustable shelf concept and after some thought, I decided it would be viable for at least the shelf portion of the layout, which will be at least 20' x 30'. If I don't like some aspect, I can remove decking and reposition vertically.

Adjustable Shelf Bracket System Components



The Dual Track Adjustable Shelf System: Three Components And Two Systems

There are many different shelf system vendors, including mainstream lines like ClosetMaid, Rubbermaid, Elfa, Knapt & Vogt, John Sterling, Everbilt, and Pro Source. Using the hangrail system, there are two basic choices; a square hanger notch with a top lip and an angled French-cleat-like system. Standards are NOT INTERCHANGEABLE.

A Tale of Two Systems: Hang Track And Standards Type 1

Rubbermaid and All Other Manufacturers Use This Type of Hang Track



Wood or Melamine System: Elfa, Knappe & Vogt, Rubbermaid etc.



Horizontal Hang Track, Vertical Standard

Most Manufacturers use This Type of Hangrail:
Closetmaid's is Different. Closetmaid Standards Will Not Fit this Bracket



There are Many Shelf Brackets in a Wide Range of Widths and Weights. DO NOT use Brackets Intended for Wire Shelving!



A Tale of Two Systems: Hang Track And Standards Type 2



ClosetMaid and Everbilt Use This Hang Track and Standard



Some Manufacturers Provide Standards With Notches and Slots, In This Case Project Source from Lowes.



Some Shelving Suppliers

- Closetmaid—NO Wood Shelves (I Used Rubbermaid)
- Everbilt (Home Depot)
- Rubbermaid* *Different Hang Rail Than Closet Maid
- Elfa (From the Container Store)*
- Knappe and Vogt*
- Robert Strong*
- Project Source (Lowe's)
- “Off Brand” Systems (Amazon, et al)

About Shelf System Component Dimensions

Hang tracks range in length from 20", 40", and 80"

Standards are variable by manufacturer, but typically ranges are 12", 30", 48", 60", then 72", 80", or even 94"

Shelf brackets come in a staggering number options from all of the manufacturers. I find that all systems work well with each other, and I mix manufacturers to optimize bracket size, shape, and capability.

Larger sizes tend to max out in the 18" to 20" ranges, although there are some that support a 24" width (but note: the brackets are shorter than the supported "shelf width")

Also, DO NOT get brackets for wire shelving, they will not work without clipping and grinding the top end—they are optimized for the various wire racks and have top attachment points for them.

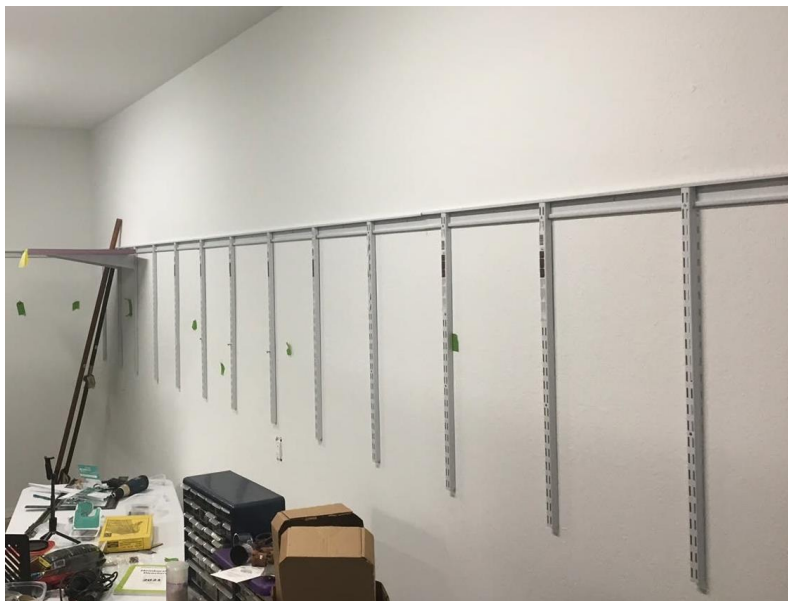
Screws are sold for use with the standards and the hang track—they are larger and come with round heads. I began using construction screws with trumpet heads instead. I plan to use pocket screws for final attachment of deck to brackets.

My 2" wide hang track was set at 76.5"—78.5"" based on published information on valance height versus view height (see note). It is important to know that **NO BRACKETS CAN BE INSERTED INTO THE STANDARD AT THE TOP**—the hang track blocks this space. It is better to error by being higher than needed.

Installation begins with installing the hang track at the calculated height, making sure it is absolutely level. It is secured into the studs with stout screws. Standards are then placed into the hang track, along the studs if at all possible, and screwed into place. Working carefully from the master hang track, each additional hang track is placed along the wall, taking care to keep things even and level. This results in a very level benchwork.

Shelf brackets are placed into slots. They are loose, but once everything is screwed into place, it will be solid and capable of holding any practical load. I initially was guided by keeping cost down by using the shortest standards to cover the intended interval. After doing an initial install, I decided that I needed longer standards after all. If I had it to do over, I would select a higher hang track height just to have a "safety factor".

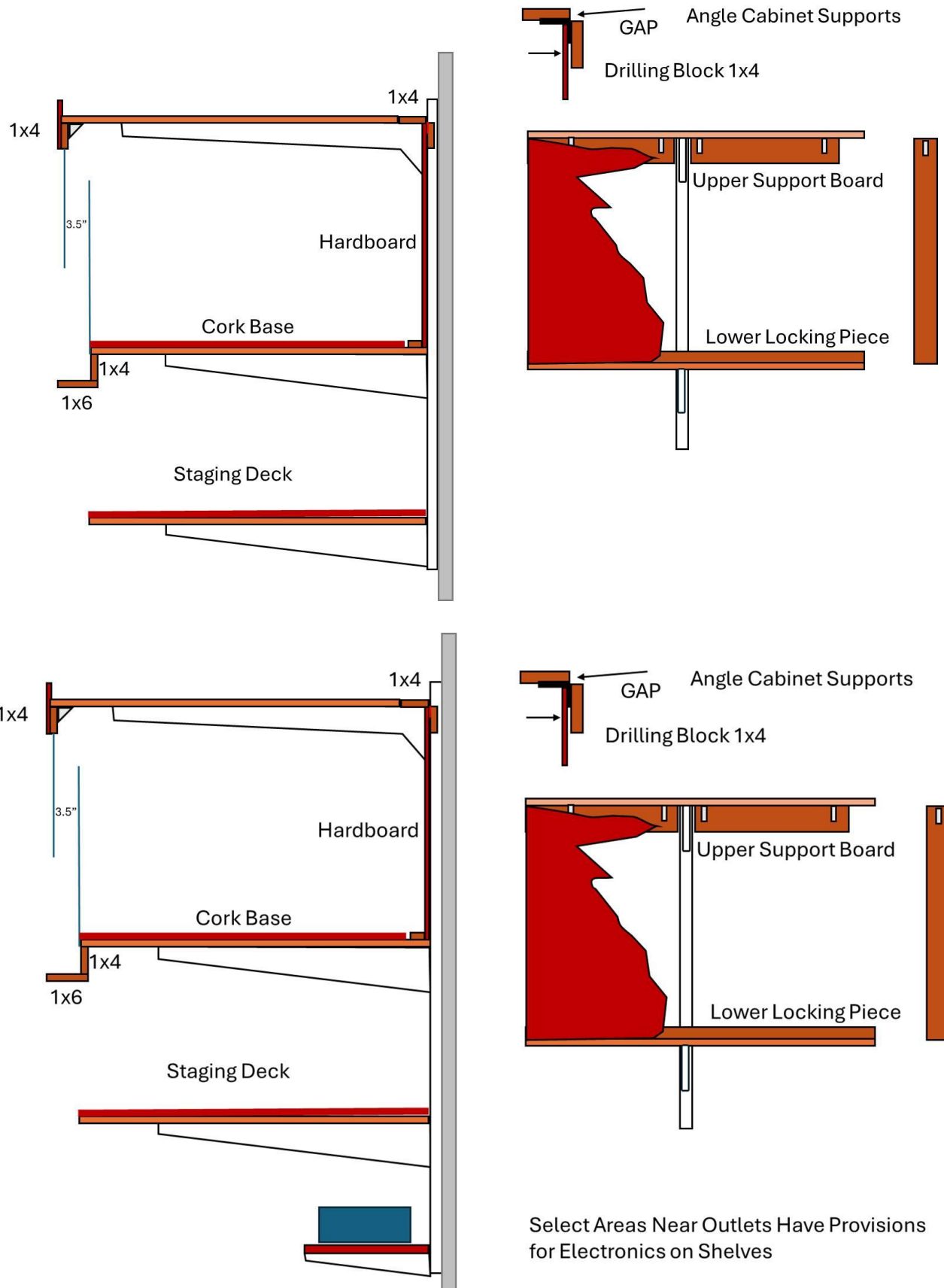
The upper supports are Elfa 20" desk support brackets, and the rest are wood shelf brackets by Rubbermaid, Everbilt, and Pro Source.



Consider Standard Lengths Carefully.



The Current Planned Configuration, With Backdrop Mounts Shown



Layout Height and Valance Considerations

One of the main considerations in designing a layout is 1.) how many decks will the layout have, 2.) what is the main deck height, and other deck heights, and 3.) are you doing a "shadowbox style" valance, a higher valance, or no valance at all (relying on ceiling lighting). Ceiling height plays a significant role in choosing a valance or no valance option.

In my case I am going with a single deck layout, with a staging level. I have chosen 52" as the top of the plywood deck, for now, and I have set the valance bottom at 76.5" minus the brackets, which can be deep. Staging deck is TBD based on evolution of the approaches to staging. I have chosen a 24" general benchwork width due to the need for yards and sufficient room for hilly terrane.

My track decks are $\frac{3}{4}$ inch plywood for sound deadening and reducing potential sag. I went a bit heavy with $\frac{1}{2}$ inch plywood for the valance, which will serve as storage.

My valance will be shallow. By using LED COB strip lights in 45-degree aluminum brackets, tunable in this case, I can make the valance edge shallow, only being thick enough to block seeing any of the brackets. I plan to explore coving the top of the backdrop and covering the underside of the valance. This is an experimental idea at this time.

Some model texts go with an 80"-84" valance height, with a thick upper valance fascia board of hardboard of up to 24". I determined the valance height by experimentation. I am 74" tall so optimal deck heights are about 46" to 57". Through mockups of various types before and after the shelf system installation, I chose 52", especially since this is a single deck layout with 2' deep deck and a need to reach switches and cars.

My eye level is 68"; standing in the aisle I would need a 6" valance edge to avoid seeing the brackets—coving the backdrop would help—but this would yield an 18" window for the main deck. I set my hang track base at 76.5" and top at 78.5" , but it was not until I started construction that I realized I could not use the upper 2" for bracket installation, so my valance is 2" shorter than I had planned. Doing this again, I will set the hang track higher to give more flexibility. If I have miscalculated, then I will set 12" standards on the hang track to gain more vertical space. This will be determined by "experimental construction". If I don't like it, I can reposition the valance.

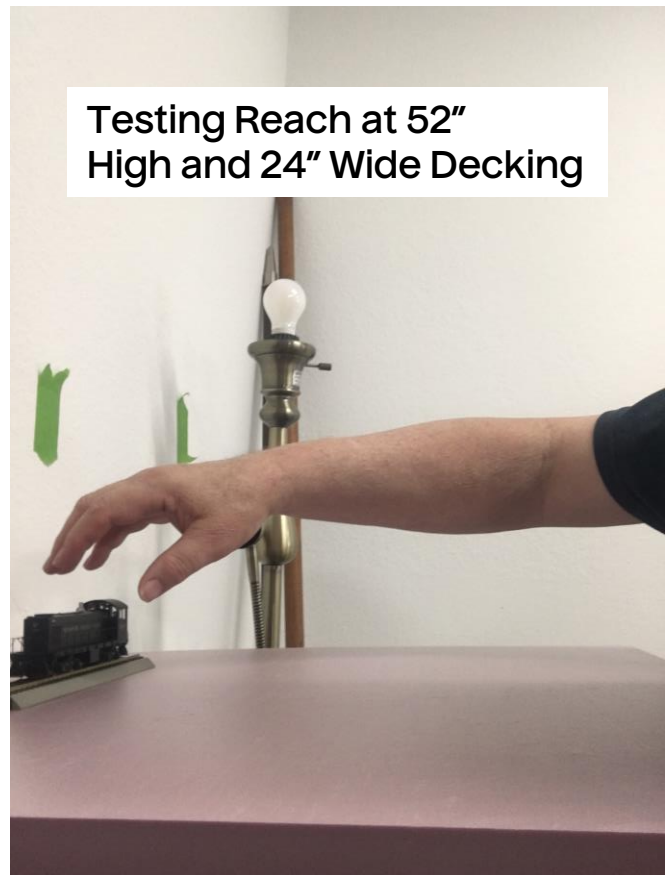
Shelf Depth and Shelf Heights



Some Early Mockup Using Shelving Units and Folding Tables. Later Mockups After the Installation of Shelving Components. I Changed the Upper Brackets to a More-Slender Type.



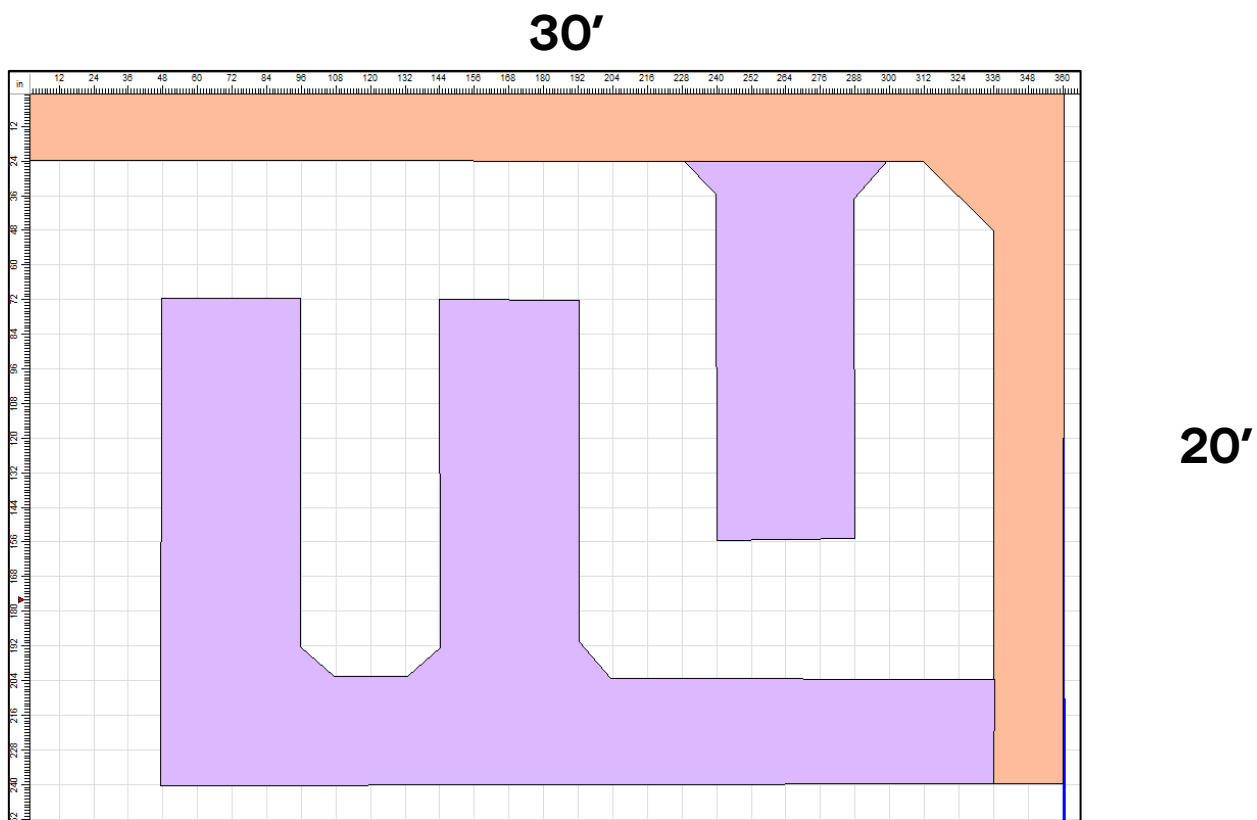
Testing Reach at 52" High and 24" Wide Decking



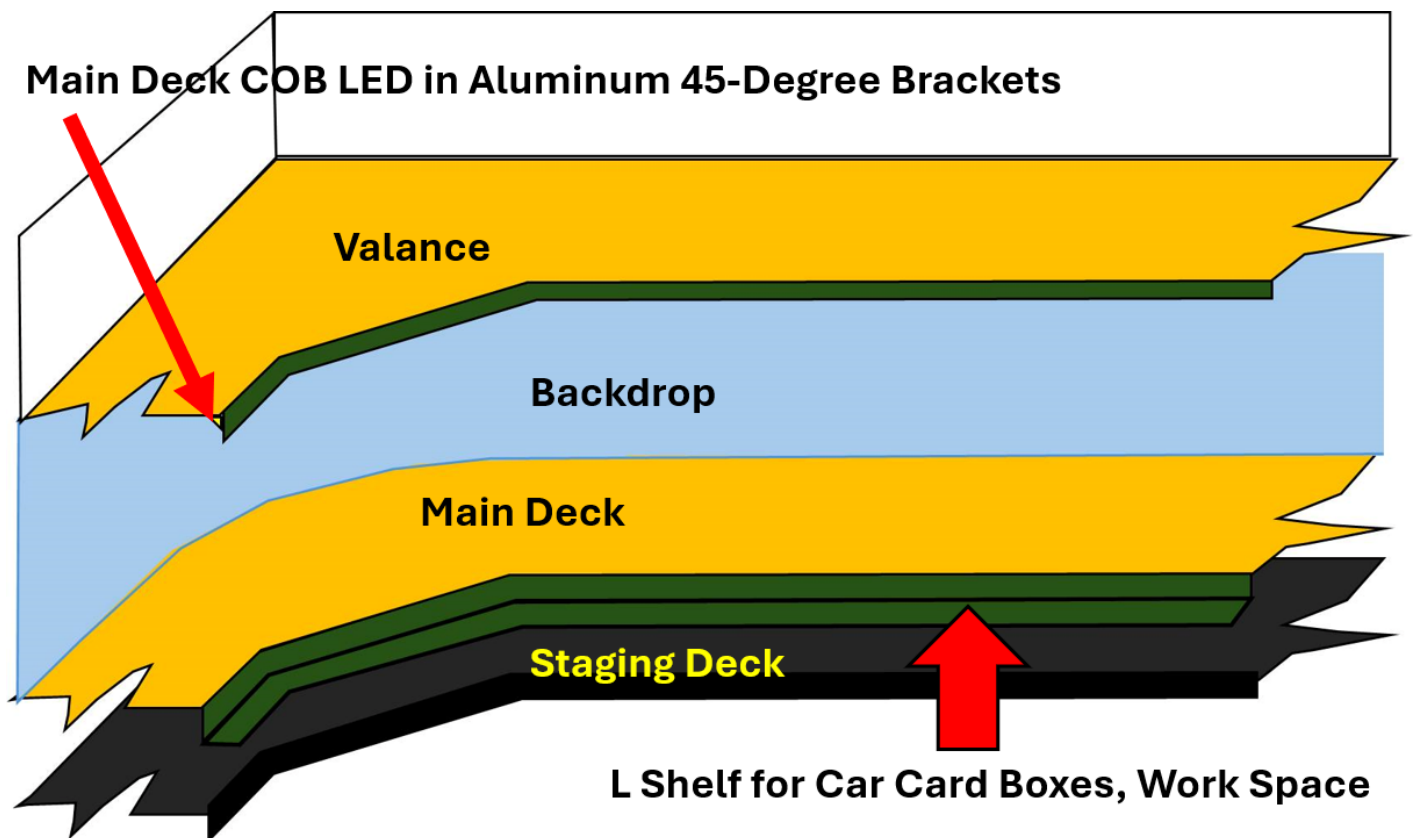
My benchwork is based on a 2' x 8' plywood component with trimmed 4' x 4' corners.

One of the advantages of this system is that during construction, I can remove any temporary decks, and the support brackets, to have unhampered access to the underside of the valance. The sequence of construction will be valance first, then the main deck, and finally the staging deck. I will provide stiffeners on the plywood pieces, which will permit me to remove the segments and do things like wiring upside down on a work bench, and then install on the brackets.





Areas Shown in Orange are Currently Under Construction Using a Shelf Bracket System

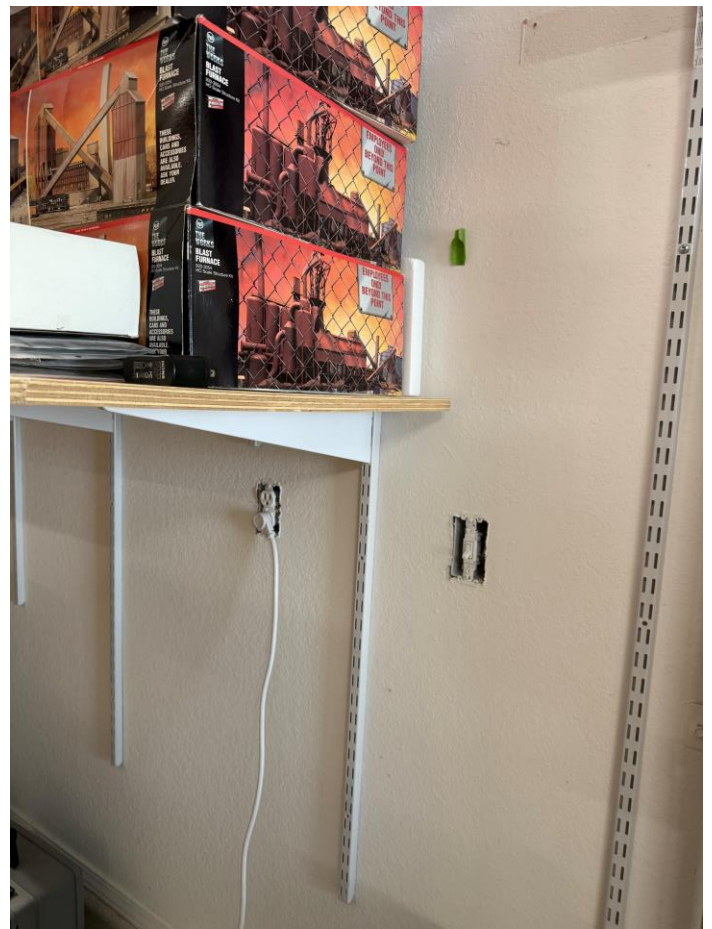


Conceptual Sketch of Shelf Benchwork

Using Care in Construction I was Able to Keep Things Level Going to a Perpendicular Wall



After Giving it Some Thought, I Removed My Initial Short "Cost Saving" Brackets for Deeper Ones, and Especially Long Standards to Support Shelves for Electronics Such as DCC Systems, Power Supplies for LED Lights etc.



To summarize, using a dual track adjustable shelf system as benchwork for the shelf section of the layout has the following advantages;

- Components are Metal, not Wood, so Few Dimensional Issues
- Everything can be Made Perfectly Level With a Little Care in Construction
- Grades, Dips for Bridges Can Be Built By Adjusting Brackets,
- Flexibility: I Can Adjust The Height of Most Components Until a Final Choice is Made
- I Can Easily Have Multiple Decks, Shelves for Electronics or Under-Deck Work Areas
- No Legs, So Nothing to Impede Underdeck Workspace or Storage
- I Can Have Access to the Valance During Construction by Removing Decks and Brackets, and Sit Under the Main Deck for Wiring Up Segments, or...
- Benchwork Sections or Segments can be Built in Part at the Workbench , For Ease of Construction
- I Need a Removable Segment of Valance and Deck(s) for Access to the North Minisplit for Maintenance and Cleaning (A Disadvantage of Minisplits, FYI). The Brackets Are Also Removeable

Cons are:

- **Cost, Probably More Than Wood, Albeit Premium Plywood is Expensive**
 - **Hard to Drop a Ramp Within a Shelf With a Level Outside Track, But Not Impossible**
 - **Works well for the Around-the-Walls Shelf Portion; Not Needed Elsewhere(?).**
 - **I am Not Sure If the Brackets Will Be Louder than Heavy Wood**
 - **I Went With $\frac{3}{4}$ " Plywood for the Track Decks**
 - **Once Everything is Screwed Together, It Will Be Very Rigid (?)**
 - **We'll See?**
- 

Naturally, any Open Benchwork Acquires Clutter: This is a View of Folding Table Workbench, the Lower Staging Deck, and the Underside of the Main Deck. Nothing is Screwed Down in This View.



Railroad Construction News

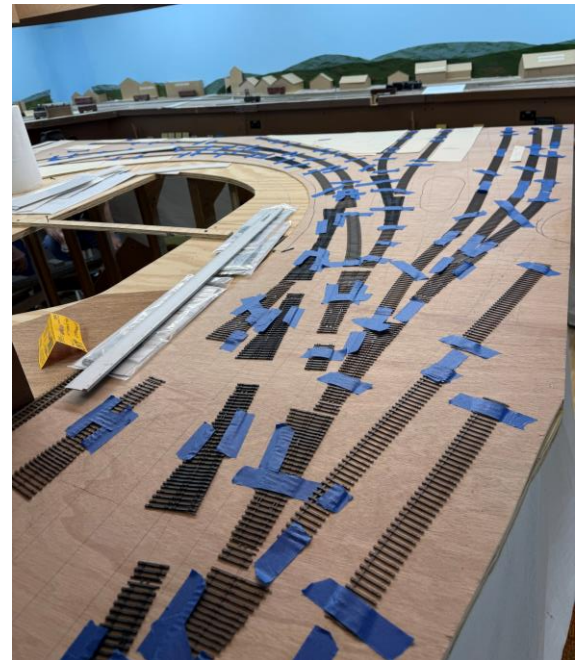
Several layouts are under construction in the greater Tulsa Area.

Jon Pansius already has a fully functional layout with his Tulsa Junction Railroad, but he is adding a new switching zone to accommodate another crew. He also plans a branch.

Steve Davis' expanded KCS is operational as far as track and signals are concerned. Many structures are in. The main focus will be scenery and refining operations.

Sammy Carlile is making excellent progress on his new, expanded Hereford Sub of the AT&SF layout building in a dedicated outbuilding.

Excellent progress is being made on reassembling the South Brooklyn Terminal layout, the late Tom Fausser's masterpiece. Allan Roecker had a dedicated add-on to his house built to house it. He also has the Coffeyville Sub layout.



Jon Pansius' Tulsa Junction



Steve Davis' Greatly Expanded KCS



Sammy Carlile's Hereford Sub



Allan Roecker—South Brooklyn Terminal

Steamtown National Historic Site Scranton, PA



A Visit to Steamtown National Historic Site, Scranton, PA

Photos by Dave and Becky Salamon

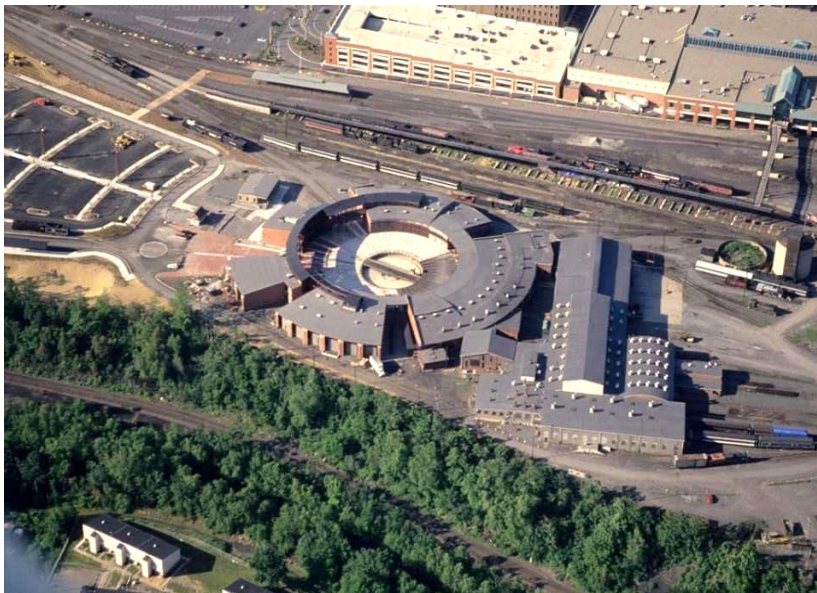


Classic Lackawanna Road (DL&W) F-3 Units in the Original Scheme

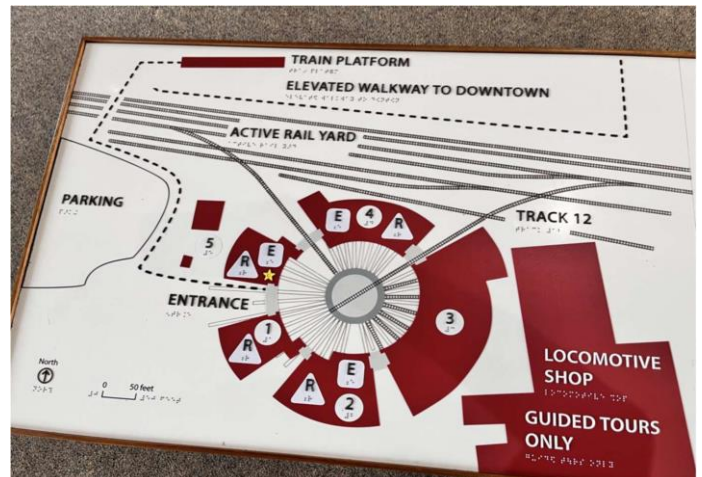
It's been a busy, hot summer. Because of this, I've gotten nothing done on the Howard Branch project, my N Scale Deep River Southern layout, or the 7.5" gauge Dogwood and Redbud Shortline in the backyard. Even though I haven't got to do any work on them I'm always looking or thinking about trains. During vacation 2026 we visited Steamtown National Historic Site in Scranton, Pennsylvania.

There are thirteen bays of the original Delaware, Lackawanna and Western roundhouse. This structure is maintained as a working roundhouse and is used for both displaying and maintaining the collection of historic locomotives.

The locomotive machine shop was originally built in 1865 as the heavy locomotive shop for the DL&W. Over the years it was expanded and modified many times, becoming a diesel-electric shop by the 1950s. It was abandoned by Conrail with the rest of the complex in 1981. It has been restored and is used for all of the maintenance and restorations using equipment original to the 1940s and 50s. Most of the tooling and equipment was scrapped. We took the shop tour and it was explained that several pieces of the machine shop equipment came from old Navy ships. At sea they have to be able to fix anything they need, and some of the older ships being scrapped had lots of government surplus equipment that is usable in the restoration of the equipment and was actually the same type of equipment found in a railroad shop. Some of the specialized tooling acquired from other railroad shops when they came available. Being a Historic National Site, they take care and pride in restoring like it was originally maintained.



An aerial image of the Steamtown National Historic Site in downtown Scranton, Pennsylvania.
NPS Photo



The museum is free to get into. They have the roundhouse that you can walk through. There is a backshop but only available on the guided tour and it is free also. We found it very informative and enjoyed the behind the scenes look.

They have several pieces of equipment under restoration, a two truck Shay, The Constitution a Boston and Maine Heavy Pacific, a 44 tonner and Erie Passenger Car was also in there being worked on.

There was an HO model of the facility as it was in its heyday. They had several excellent historic items on display with history information. An 0-6-0 that is cut away on one side so you can see all the innards of a steam locomotive, while the other side looks like a complete locomotive. Had a couple pieces 7.5" gauge 1.6" scale equipment on display along with some non operating I believe it was 12" gauge models that were sharp and fully detailed.

Outside they have a big boy and a northing along with a lot of equipment waiting to be restored, to be honest some of it looks to far gone for much, maybe salvage some parts and build new.

One weekends from May to Nov they do give train rides in the yard, and they are teamed up with another group the Iron Horse Society and run special excursions occasionally.

I highly recommend if ever in Northern Pennsylvania it is worth the stop.

There is also a trolley museum next door, unfortunately it was closed for a private event, they do give rides on some of the electrics.

<https://www.nps.gov/stea/index.htm>





"There was an HO model of the facility as it was in its heyday."



How it got started and to where we are today: The Steamtown USA rolling stock, equipment, and archives were assembled in the 1950s to early 1960s by F. Nelson Blount, a steam locomotive fan. Steamtown USA was originally located in North Warpole, New Hampshire, but moved to Bellows Falls, Vermont, in 1967 and then from there to Scranton in the mid-1980s.

On March 29, 1989 the administrative arm of Steamtown USA donated rolling stock, museum objects, archives, and miscellaneous equipment to the National Park Service through a signed donor letter. The 1,002,011 objects and archives became the foundation of the park's museum collection. The rolling stock is not part of the museum collection, instead each piece is treated as a historic structure. For a roster of the rolling stock please go to the Places tab.

From 1989 to 1995 the park concentrated on collecting objects to go on exhibit in the Visitor Center, Theater, History Museum, and Technology Museum, all of which opened in 1995. The number of history objects and archival material added to the museum collection spiked considerably in 1994. As of 2019, the collection contains 2,684 archeology objects; 208,142 history artifacts; and 4,602,933 archival items. The size of the park's archival collection ranks 3rd in the NPS and the size of the history collection ranks within the top ten in the NPS.

In the early 1990s the park conducted several archeology projects. All were done as compliance projects prior to work, and during work, on the grounds and buildings. No prehistoric artifacts were found in any of the excavations.

Of the 4,617,261 objects/items in the collection only 1159 are on exhibit in the Visitor Center, History Museum, and Technology Museum. The exhibits designed in 1995 are still in use. On occasion the park hosts temporary exhibits using objects and art work from non-NPS sources.



An Iconic Lehigh Valley "Northeast" Caboose

Lackawanna Road Dunsmore Caboose

The highlight for me was seeing the Alco PA restored by Doyle McCormic, the Freedom Train Guy/SP 4449. He was able to secure two of the four remaining units from the Mexican Government (the other 2 are on display in Mexico at depots.) The 2 units that came back to the USA were in bad shape as they had been wrecked. Doyle and his team restored this one, the other is in a very slow restoration in Dallas at the Museum of American Railroad and eventually be painted in the Santa Fe warbonnet scheme.





**Two Display Locomotives With Living Breathing Kin:
Union Pacific Big Boy #4012 and Reading T-1 Class 4-8-4 #2124:
UP #4014 and BM&R T-1 #2102 Were Side-By-Side At One Point
This Summer In Steam Excursion Service!**



Canadian National Railways Mikado No. 3254



Steam Equipment on Display in the Roundhouse



Lehigh Valley Heavyweight
Passenger Car



Baldwin Locomotive Work's
Shop Switcher



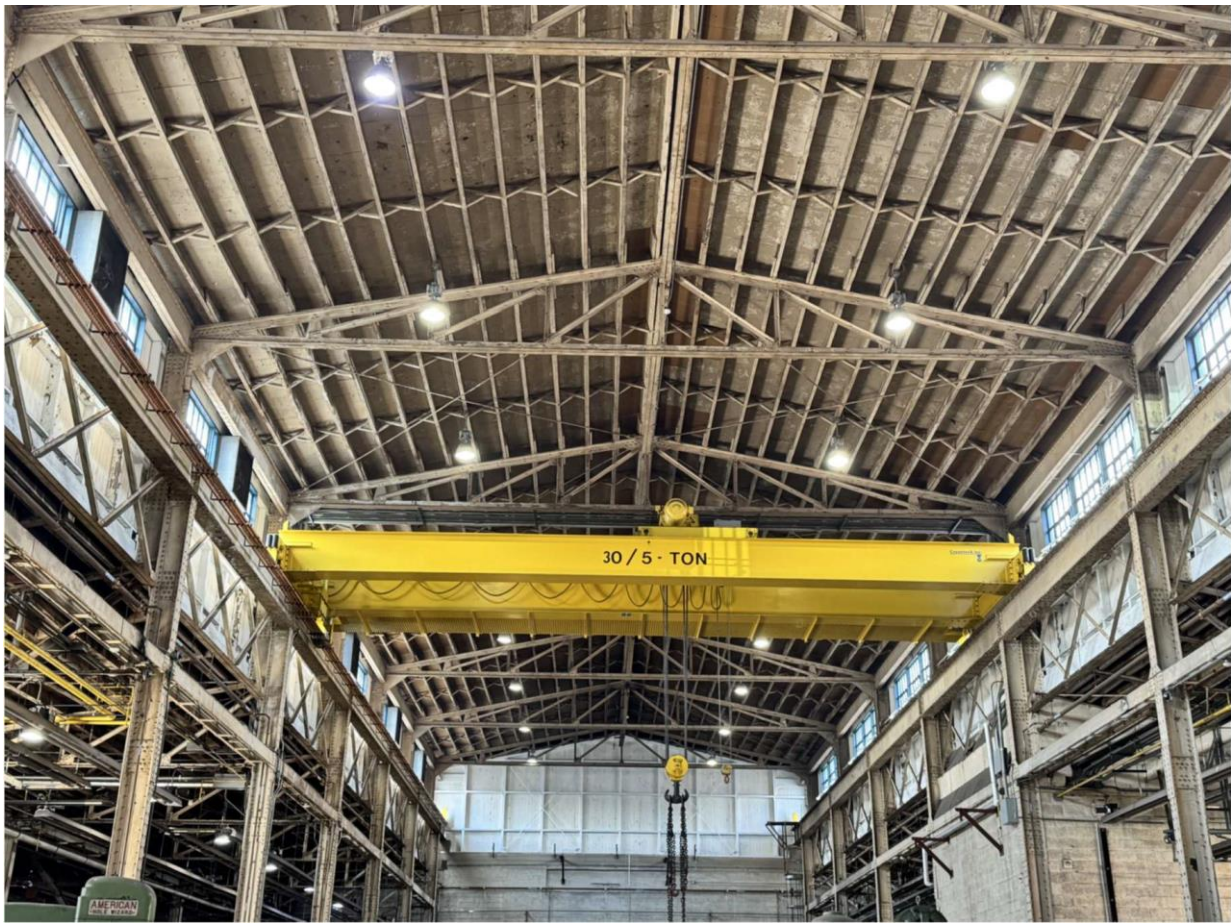
Nickle Plate Road #514 is a Late Model GP-9 Built in 1958, Restored to the Original, Attractive Paint Scheme.



Nickel Plate Road, No. 759
2-8-4, Class S-2.
Builder: Lima Locomotive
Works, August 1944.



Grand Trunk Western No. 6039, a Class U-1-C 4-8-2 "Mountain-type" Dual-Service Locomotive. Built in June 1925 by the Baldwin Locomotive Works in Eddystone, Pennsylvania.



The Roundhouse and Shops feature a working 90-foot-diameter turntable, a 13-bay operating roundhouse showcasing ongoing locomotive restoration work, and a historically restored 1865 machine shop outfitted with mid-20th-century heavy shop machinery (such as wheel presses and forges).





Louville and Nashville Railway Post Office Car.





This Boiler Undergoing Testing and Restoration Belongs to Boston and Maine No. 3713 is a 4-6-2 "Heavy Pacific" type steam locomotive built by the Lima Locomotive Works in December 1934

Illinois Central No. 790, A 1903 2-8-0 Consolidation Locomotive. Visitors can Climb up into the Cab and Pull the Bell.



Live Steam Riding Model of Lackawanna Mother Hubbard 4-4-0 American Locomotive #988.



Industrial Steam Power—The Often Not Seen Locomotives that Moved American Industry.





Electromotive Corporation (EMC) 1935 600 HP
Pre-Production, Pre-SC Switcher, Originally
Powered by a Winton 201-A in-line 8-cylinder
Engine. From the Dawn of the Diesel Age.

Trolley Rides and Historical Exhibits are Available On-Site Through the Electric City Trolley Museum.



Delaware and Hudson Boxcar 18119, a 1949 Product of The Railroad's Oneonta Shops. This Car was Home-Built to the AAR '44 Standard With 10'6" Inside Height. It was All-Welded Construction 3/4 Improved Dreadnaught Ends with an Added Square Top Rib, Murphy Diagonal-Panel Roof, Youngstown Doors



Lackawanna Hopper Car No. 82209, No. 82597. Class: HM. Built 1920 and 1929.



Pennsylvania Boxcar No. 105808 Class: XM. PRR Class X26c. Series: 104260-107759. Built as a Wooden Boxcar December 1919; Original Number not Known. Part of a Group of Wood Boxcars Rebuilt into Exterior Steel Cars in the Pennsylvania Railroad Shops, 1945-1950. After the Rebuild, Given the Number 105808.



Empire Refineries-Cities Service 8K 2-Dome Tank Car, Built in 1925 and Beautifully Restored.



Operations Session: KCS Third Sub



Crew Assignments



Crew Briefing



Heavener Yard Crew



Moving Freight



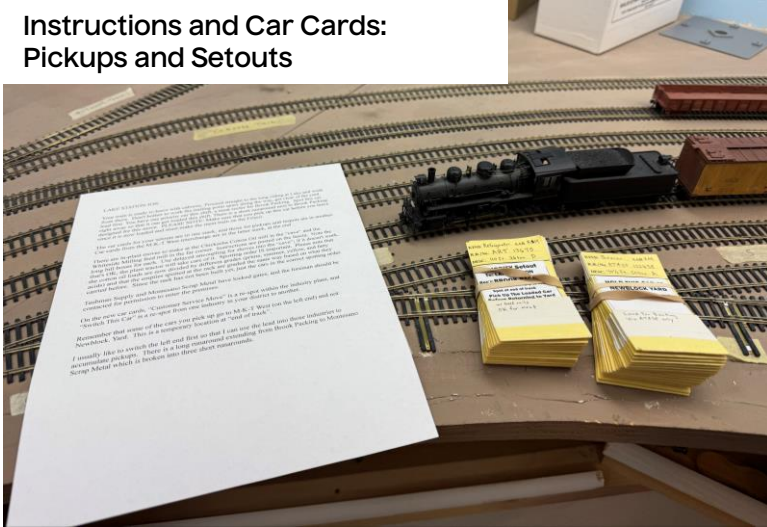
Refinery New Section



Pittsburg, KS, Yard

Tulsa Junction: Op 'Til You Drop 8-1-26

Instructions and Car Cards:
Pickups and Setouts



One of the newer sections



New Construction/Crew Meeting



It's all about switching industries



Working the Yard



Industrial switching
Keeps a crew of 2
busy for 3 hours



Frisco Cherokee Sub: OTYD 9-1-26



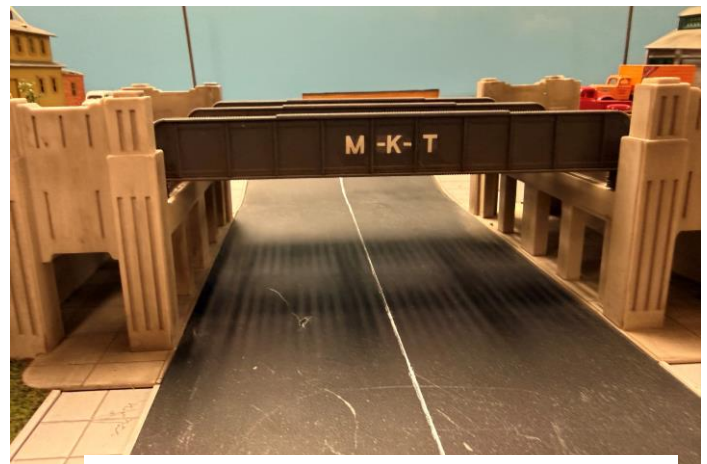
Overview of the Layout



Pre-Ops Crew Discussion: R to L in Foreground are Owner Steve "Doc" Campbell, Bill Rose, and Steve "Hollywood" Whiteside



Frisco Baldwin and FM Switchers



Track and Scenery are Completed

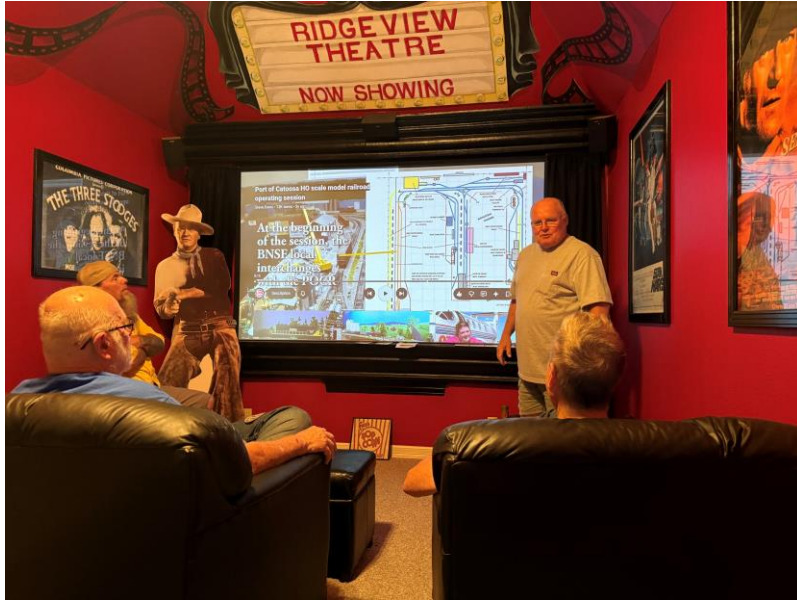


Tulsa Union Station



Doc's Layout Features Extensive Industrial Switching

Port of Catoosa: Op 'Til You Drop 9-15-26



Dale Baker leads the crew briefing



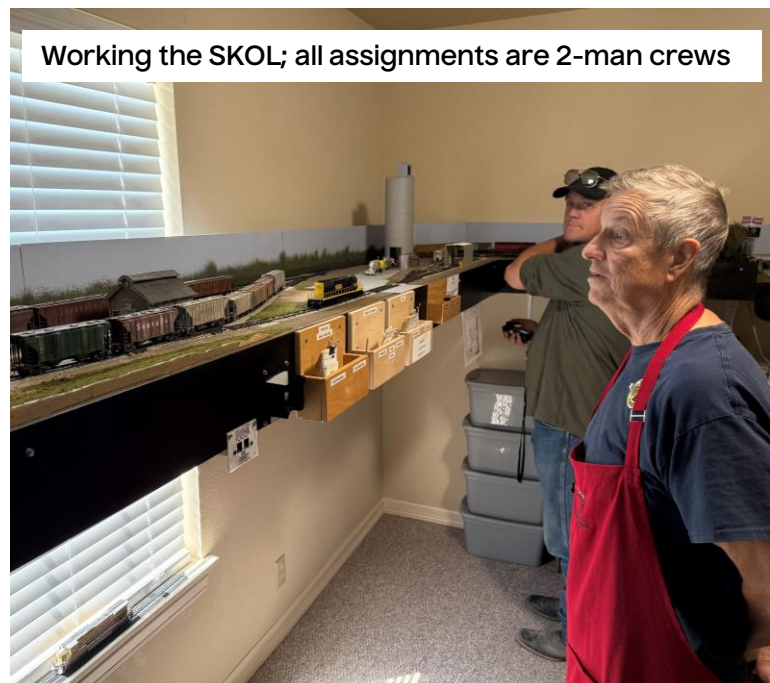
Working the gate for a set-out



Dale's motive power is outstanding



Industries taken from the real Port of Catoosa



Working the SKOL; all assignments are 2-man crews

Hollywood Claremore: OTYD 9-15-26



Six operators working in engineer-conductor pairs hard at work.



Steve Gillett ponders a move. The back of the clipboard has a track map for the corresponding job.

Hollywood Claremore: OTYD 9-15-26



Charlie Tapper discusses the next move while engineer John Keatley finishes a move.



Coffeyville Sub: Op 'Til You Drop 9-15



Allan Roecker lines out the Coffeyville yard crew



Working the yard.



Refinery area.



John Keatley working industries

Coffeyville Sub: Op 'Til You Drop 9-15



May Meeting Presentations



Charlie Tapper gave a presentation on the use of a double-track adjustable shelf system for use in the under-construction shelf portion of his layout. He also discussed briefly the direction he is taking in modeling steel mills in the Pittsburgh region of Pennsylvania, circa 1976, immediately after the formation of Conrail. Photos by Charlie Tapper.

Charlie gave a second presentation outlining guidelines from the NMRA and Midcontinent Region on the new branding of the NMRA, what it's about, and what it requires of the Indian Nations Division to implement the changes.



Alco Century locomotives, Mingo Junction, OH, 1977



Alco C-430 locomotives, ore transfer, Weirton, WV, 1977



Union bicentennial MP-15, Hall, PA, 1977

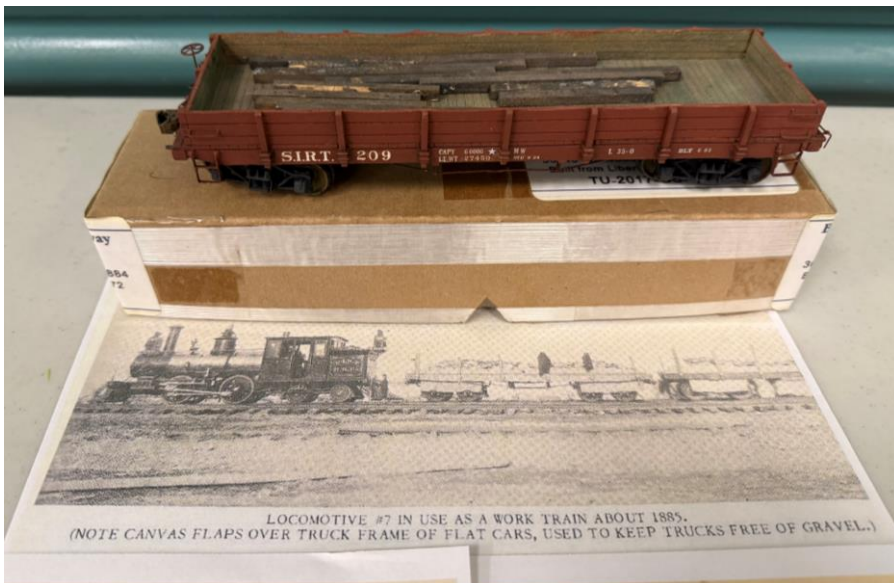
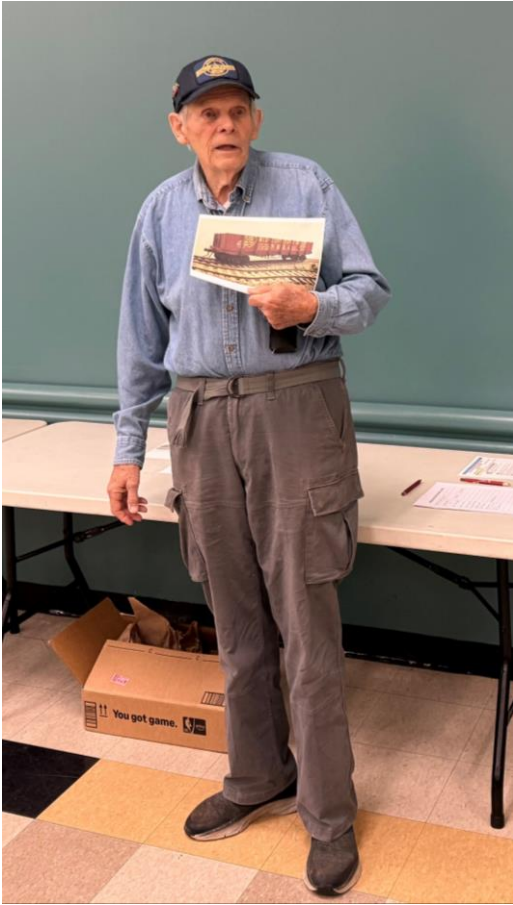
NMRA



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The Indian Nations Division logo has been updated to the standards set by guidance materials from the NMRA.

May Meeting Show and Tell



Long-time O scale modeler Ed Bommer brought in some of his outstanding models of Staten Island Rapid Transit equipment, in this case a wood hopper car. Ed takes old kits and turns them into masterpieces.

May Meeting Show and Tell



Steve Davis Brought in this HO Scale Kansas City Southern Work Train Modelled after a Photograph: The F-3 is a Life Like Proto: 1000 model.



Action on Dale Baker's outstanding "Port of Catoosa" layout.

Indian Nations Division NMRA
Charles Tapper, Editor
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Broken Arrow, OK 74014

NMRA



NMRA

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