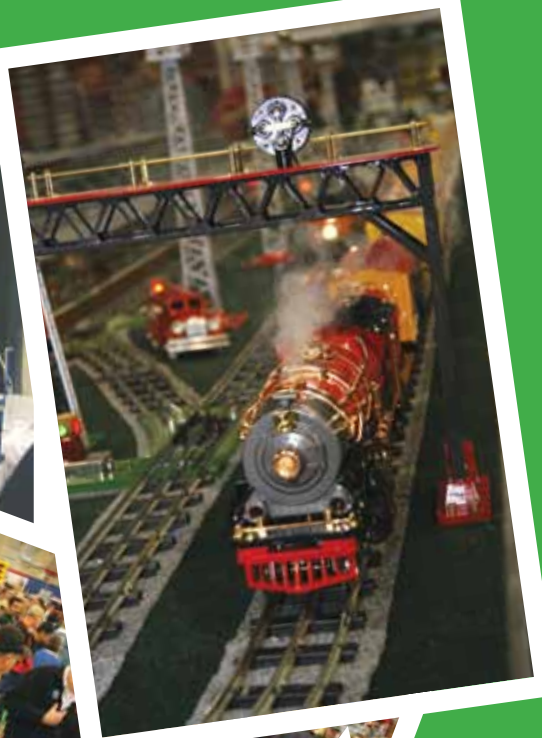


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Welcome to the 41st Oklahoma City Train Show!

Layouts, new products are here for model railroad and rail enthusiasts

Welcome to the 2017 OKC Train Show! We're glad you're with us for our 41st year.

The show, voted by *Cowcatcher Magazine* readers as the Best Train Show for eight straight years in the Southwest and Midwest, has been a gathering spot for model railroaders, rail enthusiasts and families for more than four decades. The Oklahoma Railway Museum (ORM), Central Oklahoma Model Railroad Club (COMRAIL), Oklahoma N Rail, and the Oklahoma Model Railroad Association – all of them are not-for-profit groups – are sponsors.

Inside The Pavilion, you'll experience a number of areas that feature a variety of operating model railroads, displays, exhibits and vendors, including some of the leading manufacturers in model railroading. Be sure to use the map in the center of this booklet to find your way around.

In the northwest corner, we have a very special area for our youngest guests – the Thomas the Tank Engine Play Area hosted by ORM. Children can "play with Thomas" on the wooden train boards. Right next door is "The Train Show Give Away," where we will give away over 25 model train sets to lucky children in attendance. Also, three train layouts that were donated will be given away to children.

Be sure to go by and view them all, then enter your child's name in the drawing. The "Give Away" guidelines may be found



Some of the model railroad industry's top manufacturers are showing their latest products and technologies along Manufacturer's Row. See show layout, pages 8-9. *Cowcatcher Magazine*

at the "Give Away" booth. We are especially grateful to the many companies that donated products for this great cause.

In addition, anyone attending will be eligible for door prizes.

In the center area of our show, you'll find plenty of operating model railroad layouts as well as many model railroad manufacturers. We invite you to stop and chat with manufacturer representatives about their product line and plans for the future. The OKC Train Show is one of the few shows around the country that hosts several model makers and distributors, so don't miss this opportunity to ask the experts questions.

Also, feel free to ask layout operators about how they've assembled these amazing model railroad empires. They have a wealth of knowledge to share.

For your convenience, State Fair Concessions is located in the southeast corner of the building. Restrooms are located at each end of the building near the exits.

Please remember to wear your admission button at all times. Your button is your ticket, and it allows you to come and go, plus enables admittance to the show on Sunday. That's right ... the button is good for admission for both days!

Once again, welcome to the 2017 OKC Train Show, and thanks from all us who make this show possible. Enjoy!

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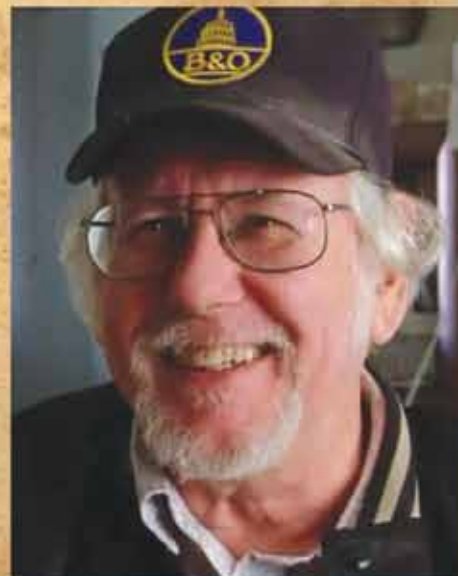
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Looking Ahead

ORM has vision to create prototypical railroad celebrating steam, diesels

The Oklahoma Railway Museum has a collection of nearly 50 pieces of rolling stock that include former Northern Pacific EMD F9A 7003-D and ex-Santa Fe EMD FP45 No. 100. The museum is on track with a long-range plan that will focus on the steam and diesel eras. *Cowcatcher Magazine*

By **TIM BLACKWELL**
Cowcatcher Magazine

OKLAHOMA CITY — The Oklahoma Railway Museum may be an even greater time machine into railroading's past in about 10 years.

Atchison, Topeka & Santa Fe 2-8-0 No. 643 will anchor a nine-stall vintage roundhouse containing a growing 10-locomotive collection. Steam and diesel engines will be shuttled across a former Frisco turntable, and the old Le Flore Depot, a former Frisco station, will welcome visitors.

A three-track yard will hold the rest of ORM's rolling stock, which includes more than two dozen passenger and freight cars and cabooses that sit along the property a half-mile west of I35 on historic Grand Boulevard.

It's all right there in the long-range plan.

Other museums may share a similar vision of capturing the spirit of freight and passenger railroading, but what separates ORM is the fast track to make the dream a reality. An aggressive expansion underway for three years is gaining steam with help from volunteers and staff.

This year has been busy. ORM has wel-

comed a new piece of equipment and donation of the Le Flore Depot, while awareness has increased.

Visits are on a record pace, thanks to increased ridership on the museum's short excursion trains along the former Missouri-Kansas-Texas main line that runs through the property. Vintage diesel locomotives pull historic passenger cars for 40 minutes along the route every first and third Saturday of the month from April to August as well as on special excursions.

"The museum is attracting more visitors," President Eric Dilbeck said. "This is definitely going to be a record year."

Excursion trains in July boarded 582 passengers compared to 503 in 2016. The Hal-

loween and Fall Steam runs, pulled by the steam engine Lehigh Valley Coal Co. No. 126 over two weekends in late October and early November, were sellouts with 2,400 passengers.

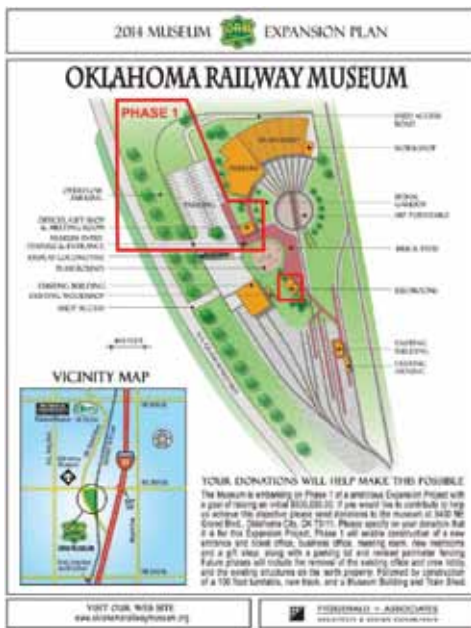
The Christmas train is expected to be sold out by early December.

It has also been a good year for bolstering the equipment collection, which already numbers nearly 50 pieces.

The museum recently purchased Rock Island Railway Post Office car No. 760 with the help of a \$9,500 donation by Susan Wolfe of Louisville, KY. The car is in good condition — the interior is complete and original, but the exterior, lettered for the Rock Island, needs paint and wheels.



Fund raising is under way for \$500,000 to complete the first phase of expansion, which includes constructing a new entrance with a ticket office, business office, meeting room, restrooms and gift shop. A new main parking lot has been completed, and revised perimeter fencing is planned.



No. 760 joins ORM's other RPO, acquired from Union Pacific and believed to be Rock Island No. 720. ORM is searching for wheels to move No. 720 to the museum, where it will serve as an educational car.

Dilbeck said ORM is enjoying the momentum that he hopes will lead to successful fund raising to create a scene where passenger trains will depart along a picturesque backdrop of steam and diesel infrastructure.

"Our overall vision is to create a prototypical railroad out of the museum. We'll have a depot with a passenger platform and a maintenance and restoration building typical of a modern diesel shop. We'll build a steam-era roundhouse, and the entrance to the museum will be more typical of a freight house."

The current diesel maintenance building will remain. The vintage Oakwood depot is now used for a ticket office and baggage room display.

Fund raising is under way for \$500,000 to complete the first phase of the expansion, which includes constructing a new entrance with a ticket office, business office, meeting room, restrooms and gift shop. A new main parking lot has been completed, and revised perimeter fencing is planned.

The new entrance will have a distinct railroad feel. Visitors will enter through the former Le Flore Depot, which was purchased by Herman and Estelle Ragland of Le Flore, OK. Their sons and daughters – Tom Ragland, Jerry Ragland, Janet Riley and Susan Heflin – approached the museum last fall about donating the depot.

It currently is in southeastern Oklahoma. When in Oklahoma City, it will sit south of the turntable.

"Once the building is restored, it will serve as our main entrance building, administrative office, meeting space and potential-

ly gift shop and library," Dilbeck said.

Future phases include removing the existing office and crew lobby, as well as a structure on the north lot. The turntable, which the museum moved earlier this year, and track will be installed and a museum building and a roundhouse built.

While the museum has plenty of car restoration projects ahead, it's now targeting projects that position ORM for more expansion.

"We're refocusing our volunteers toward more infrastructure-type projects instead of restoring car after car that we don't have room to store securely," Dilbeck said. "Basically, we want to make the museum more visitor friendly by enhancing displays. We've made significant progress on that this year."

One volunteer made it his mission to reorganize displays and signage. Among the accomplishments is a neatly redone baggage display.

"It's been at the museum for years but hasn't been organized," said Dilbeck, who has presided over ORM for two years and is seeking an additional term. "It's a project that creates a better visitor experience, that's more informational and educational. We want to continue that for the next year."

He said the near-complete restoration of AT&SF No. 643 has been a big step for the museum, which was founded in 1999 more than 20 years after the Central Oklahoma Chapter of the National Railway Historical Society formed and began talking about creating a place to celebrate railroad history.

The locomotive, which weighs 125,000 pounds, is a local treasure acquired in Janu-

ary 2015 after spending decades on display at the Oklahoma State Fairgrounds along with a Frisco caboose.

Museum volunteers worked months to prepare the steam engine and caboose for the move, made by special trailers to accommodate the size and weight of both. In the past two years, the equipment has gotten a noticeable makeover.

"It's visually a different engine," Dilbeck said.

The locomotive was built by Hinkley in 1879 for the Santa Fe, which named it the "H.C. Hardon" to run as No. 73. In 1897 the Santa Fe Railway converted No. 73 into a 2-8-0, renumbering it as No. 933. A general renumbering occurred in 1900, and the 933 was changed to No. 643, a number it sported until retirement.

In March 1953, No. 643 finished its career along the Santa Fe's Southern Division in freight rail service. It was donated to the fairgrounds after that.

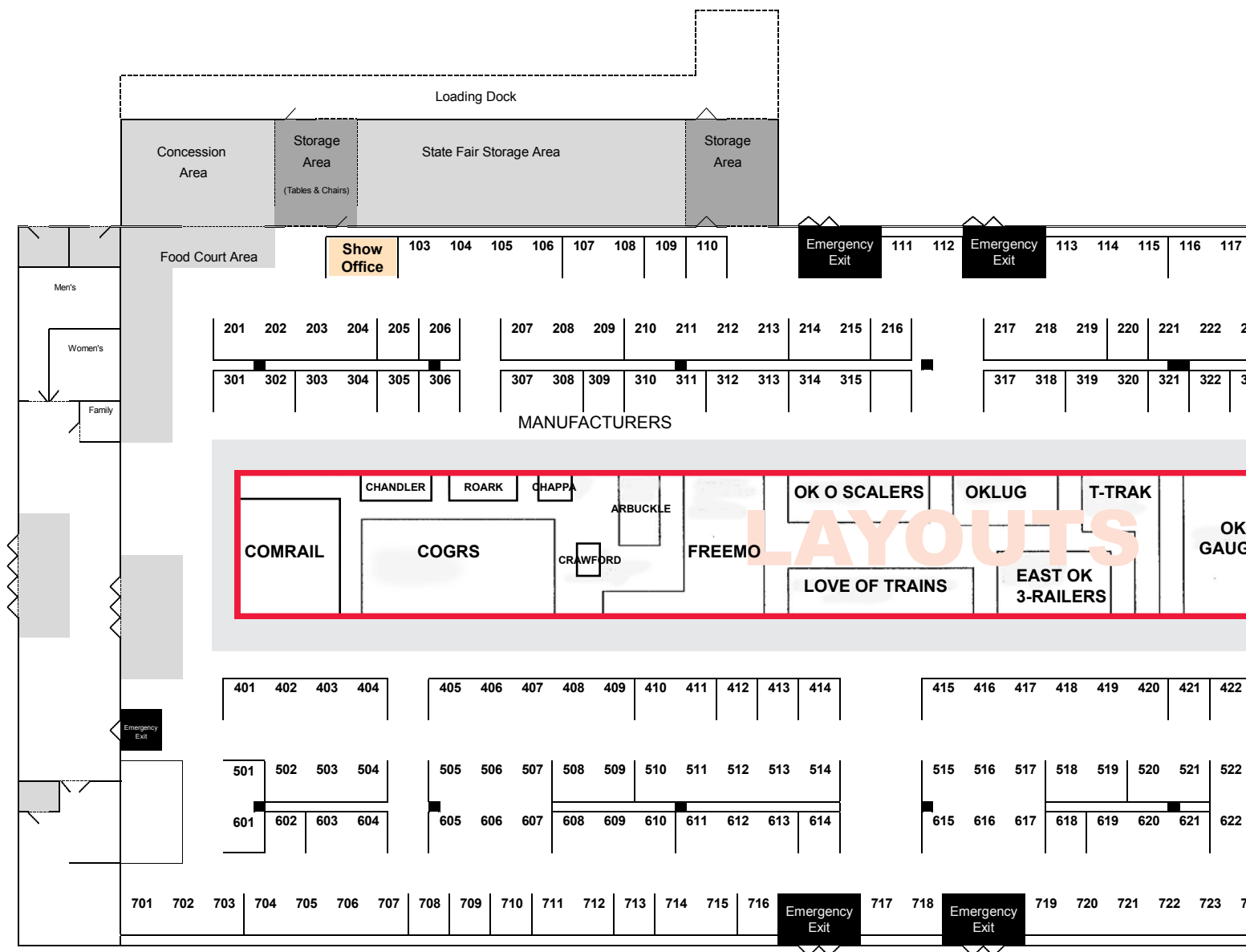
While the locomotive is not in running condition, the museum will continue featuring steam for visitors with Lehigh Valley No. 126 in the spring. Steam runs pulled by the restored 1930s-era coal-burning saddle tank locomotive, affectionately known as "Sadie," have added a dimension to the museum along with the restoration of No. 643.

Dilbeck has worked diligently with railroad publications and historical societies to tell the museum's story.

"We've had articles in all types of publications the last year or two," he said. "That's good visibility for the museum. We're really trying to increase awareness of our museum."



Former Lehigh Valley Coal Co. No. 126 periodically steams up to pull visitors on special excursions at the Oklahoma Railway Museum. *Oklahoma Railway Museum*



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502-503-504
121
508-509
424
717-718
221-222-223-224-225-226
113-114-115
229-230
110
401-402-403-404
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OPERATION LIFESAVER	SW CORNER
SANTA FE HIST. & MODELING SOCIETY	107-108
TOY TRAIN OP SOCIETY - SOONER DIVISION	710

MANUFACTURERS

AYA ENTERPRISES	322
AZATRAX	324
BROADWAY LIMITED	303-304
COWCATCHER MAGAZINE	109
CVP PRODUCTS	325-326
EXACTRAIL	309
FUN & GAMES	207-208-209
GOLDEN SPIKE ARTISAN'S GROUP	321
HECK GRAPHICS	733
HERITAGE METAL ART	323
INTERMOUNTAIN RAILWAY CO.	312-313
JOHN WINFIELD	301-302
JOHN'S HO TREES	305
KATO USA	319-320
KENRAY MODELS	331-332
MARKLIN, INC.	317-318
MILLER ORIGINAL	328
MTH	314-315
PIKO AMERICA	310-311
RAILWEAR BY REBEL RAILS	611-612-613
RED RIVER MODELS	708
RICHMOND CONTROLS	414
SOUNDTRAXX	306
TOM ELMORE	327
VINTAGE RAIL PHOTOS by WHISTLESTOP	807
WALTHERS	316
WHISTLE STOP TRAINS	803-804-805-806
WHITE RIVER PRODUCTIONS	307-308

OTHER

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Layouts bring modeling to life



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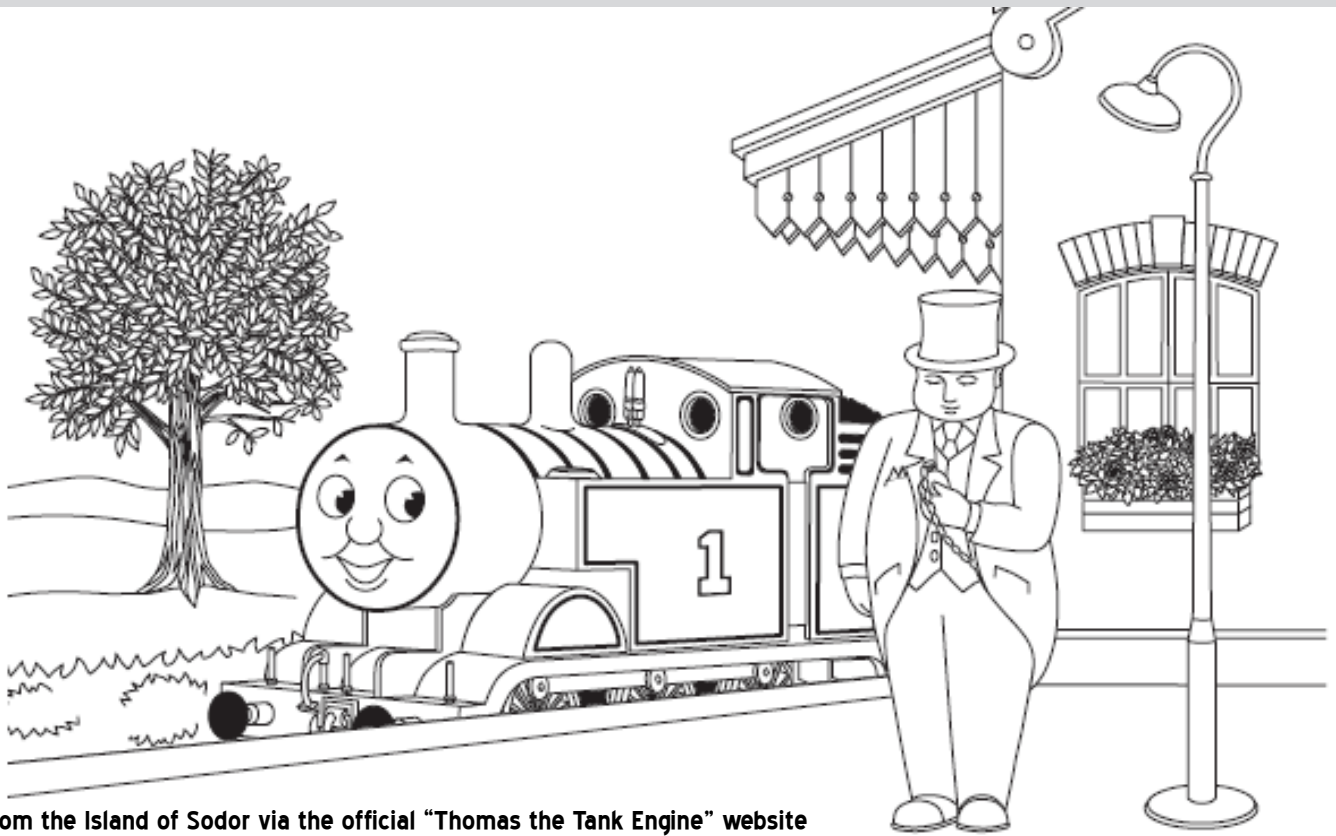
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The N-scale Whitehurst & Pine Ridge Railroad, the *Cowcatcher Magazine's* official model railroad, is proof that model railroads

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Much of the freelanced pike, which is nearly as old as the 40th Oklahoma City Train Show, was built with commercially produced scenery products, structures, paints, weathering supplies, ready-to-run cars and locomotives and pre-assembled track and turnouts.

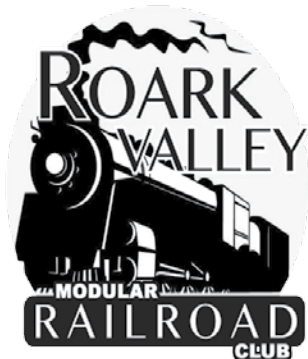
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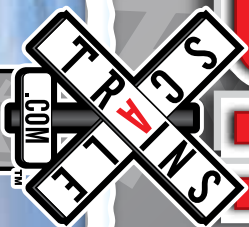
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