

LIGHTNING SLINGER



TURKEY CREEK DIVISION IS A 501(C)(3) ORGANIZATION
MONTHLY PUBLICATION OF THE TURKEY CREEK DIVISION
OF THE MID-CONTINENT REGION, NMRA



VOL. 19 NO. 6

“For all gauges and all ages.”

June 2006

MEETING LOCATION

6000 Lamar, Shawnee Mission, KS
(See map on page 9.) 7:00 PM
TUESDAY, June 27th, 2006

SCHEDULED CLINIC :

“PAINTING BACK DROPS” BY

**Pat Harriman, MMR and
Dean Windsor, MMR**

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FROM THE SUPER'S DESK . . .

The Turkey Creek Division met at our usual location in May. Following a welcome to first-time attendees and a short clinic on making cedar shingles, we held the Modeler's Challenge and saw some terrific entries (more about this in another section of the Lightning Slinger.) After the Modeling Challenge was finished including the presentation of the awards, we voted on the proposed constitution revisions and they were passed without opposition (I learned they were accepted at the Region Board Meeting as well). I really appreciate the effort the constitution revision committee put into this project and they obviously did well

Upcoming Clinic -
Dean Windsor and Pat Harriman will present a “Painting Back-drops” clinic at our June meeting. This is certainly a clinic that we will all enjoy and no doubt many of us will put these techniques to use in the future.

Call for Clinicians -

We need a clinician or two for the July meeting, so dust off one you have stored away or if you have never given a clinic, please consider hosting a clinic. It's fun and you can earn volunteer points in the Achievement Program. It can be a short clinic or a half hour to an hour. To get your clinic on the calendar call me at 816-866-4043 or email paul@purgatoryanddevilriver.com.

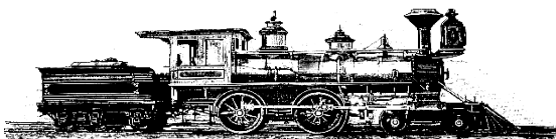
Division Meet—AUGUST 12TH!

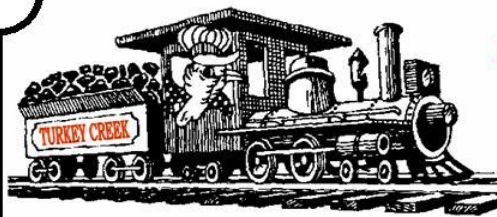
In just a few months the Division will be hosting the annual Turkey Creek Division Meet. We need all the volunteers we can get to make this activity a success. If you would like to volunteer contact Chairman **Paul Myers** or me and we will help you get involved. Our phone numbers are in this document at Page 9.

I invite you to attend the June meeting and become involved in the activities of the Division. To get the most from your NMRA membership you need to put effort into it. I invite you to get the maximum from your membership. I know from my own experience you will enjoy the NMRA and the Division more if you become involved in the activities of the Division. If you want to be involved but you are just unsure of how to do it, please contact me by email paul@purgatoryanddevilriver.com or phone 816-866-4043 and I will be happy to help you.

REMEMBER – The next monthly meeting is June 27th, 7:00 PM.
I'll see you there,

Paul Richardson, MMR





Turkey Creek Photo Match 2006

At the May 23 meeting we had our Annual Modeling Challenge...this year it was a PHOTO MATCH CHALLENGE. Following are pictures of the models that were entered...in no specific order.. You are receiving this as a PDF file which will not look real sharp. However, if you want a copy of your photo(s) in a HIGH resolution format just e-mail me (Ron Morse) at rdmorse1@juno.com and I will send you a high resolution file.



Second Place



AT&SF Lamy Depot by Russell Crump



**Honorable
Mention**

D&RGW Cumbres coal bin by Gary Davidson

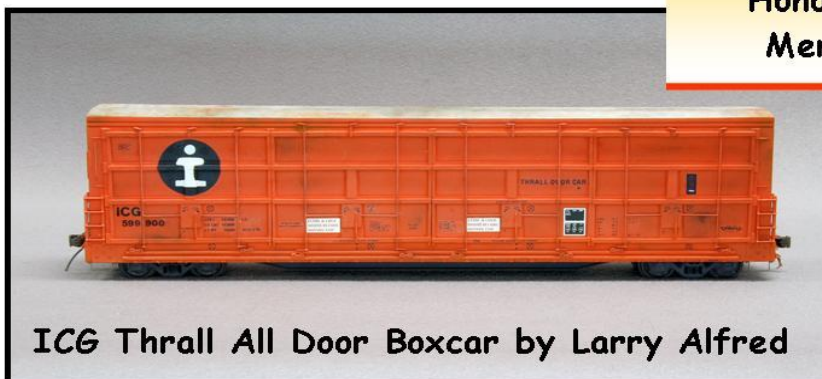


Pennsylvania Pullman cars by Jim Flynn



**CB&Q Excursion Train
at Farmington, Iowa
(ca. July 1957) by
Jack Ferris**

**Honorable
Mention**



ICG Thrall All Door Boxcar by Larry Alfred



(Continued on page 6)

An invitation to all Narrow Gaugers and Turkey Creek Division Members,

This Meet announcement is an open invitation to all TC members to attend our 4th Annual 1-day Narrow Gauge Meet on Saturday, June 17, 2006. Even though the meet will have a narrow gauge theme, I think all model railroaders will enjoy themselves with clinics, layout tours, show and tell (bring something), and great socializing. Consider being there. Advance registration is required by June 10 to get a good count for lunch.

The Kansas City Area Narrow Gaugers (KCNG) will host their 4th Annual Narrow Gauge Meet on Saturday, June 17, 2006. The meet will be held again at the Antioch Branch of the Johnson County Library at 8700 Shawnee Mission Parkway, Merriam, Kansas. To get there, take the Shawnee Mission Parkway exit east from I-35 to Antioch (about ¼ mile), turn left on Antioch, and then turn left again into the library.

The fun will begin at 9:30 am with registration and socializing. We will have two live clinics and perhaps a short video or two in the morning. A lunch will be provided at noon. A Show-and-Tell session will be held after lunch. Please bring something to display and share with the group. You will get \$1 of your registration refunded if you bring something. We will then have two narrow gauge layouts available to visit during the afternoon. Layouts will include **Peter Ellis'** Rio Grande Southern (Sn3) and **Shelly Levy's** Rio Grande On3. Meet activities will wind down at about 5:00 pm.

Cost: \$8.00 (includes morning donuts/coffee and lunch). Bring a model for Show and Tell and get \$1 back.

Advance registrations are required by June 10, 2006, so that we can plan for lunch. Lunches will not be sold at the door. Mail registration with your check to:

Larry Alfred
14633 S. Chalet Drive
Olathe, KS 66062

Make checks payable to **Larry Alfred**

For anyone considering coming in from out of town on Friday night, please let us know that in advance. We will meet for our traditional Friday night barbeque dinner at Jack Stack restaurant for any that may be interested. We will also try to arrange for a visit to a nearby layout.

It should be a great day to share narrow gauge modeling and conversation. You are all invited to participate!! Email me off line (lalfred2@comcast.net) if you have questions. Hope to see you on June 17.

Burlington Route Historical Society Convention To Kansas City in 2007

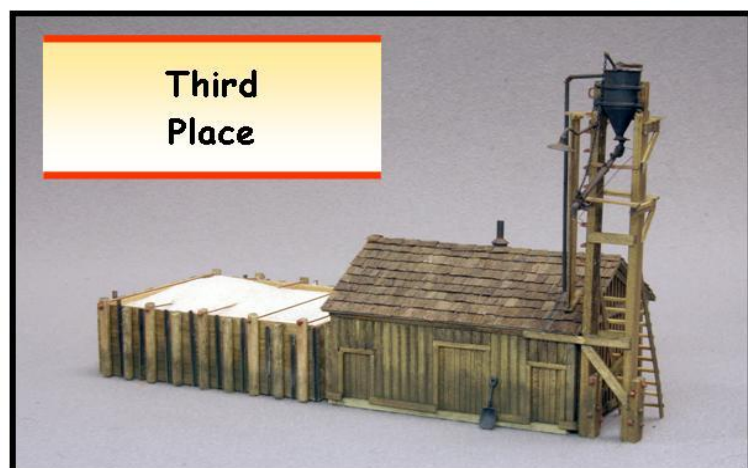
The Burlington Route Historical Society is considering returning to Kansas City for its annual convention. It met here in 1994 – before Union Station was renovated and restored. Dennis Owens, an active member of Turkey Creek Division, is heading up the effort – to bring the BRHS back to town in September or October, 2007.

The convention will likely take place over three days. A tour of local rail facilities related to the Chicago, Burlington & Quincy would take place on a Thursday evening. Clinics, lectures, historical presentations, slide shows, and, of course, a swap meet would be presented on Friday and Saturday. A banquet on Saturday evening would cap the festivities.

Dennis Owens, is the grandson of a C.B.&Q. locomotive engineer, Joe Wright of Brookfield. Mr. Wright served the railroad for 53 years and was the engineer of *The Kansas City Zephyr* and *The American Royal Zephyr*.

A decision about the 2007 convention location will be made at this year's BRHS Convention being held in Grand Island, Nebraska, on October 12-14.

Anyone interested in helping to bring this convention to Kansas City, interested in attending, or interested in the BRHS itself, should contact Dennis Owens, 1115 Valentine Road, Kansas City, Missouri 64111, e-mail: owensappeal@aol.com, (day) (816) 474-3000 or (evening) (816) 931-1860.



D&RGW Durango Sand House by Pat Harriman



UP 8500 hp Gas Turbine by Roger Percival



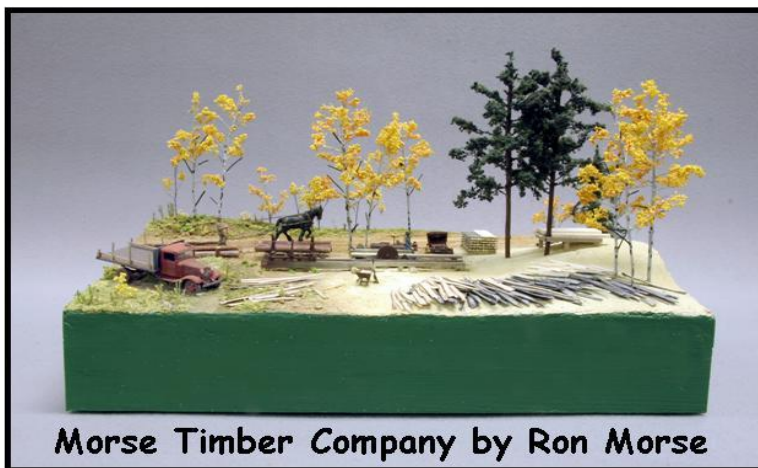
"Too Much Dynamite"

Most Whimsical
(Too Much
Dynamite)

Marty Vaughn



Loram Tank Car



Morse Timber Company by Ron Morse



**First
Place**

**Most
Creative**



**Nevadaville Town Hall & Fire Dept.
by Dean Windsor**

**The Turkey Creek
"Track Gang"**





The Brass Pounder's Desk
Editor
Dave Eisenstein
E-Mail: vde9076@planetkc.com



THIS IS MY LAST ISSUE AS EDITOR.

I resigned to **Paul Richardson**, Superintendent, early in May 2006, but offered to put out this issue of June, 2006, if he had difficulty in finding a replacement. It has been a very fulfilling privilege to be your editor ever since the January issue of 2000, for six and a half years. My wife's illness has forced me to resign since she takes much care. Virginia comes first.

I wish to thank all present and past Supers, Clerks and Paymasters for their support thru thick and thin. I have enjoyed the challenge of working with many different persons in our Division. I will continue to be a member of TCD, MCoR and NMRA, since I am life member #578 of NMRA, since 1953. The work has been a way of partially paying back for the many issues of the *NMRA Bulletin*, *Caboose Kibitzer* and the *LS* I have enjoyed in the past. My layout improvements and model building will now resume to the extent possible, subject to how quickly Virginia is restored to health. Please keep us both in your prayers.

Dave Eisenstein

FAIR WARNING! If any of you have not kept up your NMRA dues, this may be the last issue of *Lightning Slinger* you will receive. Why? We are a 100% NMRA Division, and under the new rules of NMRA, you are only a member of Turkey Creek Division and Mid-Continent Region if you are also a paid member of NMRA.

Solution: Pay \$9.95 for a six months membership or \$45.00 for a full year's membership to NMRA. This will include NMRA's *SCALE RAILS* and the division *Lightning Slinger* free by e-mail (*more if USPS*), and full voting rights in the Division, the MCoR and NMRA. Application forms and rules for either way are available from www.nmra.org.

OH, YES! If any member wishes to lower their cost of receiving the *Lightning Slinger* from what it will be set by the TCD Board for printed versions by USPS delivery, to "FREE", you must let the Clerk, **Lou Seibel**, know your e-mail address as soon as possible. His address is on Page 9; I suggest you e-mail him rather than phone him.

Ron Morse, MMR, has earned kudos for his perfect pictures on Pages 2,3 6 and 7!

Bob Jefferis who authored the article on the Illinois Railway Museum on Pages 12 and 13, is an esteemed former editor of the *Lightning Slinger*. He is currently editor of *"THE LOCAL"* (*and this article appeared in its June 2006 issue*) published monthly by the KC Chapter of the National Railway Historical Society. Inc. which meets at the Union Station, KCMO, at the West End on the Fourth Friday of each month at 7 P.M. His phone # is 913-631-4441 or jeffbobj@everestkc.net.

Minutes of Turkey Creek Meeting, May 23rd, 2006

Paul Richardson MMR, Super, brought the meeting to order with 29 members present. Visitors: **Mike McLain and Dick Brown**. He mentioned the Clinic for the June meeting on Back Drops by **Pat Harriman and Dean Windsor**. **Paul Myers** discussed the upcoming Turkey Creek Meet in August. Members of the different committees are **Paul W. Myers** – Chairman, **Gary Hankins** – Publicity, **Paul Richardson** – Registration, **Pat Harriman** - Contest Room, **Kerry Lindenbaum** - Layout Tours, **Fran and Miles Hale** – Clinics; **Louis Seibel and Chuck Heying** - Door Prizes. If any one is interested in volunteering, please contact **Paul Myers** (See below).

Dave Eisenstein, editor for the *Lightning Slinger*, has resigned because of his wife Virginia's

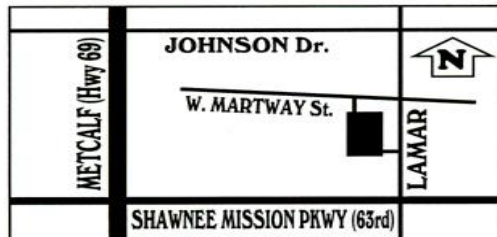
health. We would all like to thank Dave for his work on the *LS*. **Louis Seibel**, Clerk, said that he would put out an email asking for Volunteers.

Paul Richardson then did a quick clinic on making shingles. The next item was the Photo Match contest (See pages 2,3,6&7 herein). The club decided on a "4 Square Foot or Less" Challenge for May 2007. There was discussion about the ON30 Ronaview which will be held Father's Day weekend in 2007 at 435 and Front Street.

We voted to pass the Revised Constitution changes by a vote of 29 to 0. Then it went before the MCoR Region Board for final approval. ..

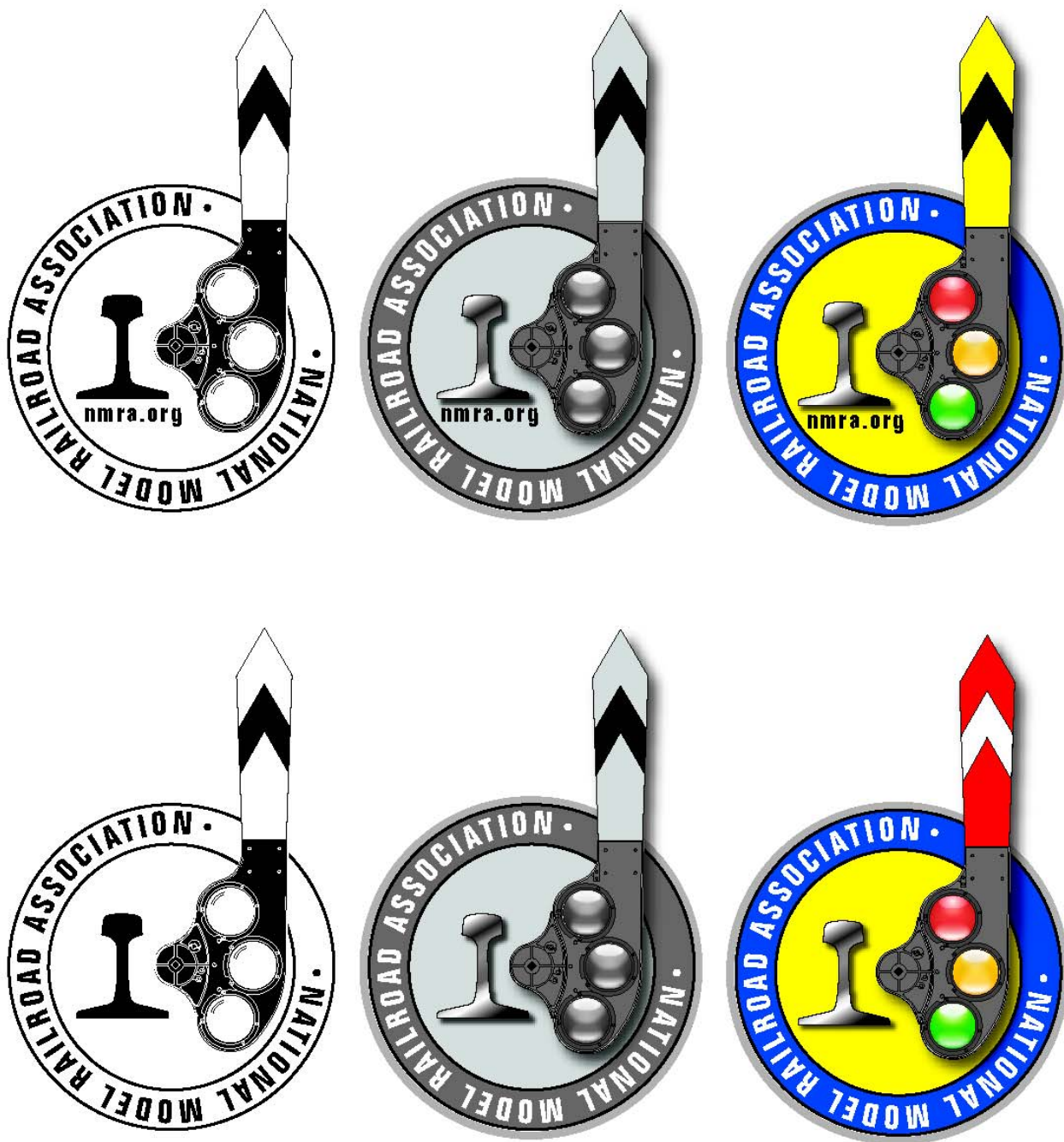
Respectfully, **Louis Seibel, Clerk**

We meet at 7:00 PM June 27th at Johnson County NE Courthouse, 6000 Lamar, Shawnee Mission, KS.

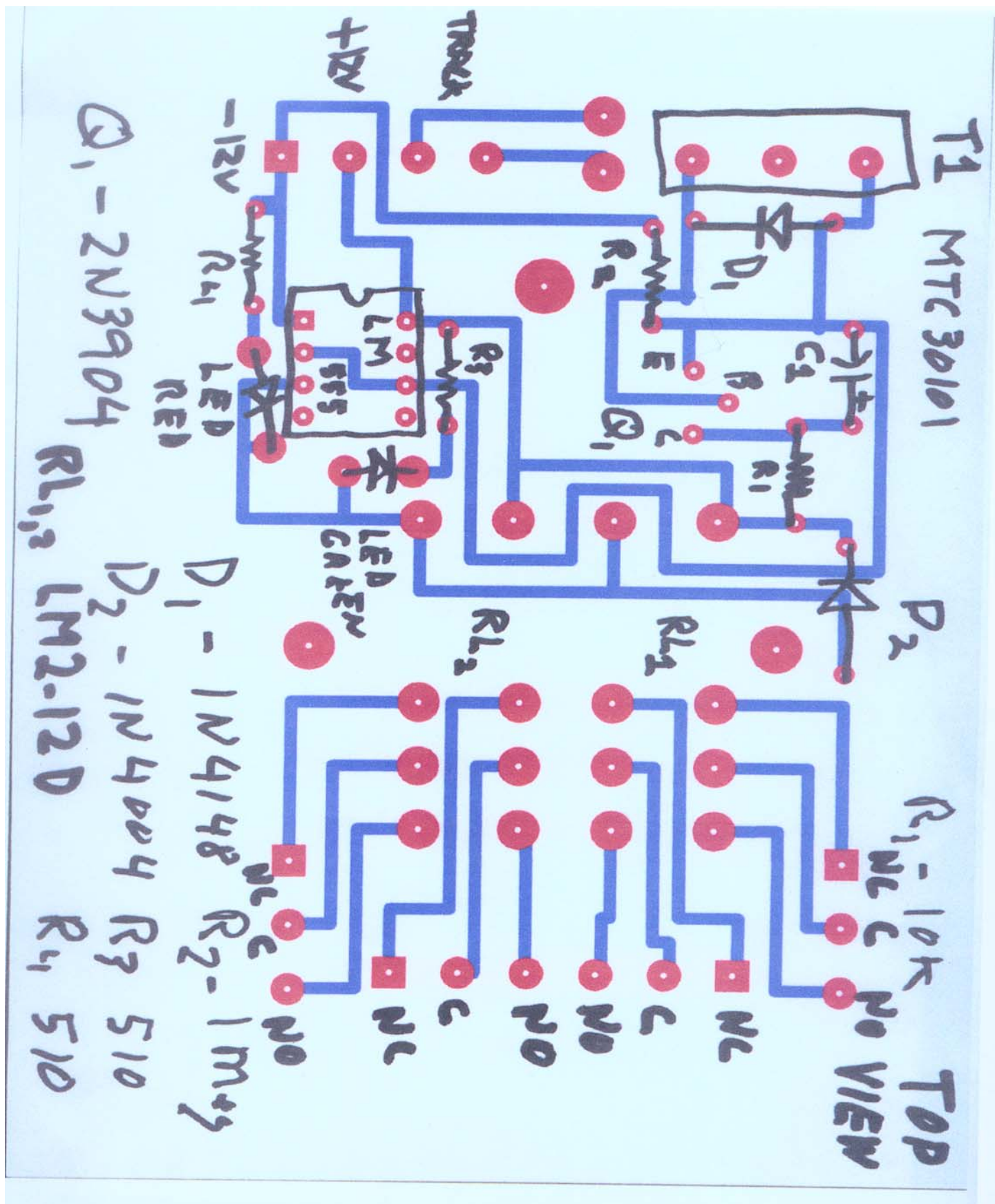


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AP Merit Awards and Achievement.	Joe B. Robertson, MMR	816-331-2773	piperval@aol.com

NEW NMRA LOGOS PROPOSED!



R. E. Napper's **COLORED** Marked drawing of Schematic (from May Issue when receiving this by e-mail). Sorry, this will still be in black and white for those getting this by USPS. DE



Illinois Railway Museum

By Bob Jefferis

This is one of the premier places for train history nuts, such as yours truly, to gather to think and remember. It is not the only such place in the U.S. but it is one of the very top ones. While I don't have an actual count of the various types of equipment they have, the number is LARGE as well as varied. Also, they have a number of pieces that operate so people can actually ride on and in some of this historic equipment.

The museum is located in McHenry County, about 2/3 of the way from Chicago, IL, to Rockford, IL, just north of I-90 and on the abandoned right-of-way of the former *Elgin & Belvidere Electric Railroad*, parallel and next to the *Union Pacific Railroad*. McHenry County is mentioned because MapQuest lists FOUR towns named Union in Illinois! To provide an idea of the size of this facility, here is a map of the museum. Please note Barn 9 (lower left corner) which houses on *one track* the Burlington EMD E5 #9911A and 5 car articulated *Nebraska Zephyr*.

On Saturday, April 29, Art Gibson, KC and Topeka NRHS member, and I were able to revisit this wonderful museum on the occasion of the *Illinois Traction Society's* annual meeting. I guess the first thing I should do is to tell you about the ITS and my interest in it. The Society is the historical group interested in the *Illinois Terminal RR/Illinois Traction System*. Its annual meeting is on the last Saturday of April each year and is normally in a town that was on the railroad.

The *Illinois Terminal Railroad* started as the *Illinois Traction System* (see were the initials ITS came from?) and ran from St. Louis, MO, to Peoria, IL with a main facility at Springfield, IL. From Springfield a main branch ran east to Danville, IL. My grandfather, J.A. Jefferis, was Assistant Freight Traffic Manager for several years at the General Office in St. Louis. The three years when I attended the University of Illinois at Champaign-Urbana, IL, I traveled from St. Louis through Springfield to Champaign-Urbana. No, I never had a pass as they didn't give them to the grandchildren of employees. But I loved to ride the big interurban cars. The motorman sat on the left side of the combine and there was a drop-down bench behind the right front window. Guess where I rode! The 277 pictured here was one of 15 main line combines, built just before World War I, that hauled passenger trains between St. Louis and Peoria. When I say hauled, I am serious. While some of the trailer cars had some motors, the 4 on the combine would be helped by a maximum of 2 motors on the next car – and everything was powered from one trolley pole!

To get to more modern times, 2006 is the 50th anniversary of the end of passenger traffic on the Illinois Terminal. To “celebrate” (?) this anniversary, ITS took over the IRM for the day as they were interested in having us come and they have 17 pieces of IT equipment, some in operating condition. (For more information on one of them, see *Running The IT 1565* following this article.)

The museum has several collections, some of which are:

THE MILWAUKEE ELECTRIC RAILWAY & LIGHT - 19 units from the street railway, interurban and trackless trolley (trolley coach) divisions, including an interurban parlor car.

THE CHICAGO & NORTH WESTERN - 19 pieces with the first GP7 and one of the first RDC cars.

THE CHICAGO, BURLINGTON & QUINCY - 17 units including the complete Nebraska Zephyr.

THE CHICAGO, NORTH SHORE & MILWAUKEE - 17 pieces including the Electroliner.

THE CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC - 22 units including a super power steam locomotive, the first Fairbanks Morse switcher and an operating dynamometer car.

THE ILLINOIS TERMINAL - 17 cars with the only surviving interurban sleeping car.

THE STEAM LOCOMOTIVE - 26 engines representing most of the major types in America.

THE INTERNAL COMBUSTION LOCOMOTIVE - 43 units; the finest diesel collection in the United States.

THE PASSENGER COACH - Commuter, lightweight, standard and Pullman cars.

THE FREIGHT CAR - Cabooses and examples of all types of freight rolling stock.

THE TROLLEY COACH – 11 units (largest collection in the world) and a 4/10 mile demonstration line where visitors can actually *ride* a trolley coach.

CHICAGO TUNNEL EQUIPMENT – 1 locomotive and several cars from the 24” gauge railroad that ran “Forty Feet Below” the streets of Chicago.

MOTOR BUSES – The collection includes buses once owned by Chicago Surface Lines North Shore Line and others.

Following is a brief history of IRM, copied (literally) from *A Museum in Motion – Illinois Railway Museum*, the excellent small book available for background on the IRM.

THE BEGINNING - IERM IN NORTH CHICAGO, ILLINOIS

The concept for the Museum originated in 1941 when one of the largest of the Midwestern interurban railways was abandoned. The Indiana Railroad possessed some of the most technically advanced electric cars in the United States, one of which was high-speed, lightweight car 65. Several railroad historians sought to preserve this unit, but not being able to secure financially affordable storage space, they did the next best thing and persuaded a small electric railway line in Iowa to purchase and operate the car.

(continued on Page 13)

(Continued from Page 12) ILLINOIS RAILWAY MUSEUM.

Six months later, the Japanese bombed Pearl Harbor, gas rationing was instituted and the 65 became one of the Cedar Rapids and Iowa City's primary service units during World War II. History repeated itself as the CRandIC abandoned passenger service in 1953, but this time the rail enthusiasts acquired and moved car 65 to North Chicago.

For 10 people to accomplish this major task, a not-for-profit educational corporation was established-the Illinois Electric Railway Museum. Word of this preservation spread; interested people journeyed to see the car and stayed to join in the effort. Soon additional cars were nearing the end of their useful lives -streetcars from Chicago and Milwaukee and interurbans from the once great rail network of Samuel Insull, the Chicago utilities financier. It was decided that one or two of the more important types should be saved.

The benefactor who had provided the initial track storage space graciously consented to allow an additional two or three units. This gentleman had saved a streetcar and several Chicago elevated rapid transit cars himself. He was, therefore, well disposed to help with this heroic effort.

A PERMANENT HOME - IRM IN UNION, ILLINOIS

As the collection grew, it became obvious that some type of shelter, preferably an enclosed building, was necessary to protect the rolling stock from the ravages of northern Illinois weather. Already, the assembled, static cars were showing signs of benign neglect, a significant problem for preservationists. It was decided that the IERM should acquire a large piece of real estate, 10 or more acres in size, as its permanent home. Tenancy status at the North Chicago location demonstrated how important it was to the Museum's future that we own our site!

Four separate site committees evaluated the alternatives, but in the end, cost and availability considerations mandated the selection and purchase of the undeveloped right-of-way just outside Union, Illinois, in McHenry County.

Concurrently, another step was taken in the planning process for future development which involved expanding the scope of the Museum. After much discussion, it was decided in March 1962 to include significant steam locomotives and equipment from mainline railroads which were related historically to our region. To more accurately reflect our expanded mission, the title was shortened to the Illinois Railway Museum.

Other things of note in the electric powered area would include a completely restored and operational CNS&M *Electroliner* in the original red and green paint scheme, CSS&SB "Little Joe" #803 and a Pennsylvania GG-1 although neither the Little Joe nor GG-1 is able to be operated. It seems that IRM is not blessed with either 1,500 volt dc nor 11,000 volt single phase ac. I wonder what their problem is.

As you can see from the above listing of collections, IRM long ago ceased to be just an *electric* railway museum, gathering stream locomotives, heavyweight cars, diesel-electric locomotives and more specialty items. One of their trolley buses was operating on their 4/10 mile right-of-way with its double overhead wires – and I enjoyed a ride on it. Nearby Chicago had the largest fleet of trolley buses in the U.S. but Kansas City had them, too. In fact, the last time before this April that I rode a trolley bus was right by Union Station in Kansas City. Unfortunately that was a *long* time ago.

The collections of diesel powered locomotives includes a (non-operational) UP Centennial, an EMD DDDdA-40X built in 1970. I believe this is the only 8-wheel truck diesel-electric. It is huge. They also have a set that was operational until last year when someone tried backing it the wrong way through a spring switch and thoroughly damaged two car ends. This is a Burlington with an E5 power unit and the 5-car articulated *Nebraska Zephyr*. They are working on restoring it to service as soon as possible.

