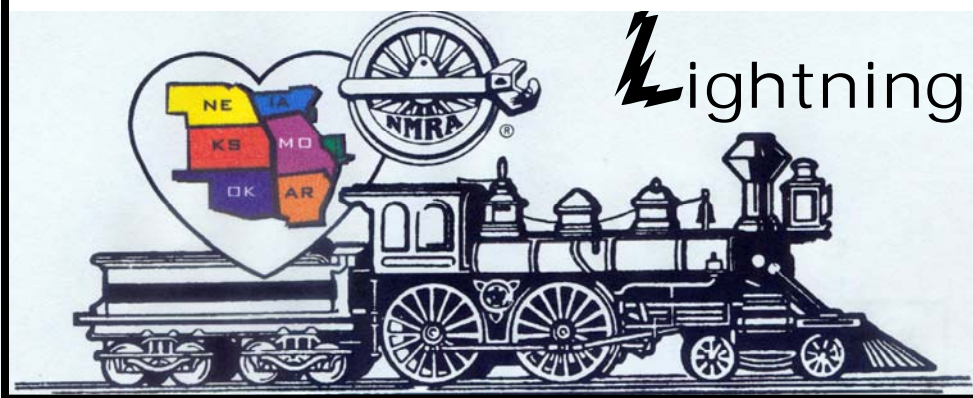


# Turkey Creek Division



## Lightning Slinger



VOL. 19 NO. 7

"For all gauges and all ages"

July 2006

MONTHLY PUBLICATION OF THE TURKEY CREEK DIVISION  
OF THE MID-CONTINENT REGION, NMRA

At the July 25, 2006  
Turkey Creek Division meeting  
Kansas City Union Station

Ron Morse, MMR

will be doing a clinic on  
the history and the building of the  
Morse Timber Company Sawmill  
diorama.

This was a real (small) company  
that his family owned in the  
40's and 50's  
in the mountains of Colorado.  
Meeting time is 7:00 P.M.



## The 2006 Meet Committee

will meet on July 11, 2006  
to prepare the flyer mailing for the  
upcoming meet on August 12.  
We can use all the help we can get  
to prepare this mailing, so any of  
you in the CC list who would like  
to join us, we would ceratinly  
appreciate your help.

The meeting will be at Chuck  
Heying's house, at  
10209 Broadmoor Street,  
Overland Park, Kansas 66212.

If you could advise Chuck or  
myself if you plan to come, it  
would be appreciated.

Chuck's email address  
is [crheyng@aol.com](mailto:crheyng@aol.com).

If there is anyone that you know  
of who would be interested  
in helping, and whom I have failed  
to include in this email, please  
pass the invitation along to them.

We plan to meet at between  
7:00Pm and 7:30PM.

Thanks in advance  
for all your help.

Paul W. Myers,  
2006 Meet Chairman.  
816-734-3719  
[paulwmyers@kc.rr.com](mailto:paulwmyers@kc.rr.com)



## ***From THE SUPER'S DESK....***

*Paul Richardson, MMR*

If you missed the June Turkey Creek meeting, I feel sorry for you. Why? Because you missed the best backdrop clinic I have ever seen. Many of us are intimidated by the thought of painting a backdrop and some have no idea how to begin. Pat Harriman, MMR and Dean Windsor, MMR presented a how-to clinic which gave us a solid path to follow to produce good looking, believable backdrops. This clinic should be recorded on a DVD and made available to the modeling community, it was THAT good.

I need to announce a couple of changes for July and August. Please note **the July meeting will be held at the Kansas City Union Station** as we are unable to get our usual location. The Turkey Creek Division will host our annual **Division Meet** on August 12<sup>th</sup> and will **NOT** hold an August meeting as many of us will be deeply involved in the activities surrounding the **Division Meet**. Details are available on-line at: <http://www.mcor-nmra.org/Divisions/TurkeyCreek>

At our last meeting I had the honor of introducing one of our newest Master Model Railroaders, Jim EuDaly. Jim has been a well-known modeler in the Kansas City area for many years and recently decided to have his work judged in the Achievement Program.

Needless to say, he "cleaned-up". A team of judges went to Jim's home and he qualified as an MMR that day. At the June meet, Jim took home a box full of AP certificates and his MMR certificate. I understand his name was incorrectly spelled on his MMR plaque or he would have taken it home too (probably along with a hernia). Jim I offer you my sincere congratulations. Having gone down the path myself, I know first-hand the amount of effort it takes to reach MMR and also recognize the skills you developed while producing the effort that qualified you as an MMR.

Recently, the Turkey Creek Division qualified yet another MMR. Stephen Priest is our newest Master Model Railroader. He is also the new Editor of the NMRA Scale Rails magazine and has a beautiful layout in his home. In the coming months, Paul Myers and Jim Flynn will qualify as new MMRs as both hold 6 certificates and are working hard to qualify for number 7. This is an exciting time in the Achievement Program and the Turkey Creek Division. If you are not currently working in the achievement I encourage you to give it a try. Check out the requirements for the Golden Spike Award. I suspect many of you already qualify or could with just a little work (you want to get this BEFORE you become an MMR as MMRs do not qualify for the Golden Spike Award.) I know you have heard me say this many times and you will hear it many more times, the Achievement Program will help you improve your modeling skills. How? It will challenge you to do some things that you probably would not have done if you were not working in the AP. This will stretch your skill level and like a rubber band that has been stretched, you will never return to your original state. Believe me, I learned a lot while working in the AP and wouldn't take anything for the skills I developed and the friendships that were created while working in this program.

I invite you to attend the July 25<sup>th</sup> Turkey Creek Division meeting. Our clinician, Ron Morse, MMR will present a clinic on "Building Morse Sawmill". I recently had an opportunity to view this clinic and believe me, you do not want to miss this. Ron is an extremely talented modeler and is always willing to share his ideas and techniques.

Until next month, "Keep 'em on the Rails."

*Paul Richardson, MMR*  
Turkey Creek Superintendent

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### **Web**

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TURKEY CREEK DIVISION  
IS A 501(C)(3) ORGANIZATION

## **TURKEY CREEK DIVISION**

### **next MEETING**

**Kansas City Union Station**  
**7:00 P. M. 4th Tuesday**



## Gary's Switching List

The Switching List contains all known Mid-Continent Region, NMRA, train shows and Division meetings. It also lists all known club shows and swap meets in the Mid-Continent Region (IA, IL, MO, AR, NE, KS, OK). To list your event, send it to: email [garyonho@cox.net](mailto:garyonho@cox.net), Fax: 785-273-3350, mail: Gary Hemmingway, 3201 SW Stone Ave., Topeka, KS 66614. To subscribe, or unsubscribe, to The Switching List send an email to the above link. Look for us on the MCoR web site: [www.mcor-nmra.org](http://www.mcor-nmra.org).

**KANSAS CENTRAL DIVISION** meets the 1<sup>st</sup> Saturday of February, May, August, and November at various locations around the division area. BOD meetings are usually at noon and general meetings are at 1 p.m. The 2006 schedule is:

**May 6, Emporia Public Library**, Info: Gary Hoffman, 1013 Union St., Emporia, KS 66801 620-342-6908, [hoffmang@emporia.edu](mailto:hoffmang@emporia.edu).

**Aug 5, Tom Katafiasz**, 2105 Northwood, Salina, KS 67401 785-827-8167 [tommmarykat@aol.com](mailto:tommmarykat@aol.com).

**Nov 4, Robert Stewart**, 249 Redbud Estates #249, Manhattan, KS 66502.

**GATEWAY DIV. (ST. LOUIS, MO)** meets 3rd Monday each month, 7:00 P.M. Odd numbered months: Trinity Lutheran Church, 14088 Clayton Road at Woods Mill Rd (Hwy 141), Ballwin, MO; Even numbered months: VFW Hall, O'Fallon, IL <http://www.gatewaynmra.org/division.htm>

**TURKEY CREEK DIV. (KANSAS CITY, MO & KS)** monthly meetings 4th Tuesday, 7:00 P.M. Johnson County Courthouse, NE Branch, 6000 Lamar, Shawnee Mission, KS (DMV Building on SW corner of Lamar and Mastin) Feb 2006 Turkey Creek meeting will be held at the Union Station in Kansas City Mo

**WESTERN HERITAGE DIVISION (OMAHA, NE / COUNCIL BLUFFS, IA)** Our meeting location is the Sump Library, 84th and Second Streets, Papillion, NE. on the 2nd Saturday of each month from Noon to 3:00 pm. The meetings consist of a business meeting followed by a clinic, slide show, and sometimes a layout tour. During the months of June and December we do not meet at the library, they are reserved for the annual picnic (June meeting) and the annual holiday dinner (December meeting).

**KATE SHELLEY DIVISION** meets monthly on the fourth Thursday of each month 7:00 p.m. at the St. Paul Lutheran Church, 15<sup>th</sup> & Wilson, Ames, IA.

**INDIAN NATIONS DIVISION** meets at the New Hardesty Library at 8316 E. 93rd. St. (Just east of Memorial) in Tulsa, OK. The time is from 9am to noon. The dates of the remaining meetings are, March 18th, May 20th, September 16th, and November 18th. Each meeting we have various presentations from How to's, to slide shows. After the meetings we have a layout tour on one of the members layouts. Contact Dave Salamon at [drs\\_rr@yahoo.com](mailto:drs_rr@yahoo.com) for further information.

**CLAREMORE & SOUTHERN RR OPERATING SESSION**, 2<sup>nd</sup> Friday each month starting at 7:00PM and finishing by 10:30PM, 9372 E. Clover Creek Drive, Claremore, OK 74017-1487, Info: George F Maulsby, 918-341-9446 or [www.csrailroad.com](http://www.csrailroad.com). Normal operating session has 34 trains running and extras as needed.. Please send a confirming RSVP is you are planning to join us. Our next operating session will be next Friday the 14th at 7:00PM to 10:30PM. **Please let me know if you will be here.** Our May operations session will be Friday night, May 12. Our June session is scheduled for Saturday morning 9-Noon. We are booked with out of town guest, and only have 4 slots left open. C&S Club members will be available to assist our out of state guests.

## **JUL 2-9, 2006 – Independence Junction NMRA National Convention, Philadelphia, PA.**

Information is found at <http://www.ij2006.org/index.html>.

**JUL 22, 2006 – 15<sup>th</sup> ANNUAL LA CROSSE GREAT TRI-STATE RAIL FAIR**, La Crosse Center, 300 Harborview Plaza, La Crosse, WI. Sponsor: The 4000 Foundation Limited, 9:00 a.m. – 3:00 p.m., Adm: \$3.00, under 12 free w/pd adult, proceeds support the La Crosse Short Line Railroad Display, Info & Reservations: The 4000 Foundation, Limited, P. O. Box 3411, La Crosse, WI 54602-3411, Mark Hamre (608) 582-4761, Phil Lamke (608) 784-0036, [pdllamke@juno.com](mailto:pdllamke@juno.com) or [www.lacrosseshortlinerr.org](http://www.lacrosseshortlinerr.org).

**JUL 22-23, 2006, - 9TH ANNUAL TRAIN SHOW AT THE 25TH ANNUAL MILL ROAD THRESHERMANS ASSOCIATION SHOW TRAIN SHOW AND STEAM THRESHING FESTIVAL**, Altamont, IL, Effingham County Fairgrounds, I-70 Exit 82, North to 4-way stop, 1/2 mile east on Route 40 Saturday July 22, 2006 9 am to 4 pm and Sunday July 23, 2006 10 am to 3 pm. For more information contact: Don or Nancy Barr of D&N Hobbies at (217) 536-6400 after 6 PM or contact by e-mail to [dandnhobbies@effingham.net](mailto:dandnhobbies@effingham.net) or please visit [The Thresherman's Show](http://TheThresherman'sShow.com) website.

**AUG 12, 2006 - TURKEY CREEK MEET** Lenexa Community Center. Contact PaulRichardson at 816866 4043 or [paul@purgatoryanddevilriver.com](mailto:paul@purgatoryanddevilriver.com)

**AUG 12 13, 2006 - BEATRICE AREA RAILROAD ENTHUSIASTS**, Gage County 4-H Building, Gage County Fairgrounds in Beatrice, NE, setup time on Friday AUG 11<sup>th</sup>, Adm: \$5.00 for Adults and children under 12 are free. Information: John M. King, [wtf048@yahoo.com](mailto:wtf048@yahoo.com) and [www.trainweb.org/barerr](http://www.trainweb.org/barerr).

**AUG 13, 2006 - MID- AMERICA TRAIN & TOY SHOW** (formerly "Mid-America Train Meet"), BTC Exhibit Hall, I-435 and Front Street, Kansas City MO, 9am – 2pm, Adm: \$5 adults, 12 & under, free, 7am early bird adm, \$10 ea. Trains, models, RR collectibles, toys, train movies, door prizes, operating layouts. Free parking. Info: Steve & Sherri Stich, P.O. Box 369, Leavenworth, KS 66048 or 913-651-5864. Directions: From I-435, exit 57 west (Front St) to Universal Ave. and turn right at stoplight. Or, from I-35, exit Front St.





At the July 25, 2006 Turkey Creek Division meeting Ron Morse, MMR will be doing a clinic on the history and the building of the Morse Timber Company Sawmill diorama. This was a real (small) company that his family owned in the 40's and 50's in the mountains of Colorado. Meeting time is 7:00 P.M.

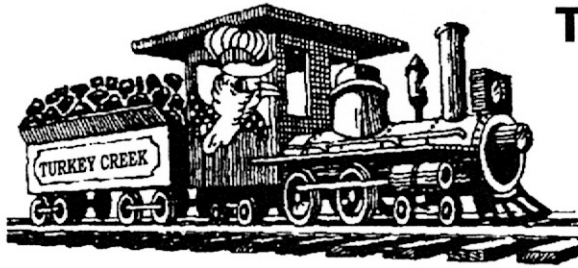
**NOTE**  
**MEETING LOCATION CHANGE**  
***KANSAS CITY***  
***UNION STATION***

**- THE CLINIC -**

**- 40's Era Sawmill -**

Ron Morse, MMR will be doing a step by step Power Point clinic on the building of the Morse Timber Company Sawmill. This diorama was based on a real (small) prototype company that Ron's family owned in the 40's and 50's in the mountains of Colorado. The diorama will also be on display.





# MODEL RAILROADING

## Turkey Creek 2006 Division Meet

August 12, 2006 – 8:30 am to 2:00 pm  
 Lenexa Community Center,  
 13420 Oak, Lenexa, KS

(Just southeast of the railroad tracks at the intersection of Pflumm Rd. and Santa Fe Dr.)

Activities planned for this year's meet include:

- **Clinics** – a full slate of clinics covering many aspects of the modeling railroad hobby.
- **Model & Photo Contests** – by popular vote (NMRA judging on request). *Each model (up to a maximum of 5 models) you enter in the model contest will automatically qualify you to be entered into a special drawing to receive a \$50.00 gift voucher.*

Special Youth Award for the best overall youth model entry (under 18).

- **Door Prizes** – Additional door prizes will be set aside for advance registrants.
- **Display Layout and Layout Tours** – In addition to the display layout at the meet, several local modelers will be opening their homes to layout tours in the afternoon and evening. Layout tour maps will be available for collection with your registration.
- **Swap Tables and Railroad Groups** – Expect to find more than 70 tables from area dealers, local hobbyists and other railroad groups.
- **Food and Refreshments** – We will have food and refreshments available during the show.

### Turkey Creek 2006 Division Meet Registration Form

Advance Registration: \$4.00 ♦♦♦♦ Full Registration: \$5.00 (\$4.50 NMRA member) at door  
 Children under 12 free with paid registrant  
 Vendor tables: \$15.00 per table

		# Regs.	Total Cost
Name:		Advance Registration (\$4.00)	
Address:		Full Registration (\$5.00)	
City		Full Registration (\$4.50 - NMRA)	
State Zip		Vendor Tables (\$15.00)	
Telephone #:		Total Enclosed:	
E-Mail Address:		Scale Modeled	
More Registrant Names:			

Make Checks Payable to: "Turkey Creek Division"  
 Mail to: Turkey Creek 2006, 1703 NE 181st St., Smithville, MO 64089



## Kansas City & Memphis Storage Battery Car

By Tom Duggan, *The Scrambler* Editor

(*The Local* Editor's note: After running a recent article in *The Local* about Green Goats, the following really hit home to me. Not only does it tie the "Green Goat" story to railroad history – remember the "H" in NRHS – but brought back fond memories of reading all of the *Tom Swift* books I could get my hands on. You could actually check them out of the library!)

Chapter member Ray Toler forwarded an article about Railpower's Green Goat battery-diesel switch engine. It has found a home on several railroads in pollution sensitive zones because it creates less pollution by using an electric storage battery to provide extra power. To date some 161 Green Goats are on order by North American railroads.

As I read the Green Goat article, (see the April 10, 2006 issue of *Forbes* for more information,) I recalled the Tom Swift series of boy inventor books written by Victor Appleton. The series began in 1910 and was popular for many years. One recurring theme was the new and innovative use of electricity. Within the railroad supply industry there was a surge of interest in the use of electricity for hauling people and freight. However, the relatively few electrically operated railroad services relied on expensive to build and maintain catenary or third rail. About 1910 there was a brief burst of interest in battery storage cars. In theory, they would combine the power and strength of electric traction with a lower cost than steam. The makers claimed the battery storage cars required even less maintenance than streetcars. The electric storage battery car did not require well-maintained rail bonds as battery storage cars did not require a ground. Perhaps some Kansas City & Memphis Railway employee in Rogers, AR, saw the May 1911 issue of *Railway and Locomotive Engineering*. It carried a one-page article on storage battery cars made by Edison-Beach. In November 1910, the Erie Railroad had begun the use of an Edison-Beach storage battery car to replace steam on the four-mile branch between West Orange and Forest Hill, NJ. The car's four motors produced 14 horsepower at 85 volts. The article also mentioned that the battery car easily climbed a 1.53 % grade on the Erie Branch. The article mentioned that the Erie planned to operate a two-car electric battery car on another branch. In February 1912, the *Springdale News* reported that the K C & M planned to purchase a car built to carry 50 passengers that would run 160 miles before needing a recharge of the batteries. The new car would cost about \$15,000. The June 30, 1912 Annual Report of the Kansas City & Memphis Railway carried the following: "One new 65-ton locomotive was purchased from the American Locomotive Company at a cost of \$12,400.00 and one new electric storage battery car was purchased from the Federal Storage Battery Car Co. of Silver Lake, NJ, at a cost of \$13,000.00." In August 1912, a local paper mentioned that the KC&M had purchased one electric storage battery car and had a second one on order. The cars were capable of carrying 35 to 40 passengers each in addition to mail and baggage. The Rogers Light & Water Company soon installed equipment to charge

the batteries at the railroad's three-track roundhouse in Rogers. In January 1913, it was reported that the KC&M intended to use the new battery car for service to Rogers, Fayetteville, and Siloam Springs. The first car arrived in Rogers on two flatcars, one holding the body and the other the wheels. An expert soon arrived to test the car with the hope of initiating service by April 1, 1913. The battery car was in test service by April 1913 when it operated on Sundays to Tontitown, a distance of 17 miles from Rogers. The car even made one run to Litteral, a station on the Fayetteville extension that was 23 miles from Rogers. The car probably operated between Rogers and Siloam Springs. On one early 1913 Test trip the car ran out of "juice" and had to be hauled back to Rogers by a steam locomotive.

The testing process continued. The final newspaper report said the factory expert claimed that "the car could operate up to 120 miles on a single charge" once the car ran enough to "to get the tightness and stiffness out of the bearings and the connections." No further reports appeared concerning the car. The battery car experiment must have been a failure as nothing further was heard of the car.

One likely cause of the battery car failure was over promotion by the manufacturer. The KC&M may have taken the performance claims at face value. Another reason the experiment failed was the topography of the KC& M. With one exception in western Benton County, the KC&M followed the terrain closely without much cut and fill work. Trains operated on 56-pound rail without ballast. Roadbed maintenance was poor as the KC&M had a relatively large number of wrecks prior to 1914.

The worst enemy of the storage battery car was the three-mile eastbound segment between Castleville, a community west of Healing Springs, and Highfill. The Car faced a climb of 250 feet in 3 miles or a grade of 1.57%. The heavy grade was faced when the car's batteries were depleted from operating to Siloam Springs. The Fayetteville line crossed a summit at Litteral that likely made storage battery car operation challenging. The electric storage battery car of the KC & M, Number 200, must have been impossible to return to the defunct builder. The electric storage battery car was on the equipment roster as late as January 1916.

The Federal Storage Battery Car Company may have been a commercial failure as it lasted only from 1909 to 1912. It then merged with the Railway Storage Battery Car Company. One wonders if the apparent inability of its cars to operate as promised was a factor. Isolated cases of storage battery car operation took place on the Long Island Railroad in a short shuttle service and on a Havana, Cuba, area shuttle service.

Battery car operation was an intriguing idea that was thwarted by the relatively primitive state of battery technology. It might be more feasible today.



## **Rechargable – Birth Of The Green Goat**

By Christopher Steiner

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*Editor's Note: The following is taken from an article in the April 10, 2006 issue of Forbes Magazine. As hybrids go, the Toyota Prius has nothing on Frank Donnelly's locomotive with its 30-ton lead-acid battery*

After spending his off hours in the mid-1990s getting a patent for a natural-gas-powered, long-haul locomotive, Frank Donnelly was advised by government agencies and potential customers that he would be better off leaving the market to General Electric and General Motors. But if you must tinker with engines, the railroads added, come up with something to move cars a short distance in our rail yards. The usual locomotive wastes a lot of fuel idling a huge diesel engine for long stretches of the day; So Donnelly returned to the drawing board at his *Railpower Technologies Corp.* and came back with a diesel-battery hybrid. The inspiration came from Toyota's Prius and Honda's Insight. "It was a blinding flash of the obvious," says Donnelly.

Diesel-electric locomotives use a piston engine to run a generator that drives electric motors that turn the wheels. Donnelly's invention takes the diesel-electric back to its roots, since this kind of locomotive, which became common in long-distance hauling only after World War II, had first been used decades earlier in rail-yard switching. The difference between Donnelly's diesel-electric and the ones that came before it is that Donnelly relies on a battery to power the locomotive rather than on diesel alone. Called the Green Goat, Donnelly's vehicle charges 30 tons of lead-acid batteries with an itty-bitty 268 hp diesel; the batteries supply enough juice to power, in brief spurts, four electric motors with a combined capacity of 2,000 hp.

Eliminating the idling cuts emission of globe-warming carbon dioxide by 50% and of smog-causing nitrogen dioxide by 80%. A hybrid car may never repay its price premium, but a \$750,000 Goat can do so swiftly. It runs \$300,000 more than a typical refurbished diesel switcher, which quaffs 250 gallons of diesel in a normal day; The Goat chugs 65% less, saving \$140,000 a year. Moreover, typical switching locomotives cost \$100,000 a year to maintain; the Goat's upkeep costs \$20,000.

Railpower has a long way to go before recouping the money that has been poured into getting it in motion. Last year the North Vancouver, B.C., company lost \$51.5 million on revenue of \$18.5 million. Railpower has chugged along on the \$120 million it has raised in eight share offerings. Profitability is supposedly just around the bend, thanks to an \$81 million order, over two years, for 98 locomotives from Union Pacific, the largest railroad in North America. Green-minded governments in Texas and California love Railpower, whose plants in Alberta and New York are booked well into 2007. (Most of the company's engineers and sales force are in Erie, PA.)

Raised in Marin County, Calif., Donnelly got a B.A. in industrial design from San Francisco State in 1970 and thought he would become a teacher. Instead he hitched up with the American Freedom Train, a 26-car steam-powered line that traveled the U.S. in the mid-1970s commemorating the bicentennial. He landed the gig because of his experience

working with generators, and he helped design the electrical plans for the train's display cars, where visitors viewed jewels such as George Washington's copy of the Constitution. From there Donnelly headed to British Columbia to maintain locomotive engines at Railway Appliance Research. In 1989 he moved to BC Rail, where, in his spare time, he noodled with alternatives to diesel combustion.

A decade later he and some partners raised \$150,000 from friends and family to start the hybrid-locomotive company. They kept their day jobs. The money funded research, seminar travel and a small office behind a coffee shop. "It was the scruffiest little back shop you can imagine," laughs cofounder Nigel Horsley, who ran p.r. for the company, peddling the Goat to whoever would listen. Once the group honed the hybrid design in 2000, it raised \$1.3 million of venture capital in Calgary for a prototype. "It was the dot-com boom; money was easy to come by," Donnelly explains.

They built the first Green Goat for \$800,000, using the chassis of a doddering locomotive, stripped to the deck. They strapped on lead-acid batteries, a computer control system that governs the diesel generator and a slick, comfortable cab. (The base platforms of all Goats still come from burnt-out locomotives.) Batteries take up most of the room beneath the hood; their weight makes up for the Goat's lack of heavy engines and supplies the traction required to move railcars.

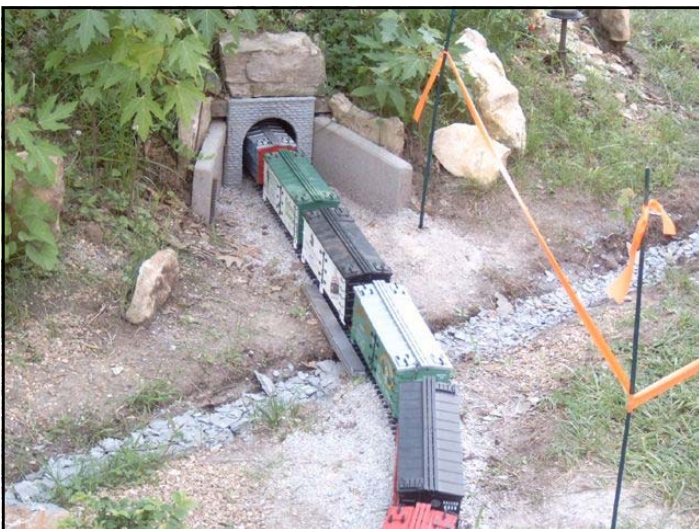
While assembling the prototype, the group got a call from Michael Iden, director of locomotive engineering at Union Pacific, who wanted to take the Goat for a spin. "We'll try anything," Iden says, "but I wasn't sure how the Goat would really work out on the rails." UP agreed to lease a model in 2002 and 2003 for \$200 a day.

The locomotive had proved itself in several short trials with smaller Canadian railroads. But the work at UP's Roseville, CA, yard taxed it to calamity. The generator was underpowered at 55 kilowatts; Donnelly had to double it. On the Pacific Harbor Line, which shuffles train-bound cargo arriving in Los Angeles area ports, a test Goat suffered what Donnelly calls "a rapid oxidation event." The fire forced Railpower to redesign the bank of batteries to compartmentalize them, "like a ship that has bulkheads," Donnelly says. But, significantly, a Goat survived a biting Midwest winter of the sort that makes conventional switching locomotives cough and sputter.

Word spread and so did demand. Last year Railpower received 161 orders. There is room for growth: 10,000 aging switchers now ride North American rails. Railpower has other stuff on the drawing board, including a hybrid power plant for tugboats. But Donnelly thinks his future still lies in the rails and a big boost in North American freight. "The rolling resistance of steel wheels on steel is one-tenth that of rubber on asphalt," he reasons. If fuel prices continue to hang high, those patient shareholders may finally see a dividend.



# Garden Rail Tour June 10 - 11th, 2006 Photo by Louis Seibel





# Pay Master's Report

## 2005 Cash Flow

By Jack Boren

1/1/2005 Through 12/31/2005

7/1/2006

1/1/2005-

Category Description 12/31/2005

### INFLOWS

Area Meet Inc 2005		
Pre-Registration	332.00	
Registration	1,404.50	
Vendor Tables	1,080.00	
TOTAL 2005	<u>2,816.50</u>	
<b>TOTAL Area Meet Inc</b>		<b>2,816.50</b>
Dues		
2005	123.00	
Int Inc	192.93	
Other Inc	<u>19.28</u>	
<b>TOTAL INFLOWS</b>		<b><u>3,151.71</u></b>

### OUTFLOWS

Area Meet - Exp 2005 Expenses		
Award Contest Room	50.00	
Award Plaques	434.09	
CashBox	0.00	
Facility	1,308.44	
Misc	263.08	
Postage	228.80	
Security	<u>100.00</u>	
<b>TOTAL 2005 Expenses</b>		<b>2,384.41</b>

### 2006 Exp

Facility	<u>100.00</u>	
<b>TOTAL 2006 Exp</b>		<b>100.00</b>
<b>TOTAL Area Meet - Exp</b>		<b>2,484.41</b>

### Bank Chrg

Check Books	14.46	
Fees		
Annual Bulk Mail Rate	150.00	
Annual Mailbox	76.00	
Annual State Filing	<u>40.00</u>	
<b>TOTAL Fees</b>		<b>266.00</b>

### LSlinger

Misc	49.03	
Post	756.71	
Printing	<u>875.75</u>	
<b>TOTAL LSlinger</b>		<b>1,681.49</b>
TC_Awards	174.20	

**TOTAL OUTFLOWS** 4,620.56

**OVERALL TOTAL-** **1,468.85**

# Minutes for Turkey Creek Meeting June 27, 2006

The meeting was brought to order by Paul Richardson at 7pm. Paul asked if there were any guests. Guests were: Jim EuDaly, his wife Ruth and John Smiros, who is in charge of concessions for Turkey Creek from Boy Scout Troop 92.

Louis Seibel announced that Ted Tschirhart is the new editor for the Lightning Slinger. His email address is [tedtschi@kc.rr.com](mailto:tedtschi@kc.rr.com), his telephone number is 816-861-3449 and his address is 4954 Marsh, Kansas City, Mo 64129-2111. The Treasurer's report was given by John Boren who stated that we lost money for the year 2005. The report will be published.

The By laws have passed. We will be able to charge for the Lightning Slinger. The price will be decided in the next month. If you prefer to receive the Lightning Slinger by email, let Louis Seibel know. ([l-seibel@comcast.net](mailto:l-seibel@comcast.net)).

The plans for the Turkey Creek Show are under way for August 12. The committee is planning to do a bulk mailing of informational flyers for the show.

The meeting was turned over to Joe Robertson, MMR. He presented an AP Certificate for Structures to Paul Myers. He asked for Jim EuDaly to come forward and presented him the MMR Certificate. Jim is MMR 372.

Louis said that Main Line Hobbies in Blue Springs has gone out of Business. Destination Trains that was in Lenexa and had moved to Libertyville, IL is now in bankruptcy.

A short break was taken so that they could get ready for the Clinic.

Meeting resumed with Pat Harrman MMR and Dean Windsor MMR who presented the clinic on painting back drops for your model railroad layouts. It was done very well with a hand out from Model Railroader magazine.

Attendance for the meet was 25.

Meeting was adjointed to Village Inn for an hour of social talk.

**The next meet will be on July 25 at 7pm at the Kansas City Union Station.**

Respectfully, Louis Seibel, Clerk

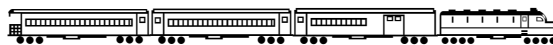


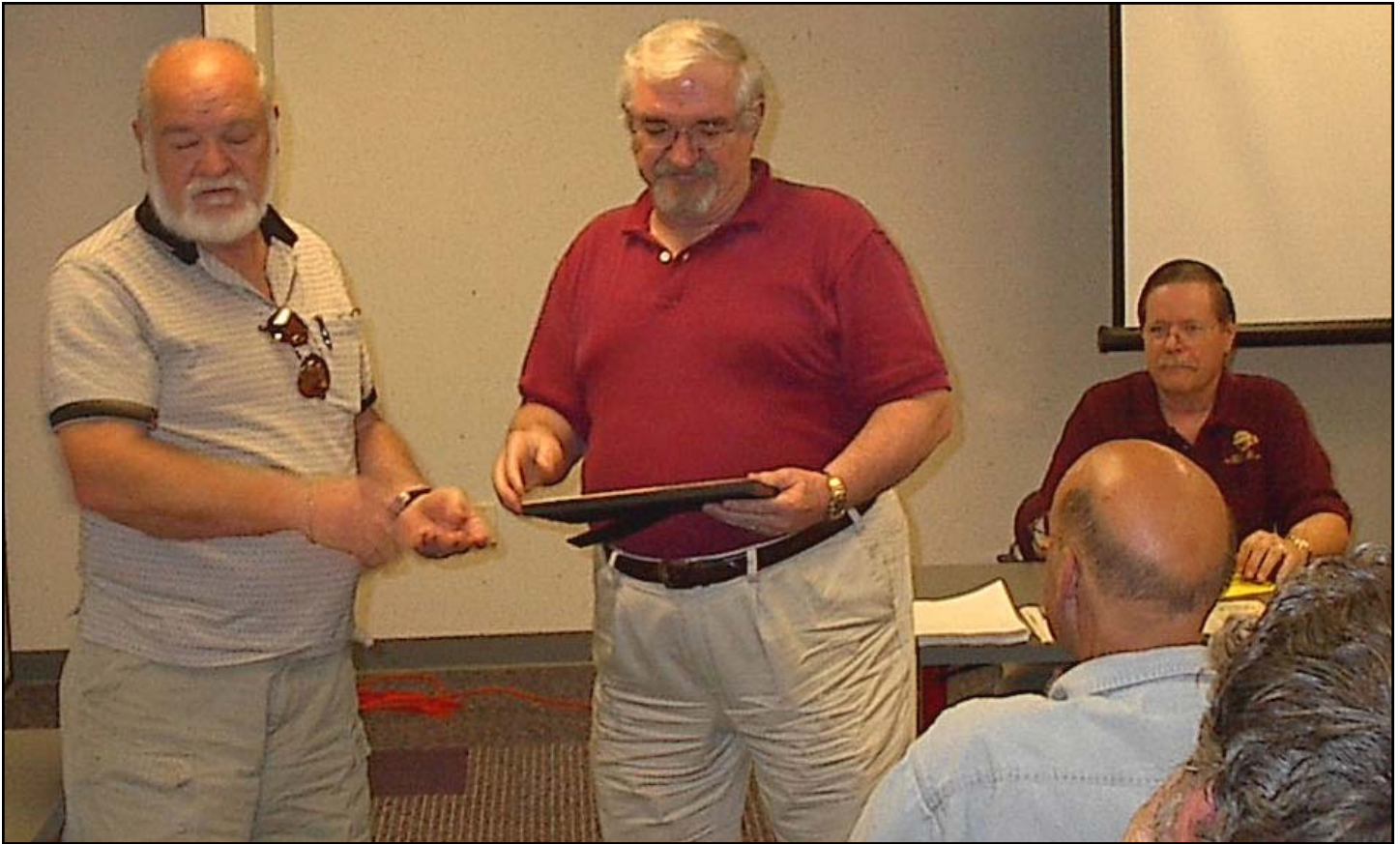


Jim  
Eudaly,  
MMR

(left) receives  
his Master  
Model  
Railroader  
certificate from  
Division AP  
Chairman,  
Joe Robertson,  
MMR (right)

Jim Eudaly, MMR (left) receives his AP certificates from  
Division AP Chairman,





Paul Myers (right) receives his Structures certificate from Division AP Chairman, Joe Robertson, MMR (left)

Pat Harriman, MMR (standing near screen) and Dean Windsor, MMR (standing on right) present their clinic "Painting Backdrops".



**TURKEY CREEK DIVISION**  
**4954 Marsh Avenue**  
**Kansas City, MO 64129-2111**



**FIRST CLASS MAIL**  
**ADDRESS SERVICE REQUESTED**

[mcor-nmra.org/divisions/turkeycreek/](http://mcor-nmra.org/divisions/turkeycreek/)

**TURKEY CREEK DIVISION MEETING**  
***Kansas City Union Station***

**7:00 P. M. July 25th, 2006**

**Our own Turkey Creek Train Show and Meet**  
**AUGUST 12th , 2006,**  
**Saturday at**  
**13420 Oak Street, Lenexa, KS**  
**Volunteer and Help Paul Myers, Chair**  
**Remember: Clinics, Contests, Layout Tours,**  
**Door Prizes for free if your # is drawn**

**Aug 13th, Nov 26th MID AMERICA TRAIN AND TOY SHOW,**  
**BTE Exhibit Hall, I-435 and Front Street, Kansas City, MO**  
**9 A. M. to 2 P. M.**

