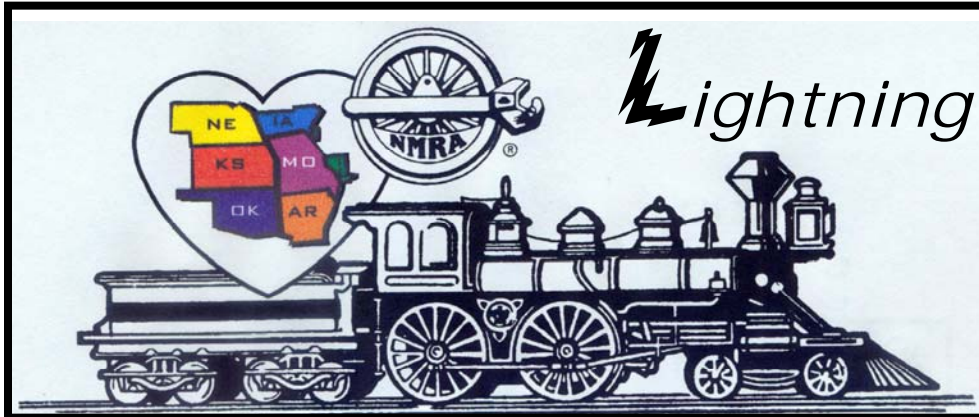


Turkey Creek Division



Lightning Slinger

VOL 24 NO. 3

“For all gauges and all ages”

March 2010

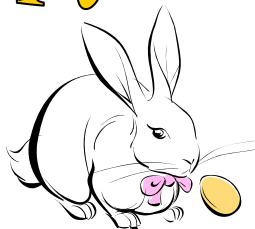
MONTHLY PUBLICATION OF THE TURKEY CREEK DIVISION
OF THE MID-CONTINENT REGION, NMRA

Clinics for the next two months

“HOW TO DCC” by Ray Uhlich Digital Command Central, Inc. Ray’s clinic will be the full presentation time with a break at its midpoint.

April’s will also be a single full feature clinic by Ron Morse. He will present “CREATING PAPER BUILDINGS FROM PHOTOS”.

Happy Easter!



From THE SUPER'S DESK....

February 2010 Newsletter Turkey Creek Division

Last month's clinics provided diverse procedures for backdrops – using different approaches to achieve the finished look for a model railroad. Dave's layer approach to the ceiling with filleted corners illustrated a method for a permanent installation providing some forced perspective. His use of printed images in layers resulted in a natural looking backdrop for his layout. In contrast Bob's approach was to install a backdrop that would not permanently affect the paneling in his train room. Bob illustrated his technique for painting the backdrop to illustrate the mountains in British Columbia his early years home site. Another feature offered by his approach is that it would work well for modular layouts.

This month the clinic is the "*HOW TO DCC*" by Ray Uhlich. Ray's clinic will fill the full presentation time with a break at its midpoint. Also next month, April, will be a single full feature clinic by Ron Morse. He will present "*CREATING PAPER BUILDINGS FROM PHOTOS*". After these clinics you will have the knowledge of DCC and how to make realistic buildings from photos that you have taken.

Follow up the subject of clinics in May clinics will feature Larry Diehl and myself are the scheduled clinicians. June is the challenge month, no clinics but I need clinicians to step forward for July, September and October. Let me know what clinic topics you would like and I will try to find appropriate clinicians.

Have you signed up for the Modeling Challenge this June? Ron Morse is the HAMMER; let him know what you plan to bring (913.894.6472). There are three months to go to prepare your entry. The criterion this year is to fit through the door of the meeting room. On the Division level we signed up two new members at the train show – Claude Mc Cubbins of Blue Springs and Douglas Day of St. Joseph. Jack Rosenfield, our membership Chairman, has written each a letter of welcome and personally invited them to attend our meetings. Way-to-go Jack J. Another member that deserves kudos is our faithful clerk, Louis Seibel. Before last year when I was Registrar for our August meet my interactions with Louis were seeing him at our sessions up front as Turkey Creek Division Clerk. Attending his sessions to plan the meet and be sure all bases were covered gave me new awareness of Louis' commitment to model railroading and the NMRA. He is sure to have the NMRA present at all local meets and is encouraging those at a meet to join us. Since becoming Superintendent I am thankful that Louis is there to keep me on track and help serve modelers.

I look forward to see at our March meeting.
Shelly

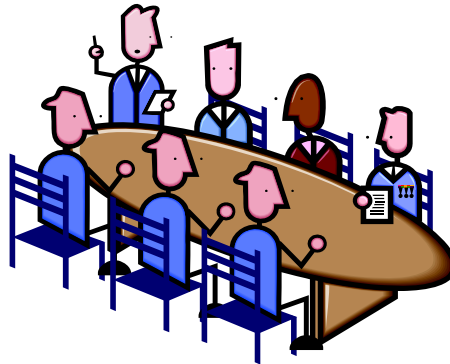


Turkey Creek Division

Minutes from the February 24, 2010 ,Meeting

Meeting was called to order by Sheldon Levy at 7pm.

Sheldon asked if there were any AP Awards to be given out. Joe Robinson MMR said that there was one. Joe asked Fran Hale MMR to come forward and received her Master Builder Cars. Sheldon asked Jack Boren if there was a Paymaster Report. Jack said that there has been no change.



Sheldon the asked Louis what was new with the Turkey Creek Meet in August. Louis said that we still needed position of Layout Chairman Sheldon said that he would do it. Also that Jim & Jackie Gameson would be out of town for the meet and that we will need help at the Registration Table. Louis asked who could help and Marty Vaughn MMR and Gary Davidson said that they would help on the day of the meet. Then Louis asked Bob Jefferis about table sales. He said that we had vendors for about 85 tables. We also have commitments for three clinics.

Louis also added that we need help for the Train Show this week end at the American Royal complex. We got five members to help at the show.

Next were the clinics on Back Drops. First was Dr Dave Jacobs on Double Backdrops It was very interesting. Dave had several books and publications that were used in doing his clinic. Dave also had a handout. Dave has since informed me that his article on Backdrops will be published. Dave also thanked Sheldon for getting his program on a flash drive.

Next was a short break before the next clinic.

The next clinic was Bob Mc Bean on Painting and Hanging a Mountain Back Drop. This PowerPoint presentation will suggest some ways a backdrop can be hung like a picture to avoid defacing the wall in a room, how the backdrop can be constructed, and some painting techniques to provide a suitable mountain backdrop. It was very good he also had a short program on his trip to Chile and Argentina where he rode the El Tren del Fin del Mundo (Train at the End of the World) was originally built as a freight line to transport lumber to serve the prison of Ushuaia, but now operates as a tourist train into Tierra del Fuego National Park. Bob's handout and short article on the railroad can be found in this issue.

Next meeting March 23 at 7pm at the Johnson Country Northeast Offices

Louis Seibel Clerk

OFFICERS

Superintendent

Sheldon Levy
913-438-7065
shellylevy@everestkc.net

Paymaster

Jack Boren
HP: 913-962-2408
jbcmd1@me.com

Clerk

Louis O Seibel
HP: 913-393-3495
C: 913-927-6850
L-seibel@comcast.com

Division Director

Brad Morneau
HP: 913-897-0669
bmorneau@kc.rr.com

Train Show Chairman 2009

Louis O Seibel
HP: 913-393-3495
C: 913-927-6850
L-seibel@comcast.com

Membership Chair

Jack Rosenfield
913-451-2177
rosenfieldjack@gmail.com

L S Editor

Ted Tschirhart
HP: 816-861-3449
tedtschi@kc.rr.com

AP Merit Awards & Achievement

Joe B. Robertson, MMR
HP: 816-331-2773
piperva@aol.com

Past Superintendent

Larry Diehl
HP: 913-441-1605
ldiehl@aci-boland.com

Web Master

Paul Myers, MMR
HP: 816-734-3719
paulwmyers@kc.rr.com

Web

<http://www.tc-nmra.org>
Turkey Creek Division
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ORGANIZATION



PAINTING AND HANGING A MOUNTAIN BACKDROP

Bob McBean

Why Have a Backdrop?

Most modelers want a backdrop to set the scenery stage for the layout. The backdrop may show mountains, an urban area, an industrial area, perhaps an agricultural field, or some combination of such scenes. The drywall around the layout room may be painted; a commercially available photograph can be pasted to the drywall or to large masonite panels mounted to the walls or to the edge of the layout, or similar idea. The backdrop may be along one side of the layout or completely around a room, but the modeler is often constrained by the shape of the room or walls, piping or air-conditioning ducts, or other interfering objects. Perhaps most constraining is the opinion of the spouse, who may not wish to deface the walls with paint.

In the writer's case, he had paneled the walls of the basement room with decorative wood panels when he built the layout room, so painting the wood paneling was not an option. The layout is to be pushed close to one wall, with access for operators on three sides, so building a backdrop on that one wall was the obvious approach (although smaller backdrops may be attached later to some of the edges of the layout).

A Backdrop Hanging on the Wall

The writer's solution was to make a 2 ft x 16 ft "picture" to hang on the wood paneled wall, just as any other framed picture could be mounted. The layout is 15 ft wide along this 18 ft wide wall. The backdrop was readily constructed using four 2 ft x 4 ft masonite panels primed on both sides with white paint, then screwed and nailed to a simple frame of 1x4 lumber. The 1x4 lumber was glued and screwed at all joints. Then sturdy picture hangers were attached to the top horizontal 1x4, at locations where the picture hanger nails would fall between the veneer strips on the wood wall paneling. If the backdrop is removed at some date, there will be no trace on the wall of it ever being there. Obviously this approach could be done on the other walls in the room.

The Backdrop Scenery Concept

The writer's free-lanced layout is U-shaped, with a loop-to-loop basic track system. The scenery in British Columbia, where the writer lived for his first 25 years, is represented on the layout, with a port city (like a small Vancouver) on one leg of the "U", with the interior mountains (the Cascades) on the opposite leg of the "U", and a transition section on the short leg between these two. The Canadian Pacific Railway is the primary train system, but Canadian National is also on the layout. The backdrop, therefore, represents the kind of mountains in the vicinity of Vancouver but up the Fraser River valley. Only one actual mountain, Mt. Cheam near the writer's birthplace about 75 miles from Vancouver, is shown on the back-

drop. All others are representative of the area. The ideas described in this presentation can be carried over to many other scenic backdrops.

Sketching the Scene

The backdrop mountain scene was sketched with a pencil on the white-painted "picture". Although the writer "free-lanced" the mountain scene, a photo from a calendar or book could be used to assist in sketching the scene. Three depths of mountains are represented: near, far, and in-between. Colors of the mountains must be most intense nearby and, as the view becomes deeper, the colors must fade, almost to a light grayish-green or blue color at some distance. The mountains in the northwest are covered with evergreen trees, primarily fir and hemlock, and massive granite faces. Snow will be present at higher elevations for several months each year. The writer has tried to model a late spring scene, where snow is evident in high valleys and places where the sun seldom shines.

Needed Supplies

The following materials were all purchased at a home improvement store (Home Depot or similar) to construct the 2 ft x 16 ft backdrop:

- Four masonite sheets 2 ft x 4 ft each
- 1x2 lumber for framing the "picture"
- Five sturdy picture hangers
- Flat latex house paint in small sample cans, cost was \$2.89 each for the Behr Premium Plus cans (which have a primer included in the final color). Colors used were as follows:

1. Greens: Behr UL210-1 "Congo", a dark green
UL210-2 "Royal Orchard"
UL210-3 "Heritage Park"
UL210-4 "Cactus Garden", a light grey green
UL210-11 "Sliced Cucumber", a light yellow green
2. Brown: UL140-3 "Chocolate Swirl"
3. Blue: UL220-3 "Tahoe Blue", for sky
4. Sand: UL190-9 "Fortress Stone"
5. White: UL200 "Ultra Pure White"

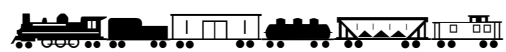
The primer used on the masonite prior to assembly was Kilz White

Premium

- Sanford Prismacolor art markers in Dark Green, Dark Umber, and Black
 - Small inexpensive acrylic paints in tubes – black and grey
 - Paint brushes of various sizes from 1-1/2" wide, to small flat artist brushes, including a fan brush
- A palette to mix paint

These same paints will be used later to paint the mountainous scenery on the layout itself. The writer had only about a 15" space between the backdrop and the layout, somewhat inadequate when painting, so it is recommended that more space be allowed so you can stand back to study what you are painting.





Steps in Painting the Backdrop

It won't take more than a few minutes to sketch the scene in pencil. However, it will take several days to complete the painting, in part because the paint must dry between most coats, but primarily because it depends on the level of detail you want to show in the backdrop. The more realistic you want the scene, the longer it will take, simply because it takes a lot of time to paint trees and other subjects, and how accurate you wish the detail to be. Some modelers prefer not to make the backdrop too realistic in case it detracts from the scenery on the layout itself.

Although it is not necessary to follow the penciled drawing rigorously, it is risky to deviate much from a drawing you were happy with before you began painting, because you may find you need to keep making changes to correct some areas where you are no longer pleased with the newer arrangement. The writer made no changes during painting, only adding some details near the end of the painting which were not originally sketched. Keep in mind that if you don't like the product you can just paint over it until you are satisfied.

Painting the Sky

With a wide brush (1-1/2") paint the blue sky (Tahoe Blue), and while the blue paint is wet add white paint (Pure White) to the lower sky and work it up in the painting, blending the colors so the upper sky is the most intense blue, and toward the mountain top it is a very light blue.

Painting the Foreground Mountains

Although it does not really matter which mountains are painted first, the writer decided to start on the foreground mountains, primarily because this is the most extensive area to be painted. It is important to note that the dark green paint (Congo) is to form the basic background color to which details will be added to enhance the scene. A tapered 1" brush was used to apply the paint.

Painting the Intermediate Mountains

The somewhat lighter green paint (Royal Orchard) was next applied with the 1" brush to the mountains beyond those in the foreground.

Painting the Upper Mountains

The lighter grayish-green paint (Heritage Park) was applied with a tapered 1/2" wide brush to the upper mountains, leaving the snow areas as background white.

Painting the Clouds

The clouds can be painted with white, grey, and blue paints, even when the sky paint is wet, but can be painted when the sky paint has dried. The grey color lies along the lower part of a cloud.

Painting the Snow on the Mountains

The tapered 1/2" wide brush was used to paint the white snow, then light gray shadows were added with a smaller flat 1/4" artist's brush.

Painting Rock Faces

The rock face on the Mt. Cheam was painted next (Fortress Stone with some black), and shadows were added with a light grey paint, all using the tapered 1/2" wide brush. Additionally, rock features were added around the snowy areas on other mountains.

Adding Trees and Other Details

At this stage, the basic backdrop was completed. Next, details were added to make a more realistic backdrop, but the backdrop could be considered complete with only some "smoothing" of the scene, adding some shading to represent ridges and valleys, roads, etc.

For the writer's backdrop, impressions of trees were added almost everywhere, except in the foreground, by brushing upward with the fan brush using a variety of the green and grey paints, blended as well as straight from the can, to emphasize hills and valleys. In the foreground, trees were painted, a waterfall was added to match a creek on the layout, and two roads were added to match roads on the layout. A plowed field was added in the foreground, with deciduous trees surrounding the field, and a small barn was painted in the field area. With a small flat brush trees were scattered over the snowy areas and on the rock faces. The rock face on Mt. Cheam was darkened to more closely represent the actual rock color. It can be seen that no painting other than the basic dark green (Congo) was applied in the foreground zone where the layout scenery would meet the backdrop. As the scenery on the layout is completed, additional painting may be done to enhance the backdrop effect.

Conclusions

This presentation is intended to suggest some ways a backdrop can be hung like a picture to avoid defacing the wall in a room, how the backdrop can be constructed, and some painting techniques to provide a suitable mountain backdrop.



EL TREN DEL FIN DEL MUNDO (TRAIN AT THE END OF THE WORLD)

El Tren del Fin del Mundo (Train at the End of the World) was originally built as a freight line to transport lumber to serve the prison of Ushuaia, but now operates as a tourist train into Tierra del Fuego National Park. It is the southernmost functioning railway in the world. In 1884 prisoners first arrived in Ushuaia. In 1902 work began, by inmates, on



EL FIN

1909-1910 the prison governor upgraded the line using steel rails on the present 50 cm gauge (19.69 inches) for use with a steam locomotive. As more wood was needed for construction and fuel, the railway was extended into the forest in the valley of the Pipo River. In 1947 the prison was closed and replaced with a naval base. In 1949 an earthquake blocked much of the line, but the line was cleared and operated until 1952. In 1994 the railway was refurbished and began service again, but in luxury fashion. A



new 2-6-2T steam locomotive was brought from England in 1995 with another made in Argentina and three diesel locomotives also serving on the line.



construction of proper buildings for the prison, and a railway on wooden rails with 1 meter gauge (a little over 3'-3") was built for wagons to be hauled by oxen. In

USHUAIA, ARGENTINA



"BAY PENETRATING TO THE WEST"

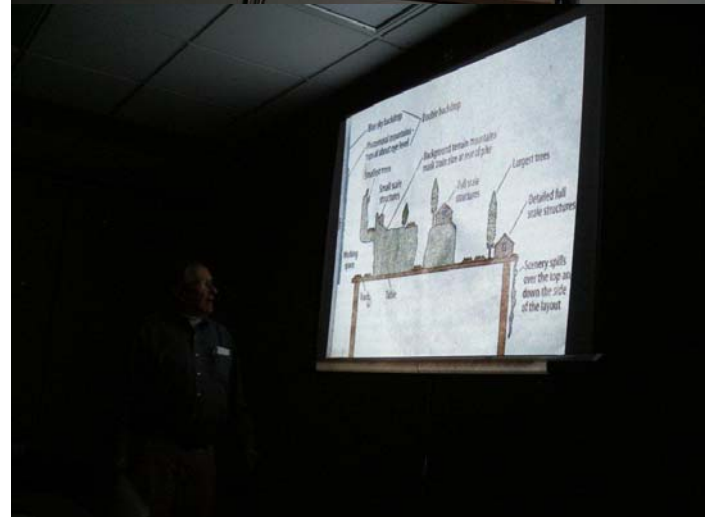


Great Train Expo February





Meeting 23rd February
2010



Cleveland, News, Real Time News »

Railroads pushed the uniformity in time across the United States in the late 1880s

By Thomas Feran,
The Plain Dealer

March 13, 2010, 8:58AM



[View full size](#)

Plain Dealer historical collection

By 1895, Cleveland had adopted the use of Standard Time.

CLEVELAND, Ohio -- "Welcome to Cleveland!" a train conductor may have told passengers in 1890. "Set your watches ahead 33 minutes!" Travelers from Cincinnati, however, would have been advised to move up 11 minutes. And anyone planning to catch another train would have been warned to keep their own time and ignore the clocks of Cleveland.

[View full size](#)

Plain Dealer staff

Springing ahead to daylight-saving time at 2 a.m. Sunday might be an inconvenience that will cost some people an hour's sleep, but it barely rates a second's thought compared with the years when Cleveland followed the sun.

Cleveland's time was solar time, and solar time -- known simply as local time -- was the only time system in the United States for most of the 19th century.

"Sun time is natural time," one Clevelander told The Plain Dealer in 1890. "When I was teaching school, the only timepiece we had was a noon mark on the window sill."

"When it is noon in Cleveland," a contemporary account noted, "it is some other time, earlier or later, at every other point in the world."

It was, in fact, 11:49 in Cincinnati, 12:07 in Pittsburgh, 11:53 in Toledo and 11:55 in Columbus.

Clevelanders recognized early benefits of Daylight Savings Time

Sun time changes one minute every 13 miles east or west, so most places took their imprecise time cues from the nearest big community. Still, the U.S. had nearly 300 different "local times" by the 1870s, according to the U.S. Naval Observatory. Wisconsin alone had 38.

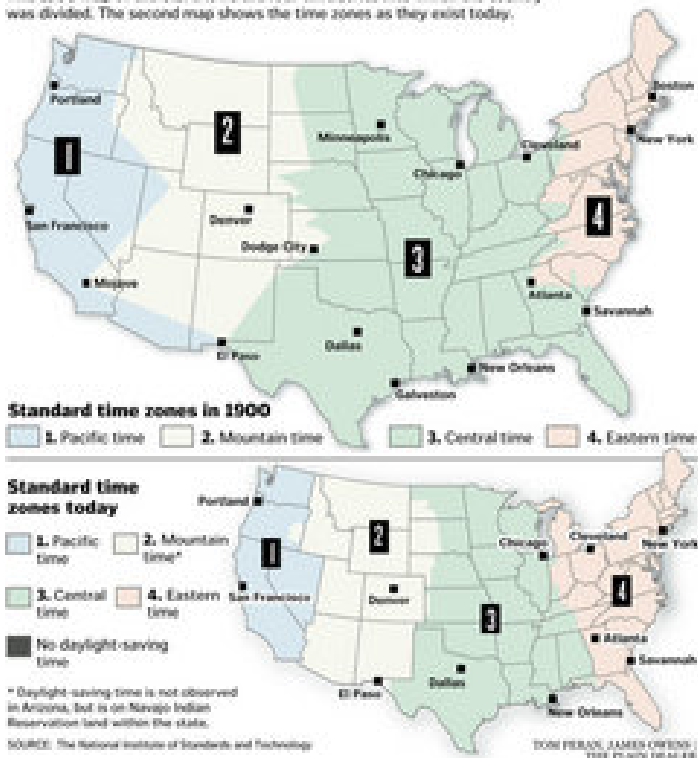
It didn't matter until railroads started covering greater distances at faster speeds. Then time variations became a confusing, expensive and dangerous problem for passengers, shippers and rail employees.

Rail lines generally kept their own time, based on the local time of their home terminals, and needed timetables as thick as ledgers. One had time-conversion tables for more than 8,000 stations.

Planning arrivals and departures, not to mention connections, was a hassle that paled next to the

Early times zones

This 1900 map of the U.S. shows the four time zones into which the country was divided. The second map shows the time zones as they exist today.



headache of scheduling trains on common tracks. Mistakes could result in collisions.

Finally, acting on their own authority, the railroads decided to impose order on chaos. At a convention they called in October 1883, the railroads agreed to run on one coordinated "standard time," in four zones an hour apart across the United States.

At noon on Sunday, Nov. 18, 1883 -- "the day of two noons" -- rail stations reset their clocks on a telegraph signal from the U.S. Naval Observatory. The standard was Greenwich Mean Time, which Britain had adopted in 1848.

The convenience of standard time, which also was called railroad time, brought some quick adoption. But acceptance was not universal.

Objections were raised on religious grounds, because solar time was "God's law" or "nature's time," or for reasons of tradition or because standard time was "a scheme of the railroad corporations," a Clevelandier told The Plain Dealer. The Cleveland Leader newspaper opposed it when the City Council favored it, because the council had taken away the Leader's municipal printing contract. Bankers balked on the question of authority. Pittsburgh outlawed standard time. When Louisville dropped it after a year, the local Courier-Journal reported that 78 of the country's 100 largest cities "have adopted and are well satisfied with standard time. Of the 22 cities that refuse to adopt it, Cleveland and Cincinnati are the only ones of any prominence in the business world."

Cleveland ultimately had it both ways, keeping local time but observing standard time for rails and shipping. The Plain Dealer called it "constant inconvenience."

Convenience and popular opinion finally won out.

At noon on another Sunday, June 14, 1890, by vote of the council and decree of the mayor, Cleveland's clocks were turned back 33 minutes to standard time.

A few pockets of resistance remained. Detroit, a smaller city, didn't adopt standard time until a popular vote in 1905.

The matter was settled officially on March 19, 1918, during World War I, when Congress passed the Standard Time Act. It ratified standard time, gave the Interstate Commerce Commission the power to set time-zone boundaries -- and, to conserve energy, established "daylight-saving time"

from spring until fall.

The use of daylight-saving time became a local option after the war, and its starting and ending dates varied from place to place. The confusion ended this time when Congress passed the Uniform Time Act of 1966 -- mainly at the urging of the transportation industry.

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Good news.... we now have 11 who have com- mitted to the modeling Chal- lenge ☺

Da "Hammer" report..

2010 Turkey Creek Division Modeling Challenge by Rusty Rails

Here we go again! For the 7th Annual TCD Modeling Challenge, the theme continues, as it was the last two years, to be opened up to the max! Again this year, you may build and enter anything, yes....that's anything. The only requirement is that it must fit through the meeting room door! This is the theme voted on by the members attending the modeling challenge meeting last summer. We had some great entries then, with a range of small models to huge layout modules (barely fit through the door). As an added wrinkle, this year we will have an added category for Best Animation...small motors were made available at the January TC meeting.

What it means is that you will not have any excuse whatsoever for not participating in the event. Let me emphasize here that the Modeling Challenge program was conceived to encourage everyone to participate in the enjoyment of building and displaying railroad models!! Please don't feel overwhelmed, intimidated, or that you don't have time to join in. It is hoped that by participating you will feel a sense of "inclusion", that of being "one of the group."

You may ask yourself, what sort of model could I enter? First, let me make this clarification.....entries need not be constructed especially for this event. If you have something that you built in the past, please consider entering it. Or, if there is a new project that you have been thinking about starting, now is a good time. You could limit your entry to a single car or locomotive..... remember any scale or gauge is acceptable, from Z to live steam. You could also consider entering your favorite entire train. Alternatively, you could focus on structures and enter a single structure or a full scene with several buildings. Remember, there is no limit! You might want to build a large or small display or diorama, with basic details or highly detailed. Whichever, this could be an opportunity to build a component of your home layout....to be incorporated into the layout at a later date. Several of the past entries have been used in this way, to a great benefit of the modeler. Possibly, the ultimate entry could be an entire operating layout (albeit, somewhat small..... remember, it has to fit through the door)! This is intended to be a fun filled event, with the entry possibilities only limited by your imagination, creativity, and enthusiasm to participate.

The judging will be by popular vote, so crowd appeal will be important. **The event will take place at The Turkey Creek Division June meeting, so you have more than four months to prepare your entry.** As in the past, there will be three places plus honorable mentions awarded for this challenge, plus awards for the "Most Creative," the "Most Whimsical," and as noted above the Best Animation entries. But, again, I want to emphasize that the participation is the important aspect of this program. So, if you're interested in being involved, start thinking about your model entry now. There is plenty of time, but don't put it off. This will be another fun event!

So, what exactly does this mean for each of you?



Please join in on
the fun and

BUILD...

BUILD...

BUILD...

BUILD...

BUILD...

BUILD...

BUILD...

Drop me an e-mail and let me know if you will be
joining the fun this year and what scale you will
be modeling.

- 1.) Larry Alfred, MMR... yes... 'O' Scale
- 2.) Ron Morse, MMR...yes... 'HO' Scale
- 3.) Bob Spurgat...yes...
- 4.) Dave Jacobs...yes...
- 5.) Louis Seibel...yes...
- 6.) Fred Hulen...yes... 'HO' Scale
- 7.) FRAN HALE, MMR... yes... Tom's
Tree house Swing = 'HO'
- 8.) MILES HALE, MMR...yes..The Mo-
bile Station = 'O'
- 9.) Jim Ballinger...yes... Animation dio-
rama = 'HO' SCALE
- 10.) Kent Hurley... ..yes... 'HO' Scale
- 11.) Larry Diehl...yes... 'HO' Scale

Ron Morse, MMR

Morse Productions

ronmorsemmr@gmail.com

<http://morseproductions.blogspot.com/>

New Yahoo List on AP Questions

Any NMRA Member can join

NMRAAP@yahoogroups.com

It has been very active there have been over 500 emails sent back and forth on question on the AP program. They have been covering Civil, Scenery, Electrical, Author, Volunteer, and Golden Spike Award. If you have not tried to get any of the AP Certificates you might get on to this group. There have been a lot of emails not just from the US but from England, Canada, Europe, and Australia.

This is one comment from Paul Richardson

What's it Like Being an MMR

We are no different than many of you. We have done the work and filled out the paperwork. Some of us a VERY good modelers, others are good but not great. MMR is an attainable goal that can be accomplished with some effort and time. Think of it as a journey instead of a destination and enjoy all the fun and new things you learn on the journey and before you know it you will be there. For me, I learned some new skills I probably would not have learned and I met some of the greatest people while working on the AP. Working the AP will make you a better modeler and isn't that what we all want? Even if you never plan to become an MMR, earning a few certificates will help you learn new skills and improve your modeling skills. In my opinion the people I met were the greatest benefit to working the AP.

Paul Richardson, MMR





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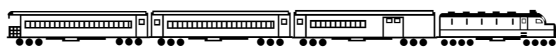
DCC system dos and don'ts as learned from "bump your nose" experiences.

Rolling Stock Issues:

- HO and N scale older and newer locomotive power-drive systems, advantages and disadvantages.

Layout wiring connections and track laying concerns for mechanical and electrical integrity and longevity.

- Which wiring configuration and wire type, size, etc.





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LOCATION: D&N EVENT CENTER

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AND 10:00 A.M. - 4:00 P.M. SUNDAY THE 25th

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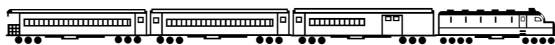
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Visit www.GoMotorBids.com for more information, or to see all the items currently up for bid.





Layout Displays • Manufacturers Exhibits • Vendors
Railroad Collectibles and Artifacts,
Train Ride for the Kids,
Fun for the Whole Family

Saturday June 26, 2010 9 am - 5 pm
Sunday June 27, 2010 9 am - 4 pm



Come Join The Fun at the
Overland Park Int'l Trade Ctr
115th and Metcalf
Overland Park, Ks 66211

Adults \$10.00/day \$18.00/2 day pass
Kids 16 and under FREE

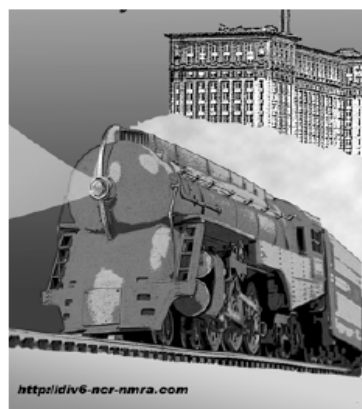
For more information
WWW.HAGRS.COM or 913-406-3400

Division Six of the
NCR- North Central Region of the
NMRA- National Model Railroad Association presents-



NORTH CENTRAL EXPRESS 2010

THURSDAY - FRIDAY - SATURDAY - SUNDAY
OCTOBER 21-22-23-24, 2010
LIVONIA, MICHIGAN, USA



<http://div6-ncr-nmra.com>

WELCOME to the NCR Model Railroad Convention, *NORTH CENTRAL EXPRESS 2010!*
The convention is being hosted by DIVISION SIX, located in the western Detroit metro area.
We are planning a great weekend of model and prototype railroading, just for YOU!

EVENT HIGHLIGHTS INCLUDE-

- * Operation sessions available Thursday, Friday, Saturday
- * FREE bag of model railroad "stuff" first 200 registered
- * Extra Best in Show and Participants Choice Contest Awards
- * All-you-can-eat Pancake Breakfast on Sunday morning
- * Keynote speaker, Art Fahie of Bar Mills Products on Sunday morning
- * Special event HO & N scale billboards on sale
- * 15+ Workshops on

Friday and Saturday

- * 20+ model layouts to visit
- * Door Prizes awarded Friday and Saturday
- * Silent Auction Fund-Raisers!
- * Special DAY PASS entry available!
- * Event site- Livonia Marriott, Laurel Park Mall

- * Prototype tours available on Friday
- * NMRA Model and Photo contests
- * Limited special event shirts on sale
- * Online Registration available, see website!
- * EVERYONE welcome to attend!

For more information or questions answered, contact - Barry Hensel 734-397-5182 (5pm-10pm) email- barry76Lt@wowway.com, OR Glenn Joppich 734-464-6004 (5pm-10pm) email- steambigot@yahoo.com
and visit our web pages at- www.div6-ncr-nmra.com



Steam Train Ride

Los Angeles to San Diego May 1, 2010

San Diego to Los Angeles May 2, 2010

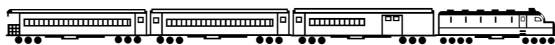


Tickets for this special steam train excursion are available exclusively through the Central Coast Railway Club, P.O. Box 434, Santa Clara, CA 95052 and are not available through Amtrak ticket agents or call center.

For more information please visit www.GoldenStateRails.com,
e-mail Info@GoldenStateRails.com, or call 408-256-8118.

- * \$99 steam train one-way
- * \$198 steam train roundtrip (overnight accommodations in San Diego required and not included in price)
- * \$141 steam train one-way with same day coach return via Amtrak Pacific Surfliner®
- * Dome car seating onboard steam train available for additional charge

Fares, routes and schedules are subject to change without notice. Amtrak and Pacific Surfliner are registered service marks of the National Passenger Railroad Corporation.



The Crossroads of Eastern Iowa



Hosted by the
Eastern Iowa Division
June 10 - 13, 2010
Cedar Rapids, Iowa



Official Convention Site:
Kirkwood Community College
Center for Continuing Education
7725 Kirkwood Blvd. S.W.
Cedar Rapids, IA 52404

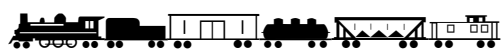
And



Official Convention Hotel:
Clarion Hotel & Convention Center
525 33rd Avenue, S.W.
Cedar Rapids, IA, US 52404



- **Thursday Night Ice Breaker:** Arrive early to pick-up your registration packet at the Clarion Hotel, which will include information about Thursday evening layout tours. After that, registration will take place at Kirkwood Community College starting on Friday morning, June 11th, 2010.
- **Prizes:** Special drawings will be held for convention registrants.
- **Model & Photo Contests:** NMRA judging on Saturday, June 12th, 2010.
- **Silent Auction:** A silent auction on Saturday, June 12th, 2010 for convention attendees.
- **Clinics:** A full slate of clinics will be held Friday and Saturday during the convention. If interested in giving a clinic, please contact Michael Armstrong at: pikaaa@a.com
- **Prototype Tours:** The CRANDIC Railway shops and PMX Industries in the Cedar Rapids area.
- **Train Excursion:** The Iowa Interstate Railroad will provide a 3-hour train ride on two of their business cars with an optional photo run by. Seating will be limited. *Note: the train is not handicap accessible.*
- **Banquet Dinner:** Saturday night, June 12th **Cody Grivno**, Associate Editor for Model Railroader Magazine and star of Cody's Office will be our banquet keynote speaker.
- **Layout Tours:** Home and club layouts open for tours all days of the convention.
- **Two-Day Train Show:** Over 90 tables for area dealers, local hobbyists, and other railroad groups. For information on tables, contact Whit Johnson at: whitjohnson@mchsi.com
- **Rail fanning Guide:** A guide of rail fanning spots in the Cedar Rapids / Iowa City corridor will be part of your registration.
- **Non-Railroad Related Activities:** This guide will be part of your registration.
- **Accommodations:** The Clarion Hotel and Convention Center will have a special \$89.95 rate for registered attendees. To get this rate, make your reservation **by May 20th, 2010** and be sure to mention the 2010 Mid-Continent Regional Convention. Contact them at 877-949-2992 or www.clarioncr.com



Mid-Continent Regional Convention / *The Crossroads of Eastern Iowa 2010*

Registration Form

(Please send this registration form in with your payment)

Advance Registration (until March 31st, 2010) is \$50.00 for the convention

Registration (after March 31st, 2010) is \$70.00 for the convention

You can sign up for an NMRA Rail Pass if you are not currently an NMRA member *

Activity/Item	Quantity	x Price	= Total \$
Advance Convention Registration (until March 31 st , 2010) *		\$50.00 per person	
Convention Registration (after March 31 st , 2010) *		\$70.00 per person	
* Add a Rail Pass if you are not currently an NMRA member		\$9.95 per person	
Friday, June 11 th , Prototype Tours: CRANDIC Railroad Shops and PMX Industries		\$30.00 per person	
Friday, June 11 th , Box Lunch between Prototype Tours and Train Excursion		\$10.00 per person	
Friday, June 11 th , Iowa Interstate Train Ride Excursion (Limited seating) <i>Note: the train is not ADA compliant / handicap accessible.</i>		\$40.00 per person	
Banquet Dinner (Saturday, June 12 th)		\$30.00 per person	
Train Show Vendor Tables		\$25.00 per table	
HO Convention Car: ready-to-roll CRANDIC gondola with scrap load, by Athearn		\$25.00 per car	
2010 Convention Polo Shirt, please circle size(s):		\$30.00 S M L XL XXL XXXL	
2010 Convention Patch		\$5.00 each	
2010 60 th Anniversary Pin	1	Included with registration	Included
2010 Convention Pen	1	Included with registration	Included
Layout Tour Maps and Directions	1	Included with registration	Included
Two-Day Train Show Admission	1	Included with registration	Included
Railfanning Guide for the Surrounding Area	1	Included with registration	Included
Non-Rail Activities	1	Included with registration	Included
Total \$ Enclosed:			

Checks / Money Orders only (no credit cards or cash, please)

Name: _____ Email: _____

Address: _____ Phone: _____

City: _____ State: _____ Zip: _____

Additional Attendee Names: _____

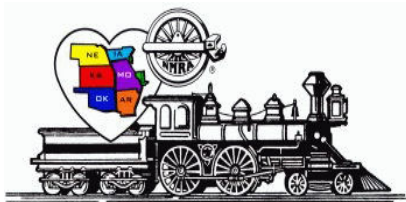
Make Check or Money Order Payable to: **2010 MCoR Regional Convention**

Mail form and payment to: **Tony Bowen, MMR**

588 6th Ave

Coggon, IA 52218-9618





Celebrate the 25th Anniversary of the Turkey Creek Division

August 7, 2010
Turkey Creek Show

Lenexa Community Center
 13420 Oak, Lenexa, KS (Pflumm & Santa Fe Drive)

Times 8:30 to 3:00

Layout Tours 3:30 to 9:00

Activities planned for next year's meet include:

Clinics – a full slate of clinics covering many aspects of the hobby.

Model & Photo Contests – by NMRA judging and Popular vote. *Each model (up to a maximum of 5 models) you enter in the model contest will automatically qualify you to be entered in to a special drawing to receive a \$50.00 gift voucher.*

Special Youth Award for the best overall youth model entry.

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 at the show to paid registrants.

Swap Tables and Railroad Groups – Expect to find more than 70 tables from area dealers, local hobbyists and other railroad groups. One table includes 1 registration; two or more tables include 2 registrations. For information on tables contact Robert Jefferis at jeffbobj@everestkc.net.

Food and Refreshments – Scout Troop 92 will have food and refreshments available during the show.

Turkey Creek 2010 Division Meet Registration Form

Advance Registration: \$4.00 Full Registration: \$6.00 (\$5.00 NMRA member) at door
 Children under 12 free with paid registration

Tables (\$15.00) if paid by December 31, 2009, Starting January 2010 tables will be \$20.00 each
Vendor set up Friday August 6th 5pm to 9pm

		Tables (\$15.00)each	No. Registration \$4.00	Total Cost
Name:				
Address:				
City				
State Zip				
Telephone #:		Total Enclosed:		
E-Mail Address:		Scale Modeled		
More Registrant Names:				
Make Checks Payable to: "Turkey Creek Division" Mail to: Turkey Creek Show, C/o Bob Jefferis, 6000 W. Richards Dr, Shawnee, KS, 66216-1721 For more information contact Bob Jefferis at 913-631-4441				



THE SWITCHING LIST

*=new since last issue

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, and OK). To list your event, send it to: garyonho@cox.net, or 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. Put me on your newsletter list.

DIVISION MEETINGS

KANSAS CENTRAL DIVISION Meetings are at 1:00 pm. For the full schedule check the MCoR website or email: garyonho@cox.net. The next meeting is **April 3, 2010** McPherson Museum/Mid-Kansas Model Railroad Club, 1130 E. Kansas St (US 56 Hwy) McPherson, KS: Hosts are John Snell, Michael Clark & Mid-Kansas Model Railroad Club. Coming East on I-70, take the I-135 exit to McPherson. Take the first exit into McPherson, US 56, turn right and travel about a mile and a half, across the overpass. The museum is about 2 blocks pass the first traffic light on the right after going over the overpass. There is a sign out front "Mid Kansas Model Railroad Club".

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 Offices, NE Branch, 6000 Lamar, Shawnee Mission, KS (DMV Building on SW corner of Lamar and Martway)

WESTERN HERITAGE DIVISION (OMAHA, NE / COUNCIL BLUFFS, IA) meets second Saturday (except June and December) at noon. Sump Memorial Library, corner of Washington and Second Streets in Papillion (across from Runza). Visit www.whdnmra.org for more info and a map.

EASTERN IOWA DIVISION

* The Eastern Iowa Division has scheduled its next meeting for Saturday, May 1st, 2010. This meeting will be hosted by the Hawkeye Model Railroad Club, 860 Quarry Road, Coralville, IA. In addition to the usual quick business meeting, we will have a clinic or two, a silent auction, model judging will be available, and the ever-popular Bring-N-Brag/Show-N-Tell event will take place. The HMRC club will also host an operating session. More information will be available on the Eastern Iowa Division web site, which is <http://eid.mcor-nmra.org/index.html> and through our newsletter – *The Wig-Wag* – which is also online at the same web address.

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 9:30am to 12:30pm. Each meeting we have various presentations from clinics, to slide shows. After

the meetings we have a layout tour at one of the members layouts. Meeting dates are: January 26, 2008, March 29, 2008, May 31, 2008, September 20, 2008, and November 19, 2008. Contact Dave Salamon at drs_rr@yahoo.com for further information.

KATE SHELLEY DIVISION now meets the 4th Thursday at the Ames Public Library in Ames, Iowa. Time is 7 Pm to 8:45 PM. Due to Thanksgiving being the 4th Thursday we usually try to meet on the 3rd Thursday. Call Superintendent from NMRA web sight for latest information. All are welcome to attend the meetings. The library is located at 515 Douglas Ave. We meet in the upstairs meeting rooms. December we have NO meetings due to the holidays.

PLATTE VALLEY DIV. (HASTINGS, GRAND ISLAND, KEARNEY, NE) meets 2nd Tuesday of each month at 7:00 p.m. in members homes on a rotating basis. Info: John O'Neill, MMR, Div. Dir., 308-384-5011 or jponeill@computer-concepts.com.

WESTERN KANSAS DIVISION (GARDEN CITY, KS) Meets every Monday evening from 7:00 P.M. to 9:00 P.M. at 4091/2 N. Main St. (second floor above "Stage" department store) 7 layouts on display (2-HO, 5-N) Operating sessions available Info: Robert Simmons, Division Director (620) 521-3591 or ras@odsgc.net.

INDIAN NATIONS DIVISION Meets 5 times a year, remaining 2009 meetings: May 2, Theme - Steam Locomotives; September 19, Theme - Freight Cars; November 14, Theme - Structures/Dioramas. Meet from 9:30am-12:30pm at the Hardesty Library, 8316 E. 93rd St, Tulsa, Oklahoma. After the meeting we visit one of the local layouts. Web page: www.tulsanmra.org Superintendent - Dave Salamon (918)272-5512 or drs_rr@yahoo.com

Division Directors, Train Show Chairs, or Club Show Chairs: Let's get the word out about your 2010 or 2011 event! Get your information to Gary at any of the above addresses. **The Switching List is a service of Mid-Continent Region, NMRA.**

TRAIN SHOWS & MEETS

FEB 27, 2010--7TH ANNUAL GREAT NWA MODEL TRAIN & HISTORICAL MEMORABILIA SHOW sponsored by Sugar Creek Model Railroad and Historical Society 9:00 AM - 4:00 PM, Clarion Hotel and Convention Center 211 SE Walton Blvd, Bentonville, AR 72712, Interstate 540 take exit 85 go west on Hwy 71 about 1.3 miles on your right; Fare: adults \$6.00, children under 12 free w/pd adult; Info: Bill Wright, PO Box 3113, Bella Vista, AR 72715, Cell: 479 - 426 - 1544, E-mail: w5mth73@cox.net

FEB 27-28, 2010—GREAT TRAIN EXPO, American Royal Complex, Kansas City, MO; 10 am – 4 pm each day, Adm: \$7 adult, under 12 f-ree w/pd adult.

MAR 6-7, 2010—GREAT TRAIN EXPO, Tulsa Convention Center, Tulsa, OK; 10 am – 4 pm each day, Adm: \$7 adult, under 12 free w/pd adult.

***MAR 20, 2010—CENTRAL ARKANSAS MODEL RR CLUB OPEN HOUSE**, McGee Sports Center, 3800 College Ave., Conway, AR, 9 am—3 pm, FREE; Layouts: HO 8x20,



HO hands-on Thomas, Percy, Emily, HO old time western, O gauge Marx 1950s era, G scale circus train display Info: Daniel Gladstone, 501-269-3030, ca_mrc@yahoo.com, www.artrains.org.

MAR 27, 2010--THE JOPLIN MUSEUM COMPLEX MODEL RAILROAD SHOW AND SWAP MEET 7th and Schifferdecker Streets in Schifferdecker Park between the golf course and swimming pool; 9:00 a.m. to 3:00 p.m.; attractions include several operating train layouts, over 65 tables of items for sale or trade from scale model trains, collectible antique electric trains, and train collectibles; admission: \$3.00, adults; 12 and under admitted free w/pd adult. All proceeds at the door go to benefit the Joplin Museum Complex. Swap tables are \$15 each. For more information, contact: Rick Gardner, (417) 673-4888; e-mail: rickgardner@sofnet.com; or visit: www.tristatamodelrailroaders.com

MAR 27-28, 2010—GREAT TRAIN EXPO, Century II, Wichita, KS; 10 am – 4 pm each day, Adm: \$7 adult, under 12 free w/pd adult.

APR 11, 2010-- SPRINGFIELD TRAIN FAIR, Illinois State Fairgrounds Orr Bldg., Springfield, IL, 10 am – 4 pm, Admission is \$4 per person and kids 10 and under are in for free! Contact person Tracy Bailey - springfieldmodelrailroadclub@yahoo.com

***APR 17, 2010--THE OZARKS MODEL RAILROAD ASSOCIATION TRAIN SHOW** from 9 to 3, Saturday, April 17 at the Springfield Catholic High School, 2340 S. Eastgate, Springfield, MO. In addition to swap tables and model contest we are planning to have some clinics and a tour of a couple of layouts. Admission: Adults - 13 & up - \$5.00; Children - 12 & under - FREE when accompanied by an Adult. For more information on show, Contact: Co-Chairmen - Dale Irvine Email: bowlanmrr@mchsi.com or Ted Beresky Email: tberesky@hotmail.com, Phone 417-459-6042. For vendor information Contact: Gary Mills - 417-725-1433.

***APRIL 17-18 - CHEROKEE STRIP LAND RUSH MUSEUM**, Agri-Business Building, 10:00-5:00 each day. Information: Heather Ferguson, hferguson@arkansascityks.gov or 620-442-6750

***APR 17, 2010—CENTRAL ARKANSAS MODEL RR CLUB OPEN HOUSE**, McGee Sports Center, 3800 College Ave., Conway, AR, 9 am—3 pm, FREE; Info: Daniel Gladstone, 501-269-3030, ca_mrc@yahoo.com, www.artrains.org.

APR 24-25, 2010--THE WESTERN HERITAGE DIVISION TRAIN SHOW, Burke High School (just off Dodge St) Omaha, NE \$6 admission with \$1 off for food donation. Children 12 and under free. Sat 9-5 Sun 10-4 Info: Barbara Lundquist, Clerk & Show Committee Chairman: blundquist1@cox.net

APR 24-25, 2010--16TH ANNUAL TRAIN SHOW, NEBRASKA WEST-CENTRAL DIVISION OF THE NMRA: D&N Event Center, 501 East Walker Road, North Platte, Nebraska, Sat: 9 a.m. to 5 p.m., Sun: 10 a.m. to 4 p.m., Admission \$3.00 for adults, Children under 12 \$1.00, Children under 5 free with paid adult. Vendor tables \$10 each till April

1st, After April 1st \$15. Union Pacific tours will be available as an extra fare item on Saturday the 24th only. For additional information contact: Gene Tacey P.O. Box 485, Sutherland, NE 69165, 308-386-2489, taceys@gpcom.net

***MAY 2, 9, 16, 23, 2010--TOM STOLTE MISSOURI PACIFIC OPEN HOUSE, 1-3 PM EACH SUNDAY**; 26550 227th St., McLouth, KS 66054 913-727-6649, here is a link to a map that shows where I live: http://maps.google.com/maps?sourceid=gmail&rls=gm&q=26550+227th+St+Mc+Louth+KS+66054&um=1&ie=UTF-8&split=0&gl=us&ei=09OOSTGYLjVIAe00qjADA&sa=X&oi=geocode_result&ct=title&resnum=1. Tom is the owner of Odd Ball Decals. Also there will be free food.

***MAY 15, 2010—CENTRAL ARKANSAS MODEL RR CLUB OPEN HOUSE**, McGee Sports Center, 3800 College Ave., Conway, AR, 9 am—3 pm, FREE; Info: Daniel Gladstone, 501-269-3030, ca_mrc@yahoo.com, www.artrains.org.

JUN 10-13, 2010—THE CROSSROADS OF IOWA MIDCONTINENT REGION CONVENTION CEDAR RAPIDS 2010, HOSTED BY EASTERN IOWA DIVISION, MCoR, NMRA, Clarion Hotel & Convention Center, 525 33rd Avenue SW, Cedar Rapids, IA and Official Convention Site Kirkwood Community College Center for Continuing Education 7725 Kirkwood Blvd. SW, Cedar Rapids, IA, Info: eid.mcor-nmr.org.

***JUL 17, 2010—CENTRAL ARKANSAS MODEL RR CLUB OPEN HOUSE**, McGee Sports Center, 3800 College Ave., Conway, AR, 9 am—3 pm, FREE; Info: Daniel Gladstone, 501-269-3030, ca_mrc@yahoo.com, www.artrains.org.

***AUG 7, 2010—25TH TURKEY CREEK DIV, MCoR, NMRA TRAIN SHOW & MEET**, Lenexa Community Center, 13420 Oak Dr., (Pflumm & Santa Fe) Lenexa, KS, Adm: \$4.00 advance, \$5 at door for NMRA, \$6 at door non-NMRA, Tables \$15 if paid by 1-31-10, \$20 after 1-31-10, vendor setup 8-6-10 5 pm-9 pm; fees and admission payable to Turkey Creek Show, mail to Bob Jefferis, 6000 W. Richards Dr., Shawnee, KS 66216-1721; Contests, clinics, door prizes; Layout tours 3:30 pm -9 pm; Info: Louis Seibel, l-seibel@comcast.net

***AUG 21, 2010—CENTRAL ARKANSAS MODEL RR CLUB OPEN HOUSE**, McGee Sports Center, 3800 College Ave., Conway, AR, 9 am—3 pm, FREE; Info: Daniel Gladstone, 501-269-3030, ca_mrc@yahoo.com, www.artrains.org.

Wanted: Sunset Models and Iron Horse (PSCo) 1:48 3 tr. Shays, running or not, kits or RTR (but not painted, please).

Please contact: leesnover@nac.net. I also repair and do new drives for the above engines.



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



FIRST CLASS MAIL
ADDRESS SERVICE REQUESTED 4955

mcor-nmra.org/divisions/turkeycreek/

TURKEY CREEK DIVISION MEETING

Meeting and Show Dates for Turkey Creek Division 2010

Meeting March 23

Meeting April 27

Meeting May 25

Mid-Continent Regional

The Crossroads of Eastern Iowa June 10-13

Meeting June 22

Meeting July 27

Turkey Creek Divisional Meet August 7

Meeting September 28

Meeting October 26

Meeting November 23

Meeting December 14

