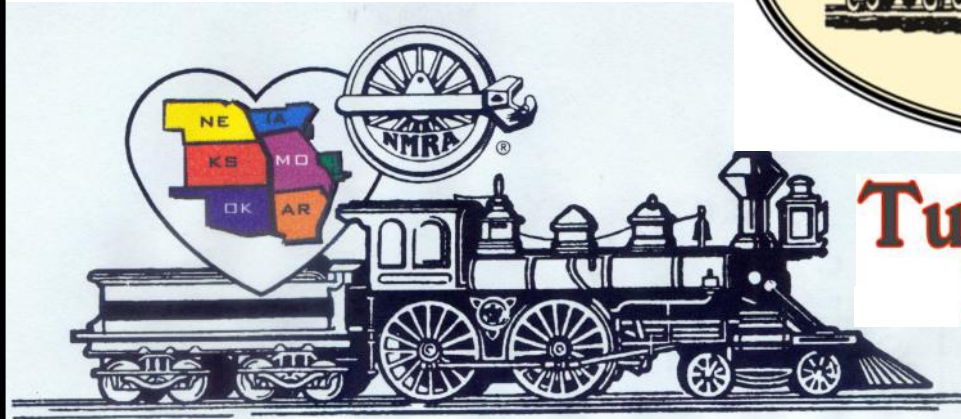


Lightning Slinger



Turkey Creek Division

VOL 30 NO. 5

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

May 2016

"For all gauges and all ages"

Turkey Creek Division Meeting

May 24 2016 At 7:00 pm

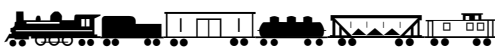
Clinic by John Fales

Will be a Photo Tour of Four Home Layouts
at the Fine Modeling Expo in Danvers, MA

Hocker Grove Middle School

10400 Johnson,

Shawnee, KS 66203-2895





Hello Ray Here,

This month has slipped by me! I seems like it was the 8th two or three days ago. So this letter will be shorter than normal.

To anyone that was not at our last meeting, the Model Challenge will be in Sept. to let everyone have enough time to get their models finished. I know most or all will have their models done before then, except me, but July and Aug. are vacation months, so we set the Challenge for Sept.

I would like to thank Mark Juett for his presentation on Building a Model R.R. in 30 days. How come I can't get mine done in 10 years? Mark did a great job in a very short period of time.

Our presentation this month will be given by John Fales. He will be giving a slide Presentation on the Fine Scale Expo and the layout tour, including George Selios' Franklin and South Manchester. See you there!

Ray Brown
Superintendent
Turkey Creek Division

OFFICERS

Superintendent

Raymond Brown
HP: 913-787-7053
tstwildcats@hotmail.com

Paymaster

Bill Humenczuk
HP: 913-338-4478
bhumenczuk@kc.rr.com

Clerk

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

Division Director

Larry W Diehl
HP: 913-441-1605
C: 816-804-0152
ldiehl@aci-boland.com

Train Show Chairman 2014

Membership Chair

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

L S Editor

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

Lightning Slinger
lightnings@gmail.com

AP Merit Awards & Achievement

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

Past Superintendent

Larry W Diehl
HP: 913-441-1605
C: 816-804-0152
ldiehl@aci-boland.com

Web Master

Richard Kennedy
HP: 913-796-6830
Richiekennedy56@gmail.com

Web

<http://www.tc-nmra.org>

Turkey Creek Division
IS A 501(C) (3)
ORGANIZATION



All:

NOTE:

Shelly Levy recently had a fall accident while at his daughter's home around Mother's Day. He broke his leg and smashed his shoulder, as he describes, "like smashing an ice cream cone into the floor ... upside down".

Shelly had surgery on his leg to pin the bone together, the break is near his hip joint. That injury is progressing well. His shoulder is trying to heal without surgery intervention. He is rehabbing his shoulder through physical therapy and "mental" therapy. It is going slow.

He is in the Lakeview Rehab Center in the complex where he lives. His spirit is very good and he says he will be back with his Turkey Creek friends by our June meeting!

I, along with three others, visited Shelly recently. We gave him a card from all Turkey Creek members ... an RR card of course!

Please keep Shelly in your prayers. He is very optimistic with a great attitude, but I feel he needs his friends.

Larry Diehl

NMRA AP Group Rules and Regulations

The NMRA Achievement Program Yahoo Group is for those who are members of the NMRA and are working on their Achievement Program Certifications. Here you can get questions answered, find a mentor/coach, or get a kick in the pants to get you started. The group is about helping people.

We REQUIRE that you be an NMRA member and if you are signing up, please provide us your NMRA membership number. Not a member? Please join! www.nmra.org. While you are there, read the rules and regulations for the Achievement Program.

<http://www.nmra.org/education/achievement/>

90% of the questions that are being answered on the forum are in the regs.

Naturally things turn to the dark side from time to time, so here are some guidelines.

BEFORE YOU HIT SEND, ASK YOURSELF...

- Did I ask for help?
- Did I help someone?

If your message can't pass the test then you are probably talking about NMRA politics, whining, complaining or way off topic. Please be on your best behavior. This is a fun site and we would like to keep profanity and rudeness off the list. The moderator has an itchy trigger finger!

Topics that are allowed:

- AP Topics on any of the 11 possible AP Certificates
 - MMR questions
 - National/Regional/Divisional/International AP Chairman questions
 - Questions about contest rules
 - Questions about model research, assembly, et al.
- Questions about merit judging

Topics that are NOT allowed:

- NMRA politics
 - Recommendations for improving/modifying or changing AP guidelines (send those to the NMRA)
 - Politics in general
 - Religious topics
 - Off topic gags and jokes
- Accusations or criticism of any member

This is a PRIVATE group for friends that are working on their NMRA and Moderators are not required to warn members of being put on moderate status or suspension or removal of membership. While we are not an NMRA sanctioned group, we do follow NMRA rules and will act to promote the organization.

If you are moderated/banned from the group and you think it was done unfairly, you are welcomed to contact the list owner Scott Perry at scottgperry@comcast.net.

Please address questions to Scott Perry at scottgperry@comcast.net. We're glad to have you aboard!
Scott Perry, List Owner.





Western Heritage Division, NMRA, Inc

*Serving East Central Nebraska and
Western Iowa.*



THE ROAD TO OMAHA

June 2-5, 2016

**Hosted by the Western Heritage Division,
MCOR, NMRA**

Overview

Prototype tours

Council Bluffs Heritage Fleet: Verbal affirmative, details pending.

Henry Doorly Zoo Railroad and Shops: Verbal affirmative, details pending.

Harriman Dispatch Center: Request made. Answer pending.

Contests

Ryan Moats, Chair of Judged Contest.

Scott Crites, Chair of Popular Vote Contest

Favorite Train, Locomotive, Rolling Stock, Caboose, Structure, Display, Model Photo, Prototype Photo, Photo Match, 'Thumbs', First-time Entry, and Local Entry

Rail and Non-Rail Activities



Henry Doorly Zoo, Durham Western Heritage Museum, Lauritzen Gardens, Dodge House (Bluffs), UP Museum (Bluffs), Rails West Museum (Bluffs), Rose Theater (Kids), Children's Museum, Joslyn Art Museum (free), Strategic Air & Space Museum, and '7 Burlington Station'

Clinics

“Omaha and Council Bluffs: 60 years of Railroading through the lens of Ray Lowry” David A. Seidel, President Camerail Club

“Building 844” and Steam Locomotive Construction: John Bush, President of Friends of the C&TS RR

“Building T-Trak” Scott Crites and friend.

Many other topics to be added.

Operating Sessions and Layout Tours

Bob Finkenbiner, Chair

OS Omaha to participate, 6 Op Sessions planned, Sessions Thursday, Friday, Saturday AM, and Layout Tours: Thursday, Friday night, Sunday

Cooperative Swap Meet – Train Show

Held for many years on this weekend by Nebraska-Iowa Railroaders.

Over 25,000 sq. ft. of exhibit space.

We will cooperate by pre-registration of Convention attendees to the show.

They will have room for NMRA members to exhibit layouts: WHD N-Trak layout and Missouri Valley Free-Mo H0, for example.



Banquet

Hotel is famous for 'Whisky Steak'

Planned Buffet:

Three Entrées: Whisky Steak and two others

Two salads

Potato dish

Vegetable

**Planned Speaker from local Omaha Railroad to
be confirmed.**

Committee

Henry Nipper, Chair

Ryan Moats, Contests

Scott Crites, Budget

Bob Finkenbiner, Op Sessions and Layout Tours

Harvey Swanger, Facilities and Transportation

Other volunteers to be added



See You in June?



TRAIN AND TOY SHOW



Big 2-Day Event !!

June 4, 2016 -- 9:00 am to 4:00 pm

June 5, 2016 -- 9:00 am to 2:00 pm

RALSTON ARENA

7300 Q Street – Omaha, NE 68127

*** * Ample Free Parking at the Arena * ***

25,000 square feet with great lighting for display of Train and Toy items for sale including Trains, Tractors, remote control Airplanes, Boats & Cars, etc.

***** Parts and Repair Vendors available at the Show *****

Various Train Layouts will be running – great displays for the entire Family!!

Admission \$6.00 --- Children 12 yrs. & under Free

For more information, please contact any of the following members:

Ron Bond	402-292-3392
Bob Schaffer	402-253-8885
Mark Nelson	402-731-1349

NEBRASKA-IOWA RAILROAD HISTORICAL & MUSEUM SOCIETY

www.ne-ia-railroaders.com



Mid-Continent Regional Convention in Omaha Nebraska and Council Bluffs, Iowa, to be June 3-5, 2016

You are cordially invited to find your way to held June 2- the Mid-Continent Regional Convention in Omaha, Nebraska and Council Bluffs, Iowa, to be June 3-5, 2016. From the headquarters hotel, the Hilton Garden Inn, just off I-29 and I-80 in Council Bluffs you will be able to enjoy railroad history, railroad modeling and prototype railroading as well as a large variety of family-oriented adventures within easy reach in the two cities.

[Registration](#) is now open!

[Our hotel](#) offers free shuttle-service within a five-mile radius of the hotel, and that incorporates AMTRAK, the Eppley Airfield, Omaha's Old Market, as well as Henry Doorly Zoo, and Lauritzen Gardens – both of which have strong railroad attractions. In Council Bluffs, the Union Pacific Museum and the General Dodge House are within the radius served by the shuttle.

[Organized activities](#) are still in the planning stages, but we are actively working on [bus tours to visit the attractions listed](#) above plus [prototype railroad activities](#) and sites of historic importance to railroading in the area.

Clinics on modeling and rail history will be offered at the hotel, where the [modeling, switching and photo contests](#) will also be held.

The area is also [home to a number of well-developed model railroads](#) which will be open for tours and a limited number of operating sessions. Speaking of models, [several brick and mortar hobby shops](#) are thriving in the area for your shopping convenience. Layouts and dealers will be on hand at the Ralston, Nebraska Arena during the [Nebraska-Iowa Railroaders annual train show and swap meet](#) to be held at the same time as our convention, and is within the metropolitan area, in easy driving distance.

[The banquet on Saturday night](#) by popular request will feature the Hilton Garden's famous "Whisky Steak" – and will also feature contest winners and an after-dinner speaker on the theme of railroading in the Omaha-Council Bluffs area.

More Details will follow soon.

The 2016 Convention is being held at the [Hilton Garden Inn](#) located at:
2702 Mid America Drive,
Council Bluffs,
IA 51501.

For those that wish to make reservations by phone, their number is 712-309-9000.

We have reserved a block of rooms between 6/2 and 6/5 (through 5/3/2016) that include both Kings (either one King Size bed or two Queen Size beds) for \$115/night or Jr. Suites at \$135/night. Be sure to state that you are with the MCoR Convention to get the convention rate.

Hotel features:

- On premises Garden Grill serving breakfast and dinner with evening cocktail service.
- Bar is open till midnight.
- Connected to the Horseshoe Casino with three other restaurants and bar.
- Complimentary parking
- Complimentary shuttle service to surrounding area within 5-mile radius of hotel. This includes:
 - o Omaha's Old Market,
 - o Amtrak and Durham Western Heritage Museum
 - o Eppley Airfield
 - o Henry Doorly Zoo
 - o Lauritzen Gardens
 - o Council Bluffs UP Museum
 - o General Dodge House



The Road to Omaha, 2016—Registration Form

Council Bluffs, IA

June 2-5, 2016

Sponsored by the Western Heritage Division

Hilton Garden Inn

2702 Mid America Drive,

Council Bluffs,

IA 51501.

Rooms \$115/night, Jr. Suites \$135/night

(Be sure to ask for the MCoR convention rate)

Note: You **MUST** be a member of the National Model Railroad Association to attend. Membership will be checked.

Spouses or significant others need not be NMRA members to attend the Saturday Banquet or non-rail events— payment for the banquet must still be received.

A 6 month "RailPass" membership is available to new members for \$10. See below.

If you have ever received a "RailPass" membership to attend a previous convention, you cannot use that again— you must sign up for a full NMRA membership to attend.

Name: _____ NMRA # (required) _____

Spouse/Guest Name: _____ NMRA membership expiration date _____

Address: _____

City: _____ State: _____ Zip/Postal Code: _____

Phone: _____ Email: _____

Is this your first MCoR convention?

Event	Pricing (Each)	Quantity	Subtotal
Convention	\$65		
Saturday Evening Banquet (Keynote by Bob Krieger, business manager of UPHS)	\$45		
Friday Morning Union Pacific Heritage Fleet Car Shops Prototype Tour (limited to first 40 responders)	\$10		
Saturday Morning Harriman Dispatch Center Prototype Tour (limited to first 60 responders)	\$10		
Saturday/Sunday NE-IA Railroad Show held at the Ralston Arena	\$6		
6 month Rail Pass	\$10		
		Total	

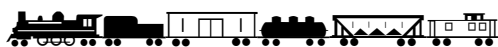
Make Checks Payable to the Western Heritage Division

Send Payment and Questions to

2016 MCoR Convention

511 S 93rd Ave

Omaha, NE 68114



...BREAKING NEWS...

about

YOUR

2016 NMRA Lone Star Regional Convention

Early Registration ends April 15th!

*****Don't Miss Out*****



We are rapidly approaching one of the most **exciting NMRA Regional Conventions ever**, the NMRA "Daylight Express 2016".

Many have compared it to a mini-NMRA-National- Convention and it's all **coming YOUR WAY** in the Dallas/Fort Worth area on **June 22nd to the 25th**.

YOU do not want to miss this!

Your **NMRA Convention Host Committee** has tons of fun stuff lined up lined up for **YOU to see and do...**

Workshops galore! from beginner level to advanced, on almost every topic in model railroading;

An array of **Special Tours**, including some *never done before*;

Open house layout tours of the most spectacular model railroads in DFW, many only open for this event;

A **Contest Room** packed full of the **finest models in the country**, all on display for you see and learn from;

A wide variety of "non-rail events" for our ladies;

The Huge "Super Raffle", with several chances of winning **over \$1500.00** in vacation packages on several steam railroads in Colorado and Texas;

Spectacular Saturday Night Banquet; with special guest speaker **Charlie Getz**, the President of NMRA;

And the list goes on!



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All Basswood...No Resin or Plaster

A Complete 3D Brick Building System
Kits, Detail Parts & More

OUR UNIQUE BRICK DESIGNS ARE FROM ACTUAL PHOTOGRAPHS OF REAL BRICK & STONE
LASER CUT INTO QUALITY BASSWOOD KITS



Bonded Warehouse & Storage Backgr
HO Scale \$39.99 - S Scale \$79.99



Robertson's Paper Company - Available in HO Scale \$99.99



Single Story Starter Structure - HO Scale \$59.99



Hansen Machine & Tool Background Flat
HO Scale \$39.99



McCampbell's Storage Background Flat - HO Scale \$79.99



Union Brewery
HO Scale \$69.99



3 Story Storefront Starter Kit - Available in HO, S & N Scales
HO Scale \$59.99 - S Scale \$89.99 - N Scale \$39.99

The Black Rock Chronicle

Serving Black Rock and Bitterroot Pass Communities

Volume II - Issue 24

THURSDAY, JULY 19, 2015

It's 1904

Did you know there were 88 Brand Names of automobiles available?



ELMORE CONVERTIBLE RUNABOUT.

Single cylinder, 6½-h.p., water cooled, horizontal, 2-cycle motor on center of frame, 2 speeds and reverse; wheelbase, 68 inches; standard tread; gasoline capacity, 7 gallons; water, 3 gallons; weight, 1,050 pounds; seats 2 or 4 persons; price, \$650.—Elmore Mfg. Co., Clyde, Ohio.



APPERSON TOURING CAR.

Four cylinder, 40-h.p., water cooled, vertical motor in front; cellular radiator; 4 speeds and reverse; steel frame; 34-inch artillery wheels; wheelbase, 96 inches; standard tread; gasoline capacity, 20 gallons; water, 5 gallons; weight, 2,800 pounds; seats 6 persons; complete, with top and electric lights, \$6,000. A 25-h.p. car, of similar construction, weighing 1,800 pounds, sells for \$3,500.—Apperson Bros. Automobile Co., Kokomo, Ind.

This info is reprinted in part from "automobiles of 1904" by Chandler Press. Maryland



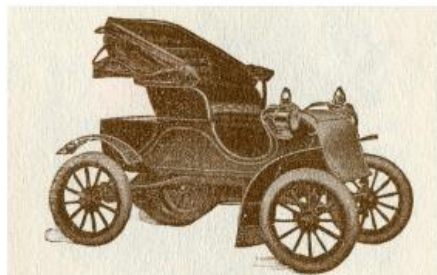
THE 1904 COMPOUND.

Three cylinder, 35-h.p., water cooled, vertical engine in front; 2 cylinders high pressure and 1 low pressure; sliding-gear transmission; 3 speeds and reverse; 36-inch artillery wheels and 5-inch tires; wheelbase, 112 inches; tread, 56½ inches; gasoline capacity, 30 gallons; water, 20 gallons; weight, 3,100 pounds; seats 7 persons; prices, \$6,000 and \$8,000.—The Eisenhuth Horseless Vehicle Co., Middletown, Conn.

You could choose from gasoline engines, steam engines or electric motor power!

Variable speed gears enable the engine to develop it full power at slow speed for hill climbing ... or driving on rough or muddy roads!

Prices ranged from \$425 for an "Orient Buckboard" to \$8,850 for a "Panhand" available from Paris France thru NYC!



THE 1904 KNOX.

Single cylinder, 8-h.p., horizontal, air-cooled motor on center of frame; planetary transmission gears; 2 speeds and reverse; angle-iron frame and side springs; 30-inch artillery wheels; 3½-inch tires; wheelbase, 78 inches; tread, 54 inches; gasoline capacity, 10 gallons; weight, 1,850 pounds; price, \$1,350. Double cylinder, 16-h.p. car, \$2,000.—Knox Automobile Co., Springfield, Mass.



THE FORD.

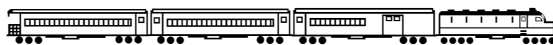
Double cylinder, 8-h.p., water cooled, horizontal opposed engine mounted amidships; 3 speeds and reverse; wheelbase, 72 inches; standard tread; gasoline capacity, 5½ gallons; water, 1½ gallons; weight, 1,240 pounds; seats 2 persons; price, \$750. Price, with tonneau, \$850.—Ford Motor Co., Detroit, Mich.

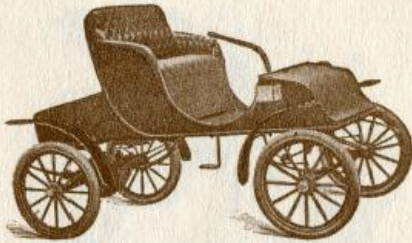


THE 1904 PANHARD.

Four cylinder, 15, 18 or 24-h.p., water cooled, vertical engine in front; sliding-gear transmission; 4 speeds and reverse; steel and wood frame; artillery wheels; gasoline capacity, 25 to 35 gallons; seat 4 to 6 persons; price of chassis without body, \$5,500, \$7,250 and \$8,850.—Panhard-Levassor, Paris, France. American branch, 230-232 West 13th street, New York.

Power ranged from 1-3/4HP to 40 HP!

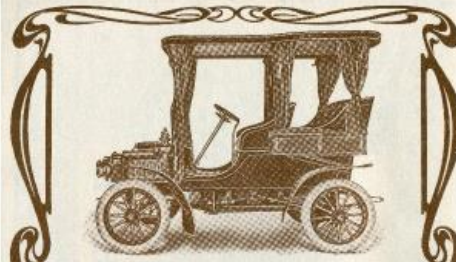




POPE-WAVERLEY CHELSEA.

Single, 3-h.p., electric motor on rear axle; 30-cell battery; herring-bone gears; 30-inch artillery wheels and 3-inch tires; wheelbase, 80 inches; tread, 54 inches; seats 2 persons; price, \$1,100. Stanhope sells for \$1,400.—Pope Motor Car Co., Indianapolis, Ind.

The automobile will go further and faster than a horse ... with good roads, any place within a 100 miles can be visited and returned from the same day! At an easy touring pace!



Rambler Touring Cars

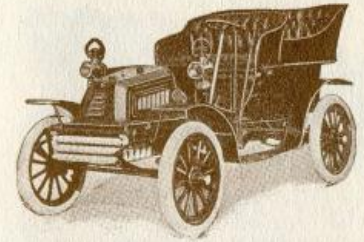
Model "L" here illustrated, is the strongest and most powerful car of its weight; nothing equal to it, either in power or appearance, sold for less than \$2,500.

It has full elliptic springs, two powerful brakes, 30 inch wheels and 3 1/2 inch tires, 84 inch wheel base, 2 cylinder opposed engines of sixteen actual horse-power, and carries five people over any kind of roads, in any kind of weather.

Model "L" complete with canopy top, curtains, beveled plate-glass swinging front, 4 lamps, horn and side baskets, **\$1,350.00 at the factory.**

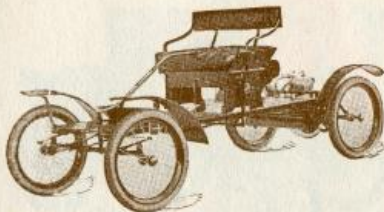
Rambler Cars are made in six different models, \$750 to \$1,350. Shall we mail you our new catalog, illustrating each style and showing why you should buy a Rambler?

Thomas B. Jeffery & Co., Kenosha, Wis., U. S. A.
Chicago Branch, 204 Webster Ave. Boston Branch, 52 Columbus Ave.



THE 1904 ST. LOUIS.

Single cylinder, 10-h.p., water cooled, horizontal engine mounted amidships; 2 speeds and reverse; angle-iron frame; 30-inch artillery wheels; 3 1/2-inch tires; wheelbase, 82 inches; tread, 52 inches; gasoline capacity, 10 gallons; water, 6 gallons; weight, 1,650 pounds; seats 5; price, \$1,500; runabout, with 9-h.p. motor, sells for \$1,200.—St. Louis Motor Carriage Co., St. Louis, Mo.



THE 1904 ORIENT BUCKBOARD.

Single cylinder, air cooled, 4-h.p., vertical motor mounted on rear axle; 2 speeds; buckboard frame, with 2 full elliptic springs in front; 26-inch wire wheels and 2 1/2-inch single tube tires; gasoline capacity, 100 miles; weight, about 500 pounds; seats 2 persons; price, \$425.—Waltham Mfg. Co., Waltham, Mass.



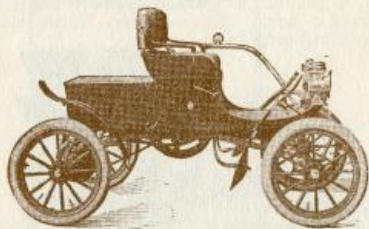
COLUMBIA HANSOM.

Two electric motors in rear; underslung battery; herring-bone gears; maximum speed 13 miles an hour; long wheelbase; artillery type wheels and solid tires; seats 3 persons; price, \$3,500.—Electric Vehicle Co., Hartford, Conn.



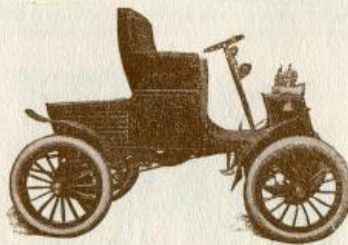
THE STUDEBAKER STANHOPE.

Single, 2 to 4-h.p., electric motor center of frame; 24-cell oxide battery; tubular frame; wheelbase, 61 inches; tread, 54 inches; weight, 1,560 pounds; seats 2 persons; price, with top, \$1,175.—Studebaker Bros. Co. of New York, New York.



THE OLDSMOBILE.

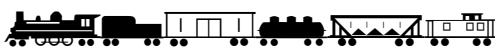
Single cylinder, 4-h.p., water cooled, horizontal motor on center of frame; sliding speed gears; 3 speeds and reverse; Concord springs; 28-inch artillery wheels and 2 1/2-inch tires; wheelbase, 72 inches; standard tread; gasoline capacity, 4 gallons; water, 2 gallons; weight, 850 pounds; seats 2 persons; price, \$650.—Olds Motor Works, Detroit, Mich.



THE FREDONIA RUNABOUT.

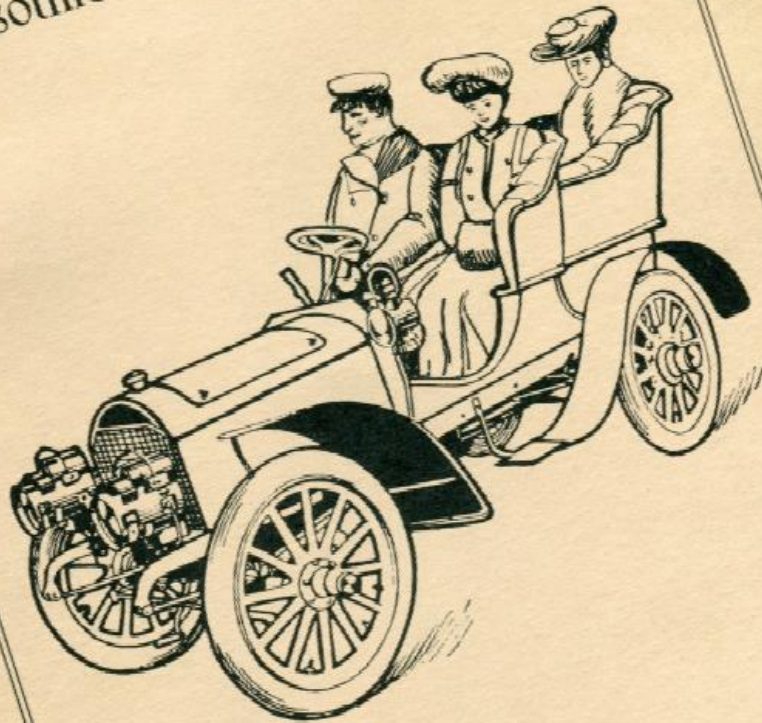
Single cylinder, 9-h.p., water cooled, horizontal motor on center of frame; planetary gears; channel-steel frame; full elliptic springs; 30-inch artillery wheels; 3-inch tires; gasoline capacity, 8 gallons; water, 3 1/2 gallons; wheelbase, 84 inches; standard tread; weight, 1,300 pounds; seats 2 persons; price, \$1,000.—The Fredonia Mfg. Co., Youngstown, Ohio.

The life of any good automobile with removable bearings and interchangeable parts, should last at least as long as the working life of several horses!



Automobiles of 1904

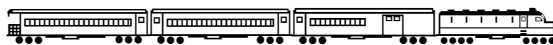
Gasoline · Steam · Electric



A Long Ago Book

*This info is reprinted in part
from "automobiles of 1904"
by Chandler Press.
Maryland _____*

A very interesting book ...
If you can find a copy.



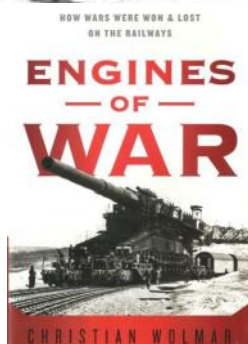


Turkey Creek Division



Lightning Slinger

Book Review



Engines of War: How Wars Were Lost & Won on the Railways by Christian Wolmar
Publisher: PublicAffairs, New York
c. 2010 313 pages

Railroads have been a tool of war almost from their beginning. This book looks at the effect of railroads both strategically and tactically on warfare from their first use to now.

The first known direct use of a railroad to support a military operation was at the siege of Sevastopol by the French and British during the Crimean War. While it was a horse or mule railway, the use of this railroad to bring supplies to Sevastopol from the Crimean port of Balaklava was the first. While small potatoes compared to railroad operations in the future, without this line it is likely the siege would have failed due to the lack of supplies on the front lines of the siege. The 300 tons daily delivered by this small line were vital.

From this modest beginning, railroads came into their own just a couple of years later with the start of

the American Civil War. In the chapter "Slavery Loses Out to the Iron Road", the author covers the huge impact that railroads had on war. For the first time huge armies numbering hundreds of thousands of men were supplied and kept in the field due to the railroad supply lines that brought everything from food and ammunition to new recruits. Specifically built hospital trains were used for the first time. Also for the first time massive strategic movements were made using the railroads. When the Confederates shifted Longstreet's corps from Virginia to Tennessee just in time to turn the tide at the battle of Chickamauga, the Union quickly countered by shifting the Eleventh and Twelfth corps under the command of Hooker from northern Virginia to Chattanooga in time to defeat the Confederates at the battle of Chattanooga. While the Union had more railroad lines than the Confederates, both sides were vitally dependent on the railroads for support. The siege and fall of Petersburg, Virginia was fought over Lee's last remaining railroad supply line to Richmond. When it fell, so did Richmond. The Union cavalry's capture of the last supply train attempting to reach the Army of Northern Virginia resulted in the Confederate surrender at Appomattox.

What made the Union efforts successful was the formation of the United States Military Railroad organization and it's dynamic field operations officer, Herman Haupt.

While many of the future features of railroads supporting war were born in the Civil War, the epitome of these operations came during World War I. Personally I found this to be some of the most interesting information in the book.

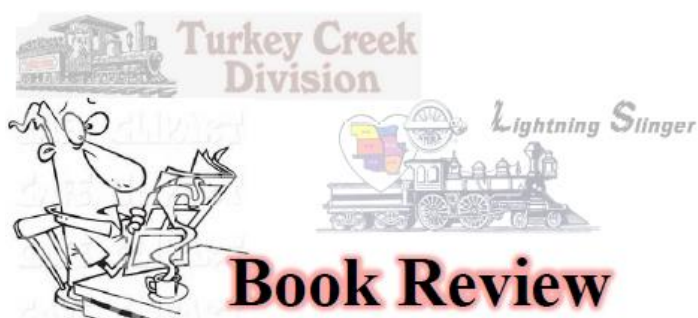


While some authors claim that the domino effect of declarations of war in August 1914 (and so excellently described in **The Guns of August** by Barbara Tuchman) were driven by the mobilization plans through Iran and it was fascinating listening to him talk about his experiences there during the war.) The book concludes with the efforts and trains schedules of France, Germany and Russia Mr. Wolmar doesn't give the train schedules quite that much weight. They were important, but not the only factor. In the fifty years since the Crimean war where railroads played no part in mobilization now, just in the German mobilization, it expanded to three million soldiers and 11,000 trains in just the first two weeks. While the destruction of railroads in Belgium that delayed the first German advance and the enormous lack of railroads in Russia were significant factors, it was the trench railroads that kept the war going. Think the U. S. had lots of narrow gauge railroads? There were thousands of miles on both sides of the trench lines in northern Europe. Most were 60cm gauge and they were everywhere and followed the front lines closely. For example "it took only sixty hours after Passchendaele had been occupied for a light railway to be operating right into the village, bringing up stores and taking back wounded."

In the 1930's the industrial countries jumped into the age of the gasoline powered motor vehicle, but in World War II it was still the railroads that were the strategic trump card. None of the European powers (or the U. S. for that matter) were self-sufficient in oil. What oil was available was sucked up in all the new tactical weapons from airplanes to tanks to aircraft carriers and submarines. Railroads used coal and it was available in abundance. Even after the Allies invasion at Normandy, and despite the best efforts or truck operations like the Red Ball Express, it was still the reconstruction of the rail lines that determined the pace of the movement of the Allies. While most have heard of the U. S. Lend/Lease program that sent supplies by convoys to Russia, even more tanks, trucks, planes and supplies were provided to Russia by railroads running through Iran and operated by the U. S. and England. (I once had dinner with my Dad, Jim Kehn a railroad engineer friend of mine from Ohio and the late Bob Richardson, one of the founders of the Colorado Railroad Museum. Bob served in World War II on the railroad of England, the Soviet Union and the U. S. to put strategic nuclear missiles on railroad cars and keep them constantly in motion rolling around the country to prevent their location from being known. The intent was to prevent these missiles from being targeted in fixed locations and always providing the threat of a counter strike if an attempt was made to knock fixed missile bunkers in a first strike. The U. S. actually built some of these cars during the Reagan ad-

ministration but they were eventually removed from service when it was determined the possibility of a nuclear accident caused by a train wreck outweighed the second strike potential. One of these U. S. cars is on display at the U. S. Air Force Museum at Wright Patterson Airbase in Dayton, Ohio. If you are interested in the effect of railroads in war and the history of their effect, this is a very interesting book, well paced and easy to read. I'm not sure if your library has this book, but it should be available through Amazon or Barnes and Noble.

Mr. Wolmar is also the author of *Blood, Iron & Gold*, a history of railroad construction, also an interesting book possibly a future review.
Marty Vaughn MMR



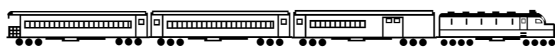
Brownies and the Kansas City Railroads

According to the book *True Tales of the Old West Volume 16: Old West Railroaders*, Art Stillwell first heard voices he called "Brownies" when he was fifteen. The Brownies told him who he would marry before he even met the girl. The directions he received always seemed to be spot on.

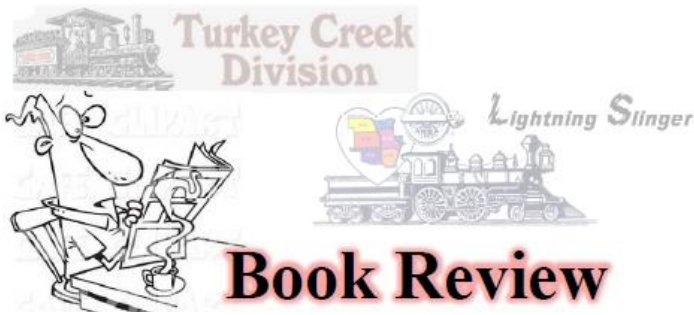
In the 1880s, despite having a successful career in Kansas City, the Brownies started telling Stillwell to "Build a railroad" and they told him to build the railroad from Kansas City to the Gulf of Mexico. The road was the Kansas City, Pittsburg and Gulf, better known later as the Kansas City Southern.

The road was headed to the port of Galveston as it's terminus, but in 1899, short of that destination the Brownies told him to stop at Sabine Lake and Port Arthur became the terminal. The next year Galveston was hit by a massive hurricane and basically destroyed. Port Arthur was untouched.

Two years later Stillwell had lost the support of one of the KCS backers and lost control of the railroad. But the Brownies weren't done with him yet and told him to build another railroad. The Brownies even told Stillwell the route. The new railroad would have its terminus on the Pacific coast of Mexico. Thus in 1901 the Kansas City, Mexico and Orient Railroad began at Emporia, Kansas. The road is now part of the Burlington Santa Fe.



So apparently two of the more famous railroads in Kansas City were started by a man hearing voices. Were they "ghosts", or "aliens" or just mental? Who knows, but they helped put Kansas City on the railroad map.



MThe Circus Moves By Rail, by Tom Parkinson and Charles Fox. Carstens Publications (now Whiteriver Productions), printed 1978, 1993, soft-cover edition, 391 pp.

As a child in the late 1940's, I remember the excitement of the Clyde Beatty Circus arriving by train to Fort Wayne, Indiana, the elephants helping move equipment and set up tents, the hustle and bustle of everyone getting ready for the opening show. Sixty years later, as I was going into a fishing tackle shop in Littleton, Colorado, I happened to look up as two sections of the Ringling Bros. and Barnum & Bailey Circus, pulled by the latest Union Pacific diesels sped north on the Joint Line into Denver. The thrill I experienced as a child returned as a senior adult!

Circus shows, by their very nature, were always on the move, seldom staying in one town more than one or two nights, meeting sometimes impossible schedules. The travelling show became a uniquely American tradition. In the early years American circuses moved by wagon train, pulled by teams of horses, over the miserable dirt (and mud) roads of the time, to bring live (and sometimes the only) entertainment to small and larger towns of the Eastern United States.

By 1854 Den Stone's Original Railroad Circus set the tone for years to come when it declared: "The great facility afforded by railroad transit gives preeminence to this troupe in every respect over the worn-out, behind-the-age, slow, perambulating baggage wagon system of the old fogey managements." Early circus trains were six to eight cars long, moved in regular freights or as specials. In 1856 manager Gilbert Spalding ordered the first nine custom-built railroad cars from James Goold & Sons of Albany, New York. Because of differing gauges between railroads, adjustable axles were installed on the cars.

It wasn't until after the Civil War, however, that circus travel by rail became the norm. The Dan Costello Circus set out from Maryland in April, 1868 and, by the time the last spike was driven at Promontory Point, it was already on its way West. This was the first circus to carry an ele-

phant by rail and ten cage wagons for other animals.

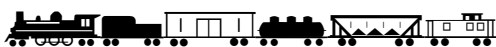
Moving a circus by rail was a very organized operation. Contracts with all the railroads used during a season had to be let, with exact schedules, transfers, loading and unloading, water and exercise stops for the animals, sometimes with private equipment, other times with railroad-owned rolling stock. About two weeks before a scheduled show, advertising or advance cars were delivered to town, with crews of "billers" to post advertisements, 6,000 to 10,000 sheets a day, announcing the circus that would be coming. Typically, these advance cars were colorful travelling billboards, fitted with long work tables, storage lockers, Pullman berths for sleeping, offices, steam generator, and a galley for cooking flour-based paste and feeding the crew. The railroads loved the circuses, meeting the tight schedules, the excitement of waiting crowds and the publicity. (The circus business didn't hurt the "bottom line", either.)

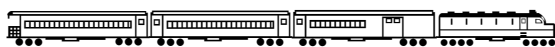
The heydays of the travelling circus continued through the first half of the 20th century. However, the number of profitable troupes began to dwindle. By 1956 Ringling Bros. would no longer have a tent-based operation and scheduled all of its shows for large arenas. Small-town shows became a thing of the past. Transport by train, however, was better than ever. In 1978 Ringling Bros. moved with 73 of its own specially-configured railroad cars, carrying all its equipment and meeting the needs of various animals, performers and other staff. That tradition continues, today.

Authors Parkinson and Fox have documented well the history of circus travel in the United States and how the railroads played such an important part. With mostly archival B & W photos, the reader gets a good picture of what life was like in the travelling circus and the logistics involved. For train and circus enthusiasts alike, **The Circus Moves By Rail** is a book worth reading.

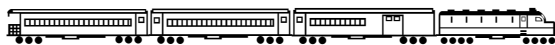
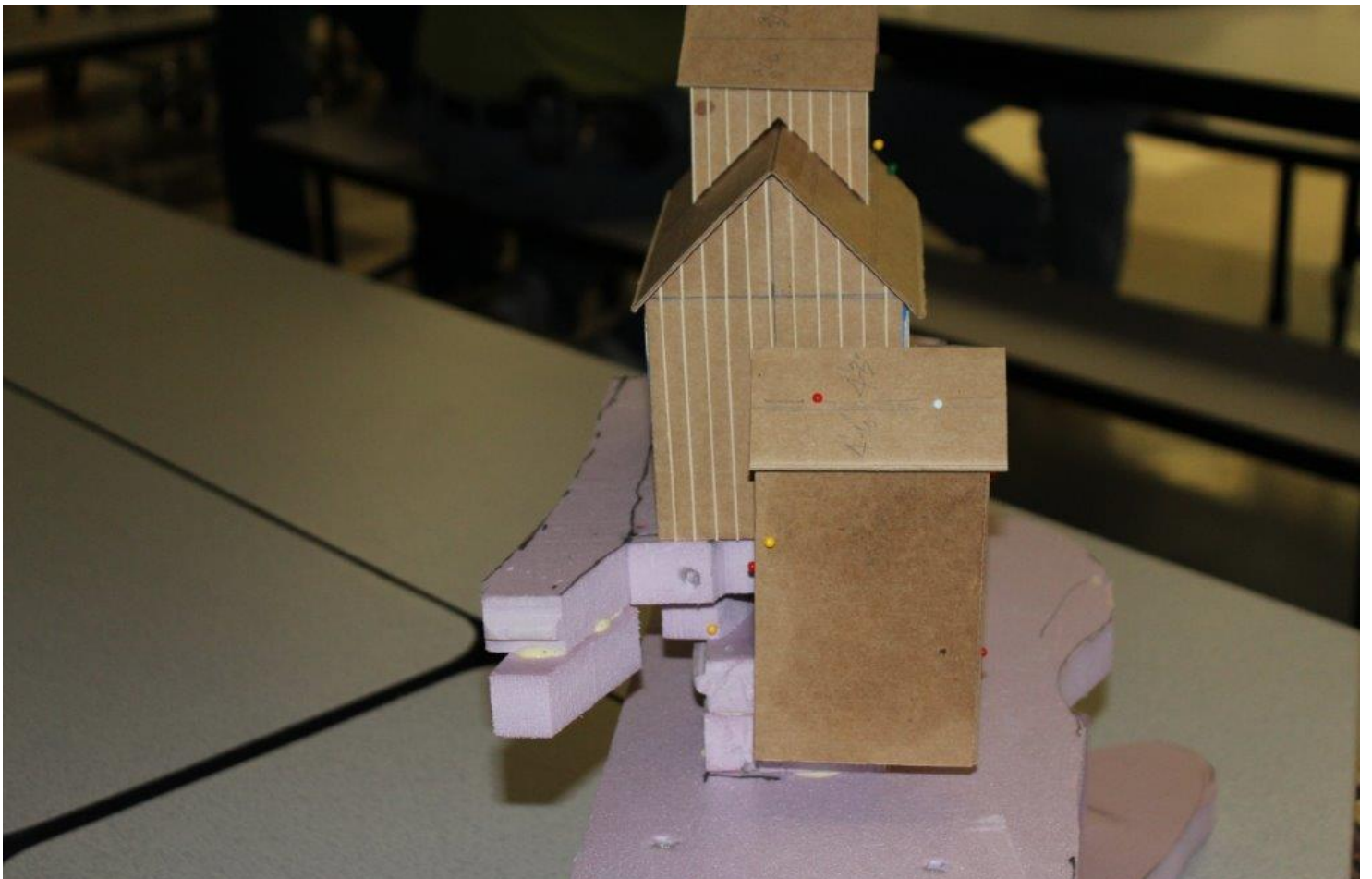
Robert Spurgat
May 12, 2016

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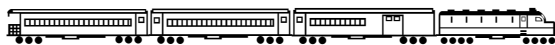
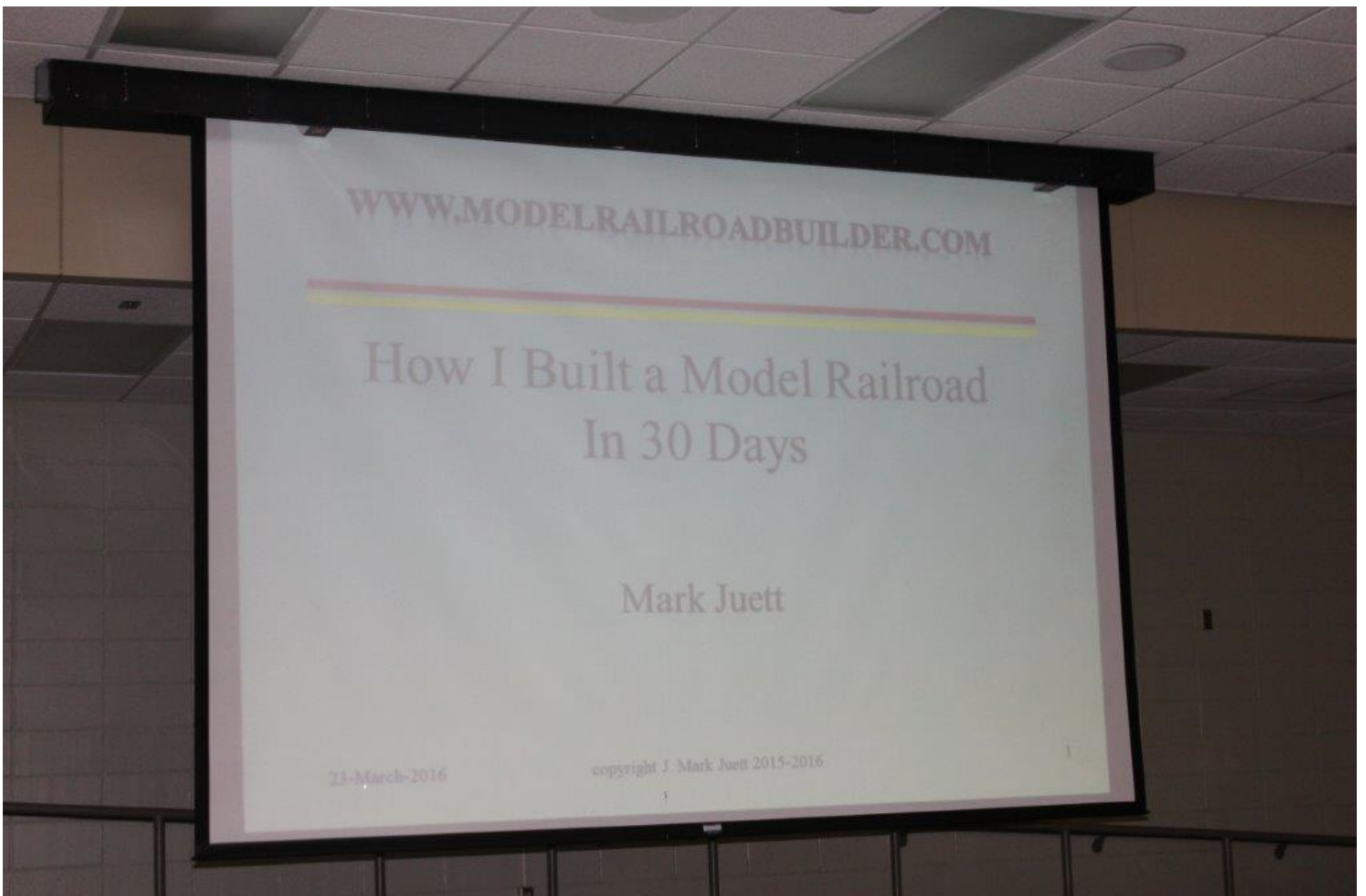


















“Come One, Come All...”

As the immortal words of P.T. Barnum ring in our ears, we want to invite everyone, to what could be, one of the biggest and best conventions in the country this year. The Daylight Express 2016 Lone Star Super Regional convention, www.daylightexpress.com, is only a few weeks away and the schedule of events promises to be so full that you won't be able to take in everything! With clinics, layout tours, non-rail activities, operating sessions, prototype tours, a catered Texas barbeque and our annual banquet with keynote speaker, NMRA President, Charlie Getz, this very well could be the event of the year!!

Clinics – We have over 50 clinics currently scheduled from a host of excellent instructors, many of whom are MMRs, including Miles and Fran Hale, one of the few husband and wife MMR duos. The Hales, national spokesmen for Woodland Scenics, will be host three clinics (Scenery, Bridge building from scratch – make and take, and Advanced craftsman wood structures – make and take). These clinics are limited to 25 students each so sign up for them early! Please visit the [clinics](#) page of daylightexpress.com for more information regarding tools and supplies needed for these fantastic clinics.

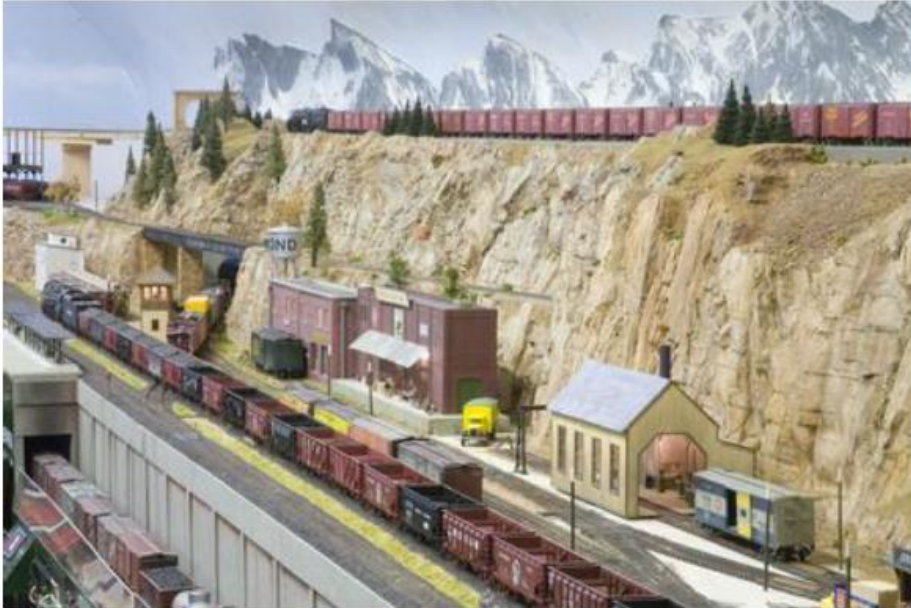


Layout Tours and Operations – The schedule has recently added a few more world class layouts to an already stellar list. Come visit some of the superb layouts and see why Dallas/Fort Worth has long been a mecca for model railroading. Check out this list of superb layouts available for tours (some even open for operating sessions):

Chip Romig	Colorado & Silver River	S/Sn3
Marc LaChey	Cripple Creek & Tincup RR	Sn3
Danny Cryer	Sommers & Cow Creek Lumber Co	Sn3
Lee Bangma	Chinook Southern/Poudre Valley	HO/HOn3
Jerry Hoverson	Rocky Mountain Central	HO/HOn3
Donald Murphey	St. Louis, Atlantic & Pacific	HO
Stan Pirzchalski	MDAK Railroad	HO
Clarence Zink	Texas Western MRC	HO/HOn3
Leo Palliti	Black Bear & Bayou	HO/HOn3
Jim Packer	Nevadun Railroad	HO
Jack Walton	D&RG Narrow Gauge	Sn3



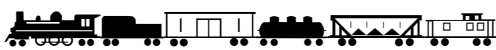
Chris Atkins	Sheridan & Everywhere West	HO
Joe Pritchett	Cowtown Model RR Club	HO
Darrel Smith	Texas & Pacific	HO
Tim Blackwell	Whitehurst & Pine Ridge RR	N
Bob Lydecker		Sn3
Chet Klyn	Lone Star Hi-Railers	O
James Norwood	Kansas City Southern	HO
Michael Ross	Virginian Railway	O



Colorado and Silver River

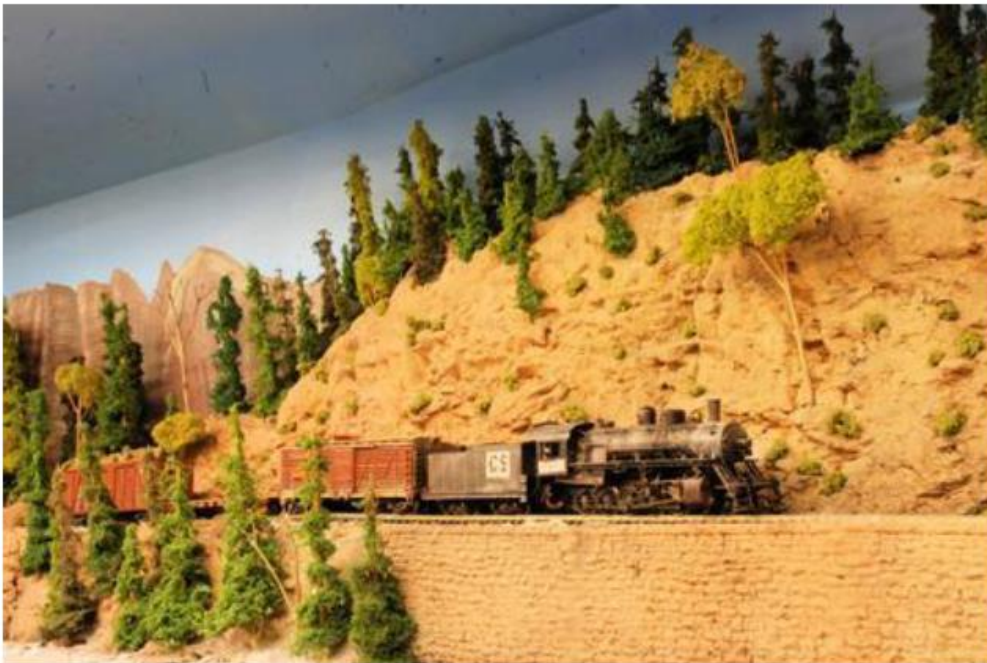


Cripple Creek and Tin Cup





Sommers and Cow Creek Lumber Company



Chinook Southern/Poudre Valley

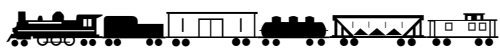




St. Louis, Atlantic and Pacific



MDAK Railroad



SWITCH LIST May 2016

*new since last issue

The Switch 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 information please Email: L-seibel@comcast.net, or Mail Information: Louis Seibel, 1069 N Logan, Olathe, KS 66061. To subscribe, or unsubscribe, to The Switch List send an email to the above link. Look for us on the MCoR web site: www.mcor-nmra.org **Please put me in your newsletter.**

DIVISION MEETINGS

Chisholm Trail Division First Tuesday of the month Evening Meeting at the Olivet Baptist Church
3440 West 13th St. No. • Wichita, KS 67203-4560 (13th Street North & High Street)
Begin gathering-6:45pm NMRA - meeting 7:00pm - 9:00pm
Information Alan A. Aagaard email
alan.a.aagaard@gmail.com

COWBOY LINE DIVISION (NORFOLK, NE) meets 3rd Thursday each month, 7:00 P.M. at HyVee East upstairs meeting room. Corner of 1st Street and Norfolk, Ave. Info: Dennis M. Brandt Phone 402-992-2415 email
dennisbrandt44@gmail.com

EASTERN IOWA DIVISION Tom Persoon is the Superintendent e-mail: persoont06@msn.com
For other division activities check out our website monthly at: <https://sites.google.com/site/easterniowadivision/> or the division's Facebook Page at: Eastern Iowa Division

GATEWAY DIVISION (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>

INDIAN NATIONS DIVISION Unless otherwise specified, all Indian Nations NMRA meets are held at the new Hardesty Library, 8316 E. 93rd. St., just east of Memorial Rd. in Tulsa, OK. The library opens at 9:00 am and the meetings start at 9:30 am. Web page: www.tulsanmra.org Superintendent - Dave Salamon (918)272-5512 or drs_rr@yahoo.com

KANSAS CENTRAL DIVISION Every first Saturday of a month meeting starts at 1pm. For the full schedule check the MCoR website or email: wcastegnaro35@gmail.com.

KATE SHELLEY DIVISION meets the 4th Thursday of every month except Nov. which we meet the 3rd. Dec. we have no meetings. Business meeting starts at 6 PM and at 7 PM we have a get together, anything railroad goes. The Library is at 515 Douglas Ave. Contact KSD thru the NMRA web site.

OK HEARTLAND DIVISION, NMRA meets in the even months in the Oklahoma City area. All who are interested in Model railroading are welcome. Info: www.okcnmra.org

PLATTE VALLEY DIV. (HASTINGS, GRAND ISLAND, and KEARNEY, NE) Meets quarterly in members' homes on a rotating basis or at sites of interest. New members are always welcome. Info: Todd L. Petersen, Div. Dir. 308-832-2200 or todd@gtmc.net

TURKEY CREEK DIVISION, NMRA, Turkey Creek Division Meeting Every Fourth Tuesday, at 7:00 pm. at Hocker Grove Middle School 10400 Johnson, Shawnee, KS 66203-2895 Check the Division Timetable <http://www.tc-nmra.org/TC-Calendar.html> for current. Info: Louis Seibel, 913-393-3495 or 913-927-6850 L-seibel@comcast.net

WESTERN HERITAGE DIVISION (OMAHA, NE / COUNCIL BLUFFS, IA) meets second Saturday (except June and December) at noon in the Sump Library at 2nd & Washington Streets in Papillion (across from Runza). Visit www.whdnmra.info for more info and a map. The new web site is found at <http://www.whd.mcor-nmra.org>

WESTERN KANSAS DIVISION (GARDEN CITY, KS) Meets every Tuesday evening from 6:30 P.M. to 9:00 P.M. at 4091/2 N. Main St. (second floor above "Stage" department store, rear entrance from parking lot) 6 layouts on display (1-O27, 2-HO, 3-N) Operating sessions available Info: Robert Simmons, Division Director 620-521-3591 cell or 620-272-0444 Home e-mail: trainman55@hotmail.com ; Facebook page "Western Kansas Division" also Western Kansas Division website: <http://www.wkd-nmra.org>

Monthly News in a Glance

NRHS

Friday, May 13 – Topeka Chapter, Great Overland Station, 701 N. Kansas Ave., 7:00. Program: "Steam as an Art Form" by Lance Garrels

Friday, May 20 – Wichita Chapter, Gloria Dei Lutheran Church, 1101 N. River Blvd, 7:00. Program: "The Mystery of the Engine That Fell Into the Marmaton River" by Donald Benwart. Informal dinner at Riverside Café, 739 W. 13th, 5:30. Information: J. Harvey Koehn, jhkoehn@prodigy.net

Friday, May 27 – Kansas City Chapter, Union Station, Town Square Room, 7:00. Information: John DeRoo, jderoo@olanetkc.com

DIVISIONS

Saturday, April 2 – Kansas Central, at member's home, 1:00. Information: wcastegnaro35@gmail.com

Monday, April 4 – Chisholm Trail, Olivet Baptist Church, 3440 W. 13th St. N, Wichita, 7:00-9:00. Information: Alan A. Aagaard, alan.a.aagaard@gmail.com

Tuesday, April 26 – Turkey Creek, Hocker Grove Middle School, 10400 Johnson, Shawnee, 7:00. Information: Louis Seibel, L-seibel@comcast.net, or www.witc-nmra.org/TC-Calendar.html

Thursday, April 28 – Kate Shelley, 515 Douglas Ave., town???, 6:00.

Every Tuesday – Western Kansas, 409½ N. Main, Garden City, 6:30-9:00. Information: Robert Simmons, trainman55@hotmail.com

NARVRE

Monday, May 2 – Hutchinson, Airport Steak House, 1100 Airport Rd, 8:30 a.m. Information: Ron Pauls, arkola@sbcglobal.net



Tuesday, May 3 – Arkansas City, Senior Citizen Center, 320 S. A St., 11:30

Monday, May 9 – Abilene/Salina, Bayard's Café, 540 S. Broadway, Salina. Information: Tony Schmitt, asch9438@cox.net

Monday, May 9 – Parsons, The Chinese Chef, 900 N. 16th St., 11:30. Information: Jimmy W. Dodds, jimmywdodds@gmail.com

Tuesday, May 10 – Kansas City, KS, Joe Amayo Center Community Center, 2700 Metropolitan Ave., 12:00. Information: Craig Hatch, hatch4591@gmail.com

Tuesday, May 10 – Wellington, Senior Center, 308 S. Washington, 12:00. Information: abdb@sutv.com

Tuesday, May 10 – Topeka, Coyote Canyon, 1251 SW Ashworth Pl, 9:30-11:00. Information: Larry Broadbent, lbroadbent@cox.net

Wednesday, May 11 – Marysville, Ricky's Café, Hanover, 11:30. Information: Dolores Krug, d30krug@yahoo.com

Monday, May 16 – Wichita, Best Western North, 915 E. 53rd N (I-135), 11:00-1:30. Information: Tony Schmitt, asch9438@cox.net

MODEL RAILROAD CLUBS

Sunday, May 1 – Cherry Valley Model Railroad, Leatherock Hotel, 420 N. Depot St., second floor, Cherryvale, 1:00. Information: John R. Dhooghe, john@cvmrc.com or www.cvmrc.com

Thursday, May 5 – Augusta Model Railroad Club, 6th & School Sts, 7:00. Information: www.augustahorrorclub.org

Thursday, May 5 – Manhattan Area Rail Joiners, Hy-Vee Supermarket, dining room, 601 3rd Pl, 7:00. Information: Robert Stewart, 785-537-8730

Friday, May 6 – Topeka N-Track Associates, at member's home, 7:00. Information: Bob Wright, 785-273-7835

Tuesday, May 10 – Lawrence Model Railroad, 111 E. 1400 Rd. Information: Steve Meseraul, print12345@aol.com

Saturday, May 14 – Kansas Pacific Model Railroad, Ellis Museum, 911 Washington, 10:00. Lunch at a restaurant. Information: Tom Robinson, railway@gbta.net

Saturday, May 14 – Frankfort Division, 416 W. 1st St, 10:00-3:00. Information: Joe McAtee, joem@bluevalley.net

Saturday, May 14 – Wichita Toy Train Club, 130 S. Laura, 10:00-5:00. Admission charged

Sunday, May 15 – Cherry Valley Model Railroad

Sunday, May 15 – Heartland N-TRAK of Greater Kansas City, at member's home. Information: Dick Cooper, nscale@kc.rr.com

Monday, May 16 – Topeka Model Railroaders, Topeka/Shawnee Co. Public Library, 1515 SW 10th, 7:00. Information: Tony Fox, tfox57@gmail.com

Thursday, May 19 – Kansas City Narrow Gaugers, at member's home, 7:00. Information: Dean Windsor, On3@worldnet.att.net

Saturday, May 28 – Frankfort Division

Sunday, May 28 – Wichita Toy Train Club

Every Sunday – Weekend N'gineers, 16624 W. 126th St., Olathe, 1:00. Information: Ken Clark, haphheart@swbell.net

Every Sunday – Mid Kansas Model Railroaders, 1130 E. Kansas, McPherson, 2:00-5:00. Information: John Snell, Jsnell@cox.net

Every Monday – Garden City Model Trains, 408 N. Main, back entrance, 6:30. Information: Robert Simmons, trainman55@hotmail.com

Every Tuesday – Ozarks Model Railroad Association, 424 W. Commercial St., Springfield, MO. Information: Ron Williams, rwilliams3129@gmail.com

Every Tuesday – Ozarks Model Railroad Association, 424 W.

Commercial St., Springfield, MO, 7:00pm. First Tuesday is the Member Meeting & Clinics. Second Tuesday is Layout Maintenance. Third Tuesday - Operation Night. Fourth Tuesday - Bring your own running. The OMRA has a 16' x 90' HO RR based on the Frisco's Central Division from Monett, MO to Paris, TX. Throughout the year members travel to other train shows, special activities and quarterly programs about trains. Information: Greg Sullivan, sullibud@gmail.com Ron Williams, rwilliams3129@gmail.com

Ever Tuesday evening the Mexico Train Works Model RR Club meets (except at major holidays) @ 7pm at 415-B West Jackson Street, Mexico MO. The website is www.mexicotrains.com and you can reach John Johnson, President @ info@mexicotrains.com or phone 573-581-8013

Every Wednesday – Greater Kansas City Model Railroad Club, 6060 NW Waukomis Dr., Kansas City, MO, 7:00. Information: J. D. Spicher, jdspicher@aol.com or W.L.

Ohrnell, wohrnell@sbcglobal.net **NEW**

Every Other Wednesday – Kansas City Society of Model Engineers Call for Information: Steven Boeck, s.j.boeck@att.net

Every Thursday – North East Kansas Model Railroaders, HO gauge, location???, 7:00. Information: Otto Wick, 913-367-7536, or Steve Schaefer, 913-367-6202

Every Saturday – Boothill Model Railroad, location???, 1:00. Information: Robert Simmons, trainman55@hotmail.com

Every Saturday – Heartland N-Trak of Greater Kansas City, 131 S. Water, Liberty, MO, 11:00-3:00. Information: Dick Cooper, nscale05@gmail.com

Every Saturday – North East Kansas Model Railroaders, 12" scale, 1440 N. 6th St., Atchison, 10:00-4:00. Information: Otto Wick, 913-367-7536, or Steve Schaefer, 913-367-620

Every Sunday – North East Kansas Model Railroaders, 12" scale, 12:00-4:00

Every Sunday – Mid Kansas Model Railroaders, 1130 E. Kansas, McPherson, 2:00-5:00. Information: John Snell, Jsnell@cox.net

Every Saturday-Sunday – North East Kansas Model Railroaders, 12" scale, 1440 N. 6th St., Atchison, Sat. 10:00-4:00, Sun. 12:00-4:00. Information: Otto Wick, 913-367-7536, or Steve Schaefer, 913-367-6202

Every 2nd & 4th Saturday-Sunday – Wichita Toy Train Club, 130 S. Laura, Sat. 10:00-5:00, Sun. 1:00-5:00. \$5.00 admission, child up to 12 free

First and Third Sunday - Cherry Valley Model Railroad Club, Leatherock Hotel Center, 420 North Depot Street, Cherryvale, KS 1:00 PM. Information contact John Dhooghe, john@cvmrc.com

Add our website - www.cvmrc.com - we post the dates of our Sunday meetings on our main page

Meetings GARDEN RAILROADS

Saturday, May 21 – Wichita Garden Railway Society, at member's home. Information: Claudia Rollstin, claudia@gardenrailwaygizmos.com

Thursday, May 26 – Tulsa Garden Railroad Club, Freewill Baptist Church, 1190 N. Mingo Rd, 7:00. Information: info@tulsarailroadclub.org

Sunday, May 29 – Northeast Kansas, at member's layout. Information: Tedy Bellos, petedy@everestkc.net

HISTORICAL CLUBS



Thursday, May 5 – Round Table, Paul & Jack’s Tavern, 1808 Clay St., N. Kansas City, MO, 6:00. Program: “The Fred Harvey Way” by Merrill Walz. Information: Robert Walz, rmwalz@sprintmail.com

Friday, May 6 – First Friday, 1641 Pin Oak Ct, Rose Hill (8 ml. S of Andover or 6 mi. east of Derby on 63rd St.). Supper at Billy Sims BBQ, SW corner of Kellogg & Andover Rd., 6:00. Information: John W. Cook, cookieman1@cox.net

Monday, May 9 – Amtrak Task Force, Emporia Main Street office, 12 E. 5th, 4:00. Information: Rev. Andrew McHenry, pastorandrew70@yahoo.com

Wednesday, May 11 – Heart of the Heartlands, Webb Center, Carona, 7:00

Every Tuesday – Join with a group who meets to rail fan at Spangles, K-15 & Pawnee, 10:00

SHOWS and CONVENTIONS 2016

Tuesday-Sunday, June 21-27 – Santa Fe Railway Historical & Modeling Society 2016 Convention, Marriott East, 9100 Corporate Hills Dr., (US-54 & I-35), 316-651-0333. Wed.: excursion behind Steam #3415, tour of Eisenhower Museum – Abilene; Thurs.: excursion from Winfield to Moline; also tour Great Plains Transportation Museum, Wichita with BBQ lunch. Amtrak comes as close as Newton. Numerous Santa Fe depots in area and steam locomotives on display. Registration: \$165 after May 1. Information: www.atsfr.net

Tuesday-Sunday, June 21-27 – Santa Fe Railway Historical & Modeling Society 2016 Convention, Marriott East, 9100 Corporate Hills Dr., (US-54 & I-35), 316-651-0333. Wed.: excursion behind Steam #3415, tour of Eisenhower Museum – Abilene; Thurs.: excursion from Winfield to Moline; also tour Great Plains Transportation Museum, Wichita with BBQ lunch. Amtrak comes as close as Newton. Numerous Santa Fe depots in area and steam locomotives on display. Registration: \$165 after May 1. Information: www.atsfr.net

Wednesday-Sunday, June 29-July 3 – National N-Scale Convention, Sheraton Overland Park Hotel Convention Center, 6100 College Blvd, Overland Park. Pre-Convention events Tue. June 28

Thursday-Wednesday, July 21-27 – National NRHS Convention, Holiday Inn Stapleton, Denver, CO, 1-855-914-1373, be sure to mention NRHS. Royal Gorge Scenic Railroad, Gerogetown Loop Railroad, Colorado Railroad Museum, Forney Museum, Leadville, CO. & Southern Railroad. Information: www.nrhs.com

Sunday-Saturday, July 24-30 – Union Pacific Historic Society Convention, Sacramento, CA. Information: www.uphs.com

Thursday-Sunday, October 6-9 – Missouri Pacific Historic Society, Baymont Inn & Suites, 319 W. Miller, Jefferson City, MO, 573-636-5231. Registration before Sept. 6, \$30. MoPAC Heritage 1982 on display Saturday. Information: www.mopac.org

Saturday, October 8 – Salt City Model Train Show, Memorial Hall, 101 S. Walnut St., Hutchinson. Adult \$5.00, child 12 & under, free. \$1.00 of each admission donated to Hutchinson Zoo Train. Information: Mark Buckley, mbuckley@sbcglobal.net

Saturday-Sunday, November 5-6 – Ark City Train Show, Agri-Business Bldg, 712 W. Washington, Sat. 9:00-4:00, Sun. 10:00-3:00. Adult \$5.00, \$4.00 with food item, child 12 & under, free. Information: John Schmucker, javen1927@gmail.com

Thursday-Sunday, October 6-9 – Missouri Pacific Historic Society, Baymont Inn & Suites, 319 W. Miller, Jefferson

Sunday-Saturday, July 24-30 – Union Pacific Historic Society Convention, Sacramento, CA. Information:

www.uphs.com

Thursday-Sunday, October 6-9 – Missouri Pacific Historic Society, Jefferson City, MO. Information: www.mopac.org

SPECIAL EVENTS

Each Weekend – Kansas Belle Dinner Train, Midland Railway, Baldwin City. Information: www.kansasbelle.com

TRAIN RIDES

Saturday-Monday, May 28-30 – Abilene & Smoky Valley Railroad Steam

Friday-Sunday, June 3-5 – Thomas the Tank Engine, Midland Railway, Baldwin City. Information: David Berner, atsfry@cox.net

Friday-Sunday, June 10-12 – Thomas the Tank Engine, Midland Railway

Saturday-Sunday, July 2-4 – Abilene & Smoky Valley Railroad Steam

Saturday-Sunday, July 23-24 – Abilene & Smoky Valley Railroad Steam

Saturday-Monday, September 3-5 – Abilene & Smoky Valley Railroad Steam

Saturday-Sunday, October 1-2 – Abilene & Smoky Valley Railroad Steam

The Switch List is a service of Mid-Continent Region, NMRA.

