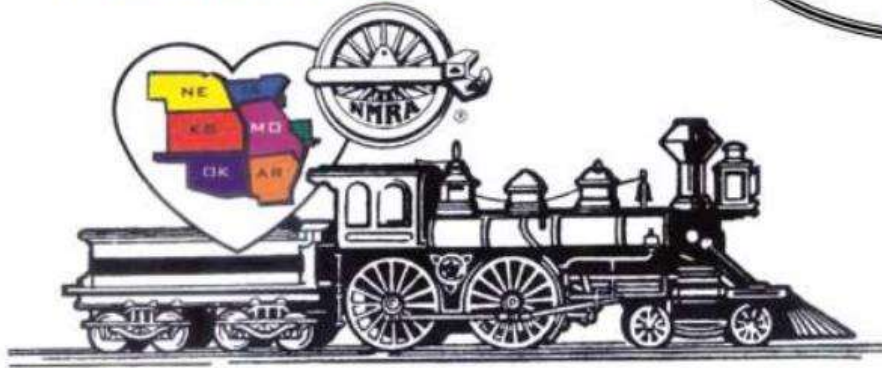


Lightning Slinger

Turkey Creek Division



Vol 36 August 2020

MONTHLY PUBLICATION OF THE TURKEY CREEK DIVISION
OF THE MID-CONTINENT REGION, NMRA
"For all gauges and all ages"

MEETING – TUESDAY, AUGUST 25, 2020

Turkey Creek Division is planning an in-person meeting at the First Baptist Church of Kansas City, Tuesday, August 25th.

The presentation will be by Miles Hale, MMR, on "How to Share with Friends". He will discuss simple and complex ways to share info and photos with friends in the hobby.

Due to Covid-19 restrictions, for planning which room we need to use, we would like to know how many members/guests would like to attend. Please email by Monday at 12:00 noon on August 24th if you plan to attend. You can contact Greg Ohlmacher, Superintendent, at gcohlmac@sunflower.com, if you have any questions. Thank you and stay healthy.

Greg Ohlmacher
Superintendent

Location:

First Baptist Church of Kansas City
100 W. Red Bridge Road
Kansas City, Missouri 64114

(Intersection of Wornall and Red Bridge Road
(same as College Blvd.))

FACE MASKS REQUIRED!
(Please)

Superintendent's Report

Fellow Model Railroaders. I do not have a lot of news for August. I have been following social media sites, including the National Model Railroad Association Facebook Group. It appears that many people are actively modeling during the pandemic. That is a great thing. I also watched some of the clinics that were part of the Gateway X virtual convention. I thought for the most part virtual convention went well. I also pick up on the regions Facebook posts. I have been keeping active. As I have mentioned before, I have two modules that are part of the Lawrence Model Railroad Club's modular layout and a station that am trying to model for the Old Depot Museum in Ottawa. Other than that, it has been quiet.

I want to thank Mark Juett for presenting the clinic in July. He discussed using JMRI for car forwarding. This is the second or third time that I have seen a clinic on this topic, but this was clearly the best. Mark presented things in an orderly fashion. Fourteen people attended the meeting in person and another 8 people attended virtually. Lots of great questions were asked, which lead to good discussions. Now, for the most part the virtual presentation went well. It was unfortunate that we could not link Mark's computer to the virtual feed. Thus, when Mark did the software demonstration at the end of the clinic, the virtual attendees could not see what he was doing. Although I did not go home and try it out, I am hoping to get the Lawrence Model Railroad Club to set up their layout more often and try some operations. When we do, JMRI might be the approach we use for car forwarding. Miles Hale has offered to present a clinic in August. Again, the meeting will be both in-person and virtual. We will include the link in the email with the Lightning Slinger for those that wish to attend virtually. Having said that, I hope Miles is bringing his camera, and we can link it to the computer system.

Superintendent: I am looking for someone to step up and be superintendent for 2021. If you would like to help me locate someone or wish to volunteer your services as superintendent, please let me know. This may also a good time to consider replacements for other officers.

Clinics: The annual model challenge will be in September. We are also planning a judged model contest for some Saturday or Sunday in October. So that leaves November for a clinic and December for a holiday gathering. At this time, I do not know if these meetings will be in person or virtual. Please consider presenting or recommending someone for a clinic in 2020. Also, the Lightning Slinger can use articles or pictures. Please consider contributing.

Gregory Ohlmacher
Superintendent, Turkey Creek Division, NMRA

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Turkey Creek Division

Is a 501(C)(3)

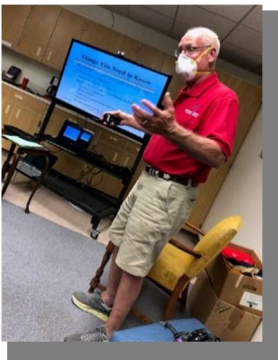
ORGANIZATION

Clerk's Report for July 28, 2020

Superintendent Gregory Ohlmacher called the meeting July 28th into order at 7:00 pm. There were approximately 15 persons in attendance, all with their masks, sitting with distance between. About 6 participated through electronic "Zoom", not perfect, but it seemed to generally work! I don't think the experience from Zoom was as good as being there!



We thank the First Baptist Church of Kansas City for their willingness to let us use their facility. Turkey Creek is making a small donation for its use.



Mark Juett presented detailed information on how JRMI integrates into model railroad operations. Way above my head, but it inspired a lot of discussion with the members. Inventory of cars, making up trains, preparing switch lists and more!

Meeting Adjourned.

Reported prepared by "Chicken Man Larry" in substitute for Clerk McKee

Trailer On Train Express - 1 - July 20, 2020 8:37 PM

Louisville & Nashville RR

Manifest for train (127) Trailer On Train Express
Valid 7/20/1967 20:37

Scheduled work at DeCoursey, departure time 10:05

[] Pick up				[] Set out			
Road	Number	Model	Track	Road	Number	Model	Track
LAN	1057	GP30	#5				
LAN	839	F7	#5				
LAN	850	F7	#5				

[] Pick up				[] Set out			
Road	Number	Type	Leng Color L Hazardous	Road	Number	Type	Leng Color L Hazardous
SPRD	26048	RS	40' Orange E				
WP	800305	PC	50' Tuscan L				
LAN	21035	PC	50' Tuscan E				
SAL	42806	PC	50' Tuscan L				
CN	663540	PC	50' Tuscan E				
DAROW	21057	PC	50' Black L				
PBR	460962	PC	50' Tuscan L				
LAN	21075	PC	51' Tuscan E				
RDG	9315	PC	50' Black L				
GMSO	75002	PC	40' Black L				
SP	30259	PC	50' Tuscan L				
SP	30250	PC	50' Tuscan L				
MILM	65642	PC	50' Tuscan L				
LAN	6253	NE	36' Red				

Train departs DeCoursey Southbound with 9 loads, 5 empties, 1,119 feet, 1,640 tons

Scheduled work at Northville, departure time 11:15

[] Pick up				[] Set out			
Road	Number	Type	Leng Color L Hazardous	Road	Number	Type	Leng Color L Hazardous
UP	53471	PC	50' Tuscan				
B&O	80274	PC	50' Black L				
PRR	7890	RR	50' Tuscan E				
FRIZ	7026	PC	50' Tuscan L				
ATSP	92851	PC	50' Tuscan E				
LAN	21055	PC	50' Tuscan L				
LAN	21038	PC	50' Tuscan L				
MILM	65648	PC	50' Tuscan L				
UP	53496	PC	50' Tuscan L				

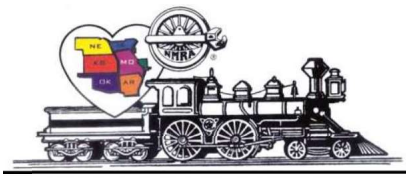
Train departs Northville Southbound with 13 loads, 5 empties, 1,119 feet, 1,640 tons

Scheduled work at Campbellburg, departure time 12:50

[] Pick up				[] Set out			
Road	Number	Model	Track	Road	Number	Model	Track
LAN	1057	GP30	C2				
LAN	839	F7	C2				
LAN	850	F7	C2				

[] Pick up				[] Set out			
Road	Number	Type	Leng Color L Hazardous	Road	Number	Type	Leng Color L Hazardous
			C2				
DAROW	21057	PC	50' Black L				
PBR	460962	PC	50' Tuscan L				
LAN	21075	PC	51' Tuscan E				
RDG	9315	PC	50' Black L				
GMSO	75002	PC	40' Black L				
SP	30259	PC	50' Tuscan L				





Lightning Slinger

Turkey Creek Division



August 25, 2020

Wagons, Wagons and More Wagons!

Article by "Chickenman Larry"

Ray Brown has
tipped the scale
to insanity!

The majority of his wagons are built from Jordan kits... but he has old Revell, GME and most recently, Berkshire Valley models, has introduced HO Scale kits.

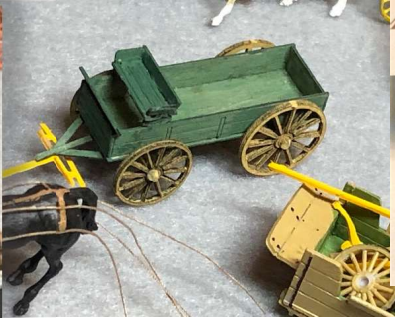
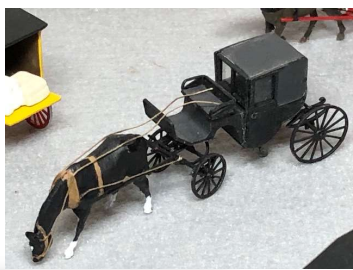


and he says he has 50 to 60 more to build.



Ray likes the detail of Jordan kits, but they are difficult to assemble. The Berkshire Valley kits are a very nice compromise in detail and build to a great looking model.







This is not to say other species are not used to pull wagons, such as

Buckskins
Chestnuts
Morgans

Saddles horses are generally

Buckskins
Palominos
Appaloosas
Paints
Morgans
Shires



Feeding is another factor in selecting these animals.

Horses and mules need to be fed and want grain, oats, hay, etc.

Oxen as I understand, eat almost anything. Great for slow long hauls across the prairies and roads through the mountains and valleys. (You don't have to haul food along the trip.)



“Motive Power” for Wagons...

There is a need for horses, more horses, and maybe oxen and mules. Donkeys were generally “pack animals”. Mules and donkeys can be stubborn and contrary!



Horses are bred in species and all species have distinctive color variations with strength/speed attributes.

Most wagon horses are considered “draft horses”.

The most used species are

Persurians
Clydesdales
Belgians

Mules are strong and have inherent quality of being “surefooted”, great for narrow mountain trails, good for mine or “pack animals”, and good for mine or wagons on poor quality mountains, trails and paths.

Oxen are also very strong, but not surefooted. Fewer oxen are needed than horses, to pull the same load.

Rigging

You need **rigging** with all these animals to pull your wagons, stagecoaches and buckboards. This subject is broad, complex and very detailed, and what I know barely scratches the surface. Rigging involves collars, harnesses, reigns and wagon draw bars. All the animals are different, as Horses and Mules have their strength through their shoulders, while oxen have good neck strength. Most of the photos I have are horses.

Horses and Mules use collars, harnesses rigged around their shoulders, while oxen use yokes around their necks.

Now, you must decide on how prototypical you are going to detail your teams.



In our models, you can buy horses from Berkshire Valley with rigging molded into the horse. You can buy animals with no rigging and you add the details. You can get horses in Woodland Scenic sets, Preiser, Fun & Games, and some older manufactured pieces from swap meets.



FORKS CREEK CURRENT

VOLUME 14 A RANDOMLY OCCURRING PUBLICATION By: Ron Morse, MMR

Had to do some one to one scenery today...called my yard. My third cut for the season (we have a riding mower). But, I did get a little modeling in:

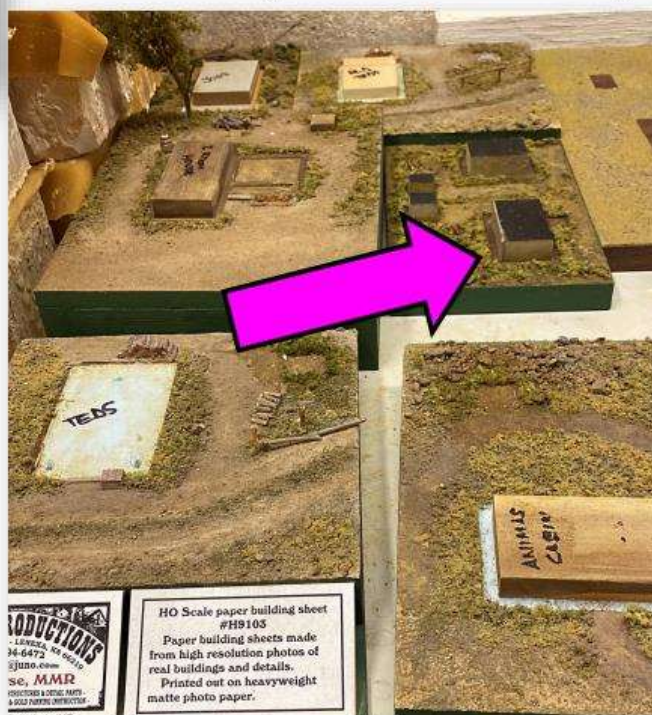
I cleaned the track from the glue and fished out any stray ballast that the wheel rims would hit on.

I started doing some work on filling in behind the log cribbing. Had I realized that I was going to use cribbing I would not have angled the foam! But I can't always totally visualize exactly how a scene is going to come out....so sometimes I have to modify things as I go. I wadded up wet newspaper and stuffed it behind the cribbing and put some dilute glue over it. I could have just filled it with plaster but that adds weight. I have the fan running on this to dry the paper then will add a plaster top-coat. In the photo you can see some foam blocks. The paper buildings fit snugly over these. I used the same method on most of the mini product diorama's except



for most of them I used wood instead of foam. As you can see in the photo at the right.

On the next page I have included (and will continue to include) an overview and some pictures of the completed section of the Forks Creek and Central Railroad. In the original railroad there are about 4,128 hours of labor. Much to Alfred's delight I won't be able to tell you how many hours will be in the Forks Creek Extension as the buildings were originally designed and built as display models for our PhotoStructure Line of kits.....



Forks Creek & Central Railroad

Ron is a Master Model Railroader (MMR-159) who has been published 35 times in the Model Railroad Press.

After much pondering I chose to model Colorado at the turn of the century (approximately 1900) in the fall of the year. While not modeled after a specific prototype it is reminiscent of the Idaho Springs and Central City area where I was raised and my father owned a gold mill and assay office.

The primary purpose for both railroads is providing service for the gold mining and milling industries. The FC&CRR is a standard gauge railroad and the Coyote Gold Tram is a 'HON30' narrow gauge tram line. I hand painted the backdrop for this railroad which includes rounded corners, special lighting, fascia, and drapes. The layout abounds with animation.

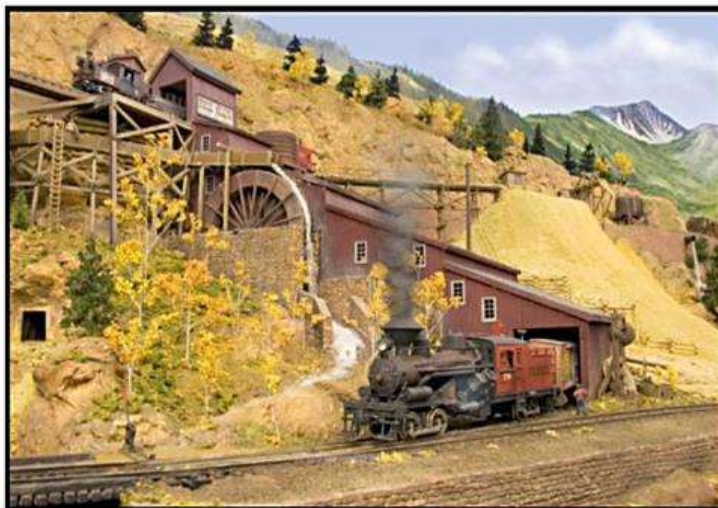
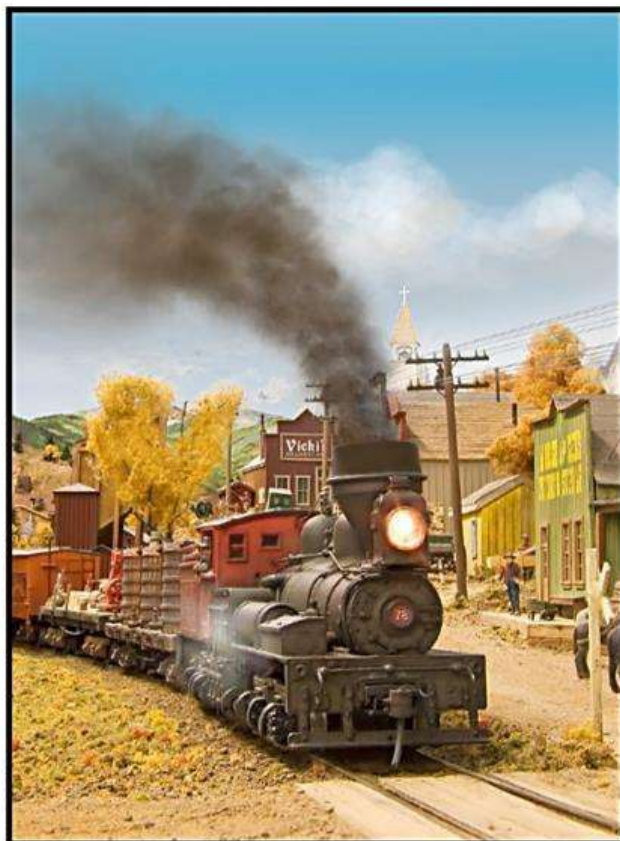
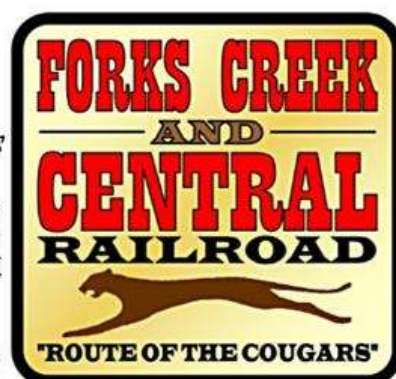
To enhance the feeling of vertical height, parts of the railroad bench work were lowered allowing the "Lone Eagle Trestle" to have a vertical distance from the track to the base of the trestle of 14 inches.

I created the heralds for both railroads and signs for the buildings using Microsoft Publisher and then made my own dry transfers.

The FC&CRR is operated from a central control panel using "common rail" wiring. It has a single track main line with one continuous loop. All rail is Atlas code 100 nickel silver flex track except for the bridges which were hand laid. The railroad is operated from a central control with dual cab control and 17 electrical blocks. Both cabs are scratchbuilt transistorized systems (built by Dean Windsor, MMR). There are 16 Peco power routing turnouts. Most of the turnouts use Switchmaster slow motion machines for realistic operation. The minimum radius on curves is 18 inches and the maximum grade is 2.5 percent. Kadee brand couplers are used with "under the track" uncoupling magnets. The base elevation from the floor is 40 inches. The base size of the layout is approximately 11' X 15' using an around the wall concept. Thanks to an operational

turn table and a wye, trains can be turned and switched in the yard and then moved back and forth to the mainline continuous loop.

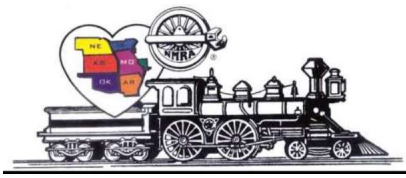
Included on the tour are the manufacturing facilities of Morse Productions where Ron and his wife Vicki have been producing model railroad products for over 26 years. Also on view are numerous dioramas and a modular section of the award winning Gold Creek "G" Scale Railroad.



And... I will be sending some information on my 1:1 modeling :O) I have spent nearly a year rebuilding my grandfather's mine car that has been in my yard(s) for maybe 40 years. Yes, that's me in the mine car as a young boy, my grandfather at his mine and my mother at the mine. More information about all that later. At any rate as you will see it had rusted almost to the point of being beyond repair. However, it is now almost done. It's about 120 years old. :O)

REBUILDING MY GRANDFATHER'S MINE CAR





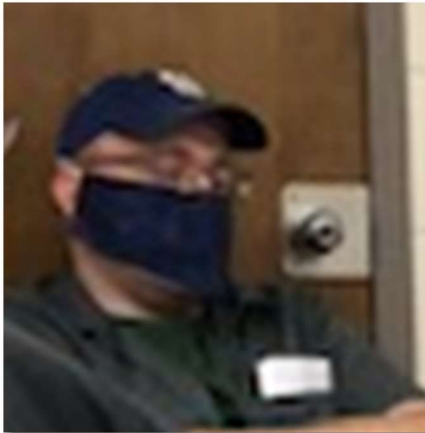
Lightning Slinger

Turkey Creek Division



August 25, 2020

... Breaking News...



Grant Harrison has got the competition well in his sight!

Grant has made great progress on his Wil West Models "Quartz Hill Mine".

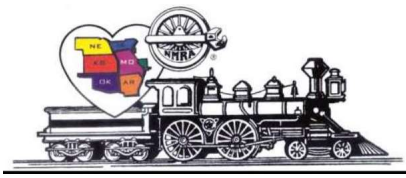


Grant is 3D printing parts, such as the headframe winch. Pretty darn good!

On the move, Grant is expanding into scratchbuilding as he has a good start on a plan from Pat Harriman's book. He carved the stone walls from ABS drop in ceiling tile!



All you "elders" better wake up and take notice!



Lightning Slinger

Turkey Creek Division



August 25, 2020

A Station for Grafton

by W.J. "Bill" Scheerer MMR

On my Baltimore and Ohio Monongah Division, Grafton is the division point between Cumberland, Maryland and Parkersburg, West Virginia and is the center of activity between the two as it was on the Prototype. My version of the Monongah Division was built for operation, incorporates my interests and is not an attempt to accurately recreate the prototype but rather attempts to capture the essence of the B&O in this part of the world. That being said, my operations plan required a passenger station at Grafton where there is virtually no space for one. Furthermore I wanted something that captured the basics of the real



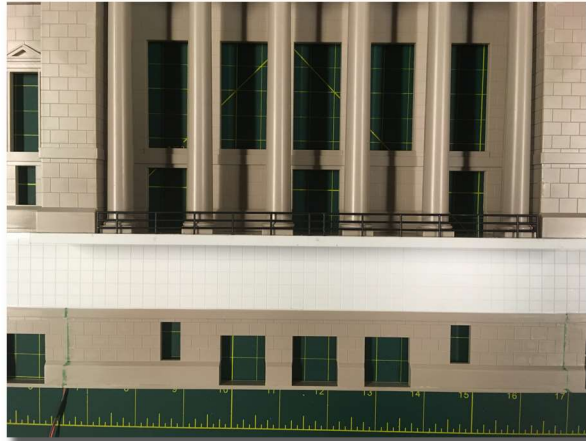
station with its stone lower level, columns on the upper level and brick wings set back from the central portion of the building. Photo #1 is the actual station. The taller building on the right is the Willard Hotel named after B&O President Dan Willard.

When I was in Milwaukee for the 2010 NMRA National Convention I paid a visit to the Walthers Terminal Hobby Shop that I had read about since I was a kid (a very long time ago). I found one of their Union Station kits on the sale table "in As Is No Returns condition" for a very good price and thought it might contain the elements needed to build a suitable stand-in for the real thing. Fast forward 10 years, mix in pandemic boredom and it was time to figure out how to build a station for Grafton.

It did not take a rocket scientist or a vernier caliper to figure out that I had no more than ½ inch between the backdrop and drill track at track level for a station structure not to mention the fact that the drill track ran between the back drop and the main track where passenger trains would call. I was on the horns of a dilemma.

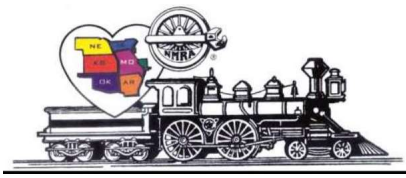
After considerable thought and several hours studying the Walthers kit parts I determined that the basic Union Station kit shape was similar to that of the Grafton Station and might be suitable. It was a stone building and the street side of the building had columns and wings set back from central portion of the building. The problem was that I did not have room for the central part of the building to extend out from the wings. So, what to do? I decided that I could assemble the lower part of the track side of the Walthers kit to simulate the lower level of my station by cutting off the upper portions of the walls and modifying them to be built flat rather than in the U shaped kit configuration. Then I could add a wall above that by using Evergreen plastic sidewalk sheet to gain enough height to stack the street side of the

kit and cantilever it over the track. This would give the column and wing effect that I was looking for but would not be easy to construct due to the cast in details such as cornices that needed to be carried around corners. With some trepidation my Grandson Sam Ninemire (age 12) and I took a razor saw to the kit parts. Remembering the sale price I paid for the kit helped. After the parts were measured twice and cut once, Sam did most of the assembly. He felt that the floor under the column area was too thin so we added some strip styrene to make the floor a bit thicker. We also added a railing to keep the citizens of Grafton from falling to the tracks below. See Photo #2. We also modified the "people doors" from the unused portion of the building sides to replace two of the kit baggage type doors on the lower level as shown on a later photo.



After a coat of limestone colored paint the next question was how to simulate the brick wings. MicroMark provided the solution with their brick paper but making the complex cuts to fit it around the ornate windows on the wings presented the next challenge. It was met by making a paper pattern of $\frac{1}{2}$ of a window using bits of paper taped together and then using a copy machine to make the other half. After that was cut out and a pattern for a complete window was made, it was in turn copied and used to make a pattern for the entire wall. That pattern in turn was used to cut the brick paper for an exact fit. See Photo #3. The finished station is shown in Photo #4 and I think it is a suitable stand-in for the real thing. I solved the lack of room for a platform by running the drill track trough the platform. It was an interesting project because the track is curved and it also involved a turnout and an electric uncoupler. Styrene sheet was the material used. Photo #5 shows the platform as well as the side view of the building. Now to scratch build the Willard Hotel to complete the illusion . . .





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Turkey Creek Division



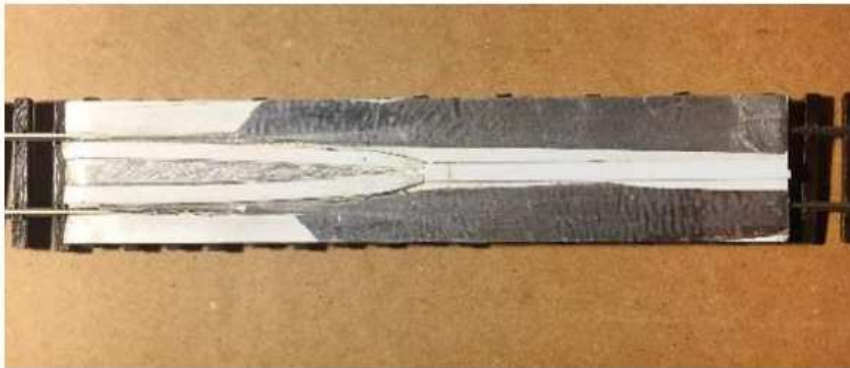
August 25, 2020

Re-Railing Device

by Shelly Levy MMR

Having short fingers and modeling in On3 has prevented me from grasping a box car and reaching around and setting the truck on the track. I admired the HO and N Scale people who had a segment in their track call a “rerailer”, which are permanently in their track plan. They would just slide the car over the rerailer and the car was on track. I had not seen such a

rerailer for ON3, nor would I want one on my layout with hand laid track in the viewing areas. Therefore I decided to build a rerailer device that can be set on the track, guide the trucks to the rails and then be removed. The concept mimics the commercial rerailers, align truck and lower it to the rails.

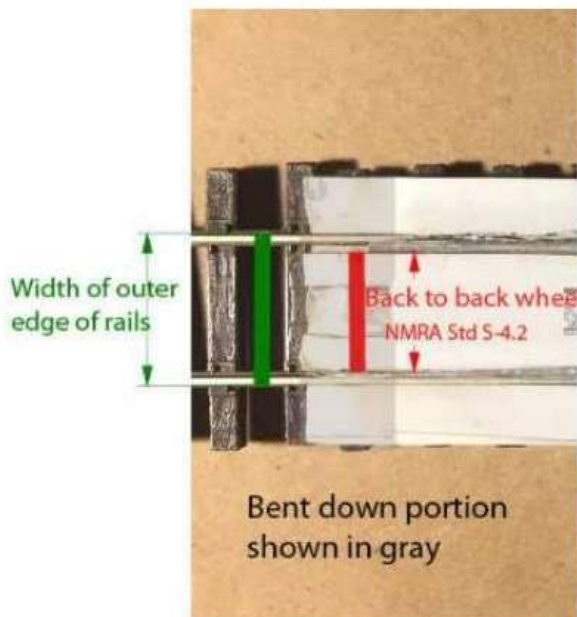


Top view of rerailer

Construction

The base is a piece of 0.030” styrene that is the width of the ties and length to accommodate

the longest item to be set, including engines. The loading end that receives the lead wheels, has a strip of 0.060”x ¼” styrene centered on the base and about half the rerailer’s length. This strip’s function is to ensure the truck will straddle the alignment guide at the exit end of the rerailer. NMRA Std S-42 specifies the back-to-back wheel spacing for each gauge. Placing a guide of this width centered on the track assures the truck will be aligned as it is pushed forward onto the track. The guide is made of two styrene strips, each a bit longer than truck length. The outer edges of these strips are spaced to the back-to-back wheel dimension and is centered on the base. Two additional strips form a V that direct the truck from entry to straddle the guide as the truck progresses along the rerailer.



Cut slit about 1½” long
between ends of green
and red dimension bars

Proper alignment is made by two slots that are cut in the base material. Each slot is cut as shown on the photo above. The outer edge of each slot will abut the outside edge of the railhead and centers the rerailer. The next step is to bend the end of the rerailer down to



Wheels leaving the rerailer

meet the ties. The adjacent photo shows:

1. the bent down end of the unit;
2. the wheel backs guided by the straddle strips
3. how the bent down tip of the base hugs the outer edges of the railheads.

When the wheels hit the rails the flanges will be between the rails on each set of wheels as they leave the end.

Embellishment

An afterthought was to realize that if there was electric power an engine could advance under its own power and rerail itself. With this in mind I glued aluminum foil to the base. The foil at the entry end is wrapped around to the bottom side of the rerailer and connects the aluminum with the track, thus providing track power to the foil. Extending the foil to the exit end of the rerailer provides continuous power to the engine as it enters the track.

Operation

To use the rerailer for cars, one places the front truck straddling the center divider and moves it down the rerailer with following wheel sets also straddling the center. As each set of wheels leave the rerailer they are aligned to the rails. To rerail an engine, place the engine's lead wheels near the straddle area and throttle up.

by Shelly Levy, MMR



The Black Rock Chronicle

... set in the heart of the BitterRoot Mountains ...

Volume 20 - Issue 1

TUESDAY, AUGUST 25, 2020

Jacob's Wagon & Carriage Repair

Jacob's Wagon & Carriage Repair has quickly grown to an important business in BitterRoot Canyon City. They provide repairs to the many miners' wagons used to bring the ore down from the mountains. The offer wheel and spring replacement or repair, wood bed refurbishment and Jacob will go up the mountain trails to help any miner when in need.



A Little Side Note ... the Wagon Works owner is an ambitious young man who was passing through toward the west, when he encountered a young

beautiful lady at Chillery's Café. It was love at first sight!



Jacob Miles Hallenbright has now been in

BitterRoot Canyon for nearly 10 years. He married that gal. I believe her name was Dutchess Francis FullofLife,

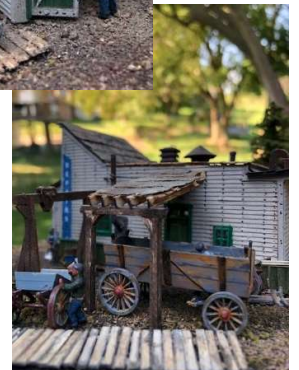


royalty from the capital city of Amos, in the country of Iowaan. It's a small flatland country in the middle of "somewhere". That country relies on sales of Red-in-Bocker popcorn! Sometimes sales are good, and sometimes not. They have standard gauge rails in that country, and the popcorn harvest fills

many a hopper car. Some makes its way to Black Rock and BitterRoot Canyon cities.

Dutchess is trying to introduce "popcorn and trout" as a new menu item at Chillery's Café ...just not caught on yet!!!

Comments around are, "when you are fishing, and your popcorn gets wet, it just don't taste as good!". Dutchess is working on that ...!

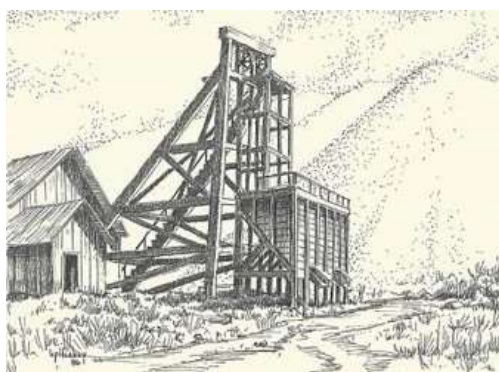


The model started as a FOscale kit. I retained the basic shape, added an

entrance area to the left side, and added a cover exterior work area to the right side. A vertical boiler was installed to make steam for heat and wood bending/shaping.



The roof was modified to provide a parapet wall and added a step-down at the very rear. Roof equipment details were scratchmade. The roofing is pastel chalks on black paper and rice paper. The paper is soaked with mineral spirits, then chalks in various grays, dark reds, ochre and green (for "old"). Fix the chalk with several light passes of dulcote (quick dashes of spray).



Brundel's SMALL ENGINE REPAIR

HO Scale Craftsman Kit #QK8

Assembly & Weathering Instructions

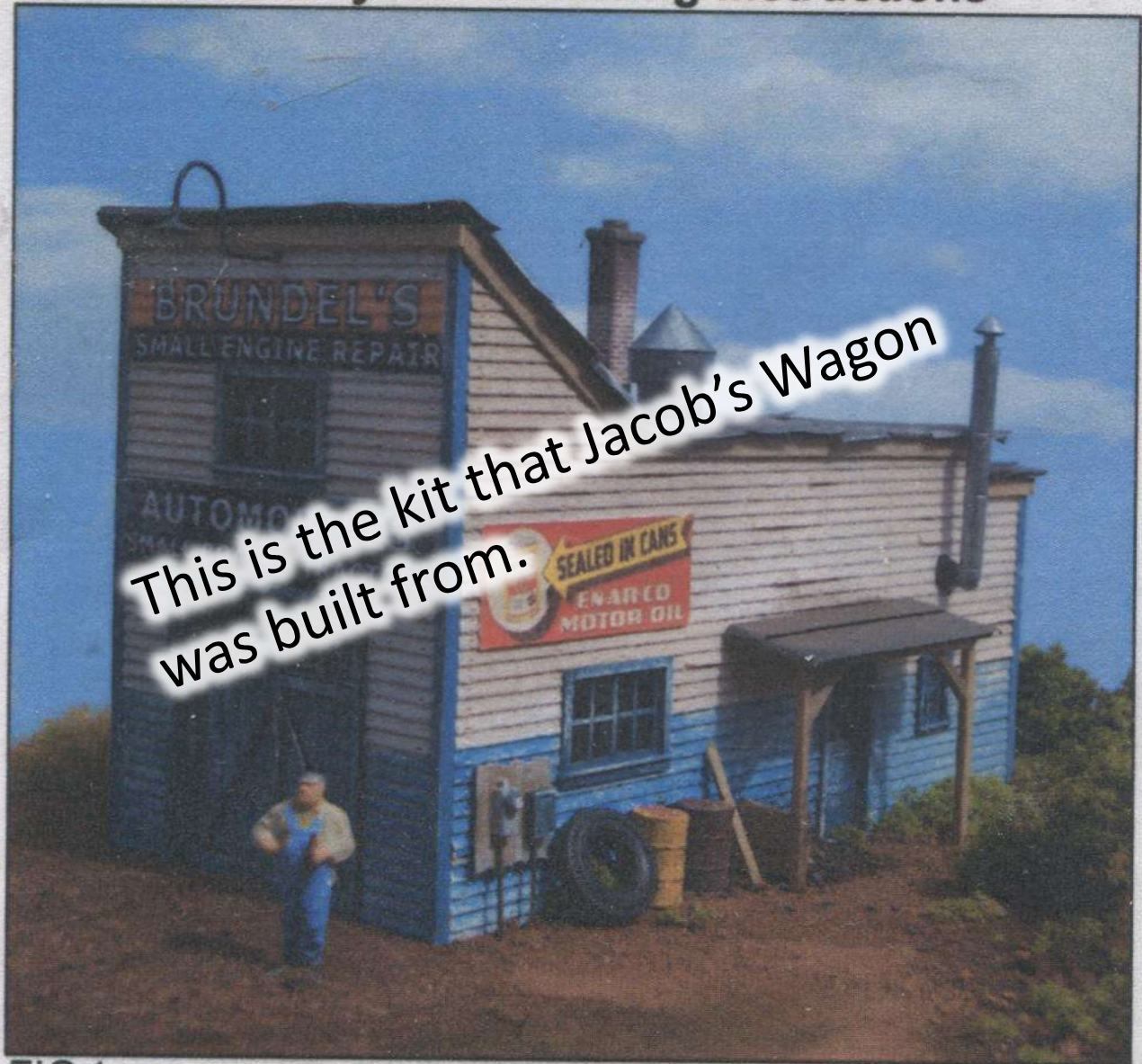
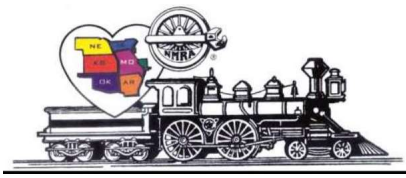


FIG.1





Lightning Slinger

Turkey Creek Division



August 25, 2020



Some of you may realize that Ted Tschirhart manages and administers the Union Station model train exhibit.



The fate of the exhibit is in limbo due to the Corona Virus.

The rules being imposed on its reopening are pretty ominous for a group of "volunteers" to adhere to.

There are significant restrictions to "hours of operation", rigorous clean-up requirements after each 3 hour open session! Plus more!

All of which are jeopardizing the reopening of the exhibit, and worse, the Christmas extravaganza in the future.

Further, operational plans must be formally typed and submitted, all of which is a major task in and of itself!



All and all, the reopening any time soon is probably not practical!

In my opinion, this is a shame! The exhibition is very promotional to the hobby of Model Railroading that most of us don't give enough credit to.

Ted and many volunteers donate countless hours to create and maintain the trains. We should be very thankful. Young folks enjoy and are in "awe" of the many operating trains.

In the last few years, each weekend brings 1,000 to 2,000 visitors; individuals, parents and their children.

The people leave the exhibit "pulling" their kids out!

Many of the kids have never seen trains before!

Christmas brings thousands!!! 15 to 20,000 each weekend!



Nothing else in Kansas City spreads the awareness of model trains like this exhibit.



In my opinion, it will be a huge loss if we lose this exhibit. I don't have solutions or answers.

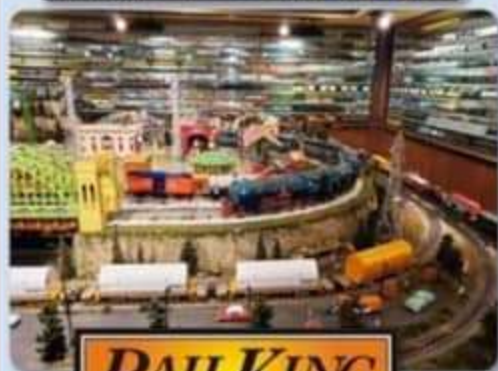
Ted Tschirhart has survived shear perseverance, desire and stamina.

Ted is a special guy. His helpers are just as special! I don't know all their names, but I say Thank You times ten!

It will be terrible if we cannot have the annual Christmas exhibition. Any ideas!?! Want help!?! Email me and I will get you in touch!

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