



Trails, Rails, & Tales

The Official Newsletter of the Chisholm Trail Division of the **NMRA**

Volume 2 • Number 3

May - June, 2015

Schedule of Events

Be sure to mark your calendar

May, 2015

- May 5 **Evening** Meeting at the Olivet Baptist Church
3440 West 13th St N • Wichita, KS 67203-4560
(13th Street North & High Street)
Begin gathering-----6:45pm
• NMRA - meeting -----7:00pm - 9:00pm
• PROGRAM PART I
"Steel (Part II)"

presented by Rick Seyb

- PROGRAM PART II
Video training:
Techniques for modeling wood structures

- May 19 WAMRR • **Luncheon** Meeting ----- 11:30am
Our Hostess is "Jessica" at Golden Coral
11006 East Kellogg Drive
Wichita, KS 67207-1922

June, 2015

- June 2 **Evening** Meeting at the Olivet Baptist Church
3440 West 13th St N • Wichita, KS 67203-4560
(13th Street North & High Street)
Begin gathering-----6:45pm
• NMRA - meeting -----7:00pm - 9:00pm
• PROGRAM PART I
"The Mear's Narrow Gauge Railroads - Then and

Now."

- PROGRAM PART II
"The Art of Railfan Photography"
presented by Mark Weaver
Professional Photographer with Cessna Aircraft

- June 16 WAMRR • **Luncheon** Meeting ----- 11:30am
Our Hostess is "Jessica" at Golden Coral
11006 East Kellogg Drive
Wichita, KS 67207-1922

NEWS IN BRIEF



Photography by Alan A. Aagaard

Our FIRST "NMRA Golden Spike" Award recipient announced by Pamela Todd, Achievement Program CoChair, at our April 21st Luncheon at Golden Corral.

Congratulations to Bob Neill

...an "Official Announcement" will appear in a future issue of "Trails, Rails, & Tales".

"The Mear's Narrow Gauge Railroads - Then and Now."

presented by Jim Marlett

Otto Mear's was a Russian immigrant who saw a need for transportation in the San Juan Mountains of Colorado. His development of a series of toll roads in seemingly impossible terrain earned him the nickname of "Pathfinder of the San Juan's" and earned him his first fortune. He soon saw the need for railroads in the mining districts around Silverton and the need for a bridge route between northern and southern extensions of the Denver and Rio Grande. Thus the Silverton Railroad, Silverton Northern Railroad, and the Rio Grande Southern were born. Another railroad, the Silverton Gladstone and Northerly, later became one of the Mear's lines. All of these railroads were abandoned years ago, but searching out their remains has been a delightful pastime for many a narrow gauge fan. Jim will share his own adventures tracking these ghost railroads through some of the most spectacular scenery Colorado has to offer.

THE FUTURE...

This will be a most unusual entry. If I am similar to most of you, I rarely read those first few pages of most periodicals (you know, the Editorials (and I'm the "Editor" of this...), the Officers columns, etc.). But for some reason Charlie Getz's "President's Car" column in the May, 2015, issue of the NMRA Magazine jumped out at me!...so, I'm taking a great "liberty" of sharing a couple of paragraphs from his latest column with you at this moment.

my Professional apologies, but, here it goes...Dr. Alan A. Aagaard, Editor



...and Mr. Getz wrote:

"In preparation for the roll out of **LCC**, formerly NMRANet, at Portland, we received a comprehensive report on the promise and possibilities of this exciting new technology. What is **LCC** or **Layout Command Control**? In essence, it is **DCC** for your layout. By that, I mean a separate bus for oth-

er than your motive power, freeing your **DCC** bus to concentrate on locomotives and sound, not accessory decoders, signaling, or other items taking up bandwidth. Think of the **DCC** bus as a vein pushing messages instead of blood to your locomotives. Add signaling, sound, turnouts, and lighting, and the vein gets clogged. Soon, your locomotives are not getting their messages.

LCC is like an artery and promises to be 10X faster than **DCC**. It does not replace **DCC** but acts in concert with it to provide a new separate pathway. **LCC** is a comprehensive operating system for your layout to donfigure your signaling system, control turnouts, layout lighting, and a myriad of other needs. Envisioned as "plug and play," **LCC** uses established platforms to accomplish all this without the need for computer programming, although that is an option. **LCC** promised to be more user-friendly, affordable, and flexible than current systems. Commercial vendors, some of whom are gearing up now, will support it. **LCC** may prove to be especially valuable for modular layout groups. We hope to launch **LCC** with articles, clinics at Portland, and in the introduction of a host of new commercial products. This has the potential to be the next big thing, so stay tuned for more information. A huge thank you goe to the OpenLCB community for their tireless work on this massive project over many years. We could never have paid for their talent and effort, and the results are an improved hobby for us all."

NMRA Magazine (May 2015) p. 7

Layout Command Control

The new NMRA standard gives you one wire with infinite possibilities.

Volume/Year 2 • Number 3
May/June 2015

TRAILS, RAILS, & TALES
is published bi-monthly.
It is sent to members of the
Chisholm Trail Division of the NMRA

DIRECTOR
Philip Aylward
Aylward1@cox.net

SUPERINTENDENT
Lionel M. Smith, Jr.
LionelSmithJr@Cloud.com

ASSISTANT SUPERINTENDENT
Pamela Todd
ict_pamela@yahoo.com

PAST-SUPERINTENDENT
Larry E. Gulick
LegDag@cox.net
2011 - 2015

PAYMASTER/TREASURER
Philip Aylward
Aylward1@cox.net

CLERK/SECRETARY
Randy Stucky
Rita.Stucky@wesleymc.com

MEMBERSHIP CHAIR
[...open...]
@

ACHIEVEMENT PROGRAM CO-CHAIRS
Chris C. Dancy
cjDancy@cox.net
Pamela Todd
ict_pamela@yahoo.com

MCOR CONVENTION CHAIR
[...open...]
@

WEBMASTER
Jim Marlett
jMarlett@cox.net

Yahoo Discussion Group
<https://groups.yahoo.com/neo/groups/uamrr/info>

NEWSLETTER EDITOR
Dr. Alan A. Aagaard
alan.a.aagaard@gmail.com

NEWSLETTER ASSOCIATE EDITOR
Pamela Todd
ict_pamela@yahoo.com

URL
<http://>

Entries to be considered for publication must be received by the Newsletter Editor by the fifteenth day of the month prior to the issue of publication.
Alan A. Aagaard
alan.a.aagaard@gmail.com

CONTRIBUTORS
Larry E. Gulick, Jim Marlett, Lionel M. Smith, Jr., Pam Todd, and Alan A. Aagaard

To change your mailing address; report a missing issue; or make other membership inquiries, either eMail or call.

COLOPHON
Designed and composed using Adobe InDesign CS6™ on a Macintosh MacBook Pro™. The main font families used were COPPERPLATE GOTHIC, Goudy Old Style, ITC Stone Serif, & Symbol

...so, keep alert and read those prefatory pages in your journals...

Trails, Rails, & Tales
May/June 2015 **2**

FROM THE DIRECTOR'S DESK

I have a story to tell. On Saturday, March 28, 2015, the group North American Railcar Operators Association [NARCOA] had a ride in southeast Kansas. I had invited Anita and her grandson to ride with me. "Set-on time" was 8:00am, at the Heart of the Heartlands in Corona, KS. So, I left Halstead, KS at 5:00am and got there at 8:20am. I had time to set on, but I did not have all of my paper work that I needed. I met Anita and her grandson. And then found out that I was not able to set my speeder on the tracks. I felt bad for Anita and grandson for I had promised to let them ride with me as they drove from Kingman. But we were in luck, we found rides for them. Grandson rode in an open car and Anita got a ride in a highrail truck. Just as the group was about to leave I squeezed in the backseat of the highrailer. I do mean squeezed and headed for Pittsburgh.



Phil Aylward
Director
Chisholm Trail Division
of NMRA



The guy driving (don't reminder his name) had some stories to tell. Since he is retired his hobby is going around the country to ride the rails all across the US & Canada. He said that the truck had 35,000 rail miles on it and he lives out of the truck. Hence, that is the reason for the squeezed part. We got to the turn around spot and headed back to Corona for a potty break. On the way back one speeder broke down and was towed back. At Corona they set their speeder off. Three people lost their seats. That got me to thinking. If the driver of the speeder would drive mine that would let me set my speeder on the rails. So, that is what we did. I got mine on the rails and headed west with owner of the broken down speeder driving. The other passenger on the broken down speeder found rides. My car ran well and it turned out to be a good day for all.

Phil Aylward
Director
Chisholm Trail Division

FROM THE SUPERINTENDENT'S DESK

"Engaged" is the term I would use to describe the way the Chisholm Trail membership is embracing the 2015 "MAKE & TAKE" CLINICS scheduled for this spring and summer. Pam Todd has been gracious by agreeing to lead these clinics and conduct them at her home. The most difficult part was to find agreement selecting the structure models to be used at these upcoming clinics. With some good suggestions from Pam Todd, Jim Marlett and Ron Werak, the final selection offers choices for O, HO, and N gauge modeling. If you have not signed up to participate, there is still time to join these clinics.



Lionel M. Smith, Jr.
Superintendent
Chisholm Trail Division
of NMRA

A MEMBERSHIP COMMITTEE is forming to assist our division grow. While we have seen significant growth during the past 12 months, there are a significant number of model railroaders not yet enjoying the benefits of NMRA here in South Central Kansas. Dean Lippincott is now part of this important committee and we are seeking two or three additional members to populate this committee. Please consider joining this important committee. Just give me a call if you are willing to help Chisholm Trail's membership grow.

Our NMRA ACHIEVEMENT PROGRAM has over twenty members now working toward the "GOLDEN SPIKE" AWARD. Six additional members were added to the list at our April 7th meeting. Chris Dancy and Pam Todd are spearheading this project with the hope of awarding a "Golden Spike" certificate to all who are participating by the end of the year. I saw a NMRA advertisement in Model Railroad News that says it all about the achievement program, "The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby."

Lionel M. Smith, Jr.
Superintendent
Chisholm Trail Division

... it's yet another benefit of NMRA membership.

"ONCE UPON A TIME" GUESS WHO...???

Two are members
of this club.
Guess Who!

ONCE UPON A TIME:

Share your photo from "once upon a time" and it will be included in the next newsletter!



MAY

19th • Lionel S.

JUNE

10th • Bill B.
21st • Bob G.

Birthdays

May and June

Chisholm Trail Division - NMRA Meeting - Tuesday March 3, 2015 @ 7:00pm

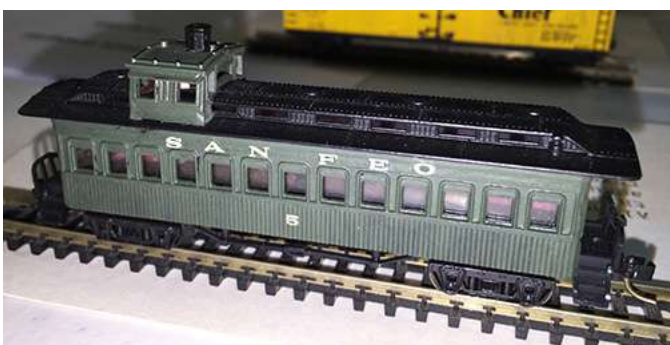


- NMRA “Merit Awards” in the “Cars” category were presented to Chris Dancey by Pamela Todd, Achievement Program CoChair for two different cars. One is shown above for your viewing pleasure.

- Program Part 1
“Kansas Depots”
presented by
J. Harvey Koehn
from the Great Plains Transportation Museum



- Program Part 2
“Bring and Brag” Session
Many of us did bring our efforts



“Bring and Brag” Session

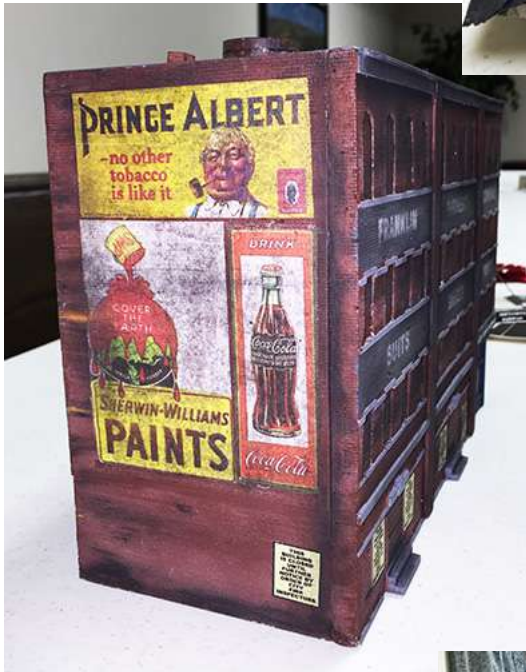


...and don't forget his story about the "bird"...so it could be called: "Planes, Trains, and, well, other flying things..."

"Bring and Brag" Session



“Bring and Brag” Session



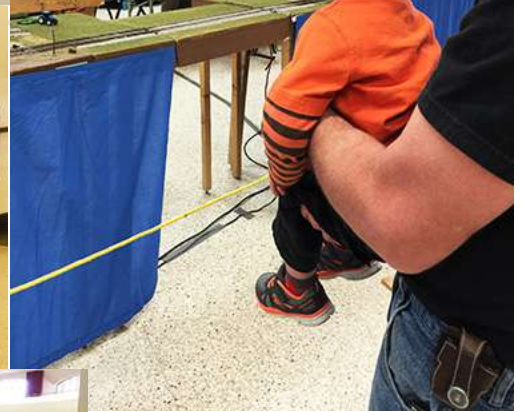
Photography by Alan A. Aagaard





The GREAT TRAIN SHOW was held in Wichita, KS at Century II
SATURDAY AND SUNDAY - March 7th and 8th

Our Chisholm Trail Division NMRA was represented



Photography by both
Pamela Todd and Alan A. Aagaard



The Future of our Hobby
is in the hands of our
YOUTH

2015 LAYOUT DESIGN AND OPERATIONS WEEKEND

by Jim Marlett

A number of folks from Wichita made it to Tulsa for the Layout Design & Operations Weekend presented by the Indian Nations Division of NMRA in conjunction with the Layout Design Special Interest Group and the Operations Special Interest Group. (March 20-22, 2015) This was the sixth such gathering, if I understand it correctly, but it was my first. I have to say, I was impressed even though my late registration cheated me out of operating on any of the railroads. However, thanks to the kindness of Ken Ehlers and Dave Steensland, I did get to visit two outstanding narrow gauge layouts.

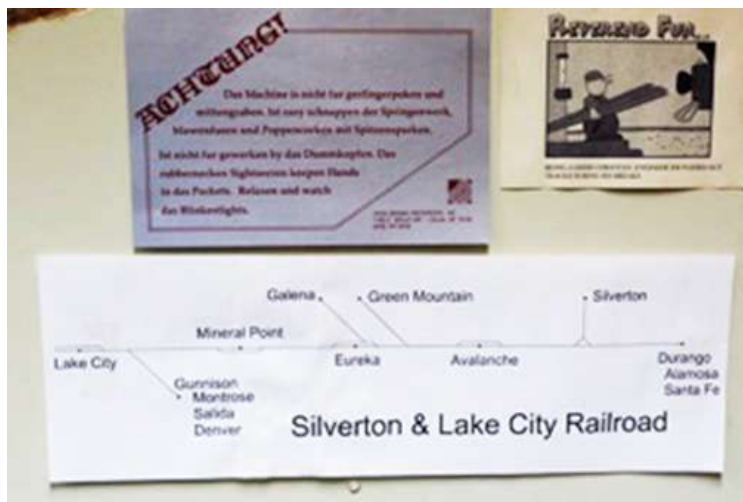
Ken Ehlers's Sn3 Pandora & San Miguel was my first stop. It represents the Rio Grande Southern (my favorite railroad) from Ridgway to Rico in September of 1942. September was the month he took the photographs for his backdrop, which he photoshopped together himself and had printed locally. It was truly beautiful with the locations easily recognized by those of us familiar with the prototype. He says the layout is about 97% sceniced, but I couldn't find the 3% that wasn't. I wish I could show you some pictures of it, but I promised not to put any on the internet. Just as well – I couldn't do it justice. There are a few images of it on the web site for the meeting, which you can find here: <http://ldopsigmeet.tulsanmra.org/psm.php>

Next on my agenda was the HOn3 Silverton and Lake City of Dave Steensland. I have to thank Bob Hoover for setting up this visit. The premise of this railroad is one I have considered for myself and it was, in fact, considered as an extension of one of the Silverton short line prototypes, the Silverton Northern. That railroad ran from Silverton to the mountain mining towns of Eureka and Animas Forks. A proposal was made to continue the line to connect with the Rio Grande's Lake City branch, which would have made a fairly direct route to Gunnison and on to Denver. It was never done in 1:1 scale, but Dave Steensland's Silverton and Lake City did it in 1:87. His road starts in Silverton and reaches Lake City by way of real and imagined towns with two smaller feeder roads adding variety. The end points of Gunnison and Durango are represented by hidden staging yards. You can read more about it here: <http://ldopsigmeet.tulsanmra.org/slc.php>

I am able to show you some photographs of Silverton and Lake City.

The first image is a schematic of the track plan. It gives you some idea of the overall theme of the layout. Besides the obvious ones, Eureka and Mineral Point were real towns, but Mineral Point never had rail service. Galena and Green Mountain were mining districts, but weren't actually towns. Avalanche is just a good sounding name, I suspect.

When you enter Dave's layout room, you first see Green Mountain. A branch of the prototype Silverton Northern ran



up Cunningham Gulch and it was called the Green Mountain Branch. Part of the fictional town of Green Mountain is based on Chuck Yungkurth's classic switching layout, the Gum Stump & Snowshoe.

The next visible part of the layout is the town of Lake City, still under construction. The D&RG's branch from the Black Canyon mainline to the real Lake City was sold in 1934 and abandoned in 1937. Maybe if the Silverton and Lake City had actually existed, it would have lasted longer.



The tail of the Silverton wye goes through the backdrop and leads to the Durango staging yard (not shown).



The center section of the railroad is an HOn3 railroad formerly belonging to Ken Ehlers. Dave actually cut a hole in the second floor of his house to move it into his layout room reasonably intact, then sealed the hole back up. The towns of Avalanche and Eureka are here.

I hope you've enjoyed my attempt to show you one of the model railroads in the Tulsa area. We're still hoping to organize a trip to visit some of the Indian Nation Division's fine layouts.



Silverton is at the other end of the railroad, but is actually on a central peninsula. As with other towns, there has been no attempt to duplicate trackage that actually existed. I hope Dave forgives me for distorting him with my wide angle lens.



On the other side of the Silverton peninsula is Galena with the Gunnison/Montrose staging yards underneath.



But this meeting was not about layout tours. Operating sessions were held on Friday



them was Narrow Gauge Operations by Ken Ehlers. In no particular order, here are some pearls I plucked from his talk.

- He uses automatic transmission fluid as track cleaner. He once tried Goo Gone, but strongly recommends against it. It results in a dreadful sticky mess.
- On his double deck sections, the lower deck minimum track height is 40".
- The upper deck track is no higher than 67".



evening, Saturday evening, and Sunday, but reservations were required and all the slots filled early. Saturday was filled with talks related to operation and it alone was worth the drive and price of admission. There were a number of topics, but I made notes on the things that interested me most. Chief among



- He has 26" separation between decks.
- For talus he uses real rock collected from Colorado.
- One of his operating rules is that there is no reaching in. Uncoupling is all done with retractable under-track magnets operated from the fascia. He makes them out of magnets he buys on eBay, pieces of styrene, and other odds and ends. I wish I could show you pictures of these gizmos, but I promised.
- He has ten "stations" including water stops.
- Rule: don't park an engine on a frog.
- Learn whistle signals and hand signals.
- Rule: Road crews cannot switch cars that are not in their train.

I believe it was in the talk by Michael Borkon titled The Union Pacific in Green River, WY that I learned stock cars were put on the head ends of trains to reduce the shock from pulling out slack as the train got under way.

Another useful presentation, though it had nothing to do with operations per se, was by Charlie Duckworth on building resin rolling stock kits. Much of the info could be applied to any resin kit. Here are some notes I made from that talk.

- He used Legos to square and reinforce the corners of resin kits.
- Inserting a styrene ceiling helps square up the structure.
- He uses Tamiya putty applied with a toothpick to fill gaps.
- Brass wire is a good tool to apply ACC to grabirons.
- Tamiya clear is a good base for decals.

I thought the Layout Design & Operations Weekend was very good and time well spent. If they have another, I plan to go. Maybe I'll register early enough to get in on an operating session next time.

...JUST WHAT IS THIS...???

Yes - I really do use this (a lot). Thought a new column might be of benefit to the group and may generate other tools that people use. Yes - I will bring it, and hopefully demonstrate and explain it at the May 5 meeting (and our next newsletter).

Rick Seyb



PS - It's approximately 13 by 16 inches and is operated by a 7/16 Inch wrench.

Chisholm Trail Division - NMRA Meeting - Tuesday April 7, 2015 @ 7:00pm

• Part #1 - NMRA Achievement Program

Pam Todd's & Chris Dancy's - CoChairs

Presented a functional Guide to achieving the "Golden Spike Award"



• Part #2 - 2015 "Make and Take" Clinics & Contest

Selecting structure models for this year's events
Members will be selecting the model they will construct from several choices in O, HO, and N gauge.

Photography by
Alan A. Aagaard

Part #3 - Video - Missouri, Kansas Texas ~ The Katy in the late 1980s

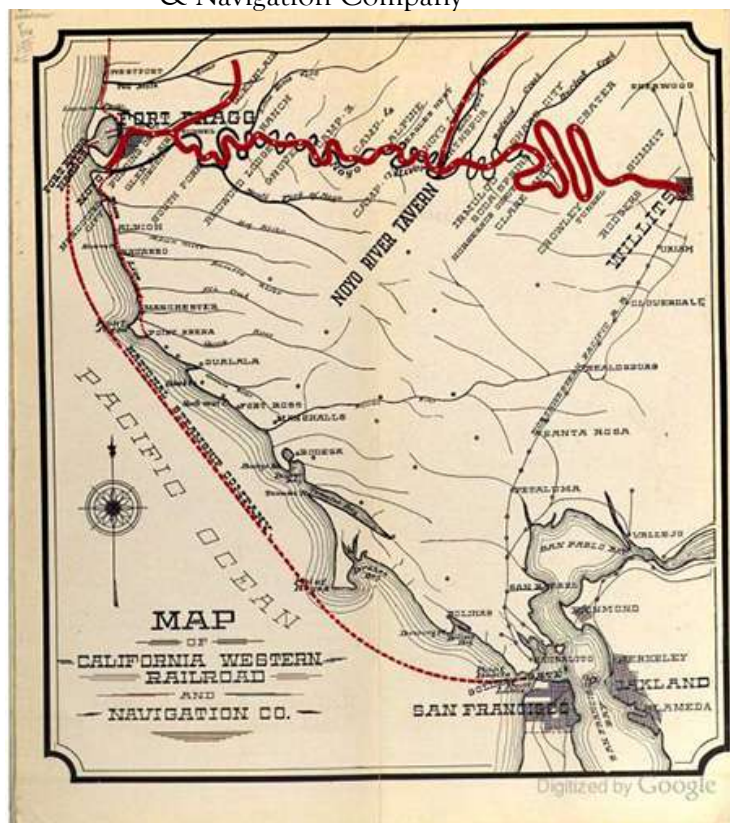
Program for Tuesday's Luncheon

(April 21, 2013)

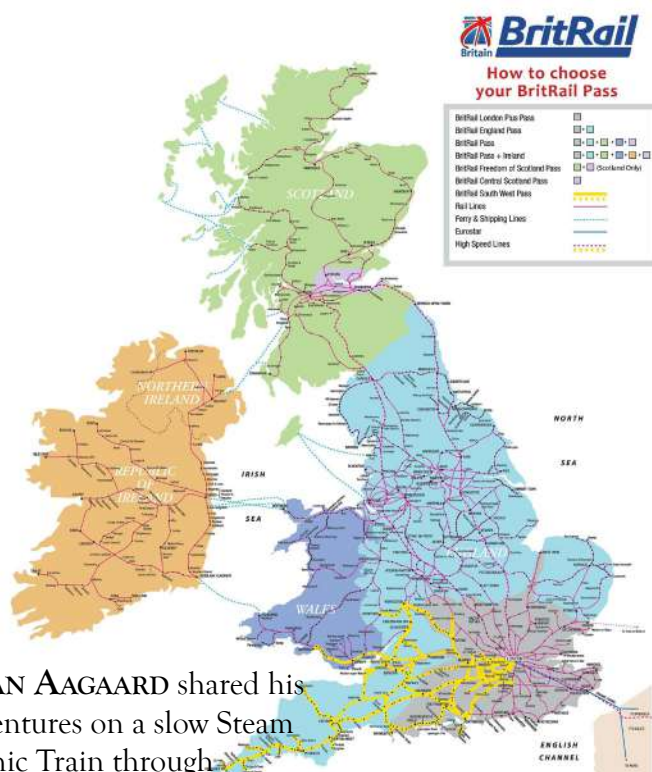
It is nearly "Vacation Season!"
Be prepared to tell us about your
best "railfan" vacation. Bring
photos and brochures,
if you have some.



LIONEL SMITH shared his adventures in
Northern California
California Western Railroad
& Navigation Company



JIM MARLETT shared his adventures in
Colorado
(Exploring on foot)



ALAN AAGAARD shared his
adventures on a slow Steam
Scenic Train through
Southern Wales in the morning;
followed by "High-Tea" in BritRail's High-speed railroad in
the afternoon of the same day.

(Journeying from Wales around the southern coast of
Great Britain into London)



LETTERS FROM THE "ROAD"

Multiple Time Era Modeling

John Kraft



I'm afflicted with the model railroad passion of being interested in many eras of railroad history. This is great for collecting a wide variety of models, but a challenge to use the equipment all on one layout while still trying to stay somewhat true to a given era of modeling. Many railroad modeler's focus on a given time period for their railroad. This is sometimes as general as a range of years such as the "steam to diesel" transition or can be a specific date. Some narrow gauge modelers pick a specific day in late September to enable using yellow leaves in their modeling of aspen trees.

This is all great if you are interested in one specific era such as the 1920's, but limits you if you are interested in having a railroad with equipment from multiple era's. The real world has numerous examples of era sharing which can be used as examples for modeling. I'm interested in narrow gauge so I'll focus on a few of those examples. The Cumbres and Toltec and Durango and Silverton railroads are examples of period correct railroads existing in the current time period.



Some Colorado narrow gauge equipment has been preserved in amusement parks and museums, the most well-known being the Colorado RR Museum in Golden, Colorado and the Colorado narrow gauge equipment at Knott's Berry farm.

These examples give modelers license to mix eras. As an example, Colorado narrow gauge can mix with current era standard gauge. At the Cumbres and Toltec railroad In Chama NM the RR historical district is just downhill from the main street. This allows modeling of late model vehicles, figures with current clothing, modern street scenes, shops and signage.

This interaction between time periods can be expanded further.

There are groups of folks who wish to recreate history accurately. These folks are known as historical reenactors. Particularly good examples can be found in those recreating the civil war era. Reenactors represent members of various military units of both sides as well as civilians. These folks wear period correct clothing which is accurately recreated using correct materials (no synthetics) and hand sewn. Thousands will gather in early May, 2015 in Springfield Illinois for the recreation of Abraham Lincoln's funeral.

Imagine the possibilities of having similar visitors to the Cumbres and Toltec railroad recreating the 1920's with the shops, stores, vehicles all period correct. This could be a popular event and would bring in large numbers of visitors. Traveler's arriving by auto, train or bus could buy tickets for the experience of living as in the 1920's. They enter a dressing area and are outfitted with historically appropriate garments to fit in the era of the historical district. Movement from the dressing area takes the participants into the scene in correct appearance for the era being modeled.





Re-enactor at Bents Fort, CO

This mix of era's creates lots of modeling possibilities:

- Semi's bringing in supplies for the historical district
- Narrow gauge equipment being brought in on standard gauge equipment
- Fairmont motor cars being unloaded for a tour of the narrow gauge railroad
- Restoration facilities for railroad equipment
- Railroad equipment museum
- Period correct cars and dealerships



Motor cars at South Fork, Colorado



Railroad Museum at Greenfield Village, Part of the Henry Ford museum



Narrow Gauge and Diesel equipment at Colorado RR Museum in Golden, CO



Image of a photo showing boxcar restoration at Chama NM

What about updating an older layout to modern times? Sometimes you'll see a layout that was originally modeled in a given time period such as the early 1950's but is now running container trains but still has all of the street scenes, vehicles, signage and people representing the earlier time period.



Early diesel era equipment side by side with a steam powered Shay at Canon City, CO

The buildings could remain with the signs updated to newer styles, miniature people can be replaced with newer styles, the older cars replaced with newer ones and the



Older equipment on display at the Enid Railroad Museum

classic cars relegated to museums and street car shows with lots of folks milling around. The older equipment can be placed in a museum setting in a portion of a rail yard. The Enid RR museum is a good example.

"THE A•V•I DEPOT" IS UNDER "NEW" OWNERSHIP



Photos by
Phil Aylward
Director
Chisholm Trail Division



...oh, you naughty-minded person...

Every day tools we all use or have used
just with a
“double entendre”

Henry F. Phillips

From Wikipedia, the free encyclopedia

Phillips screw head

Henry F. Phillips (June 4, 1889 – April 13, 1958) was a U.S. businessman from Portland, Oregon. The Phillips-head (“crosshead”) screw and screwdriver are named after him.

The importance of the crosshead screw design lies in its self-centering property, useful on automated production lines that use powered screwdrivers. Phillips’ major contribution was in driving the crosshead concept forward to the point where it was adopted by screwmakers and automobile companies.

An engineer, Phillips was an acquaintance of John P. Thompson, who sold his self-centering design to Phillips in 1935, after failing to interest manufacturers. Phillips formed the Phillips Screw Company in 1934, and after refining the design himself for the American Screw Company of Providence, Rhode Island, succeeded in getting the design quickly adopted by industry. One of the first customers, in 1936, was General Motors for its Cadillac assembly-lines. By 1940, 85% of U.S. screw manufacturers had a license for the design. Due to failing health, Phillips retired in 1945. He died in 1958.



Yes, there is a difference between a “Phillips-head” and a “cross-point” (Fearson/Reed & Prince) Screw...

Cruciform types

The following are screw drives based on a cruciform shape, i.e. a cross shape. Other names for these types of drives are cross-head and **cross-point**. (Cross-type slotted screw drives are not considered cruciform because the shape is not recessed.)

Phillips



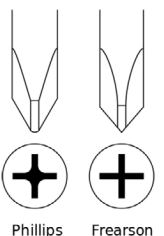
Created by Henry F. Phillips, the Phillips screw drive was purposely designed to cam out when the screw stalled, to prevent the fastener damaging the work or the head, instead damaging the driver. This was caused by the relative difficulty in building torque limiting into the early drivers.

The American Screw Company of Providence, Rhode Island was responsible for devising a means of manufacturing the screw, and successfully patented and licensed their method; other screw makers of the 1930s dismissed the Phillips concept because it calls for a relatively complex recessed socket shape in the head of the screw – as distinct from the simple milled slot of a slotted type screw.

Phillips drive sizes (different from the screw size) are designated 0000, 000, 00, 0, 1, 2, 3, and 4 (by order of increasing size).

Fearson

The Fearson screw drive, also known as the Reed and Prince screw drive, is similar to a Phillips but the Fearson has a sharp tip and larger angle in the V shape. One advantage over the Phillips drive is that one driver or bit fits all screw sizes. It is often found in marine hardware and requires a Fearson screwdriver or bit to work properly. The tool recess is a perfect, sharp cross, allowing for higher applied torque, unlike the rounded, tapered Phillips head, which was designed to cam out at high torque. It was developed by an English inventor named Fearson in the 19th century and produced from the late 1930s to the mid-1970s. The Reed & Prince Mfg. Company of Worcester, Massachusetts, was put into bankruptcy in 1987 and liquidated in 1990. Another entity called Reed & Prince Manufacturing Corporation, now of Leominster, Massachusetts, purchased some of the assets including the name at the liquidation sale.



Phillips Fearson

NMRA - CHISHOLM TRAIL DIVISION - ANNOUNCEMENTS

NEW

July 4-5 2015. Spring Creek Model Trains

"OPEN HOUSE / TRAIN SHOW"

at 304 East Bryson Avenue • Deshler, Nebraska



TRAIN SHOW

Thayer County Fairgrounds Expo Building

4th & Race Streets • Deshler, Nebraska

Sat 9am-5pm, Sun 10am-4pm

Admission \$5 under 12 free. Outstanding layouts and specialty vendors. More info at:

www.SpringCreekModelTrains.com

or eMail contact:

CustomerService@SpringCreekModelTrains.com

or telephone 1 (402) 365-7628

NEW

July 25th Turkey Creek Division Annual Train Show

at Shawnee Mission North High School

8am to 3pm

\$6 general admission

Bring a can good for Feed the Need and get a dollar off.

For more information contact: Louis Seibel at

L-seibel@comcast.net

or telephone 1 (913) 927-6850

NEW

September 26th & 27th, 2015

Wichita Toy Train Club

21st Annual **Train Show & Swap Meet**

2744 South George Washington Blvd. • Wichita, KS 67212

Sat. 9am-5pm, Sun 10am-3pm.

Over 150 tables of model railroad equipment and memorabilia. All gauges for sale or swap. Operating layouts. Hourly door prize of \$10.00 voucher. Concessions available.

Admission \$7 adults both days children under 12 free.

Dealer and Exhibitor inquiries welcome. Information contact:

Rich Meister 1 (316) 587-5885 or

AmFlyer1@cox.net or

www.WichitaToyTrainClub.org

Map located at:

<https://www.google.com/maps/d/viewer?mid=zJ1EtDknyL5k.kXlxSDfodfes&msa=0>

The regional convention to be held in Jefferson City, Missouri next June 5-7th. Checkout the webpage at:
ShowMeCentral.com

Brad Slone, MMR
Division 09 • South Central Missouri Area

TRAIN RIDE

FLINT HILLS EXPRESS

Saturday, May 9, 2015

The South Kansas & Oklahoma Railroad and the Heart of the Heartlands Railroad Club
will be hosting the Flint Hills Express
on Saturday, May 9, 2015.

This train ride will run from Winfield, KS east into the scenic Flint Hills on the SK&O's Moline Subdivision
(former Santa Fe lines) to near Grenola, KS and then return to Winfield, KS.

Boarding area in Winfield:
East 5th Avenue just east of Main Street
(US 77 / K 15) at the north edge of downtown Winfield, KS.

Two departures: 9:00am and 2:00pm

Please be on board at least 5 minutes before departure.
Train will return to Winfield approx. 3 hours after departure.

Fare per person - \$25.00
(cash or check only)
(One child 9 years of age or younger rides free with each paying passenger.)

Checks should be made out to **"HEART OF THE HEARTLANDS"**.

Tickets are non-refundable.

Seating limited to 210 passengers.

No food or drink may be brought on the train.

The historic passenger cars are not handicap accessible. There are limited restroom facilities available on the train.
Not responsible for changes of equipment, route, schedule, or cancellation (if necessary).

Tickets can be purchased at:
Winfield Chamber of Commerce
123 East 9th Avenue
Winfield, KS 67156
(620) 221-2420
Monday - Friday, 8am - 5pm

Garden Railway Gizmos
1425 North Broadway Street
Wichita, KS, 67214-1103
(316) 262-4300
Thursday & Friday • Noon-7pm
Saturday • 10am-7pm;
Sunday • Noon-5pm

Heart of the Heartlands Website:
www.HeartlandsTrainClub.org

Here is the information for a private railcar trip that I've helped coordinate. It that will run from St. Louis to Washington DC in June.

We have added a second sleeper car (former Union Pacific RR sleeper Pacific Union) and only have six roomettes remaining!!!

Jim McKeel
Wichita, KS

To The Capitol ... By Private Car

June 3 - 10, 2015

This June join the St. Louis Chapter of the National Railway Historical Society for an eight-day trip to Washington DC. We will be traveling on the Pullman sleeper *Cimarron River* for a scenic and relaxing round trip from St. Louis. Our trip will begin on Wednesday afternoon, June 3, when we board our private car at the downtown St. Louis Amtrak station. We will depart at 5:30 pm and arrive in Chicago late that night.

Thursday morning awake in the Windy City for a day of sightseeing and shopping. Complimentary coffee and juice will be ready when you rise. Enjoy breakfast and lunch or an early dinner in one of Chicago's many restaurants. Our departure for Washington will be at 5:45 that afternoon behind Amtrak's *Cardinal*. Our 24-hour trip will take us through Indianapolis and Cincinnati, then along the Ohio River to Huntington, West Virginia. From there we follow the Kanawha and New Rivers through the Allegheny Mountains of West Virginia, enjoying the daylight ride through the spectacular New River Gorge. We will pass through White Sulphur Springs, home of the famous Greenbrier luxury resort, before crossing Virginia for an early Friday evening arrival in Washington DC.

Saturday and Sunday are yours to explore the many sights of our nation's capitol. Return each evening to the comfort of your accommodation on *Cimarron River*, parked at the magnificent Union Station.

Monday is your day to see that sight you might have missed or get that last souvenir. Our departure for Chicago will be at 4:00 p.m. behind Amtrak's *Capitol Limited*. A late afternoon ride through the Potomac River valley will take us through Harper's Ferry, West Virginia, and Cumberland, Maryland, before climbing Sand Patch grade for our passage over the Allegheny Mountains. During the night we will pass through Pittsburgh, Cleveland and Toledo before arriving in the Windy City at 9:00 a.m. Visit the famous Lou Mitchell's restaurant for breakfast (just a block west of Union Station), then enjoy an afternoon shopping the loop or relaxing along the lakefront. Have dinner in one of Chicago's many restaurants before returning to *Cimarron River* for the night. Wednesday morning we'll depart Chicago at 9:25 and arrive in St. Louis at 3:00 pm.

Available accommodations on *Cimarron River* include single roomettes and double bedrooms. Two additional adjoining bedrooms will be ensuited to serve as a lounge. Each accommodation has its own sink with hot and cold running water and bedrooms have their own toilet. *Cimarron River* has a full-size shower and is fully climate controlled.

This is a Picnic Class trip, meaning that passengers are responsible for their own food and beverage. Coffee and orange juice will be provided each morning and passengers will have access to the Amtrak café car both directions between St. Louis and Chicago. Drinking water and ice will be available on the car. A microwave, toaster and coffee maker are available. Pillows, towels and linens are provided on *Cimarron River*.

Fare is **\$1,095** for a roomette (single occupancy) or **\$2,050** for a bedroom (single or double occupancy) and includes all rail transportation and seven nights accommodations on *Cimarron River*. Reservations are on a first-come, first served basis. A deposit of **\$400 per person** is required with your reservation to hold your space, with the balance due by **May 2**. Make checks payable to **St. Louis Chapter NRHS** and mail to:

Rick Sprung
Trip Director – St. Louis Chapter NRHS
10101 Carolynne Drive
St. Louis, MO 63128

Please include the names of **all travelers**, your address, phone number and e-mail address.

Questions? Contact Rick Sprung at (314) 842-5980 or via e-mail at sprung@att.net.

Don't miss this affordable and relaxing opportunity to visit the nation's capitol - make your reservation now before it sells out! We hope to see you on board!

“COMING ATTRACTIONS”

In our next issue we will feature articles that had to be “scrubbed” from this issue due to all the “misc.” information. Features from our Chisholm Trail Division will include:

- “Arizona Railroad Museum” by Charles Dugnolle
- “Tips and Techniques” from many of us
- additional tools with “*double entendre*”...
- *and please, Please, PLEASE send some photos and your story to be included in:*

“ONCE UPON A TIME” GUESS WHO...???

Solution to Last Issue was: **ALAN A. AAGAARD**
will you be next?

- and much, MUCH more...

