



Trails, Rails, & Tales

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

Volume 2 • Number 4

September - October, 2015

Schedule of Events

Be sure to mark your calendar

September, 2015

- Sept. 1 **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
• PROGRAM PART I
"Detailing Scenery & Buildings with Wood"
-----presented by Pamela Todd
• PROGRAM PART II (VIDEO PRESENTATION)
"The History of Grain Elevators: Prairie Sentinels"
- Sept. 2-5 35th National Narrow Gauge Convention (Houston, TX)
- Sept. 12 Lunch at the Harvey House with David Heinsohn
- Sept. 15 WAMRR • **Luncheon** Meeting ----- 11:30am
Our Hostess is "Jessica" at Golden Coral
11006 East Kellogg Drive
Wichita, KS 67207-1922
- Sept. 26 & 27 Wichita Toy Train Club (W TTC)
-----"Train Show & Swap Meet"
Saturday 9am - 5pm; Sunday 10am - 4pm
Cessna Activity Center
2744 George Washington Blvd. (GeoWashBlvd)
Wichita, KS 67210-1520

October, 2015

- Oct. 6 **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
• "NMRA paperwork reVisited" ~ presented by
Pamela Todd; Larry Gulick; & Chris Dancy
• PROGRAM PART II
• "Building a Quick and Dirty Concrete Loading Dock"
presented by David Heinsohn
- Oct. 20 WAMRR • **Luncheon** Meeting ----- 11:30am
Our Hostess is "Jessica" at Golden Coral
11006 East Kellogg Drive
Wichita, KS 67207-1922
- Oct. 24 "Train Swap Meet"
Convention Center • Hutchinson, KS

November & December, 2015

2016, and

2017 - -----see pages 36 - 38

NEWS IN BRIEF

Lunch at the Harvey House Museum
221 Marion Street
Florence, Kansas 66851
Saturday, September 12th at High Noon



*Florence
Harvey House
221 Marion St.
Florence, Kansas*



http://florenceks.com/text/local/local_harvey_house.htm

To make a reservation, eMail David Heinsohn at:
kd0r@fhrd.net



Served by the "Harvey Girls." Attendees may wish to dress in period clothing. (Cost = \$20.00 per person)

Presentation by Chris Heinsohn
"The Influence of Fred Harvey on Modern Food Service"

Tour of the Harvey House Museum
plus other rail fan sites nearby

Trails, Rails, & Tales
September/October 2015 1

I hope you all are having a good summer; I am passing on, this to all, from:
NMRA InfoNet News:

From Steve August, NMRA Regional Advisory Council Director:

“WHAT IS THE RAC DIRECTOR?”

Recently, I was asked to write the article to tell the readers about the position I hold on NMRA Board of Directors. I am the “RAC Director” or “Regional Advisory Council” Director. I am the Board Member who represents the Region Presidents and/or their delegate.

The purpose of the RAC is to:

- Convey Region opinion to the Board of Directors and other officers within the NMRA national level.
- Comment on any dues increases beyond index which comments shall be considered by the Board of Directors prior to the adoption of said dues increases.
- Receive the agenda, motions, and reports electronically at the same time as the Board of Directors receives them; and may, but need not, as a body comment on said materials through and by their representative on the Board.
- The RAC, acting as a nominating committee, shall nominate, with the goal of at least two candidates for its position, and elect by a majority vote, the RAC position to the Board of Directors.
- The RAC may also propose Regulations changes and by two-thirds vote place matters by way of initiative or referendum on the next available NMRA ballot in accordance with provisions set forth in Article XII of the NMRA Executive Handbook.

The Board of Directors of the NMRA shall establish, with the assistance and concurrence of the Regions, a Regional Advisory Council (RAC). This position was created some time ago and I am third Director to act in this capacity since its inception.

- It shall not serve as a level of governance of the NMRA, but shall provide input to the Board of Directors representing the different perspectives of the Regions.
- The body shall consist of one representative from each Region, who normally would be the Region President or such other representative that the Region designates for said purpose, as well as an alternate in case the Region representative is unable to participate.
- There shall be a position on the Board of Directors for a representative of the Regional Advisory Council (RAC) as established under the provisions of Article VIII, Paragraph 10 of the Regulations.
- Representatives on the Regional Advisory Council should have electronic communications access available and shall meet on a periodic basis, in a manner and under circumstances to be developed by the RAC.

In accordance with Article VIII, Section 10, Paragraph E, the Regional Advisory Council shall select candidates for a representative to serve on the Board of Directors and said representative shall not be subject to membership vote. Each Region shall have one vote exercised through the Regional Advisory Council, and the Council, acting as a nominating committee, shall, as a goal, try to nominate two candidates for secret balloting by the RAC representatives.

This in the nutshell is what the RAC is, how they are elected and what they do as part of the National Organization known as the National Model Railroad Association.



Phil Aylward
Director
Chisholm Trail Division
of NMRA

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

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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.

"SOUTHWEST CHIEF GETS A REPRIEVE?"

Amtrak has announced that it will not terminate the Southwest Chief on January 1, 2016, when its contract with the BNSF Railway for track maintenance expires. The train serves rural communities in western Kansas, southeastern Colorado, and northern New Mexico on its route from Chicago to Los Angeles.

The service remains in jeopardy of ending January 1, 2016, but Amtrak announced that it will continue operations as long as it appears political progress is being made to come up with a comprehensive funding solution for necessary track infrastructure upgrades.

Originally, Amtrak officials wanted New Mexico, Colorado, Kansas and BNSF Railway to contribute \$4 million each year or 10 years to fund repair and maintenance of 632 miles of track between Newton, Kansas, and Lamy, New Mexico. Due to aging and deteriorating track conditions, the Chief is often forced to run at speeds well below the maximum 79 mph.

Amtrak was facing significant increases in its costs for repair and maintenance because BNSF no longer runs much freight on the Kansas and Colorado lines and has no freight service on the New Mexico portion of the line.

The initial estimates changed dramatically in 2014, however, when a Transportation Investment Generating Economic Recovery (TIGER) grant was awarded to Garden City, Kansas. The \$12.5 million grant was matched by \$9 million from Amtrak, BNSF, and the Kansas Department of Transportation, as well as \$360,000 from Colorado and Kansas counties, communities and advocacy groups.

In connection with the grant, BNSF announced that it would cover maintenance costs for the newly repaired segment. This has relieved AMTRAK of some of the major maintenance costs it was going to face starting in 2016 and has changed the entire outlook for the train. Repairs on about 45 to 50 miles of track in the worst condition in Kansas and Colorado will be repaired this year.

BNSF had already begun tie replacement at its own expense in anticipation of laying new rail. If the tracks were repaired, the train could operate at maximum speed, cutting travel times, bringing in more riders and making the line economically viable. Following additional repairs, Colorado is hoping enough time can be saved on the schedule to add a stop in Pueblo, which would bring the train within 40 miles of Colorado Springs and open an array of new tourism opportunities to Amtrak passengers.

While Colorado and Kansas moved aggressively in 2014 to obtain a federal grant and allocate money for repairs on their sections of the Southwest Chief's tracks, New Mexico didn't follow suit. In 2014, Gov. Susana Martinez (R) funded a \$150,000 study of the Chief's cost and benefits. Recently, the New Mexico Department of Transportation announced that it will attempt to seek a TIGER grant for repairs, improving the prospects for a three-state collaboration on a solution. BNSF, which owns the tracks that the Southwest Chief uses has not yet commented on the recent news.

National Association of Railroad Passengers (NARP) Mountains and Plains Division Leader is still concerned about the fate of the train. "Recent exaggerated news reports that the train has been 'saved' hurt our efforts. We have an uphill struggle ahead of us and these news reports came right as we were seeking support from the Colorado General Assembly," he said. "This is already a long, hard campaign and we need to continue our efforts until we actually save the train. More time is fine, but the time is now!"

...from the NATIONAL ASSOCIATION OF RAILROAD PASSENGERS (NARP) NEWS

"AMTRAK TO ADD VIDEO CAMERAS"

Amtrak said it will install inward-facing video cameras by the end of the year to monitor train operators on 70 of its locomotives operating on the Northeast Corridor.

The change covers only ACS-64 locomotives that power all Northeast regional and long distance trains between Washington and Boston, as well as Keystone Service between New York, Philadelphia and Harrisburg, PA.

Amtrak said it is still developing plans for installing video cameras on Acela Express locomotives and other diesel locomotives. The decision follows a May 12 derailment in Philadelphia that killed eight people.

The Northeast Regional 188 train involved in that accident had only a forward-facing camera that monitored the tracks ahead of the train as it took a curve at more than double the 50 mph speed limit.

"Inward-facing video cameras will help improve safety and serve as valuable investigative tool," Amtrak President and CEO Joe Boardman said in a statement. "We have tested these cameras and will begin installation as an additional measure to enhance safety."

Sen. Charles Schumer, D-NY, among other lawmakers calling for the new cameras, said he was reassured by Amtrak's quick action.

"These cameras will make a significant difference for the safety of rail passengers and will provide additional information that can be used to improve safety and prevent future tragedies," Schumer said.

The Federal Railroad Administration has issued emergency orders requiring Amtrak to slow trains to 50 mph as they approach the curve where the May 12 derailment occurred, a move Amtrak already has taken.

The agency also ordered Amtrak to identify every curve in the Northeast Corridor between Washington and Boston where trains are required to slow down more than 20 mph.

Amtrak must also provide a list of those locations and target dates for safety changes at each location.

From USA TODAY

"In Memorium"

MILWAUKEE, Wis. – Walter J. Mundschau, who led Kalmbach Publishing Co. as its president from 1987 to 2000 and also served as TRAINS' publisher for several years, died May 31 at age 80.

A native of Sharon, Wis., "Walt," as his colleagues knew him, was hired by Kalmbach as controller in 1968. He was promoted to executive vice president in 1984 and named president in 1987. After his retirement in 2000, he served for several years as chairman of Kalmbach's board of directors. Mundschau presided over Kalmbach during an era of significant growth, as the company moved beyond its original fields of railroading and model railroading and into new special-interest markets such as astronomy, bird-watching, and jewelry-making.

But Mundschau also kept close ties to the original magazines, TRAINS and MODEL RAILROADER. He became publisher of TRAINS in August 1987, upon the retirement of longtime Editor David P. Morgan, and served in that capacity until the February 1991 issue, when he was succeeded by Russ Larson.

...from TRAINS MAGAZINE

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in the NMRA Magazine

If the person holding a region or division office changes, or their email address changes, please contact me at: tedraider@aol.com with the corrected information.

Regards,
Tom Draper – HLM, DSA, FA
Director – Support Services

Phil Aylward
Director
Chisholm Trail Division

For me personally, the loss of good friends is a very sad experience!

BILL SAVAGE – Losing Bill so unexpectedly was a shock, for he had become such a good friend in such a short time. When I moved back to the Wichita area from Kansas City, Bill was the first model railroader I met at a train show in Benton, Kansas the fall of 2012. When Bill found out that my family heritage included my grandmother's German family settling in Pennsylvania in the 1850s, he found we had a common thread that linked us together. His ancestors were also from Pennsylvania. Bill loved the eastern railroads. Conrail was his favorite. When I decided that modeling the Rock Island is a great opportunity for weathering, I purchased a few Rock Island locomotives and a few rolling stock items. Bill asked me if I had a caboose. I said, "no, why are you asking?" He said, "Well, I was just asking." The next thing I knew, here he came to the Augusta Model Railroad Club meeting with a Rock Island caboose, a gift to me from a friend. After that time, at every train show we attended together, he would look for Rock Island items for me while he was looking for Conrail items for himself. A friendship like that will be hard to replace.



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

TOM BEAL – Just a month ago, Tom sat across from Linda and I at the Wichita Area Model Railroaders luncheon. Tom also has a "six degrees of separation" relationship with us. He was the 4th, 5th, and 6th grade teacher of Linda's cousin, Ted Vollweider's children, who lived in the Mount Hope area. Parents said Tom Beal was a "wonderful" teacher who had great positive impact on their children. Tom spoke of his good friend Jerry, who was not able to attend the luncheon that Tuesday. When an individual, like Tom Beal, has had a great impact on his community, that impact is often observed at a memorial service. Tom's family and friends filled the Episcopal Church in Hutchinson to overflowing in the same way Tom Beal was filled with caring that was overflowing. After the service, I saw Jerry, Tom's friend, standing up front in the church. I knew what he was thinking. A friendship like Tom's will be hard to replace.



Lionel M. Smith, Jr.
Superintendent
Chisholm Trail Division

FROM THE ASSISTANT SUPERINTENDENT'S DESK

Well, it's been a busy couple of months and in this issue I'll be sharing that my series of clinics: "Wooden Structures" has completed from the "teacher's" side of the desk, and all those participants have been sent home to add finishing touches to their structures for the upComing "friendly" contest.

In keeping with the upComing Structure contest, there will be instructions presented by Larry Gulick, past Superintendent, and others, on how to complete paperwork properly for NMRA pursuits. So, don't miss the presentation at our NMRA meeting (October 6, 2015).

Also, several of us participated in the annual "Turkey Creek" gathering and you will see extensive coverage of that event on pages 10 - 19.

Hopefully, in future issues we'll have reports from Jim Marlett on his recent trips to Peru, and also to the 35th National Narrow Gauge Convention in Houston, TX.

...and thanks to Alan's research, there are many upComing dates you'll want to consider putting into your calendar. (pp. 36 - 38).



Pamela Todd
Assistant-Superintendent
Chisholm Trail Division
of NMRA

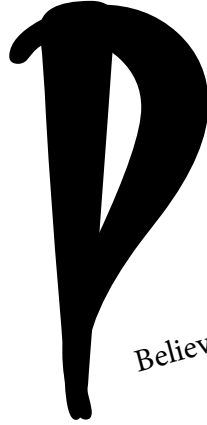
Pamela Todd
Assistant Superintendent
Chisholm Trail Division

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

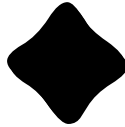
...ugh, no takers for this issue...so, should we change it to...

"COFFEE/ICED TEA WITH..."

A very casual interview with each and everyone of you to share your story /love of model railroading and/or railroading... and since, my name is, and has ALWAYS been, first in school, I'm gonna do this in reverse "Alpha" order...beginning with the end of the Alphabet... soooooooooooooo, get ready y'all at the end of the alphabet, as I'll be searching you out.



Believe it or not; this symbol is called an "Interrobang"
(a combination of a Question mark and an
Exclamation point)



SEPTEMBER OCTOBER

19th • Jim M.
21st • John K.
27th • Tom B. (*would have been...69*)

12th • Randy B.
14th • Paul L.
17th • Sam Y.
30th • Tom B.



Birthdays
September and October

"CERTIFICATES OF MERIT"



Above: Larry Gulick is presenting Pamela Todd with her "NMRA Merit Award" for "Structures" ("Engine House") on July 28, 2015



Above: Pamela Todd is presenting Larry Gulick with his "NMRA Merit Award" for "Structures" ("Hitchcock Mining & Farm Supply") on July 28, 2015



Storage:

...something we all struggle with, well here are two things working very well for me:

1. **Something Old:** the idea of reCycling an empty case of wine (*I'm most fortunate to know a friend who truly enjoys her "red"*) and have been gifted two empty cartons with dividers. First I removed the dividers; then folded the carton flaps inside; and then re-Inserted the dividers.



(Top left shows it empty; bottom left shows it being used as described by many in various of our hobby journals.)

All's well, with normal lengths of plastic - even with wider sizes...note them in the back left...

WOW, I was feeling terrific until I inserted some of my wood... then horror, of horrors, it was very, VERY vulnerable to being snagged and broken...UGH, the expense of breakage...

So...more brainstorming and a trip to my "favorite/neighborhood" "big-box" store...

...this continues on the next page (10)...



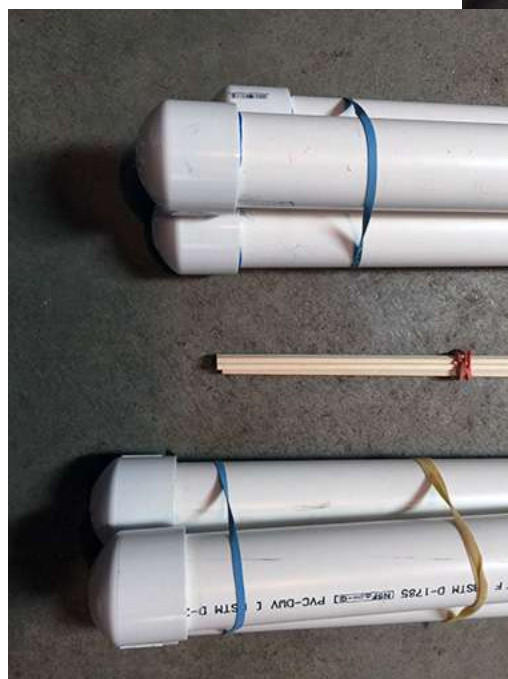
2. Something New: and off to the "Plumbing Department" to obtain some PVC piping (sometimes located in the "Yard Sprinkling Systems" area.) Well, being the "frugal-type" I purchased two LONG pipes (1-1/2" in Diameter). (and since I don't have a pick-up truck, I ran them from the front passenger seat of my sedan, back through the trunk and hanging out...thanks to the sectional back seat that folds down...LOL). Once in my workshop, I proceeded to cut them to length. And, as you all are well aware of, "Scale Lumber" comes in two lengths (two foot and three foot depending upon the retail store you purchase them from (or company onLine)

Then, after cutting the PVC to my deired lengths, I "de-burred" all ends with a file and finally, sandpaper.

Then using PVC adhesive, I secured the end caps and allowed to "cure". (in the garage, as you TRULY need to be in a well-ventillated area)

...oh, did I mention that I was "frugal"? well you will observe that they are clustered into three's using Large rubber bands (those big blue ones used by your grocer on produce).

It works for me...hope it helps you...



The 2015 "Turkey Creek Annual Train Show"

was held on July 25th at Shawnee Mission North High School in Overland Park, KS. Registration began at 8am sharp, there were over 90 vendors, plus, there were Clinics beginning at 8:30am. The Clinics included:

- "Modeling Trees" by Ray Brown
- "First 2 Years, St. Louis Division of Santa Fe" by Stephen Priest, MMR
- "Painting Backdrops" by Larry Patch
- "Mired of Dioramas with Mike Engler, MMR" by Larry Alfred
- "Building and Finishing my 'Make & Take'" by Jack Ferris (from Wichita)
- "Detailing Scenery & Buildings with Wood" by Pamela Todd



Pamela Todd
Assistant-Superintendent
Chisholm Trail Division
of NMRA

{...note from the Editor: we will be treated to her clinic at our September 1st meeting...}

The Clinics were followed by a brief "Coffee and Donut" break.

Layout Tours were arranged for seven (7) excellent model railroads by Turkey Creek Members:

3:30pm - 6:30pm

- Mike Fyten's "Kaw Valley Railroad"

The Kaw Valley Railroad is a reCreation of a former interurban and freight hauler. This S-scale railroad occupies a 32' * 37' space in the basement. The railroad has trackage from Kansas City, Kansas through Bonner Springs, where the large Lone Star Cement Company is located, and on to Lawrence, Kansas circa the early 1950's. The 135 foot mainline is all hand laid. Twelve trains (steam, diesel, and a gas electric) plus interchange trains are run in a 3 hour session and require a 2-man (engineer and conductor/brakeman) crews and a dispatcher. This is a peddler line, so if you enjoy switching out cars, you'll have fun on this layout.



Photography by Larry Gulick

Turkey Creek
Continued on page 11

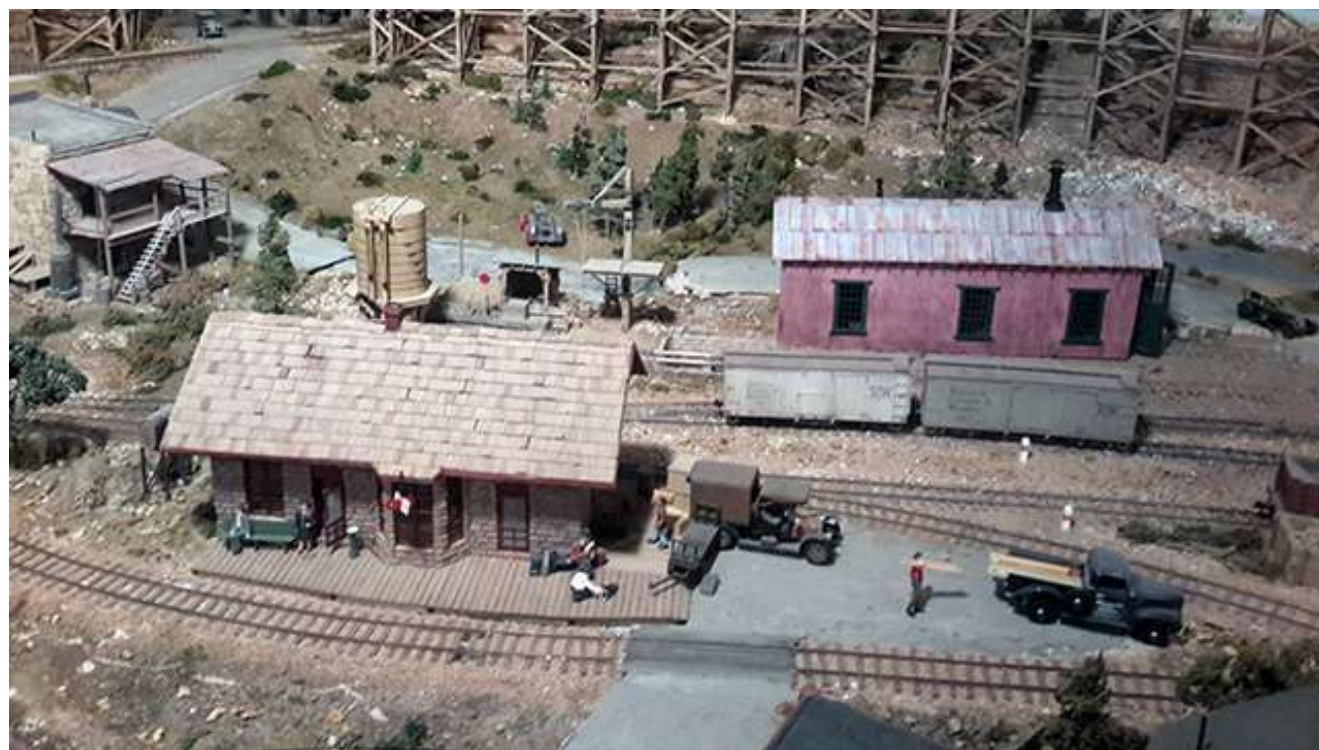


Photography by Larry Gulick

- Shelly Levy's "San Juan & Tellurton Railroad"

The San Juan & Tellurton Railroad is a free lance On3 layout build as a legacy to Don G. Brown and Jeff Dutton. The railroad is a point-to-point system designed to provide operating sessions. The era modeled is 1930-1940. Four towns will be on the line; at the east end is Virginia City (yet to be built) and Westcliffe is the western terminal. There are two routes between these towns: one passes through the town of San Juan (yet to be built) and the second goes via Tellurton in the lower country. Present trackage is 215 feet in a 41' * 19' room. The operation is radio controlled DCC (Early DCC of CVP).

Turkey Creek
Continued from page 11



Photography by Larry Gulick

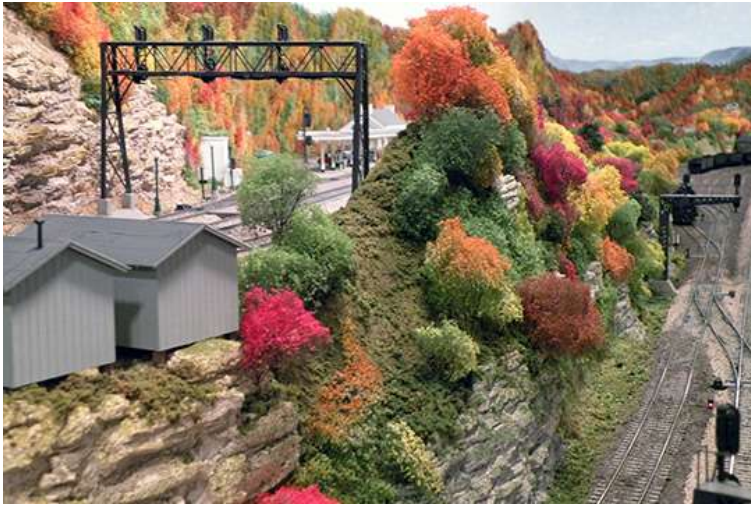
Turkey Creek
Continued on page 13

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• **Jim EuDaly's "C & O's Hinton Division"** (in O Scale)

Hinton marks the C&O's transition between relatively easy grades to the west and steep mountain grades to the east. The layout occupies a separate building 35' * 50' and is fully scened. All structures are scratchbuilt. Rolling stock consists of 30 steam engines, several of the scratch-built, 22 diesel units, 75 passenger cars built from Walthers "heavyweight" kits, and about 300 freight cars. The railroad is fully signaled with NCE radio for DCC control and all engines have sound. Era is 1940's to 1950's in the steam-diesel transition. The building is handicapped accessible and has a restroom.

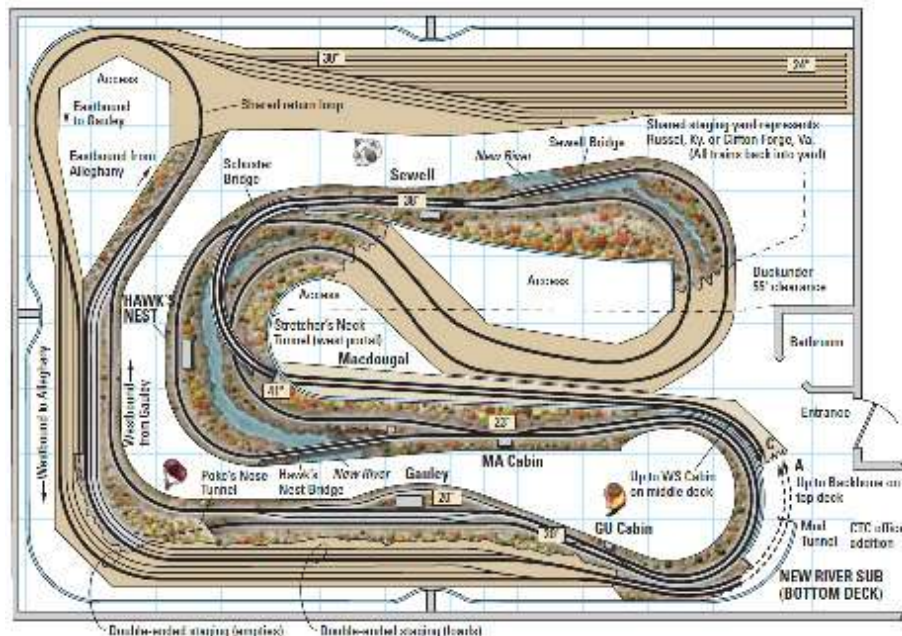
Turkey Creek
Continued from page 12



Photography by Pamela Todd

Turkey Creek
Continued on page 14

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Want to read more about him?:

Turkey Creek
Continued from page 13

"A Song for October"

by **James EuDaly**

from NMRA Bulletin October 2006, p.24

"A Hero in O Scale"

by **James EuDaly** & Kevin EuDaly

from NMRA Bulletin October 2006, p.38

"Scale color, size, brightness, and intensity"

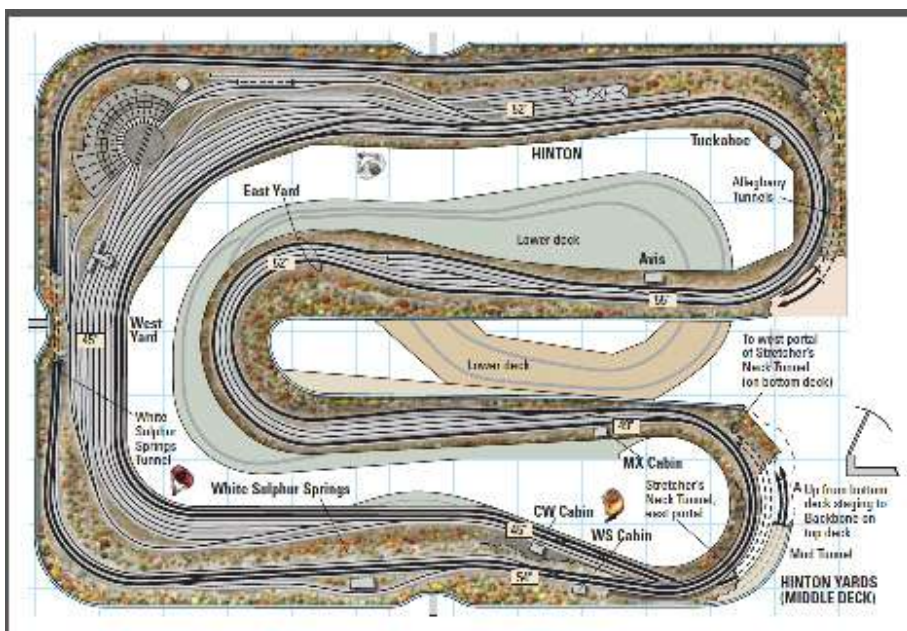
by **EuDaly, James**

from N Scale May 2005, p.35

"Scale Color, For All Scales"

by **James EuDaly**

from Mainline Modeler March 2005, p.27



"An industry you can model: Petroleum terminals (Preserving a model built by a close friend)"

by Dean Foster, Donald A. Clerke, Earl Smallshaw, Gary Hoover, **James F. EuDaly**, Jeff Wilson, Mike Small, and Will Jacobs from Model Railroader August 2002, p.64

"Genuine C&O coal railroading on the Cabin Creek subdivision in 1963"

by **EuDaly, James F.** & EuDaly, Kevin
from Trains December 2001, p.64

"C&O's Hinton Division in O scale: A superb Eastern mountain railroad"

by **James F. EuDaly**
from Model Railroader November 2000, p.62

"One Reader's Opinion: the case for continuous re-staging"

by **James F. EuDaly**

from Model Railroader November 1999, p.139

"Jim EuDaly's C&O: A day at Allegheny"

by **EuDaly, James F.** from

Railroad Model Craftsman May 1998, p.60

"Supersonic-frequency to power lights and sound systems"

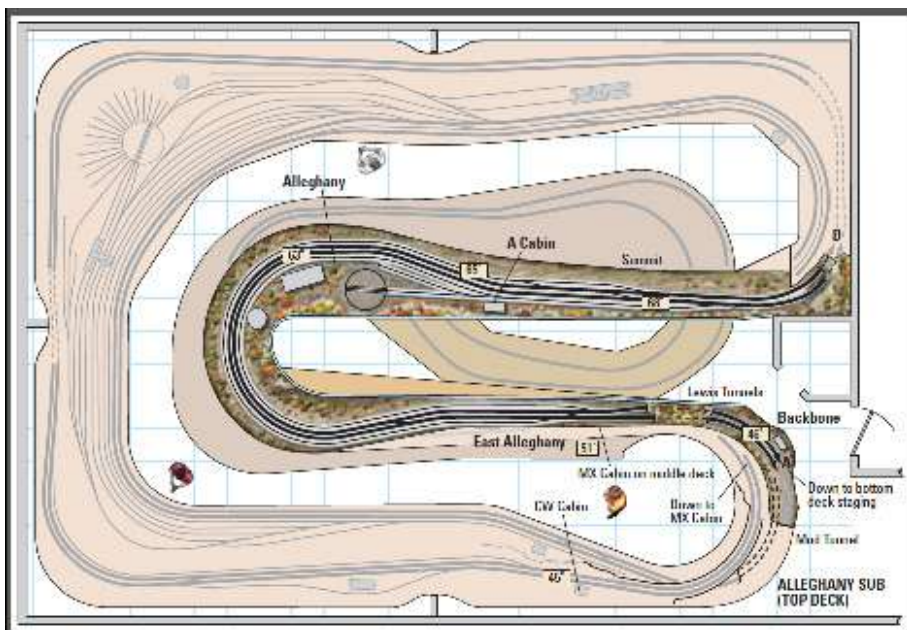
by **EuDaly, James F.**

from Railroad Model Craftsman August 1978, p.44

"SuperDetailing a steam locomotive"

by **EuDaly, James F.**

from Model Railroader July 1967, p.38



• **David Jacobs' "Serandip & Western Railroad"** (plus "The Duce")

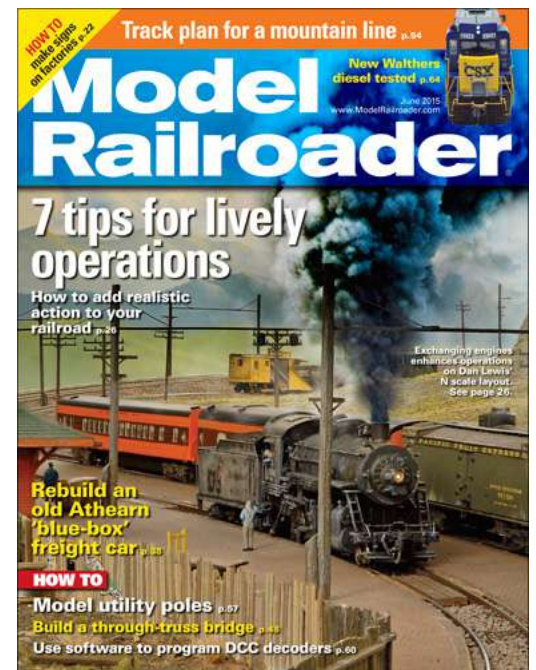
The Serandip & Western RR is an O Scale, high-rail pike. An observer once noted that Mark Twain would feel quite at home in it. There is a sawmill and lots of mountains composed of both Bragdon Geodesic Foam and plaster castings. The newest article about the railroad, in the September 2009, issue of Classic Toy Trains emphasized principals of forced perspective.



The recent purchase of an On30 (On2-1/20 Bachmann Shay and Climax, combined with an interest in Western Logging railroads led me to build my small layout which I call "The Duce," after the name given to the Michigan-California (Mich-Cal) Logging Co.'s Shay number 2. The operational purpose of the Mich-Cal Lumber Co. was logging, sugar pine was the most profitable June 2015 issue of *Model Railroader* magazine.



Dave Jacobs' O gauge railroad is a fine example of the unlimited variety of settings employed by hi-rail modelers. His stunning Serandip & Western layout recalls a well-worn logging railroad of the old West—and does it all in just 6 x 10 feet.



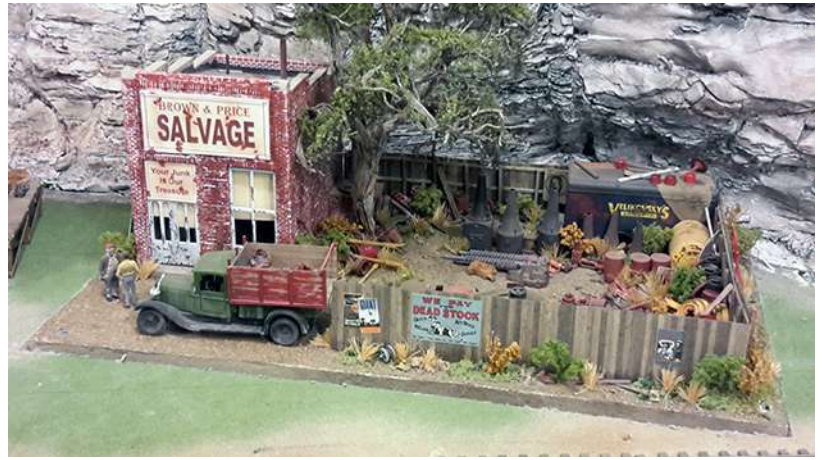
• **Steve McKee's "RGS & DRGW Railroad"** (in On3 Scale)

Miles Hale custom designed this freelance On3 railroad based on the RGS and DRGW in southwest Colorado in the San Juan Mountains. It features a beautiful backdrop painted by Larry Patch. The layout is 38' * 46',



Photography by Larry Gulick

2,200 square feet, built in the middle of the room, not around the walls. Approximately 440 feet of track with a minimum radius of 38". It's 220 feet walking around the layout, with plenty of room for



visitors. Maximum grade is 3-1/2% with track elevations of 45" to 59" above the floor. Planned is a mining and lumber shortline yet to be built.



Photography by Larry Gulick



All rock castings and scenery base is Joel Bragdon's "Geodesic Foam" using his latex rock molds, as large as 2' * 3'. The layout features NCE DCC control system with all wireless throttles.

• **Ken Jenkins' "Rock Island Railroad"**

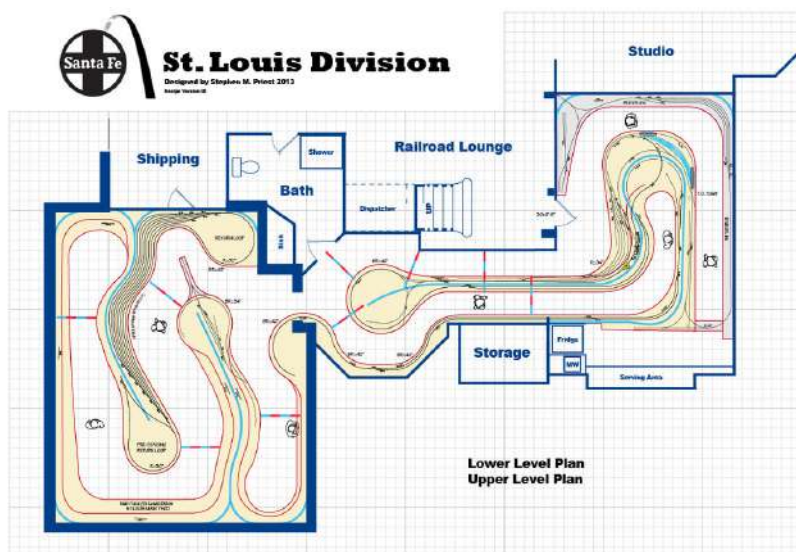
My layout is based on the Rock Island Railroad from McFarland, Kansas to Belleville, Kansas. It was a bridge line between the Chicago to Denver and St. Louis to Tucumcari lines. I model in HO scale. The layout is 55' * 27'. I could not do all 13 towns, so I did 7. The towns are: Manhattan, Riley, Clay Center, Morganville, Clifton, Agenda, and Belleville, Kansas.

It is circa falls of 1969, when the US was exporting grain to Russia via Ft. Worth and Houston, Texas. So much of the traffic is grain to Texas. The Union Pacific had a crossing with an interchange with Rock Island in Manhattan, Kansas. The Missouri Pacific had a crossing with Rock Island in Clifton, Kansas. The track arrangements are as close to prototype as I could do with the limited space. Structures on the layout are based on prototype and are scratch built or kit bashed. Depots are all scratch built to Rock Island plans. Grain elevators are built to look like the prototype. The layout is powered by Digitraxm DCC.

- **Stephen Priest's "St. Louis Division of the Santa Fe" (HO Scale)**

St. Louis Division of the Santa Fe in HO scale. The "branch line" is nearly complete and operational...with the remainder of the layout advancing rapidly. You have seen Stephen's layout photos in "the new" Railroad Model Craftsman. The planning of the layout is focused on "operations" plus scenic fetures are thought out in advanced to achieve visualinterest and good photographic composition. The craftsmanship of the layout is excellent...Bonus...Stephen is also opening the "Editors Office" of the new RMC magazine for your viewing!

Turkey Creek
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Turkey Creek
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Want to read more about him?:

"My Milwaukee Vacation: A journal of the 2010 NMRA National Convention"

by **Priest, Stephen**

from NMRA Bulletin September 2010, p.36

Data Sheet: Alco HH 660

by **Priest, Stephen**

from NMRA Bulletin November 2009, p.32

"2008 Anaheim Special"

by **Stephen Priest**

from NMRA Bulletin September 2008, p.30

"Building Turnouts"

by **Stephen Priest**

from NMRA Bulletin September 2008, p.42

"Short Circuit"

by **Stephen Priest**

from NMRA Bulletin September 2008, p.44

*"Craig P. Martyn, Model Railroading's Youngest Innovator
BLMA Models"*

by Craig Martyn & **Stephen Priest**

from NMRA Bulletin May 2008, p.40

"Author Certificate"

by **Priest, Stephen**

from NMRA Bulletin February 2008, p.12

"Building the Augusta Refinery"

by **Priest, Stephen**

from NMRA Bulletin August 2007, p.18

*"Full View and Access: creating an HO Modular Rolling Stock Display case
for Storage"*

by **Priest, Stephen** & Robert Wheeler

from NMRA Bulletin May 2007, p.34

"The Emporia Subdivision"

by **Priest, Stephen**

from NMRA Bulletin February 2007, p.24

"Working with Manufacturers: Bringing your modeling ideas to fruition"

by **Priest, Stephen**

from NMRA Bulletin February 2007, p.40

*"Rock trains on the EBT: Memories of the EBT's Gangster trains out of
Saltillo"*

by Doug Taylor & **Stephen Priest**

"Santa Fe FT-13 depressed center flat car"

by **Stephen Priest**

from Railroad Model Craftsman January 2007, p.61

*"Pandrol-Jackson 6700 Tamper: A look at the workhorse of the modern surfac-
ing gang"*

by **Stephen Priest**

from NMRA Bulletin December 2006, p.16

"USRA 40-foot Single Sheathed Boxcars"

by **Stephen Priest**

from NMRA Bulletin December 2006, p.47

*"Making Decals: Creating your own decals using your computer and laser
printer"*

by **Priest, Stephen**

from NMRA Bulletin November 2006, p.12

"The V&O Past, Present & Future"

by McClelland, Alan & **Priest, Stephen**

from NMRA Bulletin September 2006, p.24

"Milwaukee Road FP7's"

by Mike Shafer & **Priest, Stephen**

from NMRA Bulletin September 2006, p.45

*"Creating your first model railroad using commercially available kits: Part 5, Scen-
ery"*

by **Priest, Stephen M.**

from Model Railroad News May 2006, p.36

*"Creating your first model railroad using commercially available kits: part 4, signals
and DCC"*

by **Priest, Stephen M.**

from Model Railroad News April 2006, p.32

"A day with the Oak Creek switcher"

by **Stephen Priest**

from Railroad Model Craftsman April 2006, p.50

*"Creating your first model railroad using commercially available kits: a project
layout"*

by **Priest, Stephen M.**

from Model Railroad News March 2006, p.33

"Rock Island Central Division, part 2 assembling the benchwork"

by **Priest, Stephen M.**

from Model Railroad News February 2006, p.36

"RePowering a B23-7 for the Emporia Sub"

by **Stephen Priest**

from Railroad Model Craftsman February 2006, p.84

"Rock Island Central Division: a project layout"

by **Priest, Stephen M.**

from Model Railroad News January 2006, p.32

"RMC/Dremel Kitbashing Award: Kitbashing a Santa Fe Ce-6 waycar"

by **Stephen Priest**

from Railroad Model Craftsman September 2005, p.65

*"A day on the Emporia Subdivision: This layout captures the look and feel of the
Santa Fe"*

by **Stephen Priest**

from Railroad Model Craftsman June 2005, p.50

"General Dynamics airplane parts car: Santa Fe class-Ft-53 and Ft-66 cars"

by **Priest, Stephen M.**

from Railroad Model Craftsman January 2005, p.63

*"General Dynamics' airplane parts car: Santa Fe's specialized class Ft-53 and Ft-66
freight cars"*

by **Stephen Priest**

from Railroad Model Craftsman January 2005, p.63

"Kitbashing a Santa Fe BX-108 boxcar: 40-foot hi-cube"

by **Priest, Stephen M.**

from Railroad Model Craftsman October 2004, p.60

*"Santa Fe's Kansas Speedway: a layout depicting Santa Fe's freight route through
Kansas"*

by Bergstrom, Erik, Priest, Cinthia, & **Priest, Stephen**

from Model Railroader June 2004, p.48

*"Mainline railroading and real-life interchange: Military cooks prepared and served
meals on wheels to 250 soldiers at a time"*

by Bruce Carpenter, Jim Hediger, Jim Kelly, Jon Greggs, & **Stephen Priest**

from Model Railroader February 2002, p.54

"Building a girder bridge to fit: Here's a simple plan for an HO styrene span"

by **Stephen Priest**

from Model Railroader February 2002, p.68

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Turkey Creek
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"Tehachapis in N scale: Choosing the right prototype was key to designing this layout"

by Dan Munson & Stephen Priest
from Model Railroader June 2000, p.96

"ATSF 60-foot Box Cars from Con-Cor's HO or N scale kits"

by Stephen Priest
from Railmodel Journal June 1999, p.52

"Build an open auto rack from styrene: Model a Santa Fe F27 trilevel, built on a Walther's channelside flatcar"

by Stephen Priest
from Model Railroader February 1999, p.102

"HO Scale Santa Fe SD39 from Rail Power Products Shell"

by Priest, Stephen
from Railmodel Journal April 1998, p.36

"Build an HO AT&SF work flat"

by Priest, Stephen
from Model Railroader August 1995, p.110

"Santa Fe Upgrade - modifying the Athearn caboose"

by Stephen Priest
from Mainline Modeler March 1997 p.76

Turkey Creek
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Larry Gulick was awarded
3rd Place in "Structures"

Larry Gulick was awarded
1st Place in "Structures"



Pamela Todd was awarded
1st Place in "Dioramas and Displays"
and
"Best of Show"

“Pike Progress” featuring Gene Bowers

AN INTRODUCTION

Model railroading has been a fascination in my past for sometime. My youngest son and I put together a layout based on a book plan. We purchase the materials and, together, we put a layout up. We did not get the layout completed before my wife came to the basement and declared that the layout had to go so I could finish the basement.



Thus ended my first attempt to model railroading. It was a good tool for my son and myself to bond and enjoy ourselves.

The clock moves on. Andrew is now married with a family and he has fathering to do for himself. Once I retired, I had a long list of house projects to complete. Finally in 2010, I thought I would start putting an HO layout together. I spent a great deal of time at **enGiNe hOuSe Hobbies**, and accumulated a pretty good stock of locomotives and some rolling stock. I also attended the train show and acquired a good number of used cars. Unfortunately, I contracted an incurable liver disease and I was concentrating on issues other than model railroading, very quickly.



It is now 2012, and I have returned home from Texas with a transplanted liver. My recuperation has been very lengthy and I needed something to occupy my time. I turned to model railroading to get my head and hands back into motion. Due to space restrictions, I decided to construct an N-scale (4'X4') layout. I spent a great deal of time and money gathering all the components and hardware for a DCC operation. I put together a pretty good project, one that was enjoyable to set back and watch it operate. That layout was sold to a fellow who then presented it to some young man.

This year I have decided to, again, delve into the world of model railroading. With the encouragement of Alan Aagaard, I have joined NMRA and attending events of WAMRR. I have participated in a building clinic that was a great time. I am looking around my home for a space to turn into my train room. So, the story begins.

I have been learning new skills and listening to others who have so much more experience and knowledge in model railroading, then do I. A room in the basement is looking better and better to be emptied and reassigned as my “train room”. As I travel through the process of planning, researching, creating, building and replicating times and places, through the use of model railroading; I want to document the process, the mistakes and the successes, so that I can see what I did and what I learned. This is my introduction; let's see just where I go.



...Gene B.



"BILL'S LAST LOCOMOTIVE" - SUBMITTED BY LIONEL SMITH

All of us who knew **Bill Savage** knew he loved Conrail. After I had weathered a few of Bill's Conrail locomotives, he came to me with a new project. He had purchased a Genesis Lehigh Valley (LV) GP38-2 knowing that Conrail had acquired all of LVs equipment on April 1, 1976.



When Conrail took possession of this motive power, they did not see the need to immediately repaint this equipment. They simply painted over the lettering, renumbered the locomotive, and sent the equipment to fill a need on the new railroad's service network. In the case of LVs #315 GP-38-2, Conrail decided to assign it to the Delaware and Hudson.

I told Bill my guess was that they sent one of their maintenance people to a local paint store asking the store to mix up a gallon of enamel in a color close to the original Cornell red, to cover over the yellow "Lehigh Valley."

Management also told the employee to purchase a small can of black enamel to cover the white "LV" on the black diamonds, front and rear. Also, be sure to get a paint roller with a long handle.

Click on this link to see the results:



*Weathered Locomotive photos
by Lionel M. Smith, Jr.*

<http://www.rrpicturearchives.net/showPicture.aspx?id=2144780>

On the Thursday evening in Augusta, before Bill's passing that weekend, I brought the partially completed weathering of that GP38-2 for Bill to see. He had a chance to operate it on the layout moving a long line of tank cars. His eyes flashed with pleasure. He loved those eastern railroads!



*Bill Savage at our "Holiday Party"
December, 2014
Photos by Alan A. Aagaard*



Bill's "Last Whistle Stop"
...the last sign removed from his property last month...

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

The evening began around 6:45pm with cordial visiting and the telling of “stories” amongst those present.

Superintendent Lionel Smith called the NMRA meeting to order at approximately 7:00pm.

Normal business was conducted and then the evening continued with:



- PROGRAM PART I
“The Rio Grande Southern” presented by Jim Marlett
- PROGRAM PART II
“A Slide Tour of Ken Ehler’s Sn3 Layout” presented by Jim Marlett

The evening concluded around 9:00pm.

Chisholm Trail Division - NMRA Meeting - Tuesday August 4, 2015 @ 7:00pm

The evening began around 6:45pm with cordial visiting and the telling of “stories” amongst those present.

Superintendent Lionel Smith called the NMRA meeting to order at approximately 7:00pm.

Normal business was conducted and then the evening continued with:

- PROGRAM PART I
“Your Skill-set Inventory: Discussion and Survey”
- PROGRAM PART II
...a video presentation dealing with “Modeling Water”
Modeling water is often the most frightening aspect of scenery building and unfortunately for modelers reluctant to dive in, so to speak, railroads tend to follow water courses or at least cross them no matter where they are. This video shows step-by-step how to create a believable river scene.
This video is part of Jim Marlett’s collection.

The evening concluded around 9:00pm.



“Depots and Dogs:

That is Depots, Hot Dogs and Hamburgers...”



We gathered at the Halstead Heritage Museum and Depot (...the Santa Fe Depot) located at 116 East First Street, Halstead, Kansas. We toured the museum/depot from 4 - 5 pm - Admission was free!



What a delight; so much to absorb within their museum/depot



...plus, there was lots and lots of “chittin’ and chattin’ ”



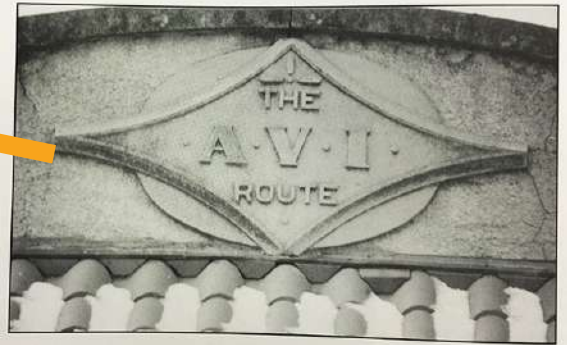
We were pleased to be informed the Hollywood Classic Movie: "Picnic" (starring such greats as: William Holden, Kim Novak, and Rosalind Russell) was filmed in several cities in the area, but the most famous scene of Kim Novak crossing the river in the swan was filmed right here in Halstead in 1955.



But the best surprise of the Family Event in Halstead, was when we learned that our very own Dan Hazen was an "extra" in a Hollywood Classic at the age of eight!!!



Next, we drove an entire block to Phil's AVI Depot and more of the fun continued





...preMeal socializing



...Leave it to a "Fireman" to create all that smoke and fire...





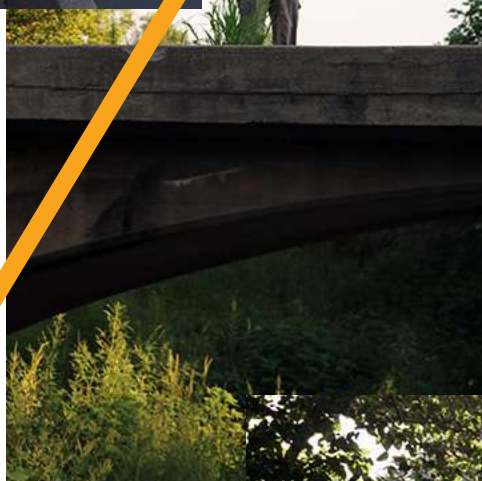
..."Phil, would you be willing to answer many of our questions?"



Pamela and Linda "unveil" our new NMRA banner

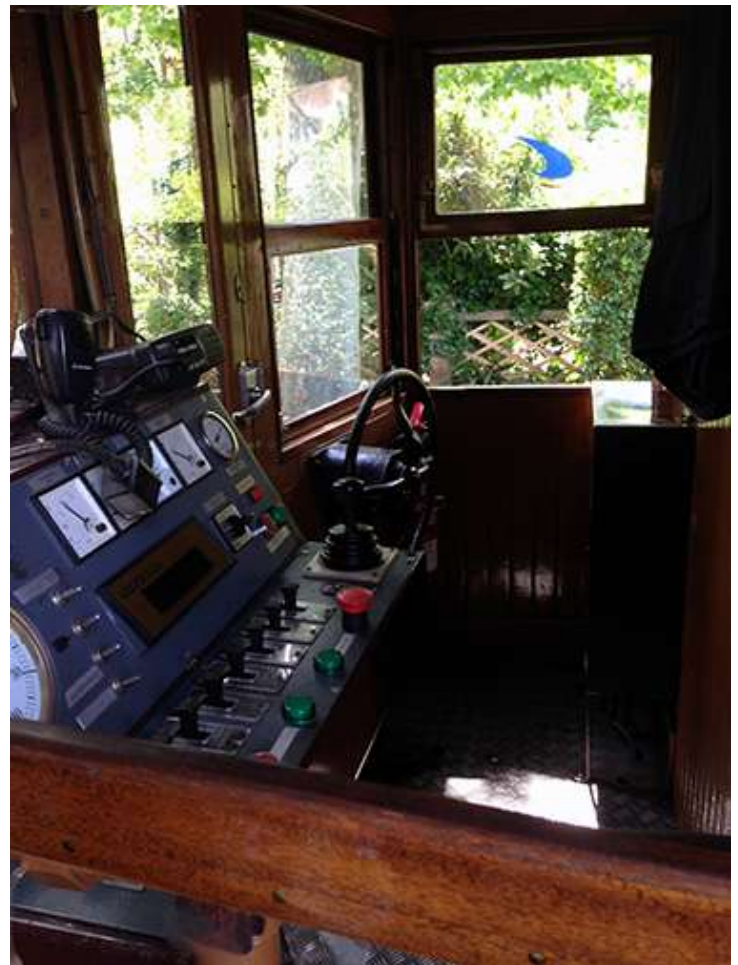


“...Who are you calling “Shortie”?...”



PLACES I WISH TO SHARE - SUBMITTED BY CHUCK DUGNOLLE

Terri and I rode this train from Soller on the north coast of Mallorca to Palma on the southern side. Their claim to fame is; they started service the same day Titanic sank.



"Electric Trains of Mallorca"

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"Electric Trains of Mallorca"

Continued on page 31

"Electric Trains of Mallorca"

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Great store in Barcelona.
One of the largest in Spain.
Spent a couple hundred
Euros in here

TRAVELS... - BY WAYNE J. SCHLUETER

Well, Barb and I were gone for 4-1/2 weeks and we were not planning to do much railroad site seeing but did take in a few places that I been wanted to see. We started out from Kansas and visited ten western states. McMinnville, Oregon was our planned destination to see Howard Hughes's "spruce goose".

Also, we planned to get to Sacramento to see the "California State Railroad Museum". Also, on the list was, Truckee, California to see "Donner Pass" and the "Central Pacific's Summit Pass" tunnel. We didn't get to the tunnel due to some restrictions, but did manage to see it from a short distance. Hope to some day do some jeeping on some old abandoned railroad roadbeds, maybe next year.



Here is the view from the cockpit of the Spruce Goose. McMinnville, Oregon



Locomotive MRS-1 on the Heber Valley Railroad in Heber City, Utah

U. S. Army MRS-1 No. 1813

- Built by EMD in April 1952 (EMD 15878)
- One of 13 MRS-1 units built by EMD for U. S. Army
- Stored at New Cumberland Army Depot in Pennsylvania until about 1970
- Moved to Fort Eustis, Virginia by August 1970
- To U. S. Department of Transportation in late 1982, moved to DOT test track at Avondale, Colorado (near Pueblo)
- To Heber Valley Historic Railroad by October 1995
- Still in service on HVHR, as of December 2006
- Repainted to a Rio Grande-inspired black and gold scheme in May 2009



Jeeping on near Moab, Utah.



*C.B. & Q. caboose at the Buena Vista Heritage Museum
Buena Vista, Colorado*



California State Railroad Museum in Sacramento, California



Model of the Hanging bridge at Royal Gorge. Buena Vista Heritage Museum.

We also found time to put up a few antennas for ham radio.

Well that is about it for that. We plan to go out east for another four weeks sometime this fall.

Wayne



“NARROW-MINDED NARROW-GAUGERS” ...A SPECIAL INTEREST GROUP (SIG)

This “rag-tag” group has but one item in common...”Narrow Gauge”. The first “organizational” gathering took place on May 4, 2015 at the Marlett home. Those in attendance that afternoon included: Alan Aagaard, Phil Aylward, Larry Gulick, Charles Ingram, Jim Marlett, Steen Mortensen, Bill Robinson, and Tom Smith. We agreed to try an “operating session” and Larry Gulick kindly volunteered. So, during August he hosted two such sessions on the 10th and the 26th.



On the 10th from left to right: Charles Ingram, Jerry East, Gene Bowers, Dan Hazen, John Kraft, host Larry Gulick, and Bill Robinson.
Photo by Alan A. Aagaard



On the 26th from left to right: host Larry Gulick, Phil Aylward, and Jim Marlett.
Photo by Alan A. Aagaard

Train whistles are used to communicate to other railroad workers on a train or to railroad workers in the yard. Different combinations of long and short whistles each have their own meaning. They are used to pass instructions, as a safety signal, and to warn of impending movements of a train. Despite the advent of modern radio communication, most of these whistle signals are still used today:

One short: Stop or stopping; apply the brakes

One long: Approaching railroad station or junction (if moving), or apply air brakes and equalize pressure (if standing)

Two short: A general answer signal or acknowledgement; identical to the “roger” or “10-4” radio terms

One short, one long: Inspect the train

One long, one short: Visibility obscured

Two long: Train is about to proceed forward; release the brakes

One long, two short: Additional section follows signaling train

Two long, one short or two short, one long: Train is approaching a meeting or waiting point

Two long, one short, one long: Train is approaching a grade level crossing (i.e. a road crossing). This is a widely used safety signal used to warn motorists and is blown at every grade level crossing, except where local noise ordinances prohibit it. Known in railroad rulebooks as rule ‘14L’

Three short: Train is about to proceed in reverse (if standing), or train is about to stop at the next station (if moving)

Three long: Train cars have come unhooked; train has come apart

One long, three short: Flagman, go protect the rear of the train

One short, three long: Flagman, go protect the front of the train

Four short: Request for signals

Four long: Flagman, return to the train from the west or north

Five long: Flagman, return to the train from the east or south

Four short, one long: Fire alarm; fire on the train

Multiple short: Danger, get off the tracks! Used to warn pedestrians or livestock who are on the tracks in front of the approaching train.

The sessions were well thought out and nicely organized. They began by watching a portion of a DVD from the “Dream, Plan, Build” series.



That was followed by Larry giving some general instructions of his DCC system from North Coast Engineering (NCE). Larry has both teathered and wireless controllers. After the general instruction, we broke up into teams of two for a more One-On-One training moments,



...and away we went



NMRA - CHISHOLM TRAIL DIVISION - ANNOUNCEMENTS

2015

September



- September 2nd - 5th (Wednesday - Saturday) 35th National Narrow Gauge Convention (Houston, TX) Learn more at: <http://nngc-2015.com/>
- September 19, 2015 (Saturday 10am - 5pm) 18th Annual Wichita Area Garden Railway Tour, SEVEN locations in and around the Wichita Area. For more information eMail: reeveha@aol.com
- September 26 & 27, 2015, (Saturday 9am-5pm; Sunday 10am-3pm) - **Wichita Toy Train Club - Train Show & Swap Meet**, Cessna Activity Center, 2744 South George Washington Blvd. (Wichita, KS)
Learn more at: www.WichitaToyTrainClub.org

October

- October 10 & 11, 2015 (Saturday 10am-5pm; Sunday 11am-4pm) - **25th Annual Greater St. Louis Metro Area Train Show**, Kirkwood Community Center, 111 South Geyer Road (Kirkwood, MO)
- October 17, 2015 (Saturday 9am-4pm) - **SWMRA 31st Semi-Annual Model Train Show & Swap Meet**, Fairview Christian Church, 2320 Grand Avenue (Carthage, MO)
- October 17 & 18, 2015 (Saturday 9am-5pm; Sunday 11am-4pm) - **8th Annual Western Kansas Train Show**, Ellis County Fairgrounds, 1343 Fairground Road (Hays, KS)

November

- November 7 & 8, 2015 (Saturday , Sunday) **The 7th annual MidContinent Prototype Modelers**, 150 South Main Street (Benton KS) Learn more at: <http://www.midcontinentprototypemodelers.org/>
For more information contact: Glenn Hoover mrl250@cox.net
- November 7 & 8, 2015 (Saturday 9am-4pm, Sunday 10am-3pm) **Arkansas City Train Show**, Agri-Business Building, 712 West Washington Street (Arkansas City, KS)
For more information contact: Javen Schmucker at javen1927@gmail.com
- November 28, 2015 (Saturday 9am-3pm) **Tri-state Model Railroaders Train Show**, Joplin Museum Complex in Schifferdecker Park, 7th & Schifferdecker (Joplin, MO)
- November 29, 2015 (Sunday 9am-2pm) **Mid-America Train & Toy Show**, KCI Expo Center, 11730 NW Ambassador Drive (Kansas City, MO)

December

- December 5 & 6, 2015 (Saturday 9am-5pm, Sunday 11am-5pm) **38th Annual Oklahoma City Train Show**, Oklahoma State Fair Park (Oklahoma City, OK) Learn more at: <http://www.okctrainshow.com/>
- December 12 & 13, 2015 (Saturday 10am-5pm, Sunday 10am-4pm) **Rocky Mountain Train Show**, Denver Mart, 451 East 58th Avenue (Denver, CO) Learn more at: <http://rockymountaintrainshow.com/>

2016

January

- January 23 & 24, 2016 (Saturday 10am-4pm, Sunday 10am-4pm) **The Great Train Show**, Century II (Wichita KS)

Learn more at: <http://www.greattrainexpo.com/>

February

- Saturday, February 6, 2016 (9am - 6pm) & Sunday, February 7, 2016 (11am - 4pm), **The Wichita Train Show & Swap Meet**, Cessna Activity Center 2744 George Washington Blvd. (Wichita, KS) Admission \$8.00 includes both days. Scouts in uniform get in FREE; \$1.00 off with non-perishable food item. For more information ontact Phil Aylward at: aylward1@cox.net

- February 13 & 14, 2016 (Saturday 10am-4pm, Sunday 10am-4pm), **The Great Train Show**, Expo Square (Tulsa, OK)

Learn more at: <http://www.greattrainexpo.com/>

- February 25 - 27, 2016 (Thursday- Saturday) **31st Sn3 Symposium** (Tampa, FL)

Learn more at: <http://www.sn3-2016.com/>

March

April

May

June

July

August

September

- August 31st - September 3rd, 2016 (Wednesday - Saturday) **36th National Narrow Gauge Convention** (Augusta, Maine) Learn more at: <http://nngc-2016.com/>

October

November

December

2017

January

February

March

April

- April 6 - 8, 2017 (Thursday- Saturday) **31st Sn3 Symposium** (St. Louis, MO)

Learn more at: <http://www.sn3-2017.com/>

May

June

July

August

- August 30th - September 2nd, 2017 (Wednesday - Saturday) 36th National Narrow Gauge Convention (Denver, CO) Learn more at: <http://nngc-2017.com/>

September

October

November

December



COMING ATTRACTIONS

In our next issue we will feature articles from our Chisholm Trail Division which will include:

- “Badgers Arse Toilet Paper Lab” by Charles Dugnolle
- Progress UpDate of those working toward/achieving the NMRA “Golden Spike”
- “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...???

- and much, MUCH more...



Well, were you able to identify:

Paint Brush and Paint Bottle Holder

from Rick Seyb



Well, were you able to identify:

Chuck Dugnolle

