

# Trails, Rails, & Tales



September-October  
2024

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

## FROM THE DIRECTOR'S DESK

BY PHIL AYLWARD

February seems like a long way off, but The Best Train Show in Wichita will be here before you know it. If you haven't already done so, it's time to start building models to fill up the contest room or maybe just dig something out from wherever you saw it last. There will be a category for about everything you can think of, including model and prototype photos. We plan to have judges for those who want NMRA judging, but the contest itself is determined by popular vote and you never know which way that will go. So let's fill up those tables this year and give our attendees something to see.

– Phil

## FROM THE SUPERINTENDENT'S DESK

I just received some great news. The Chisholm Trail Division Modular Group will be operating September 21, 2024 at the Bel Aire Community Center. It has been a long dry spell and I cannot wait to get set up and running. Thanks to Adam Goldsmith for making this possible. It is always an exciting time to be a train modeler and there are a lot of things happening in the next few months for us to do. I have heard Union Pacific's Big Boy 1404 is currently on the "Heartland of America Tour" and will be passing through Kansas in October. Hope you are like me and planning to get out and watch it steam past. I look forward to seeing you out enjoying the hobby.

– Charlie

### TRAILS, RAILS, & TAILS

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Submissions for publication  
are strongly encouraged.

## FROM THE EDITOR'S DESK

BY JIM MARLETT

I hope everyone is having a great summer. It has gone by far too quickly for me. I couldn't believe it was time to start working on another newsletter, but time just won't stand still.

This month Bob Neill shows us the value of articles in old magazines if you can just find them. Mine are pretty much a mess, but Bob has organized his in a spreadsheet that includes the articles within them so he can actually find things when he is looking for them. Randy Stucky tells us about his upcoming move, which includes both challenges and benefits.

And I figured it was time for me to write an actual article about building a roundhouse almost from scratch.

Progress on my own San Juan Southern narrow gauge continues beyond the roundhouse. I'm finally building switches, laying down ties, and spiking rail. I have a plan for getting the three remotely built sections joined together and I'm feeling pretty good about getting it to the point of having operating sessions before I die.

– Jim



*This stack of switches is waiting to be painted and spiked in place. They were all assembled on a Fast Tracks assembly fixture. I use Fast Tracks paper templates to space the wood switch ties. The templates are available to download free from their web site. They also sell laser cut "Quick Sticks" for the wooden ties, but I just prefer to make and lay my own.*



*I built some extra tall sawhorses to work on the lower levels of the layout at a comfortable height for me. I had to make an adjustment with a circular saw when I discovered I had over-estimated what would be comfortable. The next section to be tackled is on the floor of the shop.*



*The roundhouse section has already been moved into the basement. There is an advantage to building them where they can still be upended for working on the bottom side.*

## MOVING ON

BY RANDY STUCKY

After living at the same place for over 40 years, my wife and I decided it's time to move to independent living at Pine Village in Moundridge. That's less than an hour from Wichita if I "floor it." We both spend time there (lots of it), and decided it is time to make the move. We found a house with a full basement for the trains, which was actually one of the requirements! We're going through the stuff deciding what we're going

to take and what we won't. Pine Village does have a large room for parties, benefits, concerts, etc., and probably a modular layout.

To answer a question before it is asked, no, I'm not leaving Chisholm Trail Division. In fact, I even have a reminder for the future: Our train show is getting closer every day. Have you started your projects for the contest room?

– Randy



*Whether overseeing the contest room at our own show or staffing the Chisholm Trail Division booth at other people's shows, Randy can always be counted on to lend a helping hand. That's not going to change.*

## MODULAR NEWS

BY TERRY ROSS

It has been a very slow summer for the Modular Group. Without a show to attend since June, we have been quietly working on modules, scenery, and who knows what else. I've attached a few pictures of my modules in the shop getting ready to go.

We have made some interesting changes in the layout if you have not seen it lately. The footprint of the layout is now about 20' wide by 40' long with

a U-Shaped design that adds another 44' to the total mainline run. We also run a very interesting mix of steam, diesel, and turbine power covering everything from about 1930 to 2024. If you like seeing big trains, we have several classic passenger trains from the past, and often run 25 to 30 car freight trains. We are also looking at starting an Operations Group to operate on the modular layout. If you are interested in this type of railroading come out and see us.



First Event: We will be at the Bel Aire Recreation Center, 5251 E. 48<sup>th</sup> St. N., Bel Aire KS 67220, Saturday, September 21<sup>st</sup> from 9:00 AM to 3:00 PM. We will be open all day to the public. On Sunday, September 22<sup>nd</sup> from 11:00 AM to 5:00 PM we will be hosting model railroaders from the area, NMRA members, friends and family all day. Another important fact right now is the building is air conditioned so come and "be cool" with us. Bring your family, or a friend and come out and see the layout and run some trains. I can't say enough about this venue. It is very nice, plenty of room, and with not being open to the public on Sunday, it really is a great chance to come out and experience our layout. Hope to see you there!



Second Event: Our next planned show is the Wichita Toy Train Club Show in October. That show will be at the Cessna Activity Center, 2744 George Washington Blvd., Wichita, KS. The show dates are Saturday, October 26<sup>th</sup> 9 AM to 5 PM, and Saturday, October 27<sup>th</sup> 10 AM to 3 PM. We have a couple of other venues that we are working on, so we will keep you posted at the monthly meeting, and the luncheons we all enjoy so much.

If you ever have any questions, or suggestions please contact one of us.

– Terry



## GOLD FROM THE "GOOD OLD DAYS"

BY BOB NEILL

I have been enjoying looking through back issues of model railroad magazines mostly because I need to find information on the way things really looked in the "Good Old Days." One of the interesting things is that during the 1950's there was a lot of simple scratch building. Then in the 60's and 70's there was a lot more on detail building. Today's issues are more on reviews of kits and ready to run.

Looking at the older issues, I find plans to scratch build many interesting structures, rolling stock, locomotives, and scenery items. These plans give ideas on items I need to make for my layouts, however many are of a different scale. Since I have practice with drafting, the scale difference is little problem. All I need is a pair of triangles and a scale ruler in model railroad dimensions. The only problem is finding a pencil lead sharp enough to mark the sheet material, then a cutting blade sharp enough.

Recently looking through magazines I found an article about a company house for a train crew to spend the night that had a simple two room arrangement. Since their plan did not show the rooms, I am sure there was a kitchen and rest room. Considering the time, maybe the rest room was out back and the kitchen was the fireplace. A later magazine had a different company house that showed the room arrangement with three rooms, one for dining and a room for a kitchen stretched to the rear. More interesting to my warped mind was that photographs of the real buildings did not show the outside shape that would have three rooms with the kitchen.

Today with the availability of laser cut kits, it is more difficult to "fix" a design. With the advantage of scratch building, all that is needed is an idea or plan. For the Achievement Program, there are points awarded for making your own



*Railroad Model Craftsman provided the plans in a larger scale for Bob's version in a smaller scale.*

windows and doors. A model builder can even antique the building, even making a swayed roof.

Should a house have a foundation? Stone, brick, or concrete slab? One of the magazines even had an article about only having a basement. Would this be for new construction, or had a tornado passed through and nothing rebuilt yet? There could have been a fire and the rubble cleared away to get ready to rebuild. Hum...the stories that could come.

A while ago I had a problem remembering that the background data I needed I had seen in one of the old magazines, but which one! I had collected and retained a number of issues that I had the pleasure to purchase, but how could I find the

specific data needed? One of the magazines provided an online archive to search for data, but many of the needed articles were someplace else.

That left me with the need to reread the older magazines and type the table of contents into my computer. Rereading has given me the pleasure of finding articles I did not find interesting years ago. Typing the information in a spreadsheet gives me the chance to search for necessary data and opinions from days ago. I started with rereading the Mainline Modeler from 1980 to 2006 because it had good information and ran for only a few years. Currently I am working my way through Railroad Model Craftsman from 1960 up to 1985. I will be starting 1986 shortly. It seems to be taking a while to reread all these magazines. If anyone wants a copy of these archives, just ask and I will provide a copy, as far as it has grown.

In the "old days" the methods of building and running trains was more challenging. The adhesives have changed, the paint has changed, some of the building material has changed. It is amusing to look at the kits that had been available. Do NOT look at the prices!

Among the interesting things I have noticed is the change in desire to build models compared to "ready-to-run". The problem I have with scratch-building is not having any idea what the model should look like. When looking at someone's layout it is interesting to recognize some of the models with different paint schemes. Some of the models have some individualization while others appear just out of the box. Some models I am happy to copy myself, very few people would build something like that. Some of the kit models seem to be difficult to modify, especially the laser cut kits. Some models in real life look like different paint on the same idea, like some housing subdivisions. When driving around I find myself looking at the different houses and structures to see if anything like that would fit on

my layout. What kind of buildings are near the railroad track?

Engines and rolling stock have been a challenge. Since I am pursuing the railroad my father and uncle started after they returned from WW II, a freelance Rocky Mountain and North Eastern RR (based on their initials), I have been looking for information about what the equipment looked like back then. That has left most of the older articles not giving dates about when they were built or used. If it is easy, it isn't much fun!

Since I am trying to model the transition era, from steam to diesel, it is a challenge to find data on the appearance of those days. Yes it is possible to see old cars and airplanes even today, and there may be a special event happening, even medieval celebration. I enjoy asking young kids if they would like to build a scene on a layout where a movie is being filmed. Timing of detail could be incorrect, but some in costume and some in modern clothing, cars and trucks...

One of the things about rereading the old magazines is getting to scan the important ones for future use or sharing. Since it seems to take so long to read through a year's magazines I keep running out of time to build anything. Then again, when I am building, I do not have time to read. Is that a catch 22?

One of the last magazine issues had an article about weathering with a solution made from vinegar and steel wool, followed by an article about that chemistry having been used many years before. That has caused me to wonder about photo-etching to add detail to a brass scratch built model. Would the photo-etching process also work on aluminum? Since drink cans are made with aluminum, could they be used as material and make metal models (airplanes) like paper models?

-Bob



# BUILDING A NARROW GAUGE ROUNDHOUSE FOR THE SAN JUAN SOUTHERN

BY JIM MARLETT

We're going to pick up the construction part way into the process. If you'd like to read about what transpired before this, you can find the back issues of Trails, Rails, & Tales on the Chisholm Trail Division's page of the Mid-Continent Region's web site – [https://www.mcor-nmra.org/Divisions/Chisholm\\_Trail\\_Division/](https://www.mcor-nmra.org/Divisions/Chisholm_Trail_Division/). If you want to refresh your memory or just weren't a member when the project began, reports on the turntable

and roundhouse project started with the March-April 2023 issue.

We owe a huge debt of gratitude to Ryan Moats for providing this archiving service to the Divisions within the Mid-Continent Region. Not all of them have an electronic newsletter, but it's great for those of us who do.

So let's catch up with where we are today.

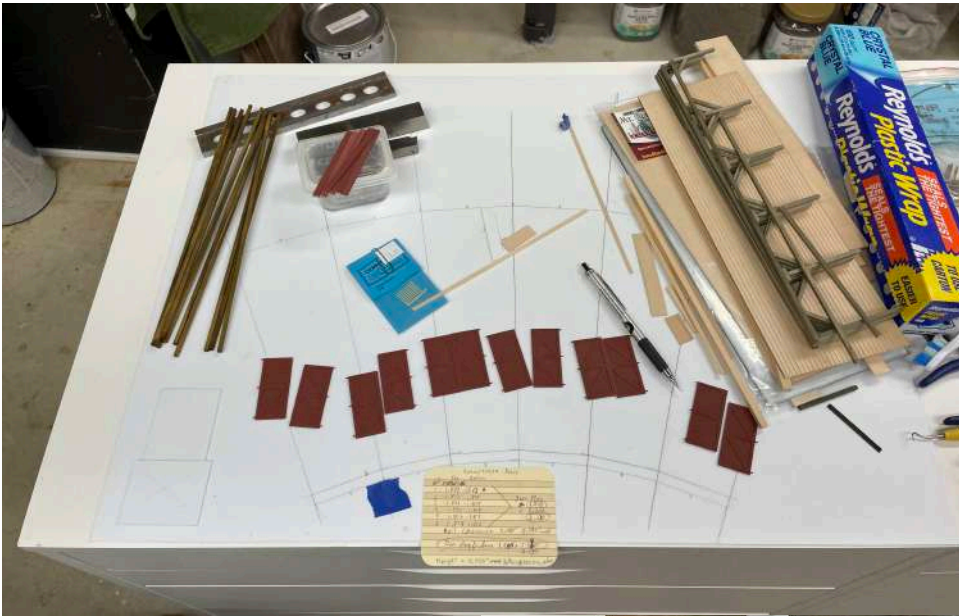
–Jim



*When we left off back in November of 2023, the roundhouse was what I called a loose assemblage of parts. If I propped up everything I had constructed to that point, it looked like this. The brick walls had been lengthened and supports were made for even longer center stalls. Then I left for Chile in South America for a few weeks.*

*When I returned, I decided to prop everything up again unglued and see if the layout templates that came with Monster Modelworks wall kit would give me an idea of how the roof would fit. I estimated where the front of the round house would be knowing there would be a door frame in front of the support posts. As it turned out, I was a bit off. Then I went traveling again, this time to Africa.*



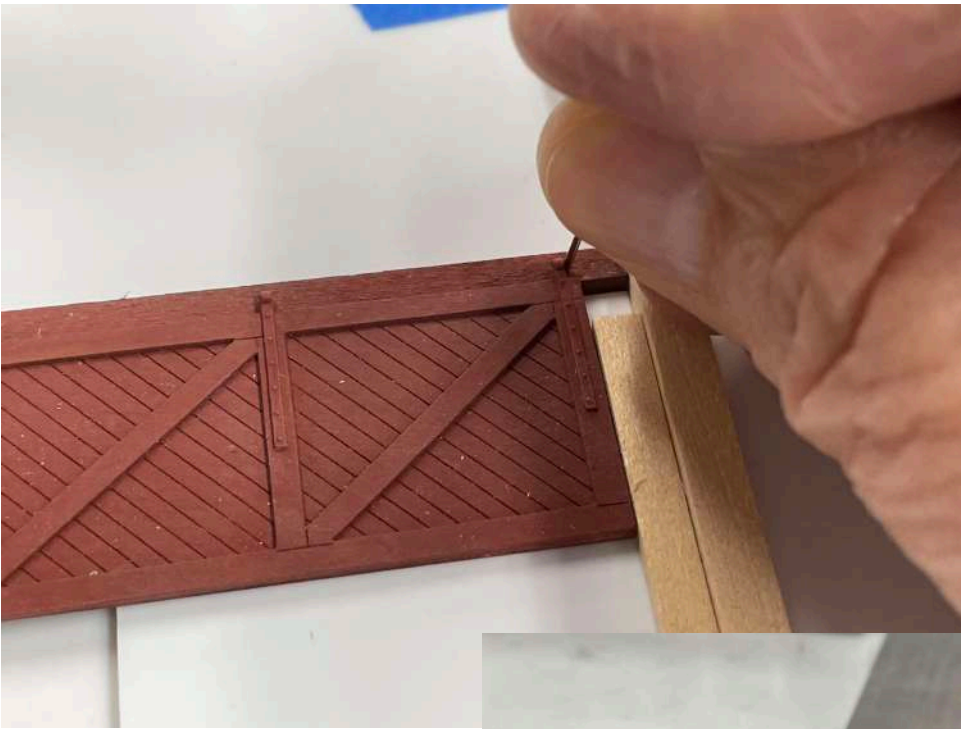


Months passed, but I finally got back to work. I dug out the pieces, paired up the doors, stained and painted some wood, and laid it all out on a floor plan drawing on a sheet of styrene. I hoped that styrene would become the roof of the building. In the lower left corner of the styrene, you can see an assembly jig to build the door frames. It was glued to a part I thought would eventually end up in the scrap pile.

*I assembled the door frames in the jig and held them in place with various weights until the glue dried.*

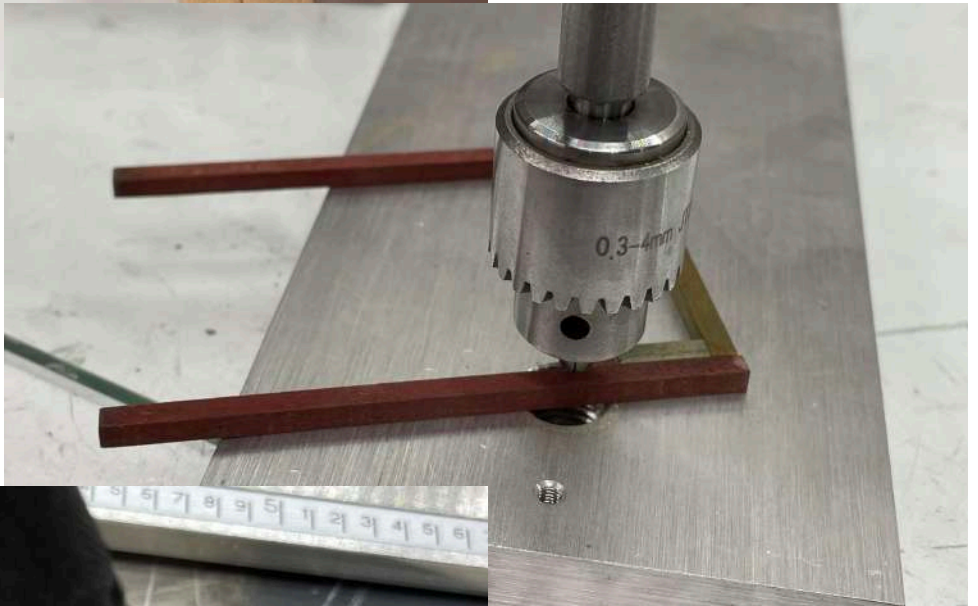


*When the frames dried, the doors were added in another assembly jig built to ensure they would all be the same height and would clear the rails when opening or closing, although when finished, they would not actually open or close. This jig was just taped down.*



*Still in the jig, holes for the hinge pins were located by eye using a T-pin to poke a starter hole into the frame. I did each door individually and after that, the doors stayed with the frames to which they were fitted.*

*Holes for the hinge pins were drilled with a hand operated drill press.*



*The back sides of the holes were widened with a hobby knife to allow ACC adhesive to pool around the hinge pins. This worked very well and was worth the extra effort.*



*I bent hinge pins from 0.015" steel wire. I made them so they were just a tiny bit shy of extending completely through the door frames and used the doors and hinges to set them in place. A drop of ACC from the back fixed them in place.*

*Here is a set of doors mounted in their frames. The doors actually open and close, but I decided to eventually glue them open since I can't see any reason they would ever be closed on my railroad and I think they are more likely to survive glued open. The timbers above the door will be covered with a fascia so the colors didn't have to match. I just used scraps from other parts of the building.*



*From that point on until they were permanently installed, each set of doors and its matching frame lived in their own plastic bags labeled for the stalls they were made for. I was afraid if the doors got with the wrong frames they would be just different enough that they wouldn't fit the hinge pins and I would have a very hard time matching them up again.*



Next on the agenda was gluing the door frames together in the proper arc for the front of the roundhouse. That is where I discovered that the door frames were a bit wider than my original plans and as a result, would move the walls back. As long as they were centered on the segments, I didn't think it would matter until I started worrying about the pre-installed inspection pits extending out the front doors. Luckily, they didn't.

The last of the door frame gluing. You really can't have too many 1-2-3 blocks! Notice the doors still in their numbered bags. You might also have noticed a level clamped under the cabinet work surface. There was a very slight bow in the cabinet top and the level clamped under it took care of the problem.



The next step was gluing the roof support trusses to the door frames. I just prayed that everything was lined up on the styrene sheet where the stalls were drawn on. I have to admit I was pretty much scared stiff at this point. Any little jostle could have had dire consequences. Even after the glue set, it was a pretty fragile structure.



*Framing up the back walls was next. This was also quite fussy. I had to get each timber exactly the right length. I couldn't allow the placement of one component to move any of the other components and I only had friction to keep them in place. It was like playing Pick-up-Sticks. Thank heavens, it got better after this.*

*Once the back wall framing was glued on, the structure stiffened up enough that I wasn't afraid to move it to the layout to check whether or not it still fit. It did have to be moved to the rear more than I'd planned, but thank goodness the inspection pits were still inside. In the back, the rails were a bit shorter than I wanted. I would have to add to them if I didn't want to risk running one of the larger locomotives off the end of track. The brick walls are still unglued and just resting in place.*

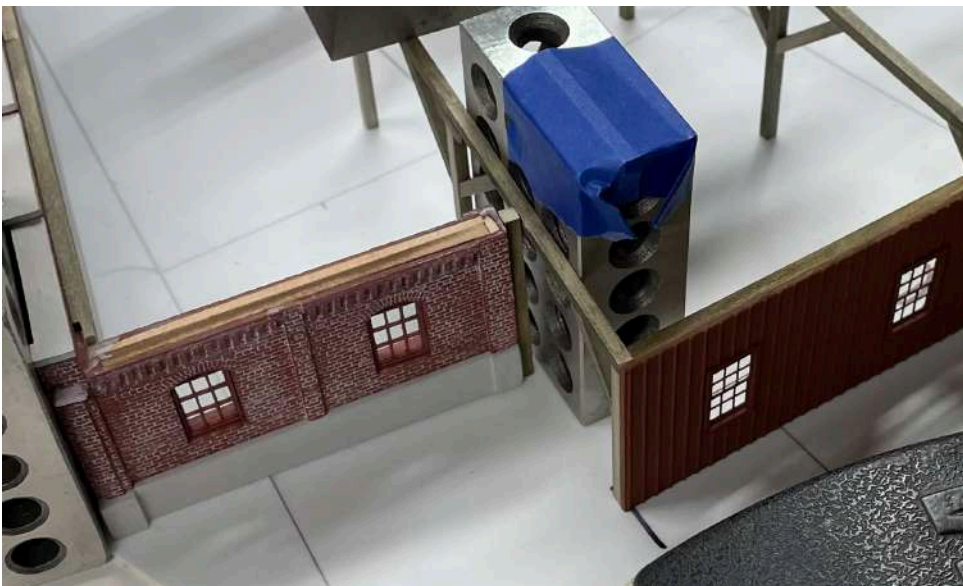
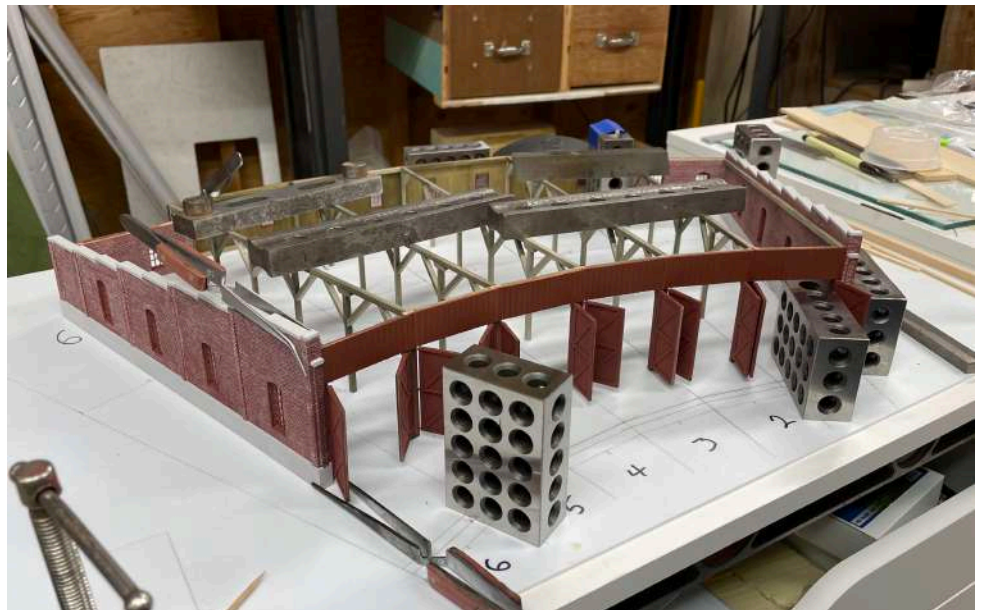


*Back at the workbench, the rear walls were cut out and glued to the frame. Windows left over from a Grant Line mill kit-bashing project were painted and glazing installed, but I didn't want to glue them in until the walls were on. I know this goes against standard practice, but I wanted the 1-2-3 blocks to fit flat against the walls and the windows would have made a bump I didn't want to deal with.*



The fascia above the doors was next. The doors had to be hung at this phase because the fascia interfered with dropping them on the hinge pins. I measured and cut each piece, aligning it with the roof line, then glued each one separately to the frame. I clamped them with some tiny clothes pins I found at one of the dollar stores. They had just the right light tension on the springs. One corner was a little stubborn and needed a pair of forceps to gain compliance.

Finally, it was time to glue the brick walls to the rest of the structure. One side was held by 1-2-3 blocks, but the near side needed a little more coercion, once again in the form of forceps.



Because I lengthened the brick walls of the roundhouse, the back end needed to be widened a bit. I glued a timber to the end of the brick wall then glued the top of the timber to the truss. This worked out to be just about exactly right despite the fact that I was frankly just guessing. Another timber was glued to the side of this one and directly under the truss to provide more glued surface and to give a bigger target for gluing the side wall panels.



*While I was fabricating the final wall pieces, the ones that were to go in the back corners and have the people doors in them, I added to the track. I glued down ties about where I thought they needed to be. Copper-clad circuit board ties were gapped and placed at the rail joints. These allowed current to flow from the rails already in place to the little stubs I would add without more wiring.*

*Before I cut, spiked, and soldered the new rails in place, I put the roundhouse back in place to make doubly sure everything was turning out like I wanted. It was fine. There would be room enough on the rails for the longest locomotive I could ever expect and still room for a work area in the back.*



*Short pieces of rail were cut and spiked into place. I have to say that short little pieces of rail are much harder to spike than longer sections, especially when they have to line up with previously laid rail without the benefit of rail joiners. When I was satisfied with the spiking job, I slid the copper tie to the side just enough to apply flux, slid it back into place, and soldered the rails.*



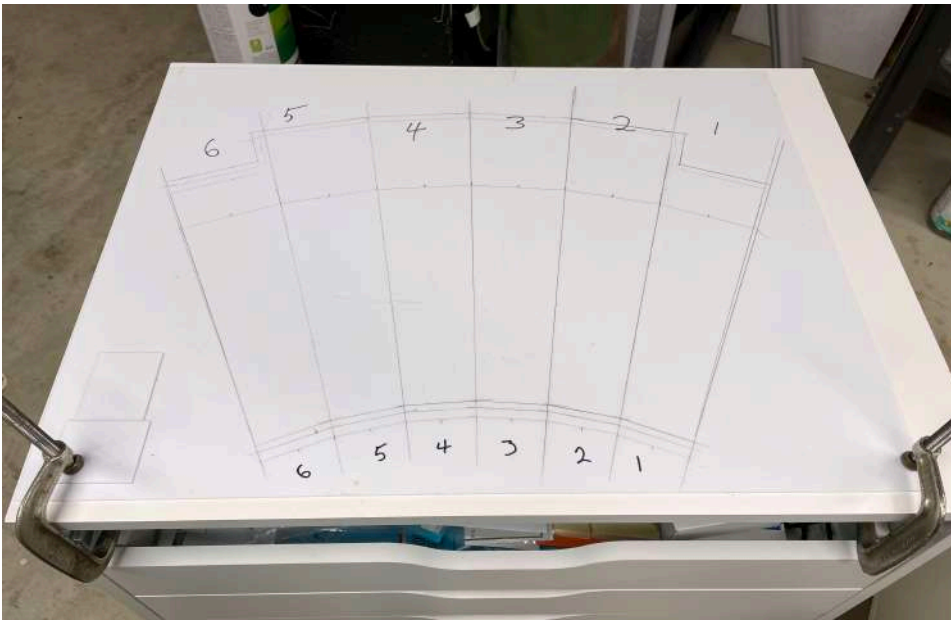


*With the last two wall sections fabricated, it was back to the workbench to glue them into place. I couldn't believe they actually fit! Notice that the locomotive doors are still swinging on their hinges. I probably won't glue them open until the very end just to make it easier to apply ballast and ground cover.*

*Throughout this process, I kept fitting the roundhouse to the layout, adjusting its position and making modifications as needed. I'm happy to say that at this stage things were fitting pretty well. I was ready to build the roof, lay down some ballast, and weather the beast.*

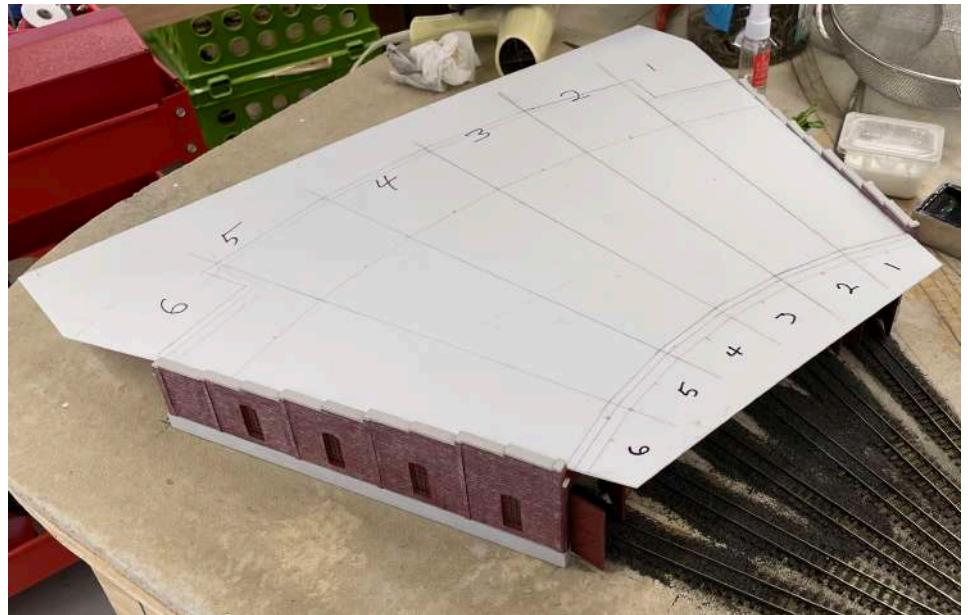


*To make the roof, I carefully aligned the building with the template lines on the styrene sheet. Then I traced the inside and outside perimeters of the building in preparation for making into the roof.*



*The sheet of styrene was about to be transformed from a base to a roof. I figured out how much roof overhang I wanted and carefully drew in the parts that had to fit inside the two brick side walls. Then with no small amount of fear and trepidation, I got out the hobby knife and, starting with the sides, began scoring and snapping.*

*To my utter amazement, the side walls fit like a glove! The roof overhangs even looked like they would fit with no need for adjustment. Now came the arduous task of cutting out the not-so-straight parts of the front and back.*



*The roof fit pretty darned well except for vertically. The roof is really a shallow cone, not flat, so the outer sections needed to be bent down. To make matters worse, I discovered that the brick side walls had warped somewhere in the process. To fix this so the front doors were straight and true, I sanded off some of the "cement" stem walls in the back. It trued up the front, but the back brick walls were now even lower.*

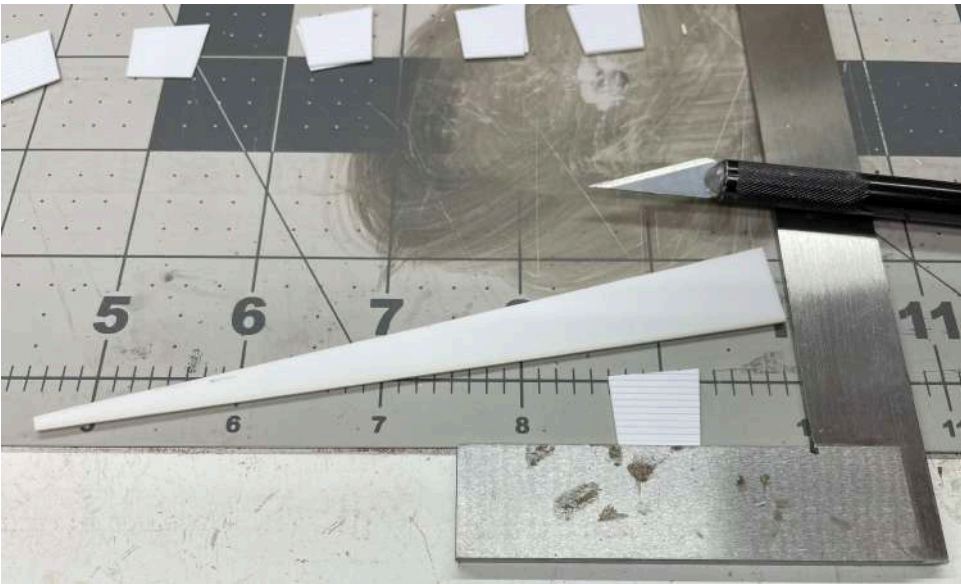


*As I said, the roof would have to be bent. My first attempt involved heating it along the seams with the intention of bending it down to fit. Oops! I overheated it and caused my perfect roof to blister and warp. There was nothing to do but to start over. I laid it on a fresh piece of styrene, weighted it down, and traced its outline and other pertinent points. The new piece was almost as good as the original.*

*This time I scored the lines that I wanted to bend and gave them slow, gentle tweaks so as not to break them off. It worked. You can also see lines drawn on that represent the track center lines with short cross lines to mark the locations of the fronts of the smokejacks.*

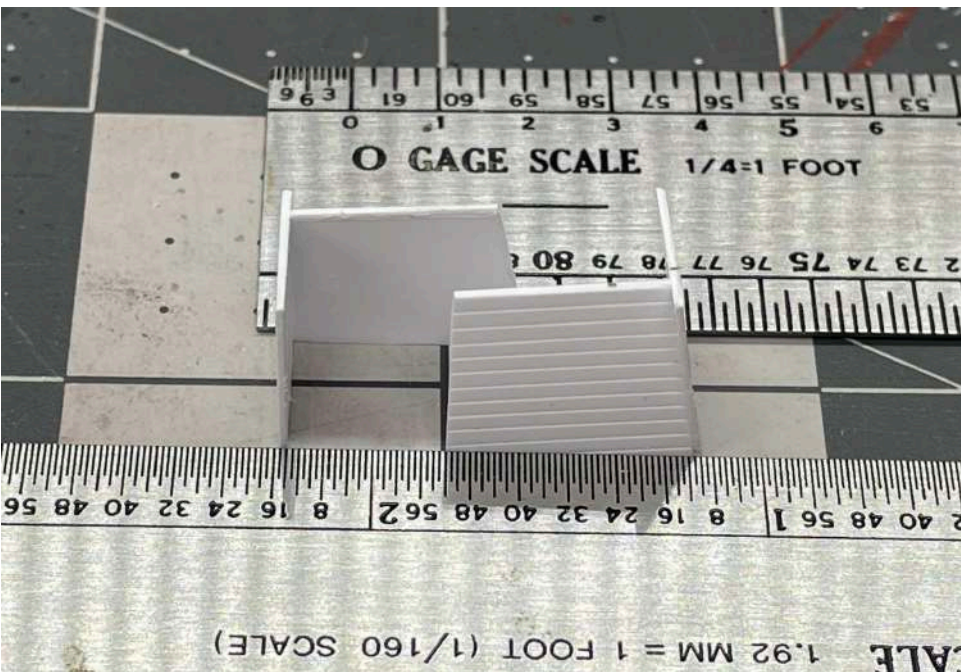


*I filled the cracks with plastic putty and sanded them smooth. Now I was ready to build the smokejacks. After all, I couldn't let my little 1:87 roundhouse crew choke on the smoke from the locomotives. My clever wife pointed out that they wouldn't actually suffer and no one could see the inside of the roof, so I wouldn't have to make them go all the way through. I could just glue the top parts on and call it good. After all, this is not a contest model.*

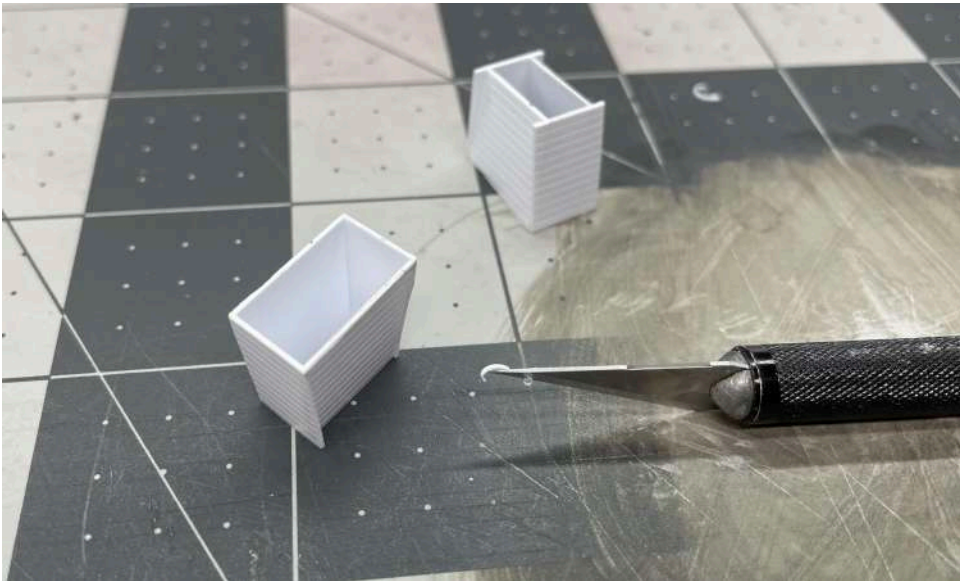


*The smokejacks were cut from v-grooved styrene sheets. Based on plans from various D&RGW roundhouse smokejacks, I knew there would be plenty of odd angles to cut. I made cutting guides from styrene scraps for most of those angles and whacked away.*

*Wooden forms were trimmed to the correct angles (they weren't the same) and were used to hold the end and the side of each smokejack half in place while being glued. They had to be made upside down to allow gravity to hold them at an outward angle. A scale ruler held the tops square with each other. Half of the bases had to be made to slope up and half to slope down. It was a lot of thinking for an old guy like me.*

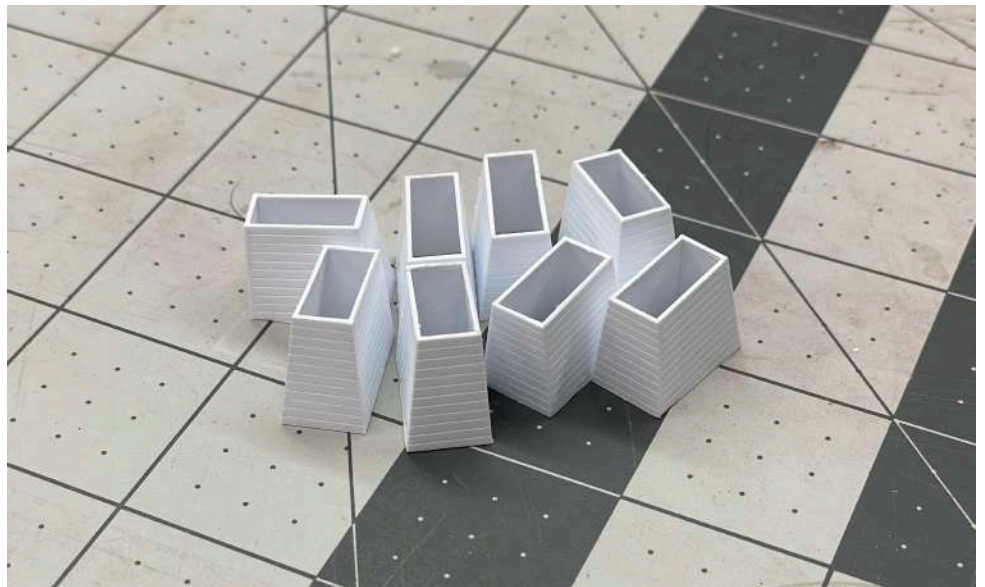


*Two scale rules were taped down parallel to each other to serve as guides for gluing the two halves together. Care was needed to ensure that the pairs matched and sloped at the proper angle. Notice that the end pieces overlap the side pieces. These would be trimmed later because I didn't want to have to deal with that angle, which blueprints showed was not the same as the side pieces.*



*When the glue had all dried, I trimmed the end pieces with a hobby knife and sanded them flush with the sides.*

*Here are all eight smokejacks I made for the six stall roundhouse. I made the extras because I figured I would mess some of them up. Sure enough, you can see in this picture that some are a little wider than others.*

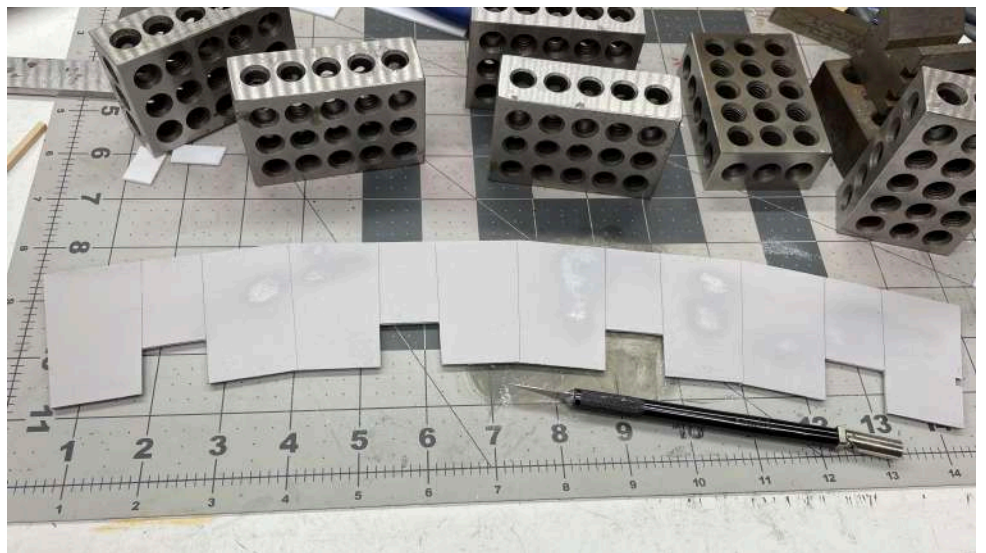


*I wanted the roof to be removable so before gluing on the smokejacks and while the roof was still relatively flat, I turned everything upside down and glued tabs to the inside of the roof to keep it from sliding backwards. The fact that it was wedge-shaped would keep it from sliding forward and the side walls would stop any side-to-side motion. These tabs will not be visible when the building is sitting on the layout.*

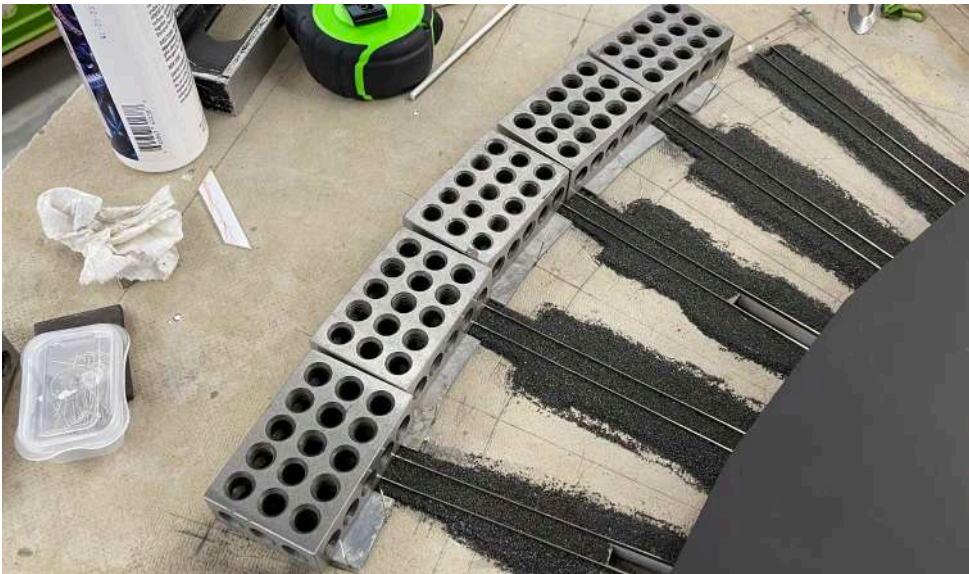


*The smokejacks were glued in place and the roof painted black inside and out. There are more details I could have added to the roof, but this is enough for now. After all, it is removable and I can add more later at the workbench. Weathering followed as did the concrete floor for the work area and office space that I had envisioned for the rear of the building.*

*To make the concrete work space, the inside outline of the building was traced on a piece of 0.060" styrene sheet and cut out. The notches are for the track to intrude a short distance into the concrete. I scribed lines for expansion joints with the back of a hobby knife blade. It looks like the paint wasn't dry when this picture was made.*

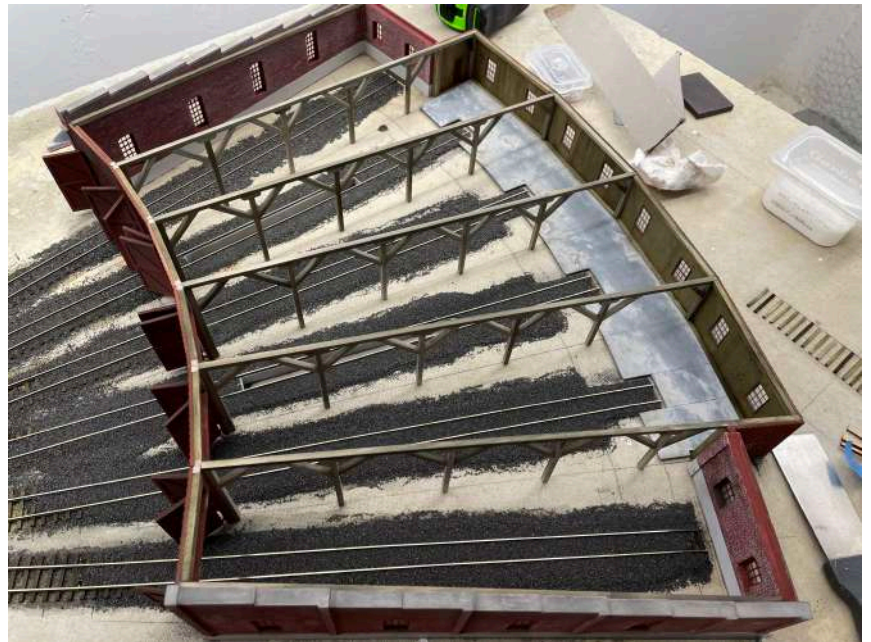


*This picture shows the underside of the "concrete slab" as I was gluing it in place. I built it up to about rail height with strips of 0.060" styrene and Crafter's Pick glue applied. Notice the T-pins in the Homasote that will align it to its proper destination.*



*Here it sits while the glue dries. I had pre-planned for the concrete when I put down ballast by scraping away the edges where I thought the edges of the concrete would go. I did that while the ballast glue was still wet and easy to move. When the roundhouse is finally glued in place, I will finish ballasting the entire floor.*

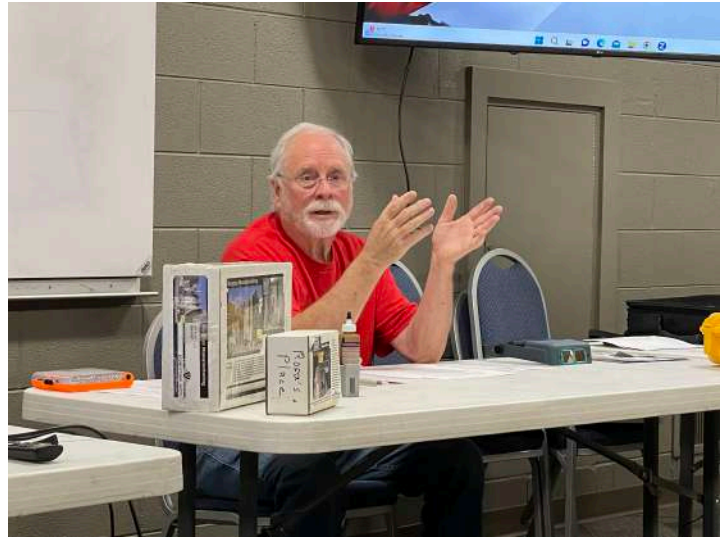
*The concrete floor was painted and weathered before being glued in place. The result was kind of a happy accident. I weathered it once and didn't like it. I decided to wipe it all off with alcohol and part way through the cleaning, I liked what I saw. I'm sure I'll do more as I add machinery and work benches.*



*So here the roundhouse sits today, waiting for finishing touches and for the first locomotives to call it home. I can't wait.*

## IN CASE YOU MISSED IT

July & August Division Programs – Dean Lippincott showed us how he assembles Hydrocal plaster kits.



*In July, Dean's clinic dealt with selecting kits, cleaning them up, and gluing the major components together.*



*In August, he dealt with finishing them up and adding details.*



# CALENDAR OF EVENTS

## INCLUDES NON-NMRA EVENTS

### RECURRING EVENTS

**Chisholm Trail Division of NMRA Monthly Meeting.** Every first Tuesday of the month. Gather at 6:45PM. Olivet Baptist Church, 3440 W 13th St, Wichita, KS (13th & High) [http://www.mcor-nmra.org/Divisions/Chisholm\\_Trail\\_Division/](http://www.mcor-nmra.org/Divisions/Chisholm_Trail_Division/)

**Kansas Central Division of NMRA.** Every second Saturday of even numbered months at 1:00PM. Locations vary. Contact information is here: [http://www.mcor-nmra.org/Divisions/Kansas\\_Central\\_Division/](http://www.mcor-nmra.org/Divisions/Kansas_Central_Division/)

**Kansas Central Model Railroaders Business Meeting.** (Not the same as Kansas Central Division of NMRA) Every second Saturday from 11:00AM-Noon. 16 East 3rd Ave, Hutchinson, KS <http://www.kansascentralmodelrailroaders.org>

**Wichita Area Model Railroaders Luncheon.** Every second Thursday at 11:30AM. Spear's Restaurant and Pie Shop, 4323 W Maple, Wichita, KS

**Third Thursday Model Railroaders's Lunch.** Every third Thursday at a location and time to be announced. If you are not receiving notices and would like to be included, contact Terry Ross (316) 258-4029.

### SCHEDULED EVENTS

#### SEPTEMBER 2024

**September 7 – Kansas Railfest.** Great Plains Transportation Museum, 700 E. Douglas, Wichita, KS. Saturday 9AM-4PM. <http://www.ksrailfest.org/home.html>

**September 11-14 – National Narrow Gauge Convention.** Pittsburgh, Pennsylvania. <https://www.44nngc.com/>

**September 20-21 – Ozark Model Railroad Association Train Show.** Ozark Empire Fairgrounds, Central Buildings Event Center, 3001 N Grant Ave, Springfield, MO. Friday 4PM-8PM, Saturday 9AM-3PM. Sponsored by the Lionel Operating Train Society. <http://www.omraspringfield.org/train-shows.html>

#### OCTOBER 2024

**October 5-6 – Western Kansas Train Show.** County Fair Grounds, 1344 Fairground Fd., Hays, KS. Saturday 9AM-5PM, Sunday 11AM-4PM [https://www.lasr.net/travel/city.php?&TravelTo=KS0802010&VE=Y&Event\\_ID=KS0802010e031](https://www.lasr.net/travel/city.php?&TravelTo=KS0802010&VE=Y&Event_ID=KS0802010e031)

**October 26-27 – The Wichita Toy Train Club Annual Train Show.** Cessna Activity Center, 2744 George Washington Blvd., Wichita, KS. Saturday 9AM-5PM, Sunday 10AM-3PM <http://www.wichitatoytrainmuseum.org/club-shows-1.html>

#### NOVEMBER 2024

**November 2-3 – Oklahoma City Train Show.** The Pavilion at Oklahoma State Fairgrounds, 3212 Wichita Walk, Oklahoma City, OK. Saturday 9AM-5PM, Sunday 10AM-4PM <https://www.okctrainshow.com/?fbclid=IwAR3QwKQsE0j3gnfSa-RIUPwq8LjdTs-Ct3ikXRpjd3ISd3sSuZhwU32d68>

**November 17 – Mid America Train & Toy Show.** KCI Expo Center, 11728 Ambassador /Dr, Kansas City, MO. Saturday 9AM-2PM. [http://www.midamericatrainandtoysshow.com/?fbclid=IwY2xjawEwoihleHRuA2FlbQIxMAABHVzfDH63eSg6i3w5\\_4eCKiAmbK82o\\_LSFYBXjYVwA-ZYu0qloDcS4nnrcQ\\_aem\\_HkABN\\_0i3ck2eKWmTQHbJA](http://www.midamericatrainandtoysshow.com/?fbclid=IwY2xjawEwoihleHRuA2FlbQIxMAABHVzfDH63eSg6i3w5_4eCKiAmbK82o_LSFYBXjYVwA-ZYu0qloDcS4nnrcQ_aem_HkABN_0i3ck2eKWmTQHbJA)

## **FEBRUARY 2025**

**February 3-4 – The Best Train Show in Wichita, KS.** Cessna Activity Center, 2744 George Washington Blvd., Wichita, KS. Saturday 9AM-5PM, Sunday 11AM-4PM  
<https://www.nmrachisholmtraildivision.org/best-train-show.html>

**Please send me information about any events or meetings you think should be included on this calendar.**

Jim Marlett  
[jmarlett@cox.net](mailto:jmarlett@cox.net)