

Photo by David Heinsohn

THE BRASS POUNDER



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Kansas Central Division
Mid-Continent Region of the **National Model Railroad Association**

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Timetable

The December KCD meeting
will be at the McPherson
Museum on
December 3, 2016

Directions on Page 3

Join the KCD on Facebook!

Kansas Central Division-NMRA has a Facebook page and is for NMRA members only. It is a place to share model railroading adventures, post pictures, tell tales of woe in building your empire, post obstacles you have overcome, and ask questions. Have fun. Simply enter Kansas Central Division - NMRA in the Facebook search block and select request to join. See you there.

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Join the KCD Yahoo Group!

Kansas Central Division has a Yahoo Group. To join the KCD Yahoo Group, send an email to KCD-NMRA-subscribe@yahoogroups.com. You will be automatically subscribed to the group with the email address from which you sent the message. Or, go to groups.yahoo.com and enter KCD-NMRA in the search window to find the group and to join

<i>Call Board</i>	Director David Heinsohn Kd0r@fhrd.net	Superintendent John Snell jsnell@cox.net	Clerk Tom Katafiasz	Paymaster Larry Tiffany
	THE BRASS POUNDER Editor and Publisher Ray Brady	THE BRASS POUNDER Associate Editor Christene Heinsohn		

Minutes of Last Meeting

Kansas Central Division 10/1/2016 meeting minutes:

Snacks brought the meeting to order.

John requested that Christine record the minutes of meeting. She agreed.

We discussed of next year's meeting dates and possible hosts. We decided to keep the schedule the same as in the past, i.e. first Saturday of each even-numbered month at 1 PM. 2017 Dates and locations identified at the meeting were:

February 4, 2017 -- Need a host

June 3, 2017 -- Need a host

October 7, 2017 -- Heinsohn's (Elmdale)

April 1, 2017 -- Dugan Frank (Salina)

August 5, 2017 -- Need a host

December 2, 2017 -- John Snell (McPherson)

[Editor's note: See last page of this BP for complete 2017 schedule]

Next Meeting will be December 3, 2016 at the Museum in McPherson

David Heinsohn, KCD Director, reported that the Region is discussing making the NMRA Mid Continent Region polo shirts available to non-board member. There followed a brief discussion of KCD hosting Mid Continent Convention in Topeka in 2019.

Attendees expressed appreciation for the first Brass Pounder edited by Ray Brady. Thanks were also expressed for Wayne Casternero's tenure as newsletter editor. We need to encourage the members of KCD to support the Brass Pounder by contributing articles, pictures, etc.

The Region sends NRMA membership list to the Director who will check it for new members and members that have had their membership lapse. New member information will be passed on to Ray for Brass Pounder distribution.

Break for **more snacks!**

David Heinsohn presented an Edutrain presentation on Operations. He had each attendee prepare a Car Card for a car from his rolling stock collection (This meeting's note taker made a mental note of his sly methods of obtaining free labor). [David noted that all cars used for the demo were from inventoried stock, thus already had car cards!]

After that, the group went out to the "freight house" to operate Time Nook with car cards and waybills as well as to look at the MKC Module. Dugan Frank ran an entire Time Nook problem. Good job, Dugan.

More Snacks were had just before departure.

Respectfully submitted, Christine Heinsohn



Agenda for December 3, 2016 Meeting

Kansas Central Division – **NMRA**

McPherson Historical Society

Short Business Meeting

followed by

View the McPherson Museum HO Layout

Break

View Tom Frankenfield's HO Layout

Directions to

The McPherson Museum

1111 E. Kansas Ave

McPherson Kansas

From I-135, take exit 60.

Take US-56/Kansas Ave west toward center of McPherson.

Go 1.5 mi past Maxwell Street to Museum on the right.

KCS 4747 Seen October 24 in UP Yard in Salina



Superintendent News

From the **KCDivision NMRA**

What do you do when you think you have everything you need for your layout? Go to a train show, of course!

I model the Virginia and Truckee Railway, ca. 1915, from Reno, Nevada to Carson City and to Virginia City. I have locomotive, freight car, passenger car, and MOW rosters and have learned which equipment operated on the railroad in that time period. I care very much about the models I purchase in the faithfulness to their prototypes. There have been models of V&T steam locomotives, namely Rivarossi, Roundhouse and Mantua, and V&T rolling stock, primarily Roundhouse. Although these are nice models they are not accurate models of any V&T equipment. I have been able to fulfill my need by finding brass models made by various companies and model rolling stock kits produced by Rio Grande Models. Yes, you say, it has been a bit more expensive but that is the price you pay for being a "rivet counter".

I could probably fool most people but not all. These models are not what I see at train shows. I have not purchased one true V&T model at any train show I've attended. The brass is very rare and Rio Grande Models only sells direct to consumers, not to dealers.

So why go to train shows? The simple answer is that it is fun! I always see friends that I haven't seen in a while. We catch up on what each of us has been doing and maybe learn something new from each other. And learning from the layouts on display is always fun. And I enjoy supporting the hobby by attending and dropping a few dollars at these shows. I know from experience that displaying at these shows is a lot of work. Some of these vendors depend on these shows for their livelihood. And I never know that I just might see something that will work on my layout.

I want to thank David and Chris Heinsohn for hosting the last meeting. I didn't realize how far out in the country they live but was pleasantly surprised by what they have made for themselves. Thanks to UPS, the world is conveniently close. David's out building is the perfect place for his layout and shop. I hope to see more next time. Also, his presentation about operations was very informative and well done. Thanks, David!

Hope to see you at our next meeting, Dec. 3rd, in McPherson.

John Snell



Director News

From the **NationalMRA**

Hello All! Hope you've had a great start to your Fall modeling.

As I'm beginning to write this I'm also reading that Ray is off to interview another of our members for an article for this month's Brass Pounder. It also sounds like he's found another member with a layout we can go tour and operate as a part of a meeting.

The weekend of October 21-23 found me in St. Louis at an Operations Special Interest group "Run Extra" weekend. Look for my experiences at the event elsewhere in this issue of The Brass Pounder. The Special Interest Groups, that are a part of the NMRA, take you to the next level in your model railroading journey.

If you have an article you'd like to write, get in front of that keyboard and type away. Got some pictures of a model, or the prototype?

Great! Send it to Ray with a short caption. Have an idea for a meeting location, layout, or other activity you'd like to see happen in KCD? Great! Let John and/or I know and we'll work with you to see about making it happen.

Remember, since we only have regular meeting on even months, we can do Odd Events on odd months!

Finally, the next Board of Directors meeting will be in January before the next issue of the Brass Pounder gets to you. If you have any issues you'd like for me to bring up, or pay special attention to please email me at kd0r@fhrd.net.

Happy Modeling
David Heinsohn,
.



An Editors View



A VIEW LOOKING OUT

I can't believe it is time for the December Brass Pounder. Seems like 2016 just began yesterday.

It has been a busy year for me chasing model trains, and chasing real trains too. My photo trip last August to Nebraska, Wyoming, Utah, and Colorado was, however, kind of short on finding real, moving trains. Seems the UP line is rather quiet right now because of the economy. But, I got the photos I needed to be able to do the backdrops in my layout. I just need to stitch the pictures together and get the panoramas printed (along with about 1,036 other things on my list of to-do's)

But, my layout now has the mainline track installed and the KCD and the Topeka n-Track club have been out to "chase" trains around the layout. I still have a mountain (figuratively and literally) of work to do, but that is what makes it fun.

I have also tried out the new Micro Trains n-scale couplers (the ones they are billing as prototypical.) But after installing them on some passenger trains, I found out the couplers cannot tolerate very much vertical hump in the tracks without uncoupling because of vertical misalignment between cars. If you are in n-scale, you will need to make sure the humps in your track are gentle if you want to use them. You will either have to re-lay track to smooth out the humps, or go back to the couplers you have been using all along. Gee, maybe this is fodder for a Brass Pounder story in the future.

But I digress.

I hope you liked the interview I did with David last BP issue about his modeling activities.

This issue has an interview with Larry Tiffany - which I found extremely interesting (and fun) to do. And, David has a "trip report" from his weekend in St Louis with an OP SIG group too. I have a couple more people lined up in the wings to do interviews for future issues of the BP.

Both David and Larry indicated they like to run trains. For me, that is fun too. And, I have found that I like to see others running trains on my layout. It is fun to see others having fun.

Which is a segway into a proposal I have for all of you here in the KCDivision.

How many of you are interested in running trains regularly as a group, whether it is continuous running or switching? I know some of our layouts may not be suitable for a large crowd running trains, but I think the KCDivision could maybe schedule some operating sessions for the members to run trains as a group. I know of three layouts by Division members that are large enough to handle our group.

We have the possibility that the **ODD EVENTS** that David started a year ago maybe could compliment our normal meetings this coming year.

Let David, John, or me know of your interest in doing operating session as an ODD EVENT in some of the odd numbered months next year.

Well, I hope you enjoy this issue of The Brass Pounder.

Ray

KCD *Associates* in the NMRAssociation

Activities and Interests of the Division's Members

We are starting something new with this issue of **THE BRASS POUNDER**. As a way of introducing each of us to each other, the officers of KCD will be contacting each NMRA member to get to know them. In the process, we anticipate there will be a number of new and exciting things that the members are doing in the Model Railroad world that would be of interest to the membership as a whole. We hope to thereby enhance the communication within the group.

On November 2, **THE BRASS POUNDER** sat down with Larry Tiffany over a Mexican lunch, and talked about model railroading and trains in general. What follows is Larry talking about his journey as a model railroader.

Brass Pounder: What got you into model railroading?

Larry: Well, I've always been interested in trains even as a little boy. I had friends that had American Flyer trains so I got to play with them. They had their HO scale out in the garage in the '50's. So I got to play with the Santa Fe PA's. Then at Christmas in 1959 I got my American Flyer train and that is what I had when I came back here to Topeka. In 1972, I sold my American flyer and that was when I went into HO in a big way.

BP: Were you ever involved with prototype trains?

Larry: Oh yes! I grew up riding trains, watching trains, and playing with trains. When I lived in San Bernardino, Cajon Pass was in my back yard. And, mom's friends were in Bakersfield so we would go over Tehachapi. And we would go over Beaumont pass [also known as San Gorgonio Pass. Ed.] to go to Indio to get dates. So, I had SP on Tehachapi, Santa Fe and UP on Cajon, and SP over Beaumont. It all went together - they were in my back yard. And, if we didn't drive back here to Topeka, we would get on the Santa Fe or the UP to come to Kansas. If we got on the SP in Colton, it was the Rock Island into Topeka..

BP: You have talked about Santa Fe. What is it that led you to model UP

Larry: Double engine diesels and jet powered locomotives. The big stuff just fascinates me. You have the DD35, U50, and C855 and the DD40. Double engine, 4 trucks, and 8 axles just look so neat. And in the turbines, you had the initial double ended turbine, the standard turbine, the veranda turbine, and the big blow turbine. With these you had 8000 HP, with up to 10,000 on a cold day. I still love the red and silver paint scheme of Santa Fe, but I just fell in love with the big, super powerful locomotives.

And SP had the light packages. The oscillating lights, the MARS lights, and the 5 chime horns. They were really cool too.

BP: That would lead you to the eras you would be modeling too, right?

Larry: I have struggled with that for a little bit. The original layout I had in the house was UP, SP, and Santa Fe and I modeled all kinds of stuff. And I was modeling in brass and I was painting. The price kept going up and up and up and it got harder to buy. So, I had to do something to simplify. The Santa Fe was the first to go, as it was my third love. SP was hard. They were brass, they had all the lights - I painted all of them. But, I had someone buy all of my SP from me, so that whittled it down to

UP. Then I decided I could not run everything. But I did go back to when the F-units were running.

I was originally going to have two eras. I was going to have the 60's, and then the 70's until I found out how much of a hassle it was to swap the eras around – both power and the cars. I don't run steam engines in the 60's. It just doesn't happen. It would take 1½ days to swap from the 70's to the 60's. Everything had to go into a box and out of a box. So, I decided to do 1965-1980. Yes, I could fudge a little. I could have the turbines and also have the DD's. I do have the GP's. My "newest" locomotive is an SD40-2, built in 1977.

BP: What do you like most about the hobby?

Larry: It lets me use my imagination and my creativity, and to be able to relax. And, it enables me to help fund the hobby with my painting. I have many clients, not only in this country but also in England and Germany. The end result is to relax and enjoy life.

BP: How did you chose the location you wanted to model on your layout?

Larry: It was difficult. My Council Bluffs to Cheyenne is OK, but I would maybe do it different if I were to build another layout. It allows me to do SP, as they would turn around in North Platte or they would even run through to Council Bluffs or Kansas City. So, that worked too. It was also common to see the SP on the Rock Island too. In Topeka, you could see the RI coming off the bridge in North Topeka and head towards the station. I have seen 4-5 SD40T-2's with the oscillating headlight come rumbling by. – very cool. They would be running under power and speed. The ground would just shake - I just can't get rid of SP. And, even SP had the DD35's and the U50s. To me, the SP with fresh paint is really pretty. So they had cool power too. They had the red white blue and the black widows. There are a lot of possibilities with SP. With Santa Fe, you only saw SF power – never anything else until you got to the BN merger - it was always SF. And, UP had NW, CNW, and other variants come through, too, at times.

Of course, there was the Kodachrome scheme when the SF and SP were considering merger. But, I am glad that the merger didn't happen, as the line that runs out through Herington would be storage tracks now. What you have today would have never happened.

BP: Tell me about your layout. What is going on with it? Sounds like you had more than one.

Larry: This is my 4th layout. The first was a double track and ran around the basement. It was in the 1970 and 1980's when I had that – before the technology that we have today. The second one was in the house I am in now and had a lot of elevation changes. But, Steve Priest came over and said that I need to tear it out. He thought it was too much elevation change. It had a lot of steep cliffs to run along. So, we tore it all out, and he went home and designed the layout I have now. He did it on AutoCAD.

We laid it out with paper on the floor, and we built the layout right over the drawings to scale. It has been a good layout. It has been there about 15 years. It started out originally with DC and then I converted to CTC-80, which is a predecessor to the current DCC systems. You could control the trains individually - and have signaling too. But, I changed this year to an NCE DCC system because CTC-80 was too constraining in today's world, and you can't get parts any more. CTC-80 allows for only 64 locomotives, whereas the current DCC systems are practically unlimited in number. And, you have more functionality too. And, I like what Richmond Controls does with lighting. I want to put his units in the SP locomotives to get the good oscillating light effects.

BP: What would you do different than what you currently have?

Larry: It is a continual evolution. I would maybe model Green River WY. But, I like the models I have and the railroad I have.

BP: How do you feel about the NMRA and the KCD?

Larry: One of the things I am concerned with is the lack of layouts in the KCD. That seems to be coming around with your [the Editor's] layout being added into the mix. Not having a layout is OK, but we all benefit with more people having layouts. Everyone has something to offer, and to see it on layouts just adds something. If you go to Turkey Creek Division in Kansas City, many members there have layouts – some pretty big.

BP: How about the spread out nature of the Division? We cover a pretty big area of north central Kansas. How does that influence what we do?

Larry: I will answer that in two parts. I think it could be made it better if we had a central meeting location without such long drives. Potentially there would be a larger attendance. However, it still leaves large distances for us to go.

BP: How about someplace in the middle, like Herington? It is about equal distance from everyone.

Larry: It's doable, but would still take about 1.5 hours. That is still like going from Topeka to Salina. And, the roads are not interstate part of the way.

Another alternative is to split the division and have Topeka area members go to Turkey Creek, and have the western area folks go to Chisholm Trail in Wichita. It would be interesting to know how the Kansas Central Division got formed in such a large area.

BP: I'll be doing an interview with Marty Vaughn sometime in the future. He was instrumental in forming the KCD. We'll hear what he has to say.

BP: What kind of meetings do you like?

Larry: I like a business meeting, with some sort of program to learn about things, either an operating session or some program. With people that do not have the capability to operate, then the educational program has value. We need something model railroad related to make it worth the time and drive. I think it is important that as many members as possible have layouts to be able to share and use what they learn from the meetings.

BP: Tell me about your Union Pacific Historical Society involvement.

Larry: I love the UP. I joined the UPHS in 1984 and have gone to all but a handful of the annual conventions. I still hang around the UP people. I was on the board for 6 years, and was president for 3 years.

BP: How did it differ from the NMRA in its appeal to you?

Larry: NMRA covers everything – different scales, different roads. It is a little something for everyone. The UPHS is dealing with a much narrower subject – strictly Union Pacific. And, it had many people that had worked for UP, like Don Snoddy who worked at the UP Museum, and Steve Lee and Bob Kreiger from the old steam program. So, we had access to a lot of stuff UP related as well as people that worked for the road. It allows a person to get into details of the large, diverse railroad.

BP: What got you into painting?

Larry: There was one model I could not get. No one made it. I started out with non-traditional paints – I had not heard of Scale Coat, etc. But people liked my work so I started doing it for others. Then I found out about railroad specific paint and decals. So, I got a compressor in 1980 and started doing it commercially for others too because people liked what I was doing.

BP: Do you do research before you paint?

Larry: Oh yes. I have books, slides, and photos. I have over 25,000 slides that I have taken,

traded, or bought. I don't do N-scale because I find it too small to work with. I got out of painting for a while, but have gradually gotten back in as a way to pay for my DCC conversion efforts. Mostly my painting customers came by word of mouth, and they still do. But, I do the research needed to make it prototypically correct.

BP: What was your involvement in the National Railway Historical Society?

Larry: I was involved for a while, but it didn't have a strong appeal to me. It was mostly east coast roads, and the cost went up. So, I decided to concentrate my efforts elsewhere.

I reallocated my money to the Midland Railway Historical Association in Baldwin City KS. I have taken all the tests, and I can go down there and run trains. Brakeman, conductor, and engineer, you name it. So, I have access to a full sized switching layout that I can run. For this layout, you have 1:1 switching on a 1:1 size train in 1:1 scale time. And you have 1.5% grades for a 6-car train that needs to go at a controlled 5-10 mph (and sometimes 25mph). With all that, you need to consider inertia and momentum. Plus, there are two different locomotives to learn differences and similarities. Ottawa Junction to Baldwin City is 11 miles, and it is a bit of a challenge to run that. So, I exercised my prerogative to get out of the NRHA, to pay less, to run real trains, and have more fun.

BP: How would you sum up your model railroad story?

Larry: In effect my model railroad activities have been a bunch of different technologies and each offered different challenges. I have come a full circle from being a little boy to American Flyer to fourth layout, and from DC to early DCC to current DCC to real world. And I have been involved with the history of one mainline road, and have been involved with recreating that history with my painting. It has been fun.

BP: Larry, thank you for your time.

Larry: Thank you.



KCD Modeling in the NModelRA

Our Member's Modeling Activities

Planning Large Industries for the McPherson (KS) Museum Layout

By John R. Snell

The HO layout at the McPherson Museum was planned to depict scenes from McPherson, KS and the four railroads that served the town.

Photos are a valuable planning and modeling tool. Memories cannot always be reliable as to what goes where. I have found this out the hard way! Constructing cardboard mock-ups is also a fantastically cheap way of finding out your mistakes before you go to the trouble and expense of building your structures out of the final material. As you can see in the photos that follow, we should end up with an easily recognizable and detailed "industries" for the layout. With all the different sized buildings, a lot of interest will be there for visitors to peruse and add to the enjoyment of their visit.

Railroad Depots in McPherson

During the large portion of McPherson's history you could find all four railroad depots - Santa Fe, Union Pacific, Missouri Pacific, and Rock Island. The Rock Island was the only mainline railroad through McPherson as the other three were branch lines. Modeling the four depots has been a relatively simple task and did not require a lot of space on the layout. Shown below are three of the depots on the layout, with pictures of the prototype.

Missouri Pacific Depot - McPherson Kansas



Union Pacific Depot – McPherson Kansas



Santa Fe Depot – McPherson Kansas



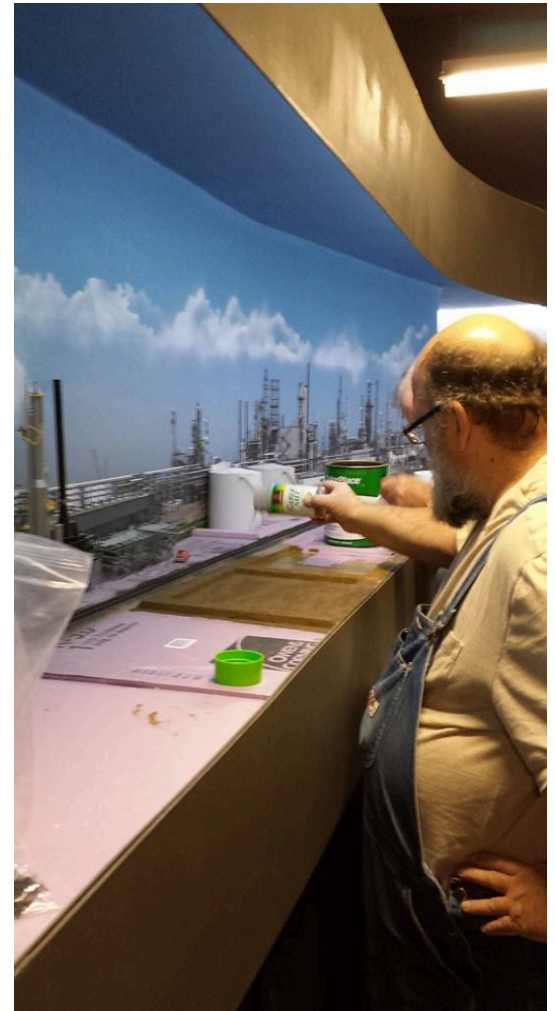
Chicago, Rock Island & Pacific Depot - McPherson Kansas



But many of the industries that have been served (and are still being served) by these railroads take up a lot of real estate. Even practicing selective compression, modeling the industries is very challenging. It was decided early in the planning stages that it was important to represent some of these industries because of the contributions they made to funding the new McPherson Museum.

NCRA Refinery (now CHS)

One of the largest industries, not only in acreage but employment as well, was the NCRA refinery (now CHS). There was no way we could fit the refinery on the layout without some special devices. Most of the refinery is represented with a photo backdrop, with a relatively small tank farm on the layout in front. As it is, it is the largest portion of space on the layout measuring nine feet by two and a half feet. And that's compressed! But it is easily recognizable by museum visitors.



Certainteed Plastics Layout Model

Certainteed Plastics is another industry we are currently modeling. Most of the build-from-scratch work is being done by Tom Frankenfield. It will occupy a relatively small space, only three feet long by eighteen inches deep. After taking photos of the building from the tracks, Tom and I cut out a cardboard footprint of the space we had on the layout. After making a few decisions about what we felt was important to include in our model and what we could exclude, Tom went home and built a cardboard mock-up on the footprint. The plastic pellet silos had been previously built by another

member of our group from a Walther's kit. The buildings will be up against the backdrop and will only represent a small portion of the real thing. With certain details added to the structures, they will be easily recognizable as Certaineed Plastics. We hope to have much of this industry completed for the December KCD meeting at the McPherson Museum. I hope you can make it!



KCD Modeling in the NModelRA

More Member Modeling Activities

Run Extra Saint Louis

By David Heinsohn

The weekend of Oct 21-23 found me in St Louis (STL) for an operations event. *Run Extra* is an invitational operations weekend in the STL area. I was lucky, in that this year they had some open spots left and made an announcement on the OpsSIG (Operations Special Interest Group) yahoo group for others that might be interested. I got my request in on time and was accepted! [I'm sorry to report I did not take any pictures this weekend. Check the next Caboose Kibitzer as I saw several folks taking pictures that will likely end up on the CK.]

My operations weekend actually started the Thursday night before, in Augusta, at the Augusta Model RR Club for their ops night. That lasted from 7 - 9:30PM. Drive home. Then up at 5:30 to be on the road for the drive to STL and *Run Extra*. Check-in was from noon to 2PM with the first session starting at 3PM.

My first session was on Rene LaVoise's Sedalia & Warsaw layout. <http://runextrastlouis.net/layouts/layout?id=1235> has the overview and a link to photos. I would call this a mid-size basement layout. Dispatching is by Time Table and Train Order - Scary! Well not really. The ops pace is slow enough that there is time to actually figure out the Time Table and Train Orders don't come fast and furious. Since this was my first time on this layout, I ended up with the only 1st class train on the schedule, a Doodlebug that did two out and back runs during the session. We actually managed to have scheduled meets on time and in the correct location! Not bad for a pick up crew. It was a good way for me to start the weekend.

That first session ended at 6PM, which left just enough time to get back to the motel, The Drury Inn, for their managers special and happy hour! I like "free" food and drinks! We were on our own each evening which was just fine with me. After driving all morning and doing an ops session all afternoon, I was ready to relax a bit.

Saturday morning I was up in time to get to the lobby for the "free" breakfast. We assembled at the hotel around 8AM to check in and head out to our morning ops session. The morning sessions started at 9AM. My session was at Hank Kraichely's Burlington Route. If Hank's name sounds familiar, that might be because he's the president of the Mid-Continent Region, NMRA. Here's a link to the description of his layout, which has a further link to pictures.

<http://runextrastlouis.net/layouts/layout?id=1233>. I found myself running several freights during this session. The description says dispatching is DTC Authority. Well it is, but it felt more like "Mother May I", which is not all bad. There were plenty of meets to coordinate as trains moved back and forth across the layout getting their work done.

The morning session finished up at noon, leaving enough time to grab a lunch and get back to the hotel with a bit to spare before afternoon check in at 2PM.

My afternoon session was at Bob Johnson's Pseudo Soo Line, <http://runextrastlouis.net/layouts/layout?id=1229> and <http://pseudo-soolinemodelrailroad.net/>. This layout and some of its pieces have appeared in various model railroad publications over the years. This was my second time operating on Bob's layout. The first was while attending my very first model railroad convention, the MCoR Regional in St Louis a few years ago. That first time I was an assistant yardmaster in the second busiest yard on the layout - the Ladysmith Yard. This time we did not have enough people for any assistants, and I was certainly ready for a more challenging job. Thus I

ended up as the yardmaster for Rhinelander Yard, normally a two-person job. It took me a few minutes and conversations with Bob to figure out how his paperwork worked and pick up the rhythm of the yard. Once I understood the operating philosophy, things seemed to go really well. Assuming I didn't manage to send too many cars out on the wrong trains, I got everything done that needed doing. These included getting the reefers to and from icing, switching the local industries, making sure the passenger siding was ready when a passenger train was scheduled, making sure the main was clear for through trains, having an AD track available for those trains stopping at Rhinelander, and blocking all departing cars per the provided blocking diagrams. There was never a dull moment, but nothing needed to be rushed. The nature of this work, and the organization of this yard made this a rewarding session for me.

Like Friday afternoon, this session ended at 6PM, just in time to head back to the Drury for the "free" food and drinks. Again, I was happy there were no evening plans for the group. I needed the time to soak my bones and decompress.

Sunday morning was a repeat of Saturday morning, except that I was headed for Randy Meyer's Canyon and Rocky Mountain <http://runextrastlouis.net/layouts/layout?id=1234>. This is a mixed standard and narrow gauge layout set in the steam era. I took on the Silverton Yard. We were short on operators so not every position was filled. This did cause a bit of confusion and delay as several trains were annulled but the dispatcher forgot to send out that train order to all stations. :-) This was MOUNTAIN railroading! Helpers were needed in several places depending on train tonnage. In fact the grade up to the upper end of the lead smelter, in the area of the Silverton yard, was so steep that I could not push two cars up the grade at one time! As is the case in most first time operations, it took me a bit to figure out the track in the yard area and what towns were to either side of me. This was another fun layout, and one I'd enjoy operating with the regular crew.

Since I'd checked out of the hotel on the way out the door to Randy's layout, when noon rolled around it was time to find beans and start the drive back home. This four-day weekend (one day for Augusta) was quite rewarding, offered lots of operations, lots of learning, and too much driving. I put 14+ hours in my operations log toward the Chief Dispatcher AP as well. If invited back for the next one, I'll certainly try to make it. I'll also try to make it to other operations weekends around the area. I strongly recommend it not only for the chance to operate other layouts, but the chance to talk to a wide range of other modelers. Now I need to get out to the Freight House and get back to work on the Civil Engineer and Electrical Engineer APs.

Timetable Extra

Opportunities for Members

November 2016

19th and 20th (Sat & Sun)
27th (Sun)

Boot Hill Model RR Club
Mid-America Train and Toy Show

Dodge City KS
Kansas City

December 2016

3rd and 4th (Sat & Sun)
1st – 4th (Thurs-Sun)
9th-11th (Fri-Sun)
10th & 11th (Sat & Sun)

Oklahoma City Train Show
Sothorn Plains N-scale convention
Boulder Model Railroad Train Show
Rocky Mountain Toy Train Show

Oklahoma City OK
Oklahoma City OK
Boulder CO
Denver CO

January 2017

7th & 8th (Sat & Sun)
28th & 29th (Sat & Sun)

Expo Colorado (TECO)
Great Train Expo

Colorado Springs CO
Wichita KS

Historical News from the NMRA

A look back at the NMRA of yesteryear

Caboose Kibitzer Volume 39, No. 1 - February 1989

By R. Youngclas

Power Lines

This article is being written to satisfy the overwhelming popular demand for instructions on how to design and build an electrical distribution system in HO scale.

We'll go through some general construction rules to avoid glaring errors first. Power lines over highways and streets must have 18' of clearance to the bottom wire and 22' to the phone wires. Railroad crossings required 28'. Buildings require 5' horizontal clearance if there are no windows or access to the wire. You don't build power lines over buildings. The average distance between poles is about 150' but you can compress it down to 100'. If you get much closer, your power line starts looking like a very tall picket fence

Poles

Cut $\frac{1}{4}$ " strips lengthwise from a cedar shingle. Turn down or shape to a taper with a rasp. If you're making old poles, leave the rasp marks or push them in and smooth the rough spots with 150 grit sandpaper. New poles are fairly smooth; older poles usually have 1 to 2 " vertical cracks about 6" deep. When shaped, the rounded part of the strip should be about 35-85' long (12" in HO). Clip the top end where it is about 6" in diameter. Clip the bottom end where it starts going back to a square. $\frac{1}{8}$ " and $\frac{3}{16}$ inch dowels will work but they don't taper from top to butt. Stain the poles. Campbell tie stain will work for creosote; dark oak or mahogany is close for Penta poles. Thinned driftwood will age your poles.

Cross Arms

The utility I climb for buys the cross arms predrilled from the factory to accept 4 insulator pins and two brace bolts. The dimensions given are for all the holes but if you don't want to drill a lot and aren't going to use the center pins and metal braces, drill only the outer ones. Cut a batch of 4" x 6" strip wood into 8' lengths. Drill holes in the tops at 4", 18", 33", 63", 78", and 92". Drill one hole in the side at 48 inches. 10 foot cross arms get holes in the top at 4", 30", 41", 79", 90", and 116". Drill one hole in the side of the cross arm at 60". Stain arms with dark oak or mahogany. Arms are not creosoted; there isn't a lineman in the world crazy enough to work a creosote cross arm.

Double arm

Drill the insulator holes in the top of 2 arms. Lay the two arms on the flat side - one on top of the other - and drill holes through both arms at 6", 48", and 90" for an 8' double arm. Make a pencil or ink line across the bottom of one end and make two marks at the other end. It's a prototype for field drilling. When assembling the arms on the pole, line up the marks and the holes will line up. Tape the two arms together so they stay paired up. 10' arms require holes at 6", 60", and 114". Use the same procedure as the 8' arm. See figure 1.

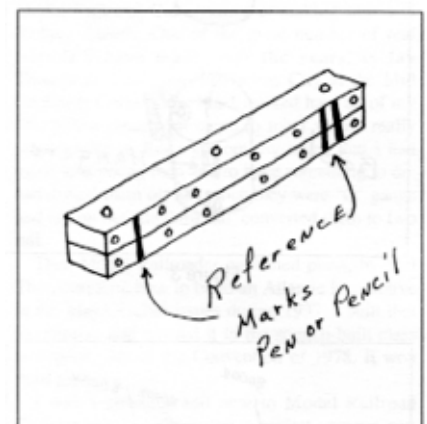


Figure 1

Cross Arm Braces

The prototype has a 20" drop from the bottom of the cross arm to the brace hole in the pole. "That's what the catalog says." But if you try drilling that dimension you'll be wrong 9 times out of 10. The 20" isn't critical.

Wood braces: Cut a bundle of 2" x 4" or 2" x 2" stripwood 3 1/4' long with a 45° angle at each end. You need two braces for each arm. Two 45° angle's are easier to cut and the drop is about 24 inches. The 2 X 4's make a heavy brace and the 2 x 2's make a light brace. We prefer to go to a little heavy because the prototype doesn't have to contend with elbows and shirt buttons of 532' tall people.

Steel braces: Cut a jig 54" long and 20" deep at the "V." Glue that to the edge of the piece of wood and bend some 24-30 gauge wire around the jig. Stuff the ends through the brace bolt holes, glue in place, and cut the excess ends off the top of the cross arms. The prototype is 3/4" angle iron and linemen hate them. Try pulling a 5' piece of steel through a batch of 13,800 volt wire. *See figure 2.*

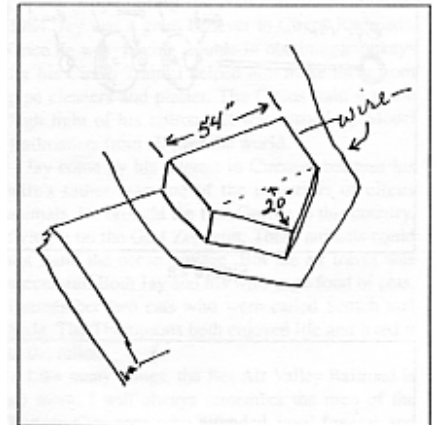


Figure 2

Suspension Insulator

This part is very **TEKNIKEL** and requires intense mental activity. Buy a bag of the smallest beads you can find and a bag of 1/8 inch or smaller sequins. Don't worry - you will get stranger looks when you buy eye shadow for weathering or wedding veil material for fences. (Gentlemen, maybe if you are real nice, your wife will do this for you). Hold a Northeastern eye pin by the eye and thread on a bead, a sequin, a bead, a sequin, a bead, etc. 2400 volt lines use one bell (a bead-sequin-bead). 12,500 to 13,800 volt lines use 2 or 3 bells. 34,500 volts uses 4 bells and 69,000 volts uses six bells. This article is written for a 13,800 volt distribution system. Glue the bells to the eye pin. Otherwise, when you set it down, the little beads will jump off and running all over the floor never to be found again. *See figure 2A.*

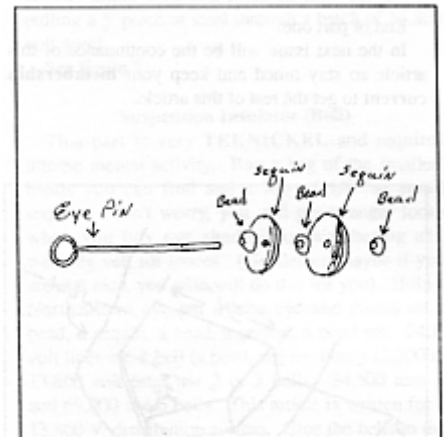


Figure 2a

Transformers (Can or Tub)

Transformers: Small cans are about 15" in diameter and 24" tall. The larger pole mounted can is about 30" in diameter and 36-42" tall. We use 1/8" dowel for smaller ones and 5/16 inch for the larger model. The bigger the building is, the bigger the can - usually. Slope the top of your Dow piece slightly so that the rain will run off and not rust the lid. Drill three holes in the front - one on the centerline of the can 6" down from the top, and two 6" on either side of the first one. Drill one hole on the top of the left rear quarter (a primary bushing), and one directly below it 6 inches down on the side (a lighting arrestor.) *See figure 3.*

Hangers: Cut two pieces of 4" x 6" inch - 4" long and glue one near the top of the can at the rear center line directly opposite the center secondary bushing. Glue the other piece 12" or 24" below the first piece. Older and very large cans use the 24" hangers spacing. Newer cans (50' and up) use the 12" hanger spacing. Strip 2 scale feet of insulated telephone wire and cut off so 8" of insulation remains.

Assembly: Insert the bare end into the top of the can and glue. Strip 2' again, bend the bare end at 90°, insert into the arrestor hole, line up with the primary bushing, glue in place, and cut off even with the top of the bushing. Strip a piece of Walther's hook up wire, peel

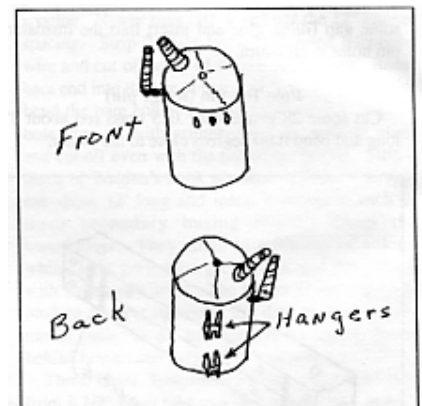


Figure 3

out one strand, cut about 12' long, and insert a strand in each of the three secondary buss holes. Paint the transformer. They come in a variety of colors - white, light grey, blue grey, black, and dirty black - with large rusty areas. The lighter colors are more modern and get darker as the date of manufacture moves back. Single transformers are usually found behind houses and very small businesses.

Three Phase Transformer Bank: Cut a 6" ring from a $\frac{1}{2}$ " brass tube and then cut the ring in half. Glue a half ring to a top can hanger on three transformers, one at the center of the ring and one at each end of the ring. Glue the other half ring to the bottom hangers of the three transformers. The 3-can assembly is glued as a unit to the pole. Pole mounted banks feed businesses and small industries. See figures 4 and 4a.

Fusible Disconnect (Cut Out)

Strip a piece of telephone wire about 10' and cut off so you have 18" of insulation. Bend the bare wire at edge of installation 90 degrees, bend 90 degrees 6 inches from first bend and form a box with the wire ending at the other end of insulation. Cut off excess insulation. A cut out should be mounted on a cross arm each place you have a transformer. Use one for each transformer. Paint the insulation roof brown or S.P. lettering gray.

Cross Arm Insulator Pins

Strip a length of Walther's hookup wire and cut into 12" lengths. 12" is a long pin, but they flex nicely when a wild cuff button snares your new highline. It may save a broken cross arm. Set the cross arm on a piece of wax paper, dip your pin in some gaps filling glue, and insert into the insulator pin holes in the cross arm.

Pole top pin (Ridge pin)

Cut some 28 gauge wire .015 brass rod about 3' long and bend it 90 degrees close to the center.

[ED. Sorry. The article continues in the next issue of the Caboose Kibitzer, which I do not have. Does anyone out there have it?]

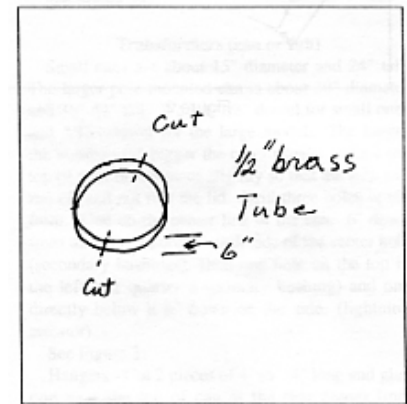


Figure 4

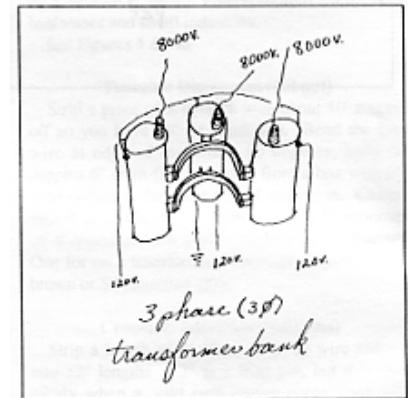


Figure 4a



Timetable

A Look Down the Line

Mark Your Calendars

February 4, 2017

1:00 PM



The February Meeting of the
Kansas Central Division – NMRA

February 4 at Larry Tiffany's
In Topeka

Operating Session on his Union Pacific Layout

The KCD meetings for 2017

February 4	Larry Tiffany	Topeka KS
April 1	Dugan Frank	Salina KS
June 3	Tom Katafiaz	Salina KS
August 5	Abilene and Smokey Valley Railroad	Abilene KS
October 7	David & Chris Heinsohn	Elmdale KS
December 2	John Snell	McPherson KS

Plus, there may be some ODD MEETINGS throughout the year