

Photo by David Heinsohn

# THE BRASS POUNDER



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

Volume 26  
Issue 2  
April 2017

## Timetable

The April KCD meeting will  
be at Alan Meinhold's  
On April 1, 2017

### 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.

## Table of Contents

Call Board	1
Minutes of Last Meeting	2
Next Meeting Agenda	5
Superintendent News	6
Director News	7
An Editors View	8
NMRAssociates	9
NModelingRA	17
NMRA History	19
Timetable	21

### 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](mailto: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>	<b>Director</b> David Heinsohn <a href="mailto:Kd0r@fhrd.net">Kd0r@fhrd.net</a>	<b>Superintendent</b> John Snell <a href="mailto:jsnell@cox.net">jsnell@cox.net</a>	<b>Clerk</b> Tom Katafiasz	<b>Paymaster</b> Larry Tiffany
	<b>THE BRASS POUNDER</b> Editor and Publisher Ray Brady	<b>THE BRASS POUNDER</b> Associate Editor Christene Heinsohn		

# Minutes of Last KCD Meeting

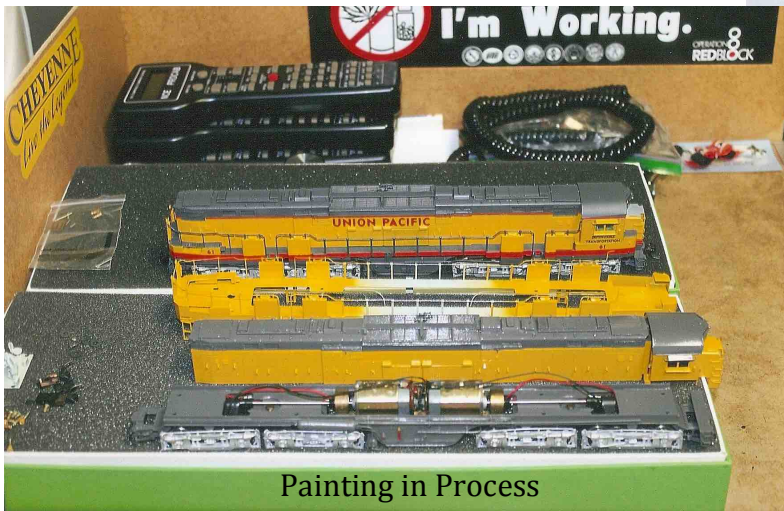
## February 18, 2017

Director David Heinsohn called the meeting to order at 1:05pm. Those in attendance were David Heinsohn, Ray Brady, Larry Tiffany and Tom Katafiasz. Larry gave the treasurer's report which showed a balance of \$116.00.

In the absence of John Snell, Director David Heinsohn presided. Ray had substituted for David at the BOD meeting of the Mid-Continent Region in January and presented a report (attached) from that meeting. Ray also gave a report on the Topeka N-Trak group that he regularly attends. Membership recruitment, retention and promotion for the KCD were discussed. The meeting adjourned at 2:15pm.

After the meeting, Larry presented a clinic on airbrushing highlighting the important factors that constitute proper airbrushing techniques. Visual demonstrations of his painting, work methods and paint booth were shown. Then, it was on to some train running on his layout

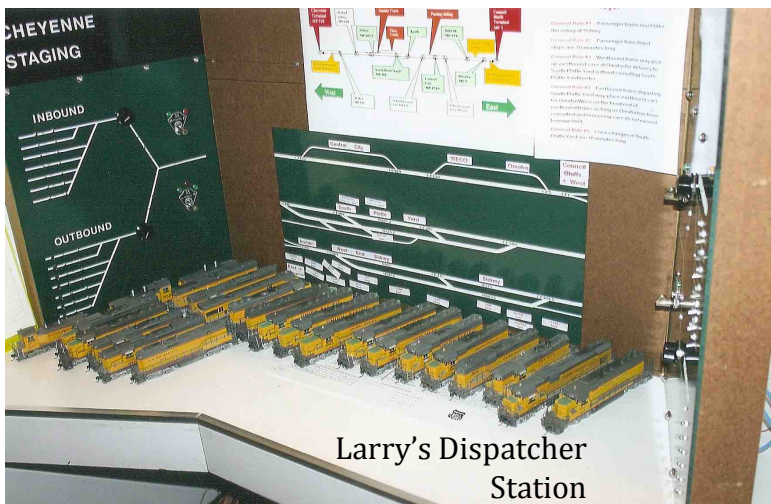
Respectfully submitted, Tom Katafiasz Clerk, KCD



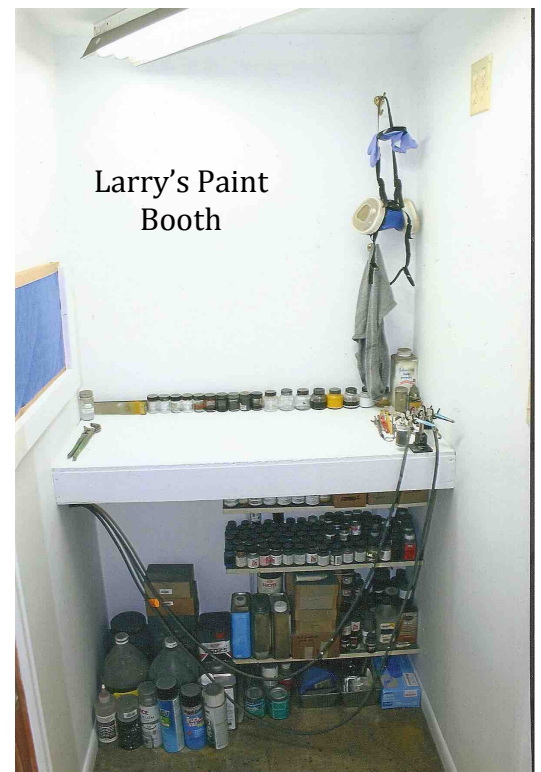
Painting in Process



Members At Meeting



Larry's Dispatcher Station



Larry's Paint Booth

## **Report from the January BOD of MCoR**

1. Both Tulsa and Chisholm Trail Divisions indicated a strong interest in hosting the 2019 region convention. Thus, KCD will have an "out" for not hosting that convention (per the previous KCD discussions in June.) I did not bring KCD involvement up with the group, although a side discussion with Chisholm Trail seemed to indicate they might solicit our involvement if they were selected to host it. Since then, the Chisholm Trail met on Feb 7 and voted to pursue hosting the 2019 convention.

2. As a follow up to a comment Turkey Creek (Whit Johnson) made about mailing/emailing out their division "Brass-Pounder-type" publication to "anyone," I explored that subject further. The emphatic consensus by ALL Divisions present was that their publications were not only a benefit of membership, but also a recruiting and awareness tool for the community. They felt that the benefits of distributing the publication outside the division membership far overshadowed making the publication an exclusive benefit of the members only. They also said that Charlie Getz's emphasis on "NMRA benefits only for NMRA members" was repressive.

3. MCoR 2017 convention is being organized for Ames IA May 18-21 in conjunction with Thousand Lakes Region. They are combining the good things from each Division during their discussions. Thousand Lakes does an all-inclusive fee for the convention - which includes all tours and layouts. Makes it simpler...

4. The Region has 24 Divisions. With 890 members, that is an average of 37 people per Division. We are clearly on the low end. That is also reflected in the checks that MCoR hands out based on number of members. St Louis and KC dominate the membership.

5. The MCoR Region still has 120 HO

reefers remaining to be sold. There are 19 complete sets (6 car numbers), with 6 other cars available singly of mixed. Cost is a graduated \$23-\$25 ea, depending on the number of cars purchased.

6. Ideas were thrown out on Division's efforts for recruiting and retention.

1. Need to do kids appeal.

2. Lego Layout.

3. 100,000 people go through layout at Union Station in KC.

4. Go to Banks at end of year holidays with train sets.

5. Boot Hill goes to trains shows with wooden train set for kids to play with.

6. Salvation Army tree in Garden City has "Gift" cards with kids names on the cards. (Boot Hill gives a couple of wooden train sets each year.)

7. Small switching layout (I pointed out your experience, David, of the kids jumping right in with your Timenook, and the adults being timid about running it.)

8. Guest speaking at various civic groups.

9. I mentioned the interviews I am doing for the BP for member retention AND member information/communication.

10. Division competition for "what can you model in 576 square inches?" - 24 square feet of any shape. Winner gets 2-year NMRA membership, 2<sup>nd</sup> place gets 1 year NMRA membership.

11. Pass out business cards at train shows, demonstration, etc. of where and when the Division meetings are held.

12. Cooperate with local hobby shop. - give door prizes or gift certificate to hobby shop to get people in their door.

13. Involve people in the layout at train shows. Operators outside the layout loop mingling with the people; no signs about "no touch"; talking points for the hobby; 10 reasons for joining the NMRA; hand people the throttles etc. Message is to involve people at the train show.



### Comments by Topeka N-Trak club members: 1/6/17.

#### Demographics:

Approximately 20 members (From Salina to

2 are in NMRA.

2 others had been members.

They take their modular layout to 2-3 train shows per year.

They take 2 trips out to Brookville to run trains on my layout each year.

Meet in member homes, Melvern (summer), or UP mainline Topeka.

The question posed:

### *What is the appeal of the Topeka N-track club and not the NMRA?*

Comments about NMRA were:

1. It is primarily an HO group. Brought up twice. Other scales are second-class.
2. Spread out nature contributes to lack of

members/attendance. Brought up twice.

3. It costs too much. - \$72. Brought up twice.

4. The magazine is primarily HO.

5. The convention fees too high.

6. Have to make choices on what you belong to. NMRA too generic.

From an NMRA member:

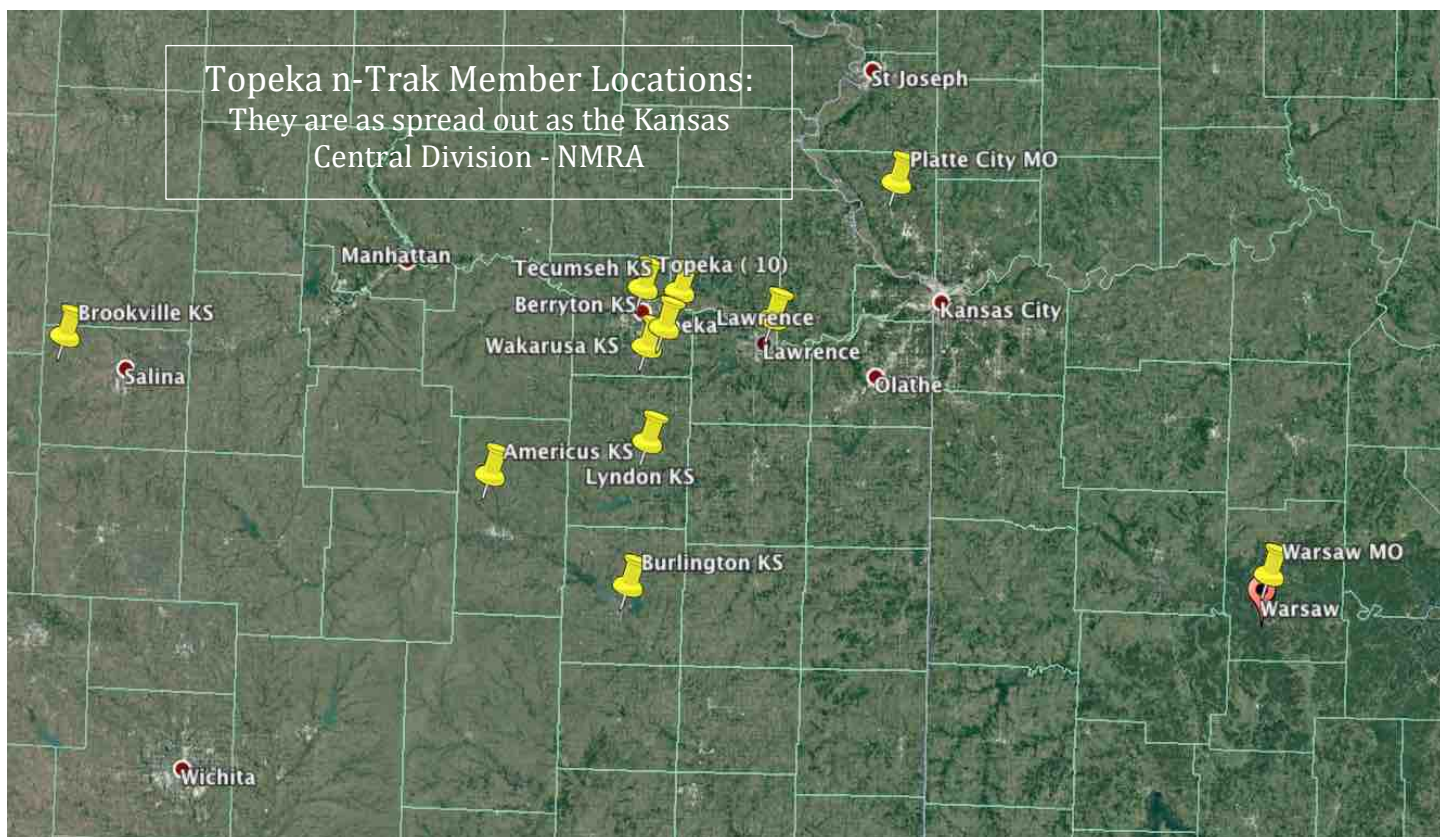
1. Is in it to get the magazine. Thinks there is more in it than Model Railroader.

2. Is in it to get n-scale represented.

But

1. Does not like the achievement awards.

One member was in Manhattan train club. Members there were spread out from Frankfort to Salina. It was hard to get them to attend the Manhattan meeting. Manhattan started meeting in one location. That helped with attendance initially but evolved to "chewing the fat." Previously meetings were in various locations. Got into a tiff and started to dissolve.





*Kansas Central División* – **NMRA**

**Alan Meinhold's House**

*Agenda for April 1, 2017 Meeting*

**Short Business Meeting**

Followed by

**Clinic on Conifer Tree Making**

**(All Scales)**



# Superintendent News

From the **KCDivision NMRA**

Greetings from McPherson! I was disappointed that I had to miss the last meeting at Larry's place but I am all the more excited to be going to someone's layout that is new to me. This coming April 1<sup>st</sup> meeting will be held in Emporia at the home of Alan Meinhold. I am not sure what Alan has in store for us but the fact that I will be meeting a new face will be exciting enough.

There is an old musician's joke that asks the question, "How do you get to Carnegie Hall? And the answer is, "Practice! Practice! Practice!" I think that this applies to our hobby also. How do you achieve satisfaction in building your model railroad? I believe the same answer holds true. Practice! Practice! Practice!

When trying out a new technique with whatever it is you are building, whether it is scenery, a structure, painting, decaling, etc., a bit of practice before you start can make a

world of difference. Sometimes, the materials you are using can be expensive or have been difficult to procure. And a bad first attempt can leave you feeling frustrated.

I am speaking from experience but I will not go into detail about my failures. Suffice it to say that from those failures I learned a thing or two and now, when I am getting ready to try something I have never done before, I practice on or with something that is expendable. This helps me get to a better outcome on the project and sense of pride in what I have built.

We can all learn from others. This helps us achieve what we want with our model railroads.

Please come to our meetings and learn from others. I think that you will find that sense of sharing that the NMRA stands for. You will be enriched. See you April 1st! No fooling!

John Snell!



# Director News

## From the NationalMRA

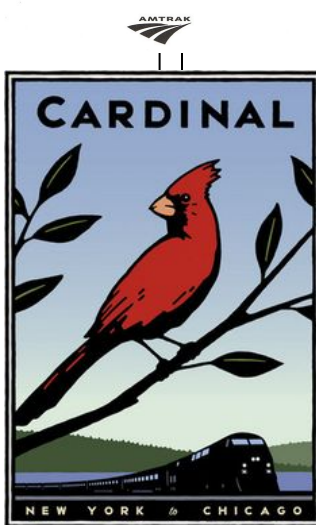
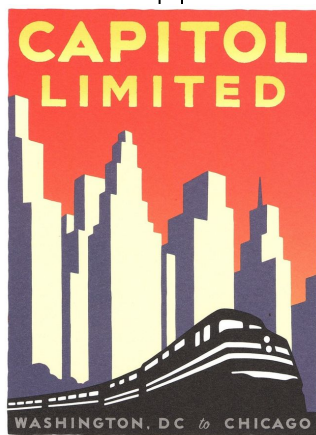
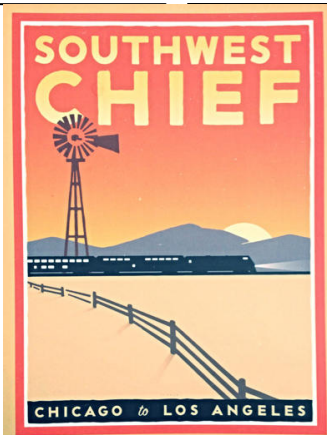
How time flies when you're having fun! Since I sat down to keep Ray happy for the last Brass Pounder there have been some fun Modeling events.

On February 4 KCD didn't meet as several of us were committed (or maybe should have been committed) to the Wichita Train Show. Chris and I took Timenook again, to let kids have a chance to run a train. That went really well. It was also a chance to see several of you at the show. I did learn one thing at the show. If an adult plops down in the chair to run a train, and you want to chase him off, just suggest that you can get the Car Cards and Waybills out for his operating enjoyment. I haven't seen an adult move that fast since the last time I watched Liberty Call in the Navy.

During the show our intrepid editor was out stalking the news for your reading pleasure. I saw that he spent plenty of time interviewing some of our newer members. Look for his reports elsewhere in this and following issues.

Our regular meeting finally occurred on February 18th, in Topeka at Larry Tiffany's house. We had a chance to learn a bit about air brushing, and what it takes to make a really good paint booth. After that tour we had a chance to look over the progress on Larry's layout and run some of his trains.

The following Monday evening I boarded the Southwest Chief to go visit a couple of friends in Albuquerque, NM, returning the



Friday the 24th. It's always nice to have the time and routing that lets me use the train. I enjoy the scenery without having to drive, and I enjoy talking to new folks in the dinning car at each meal.

Our next meeting will be in the Emporia area at with Alan Meinhold hosting. Look for details elsewhere. Alan is a new host, at least for me. I'm looking forward to his presentation. I hope to see lots of you there.

By the time you read this Chris and I will have completed another trip on the Southwest Chief. This time we are going the other direction to the DC area to attend a wedding and then to the Norfolk, VA area to visit our daughter (another model railroader). This trip will involve the Southwest Chief, the Capitol Limited, The Silver Star (for a whole 20 minutes), the Cardinal, and one of the Northeast Corridor Trains. Should be a fun trip. The Cardinal will be a new train for us, adding to the fun.

Looking Forward to Seeing All of You in April,

David Heinsohn,

# Silver Star Café

<b>BREAKFAST SPECIALTIES</b>		<b>SOFT BEVERAGES</b>	
Fresh Fruit	\$1.25	Milk	\$2.00
Bagel with Cream Cheese	\$2.75	Coffee (regular or decaf)	\$2.00
Deli Ham & Swiss Sandwich	\$3.00	Tea or Hot Chocolate	\$2.00
Sara Lee Danish Pastry	\$3.25	Pop! Soft Drinks	\$2.25
Sara Lee Blueberry Muffin	\$3.25	Bottled Water	\$2.25
Fruit & Granola Yogurt Parfait	\$3.75	Tropicana Fruit Juices	\$2.75
Honey Dew Breakfast Sandwich	\$5.00	Lipton Iced Tea	\$3.00
		Perrier Sparkling Water	\$3.00
		Starbucks Iced Coffee	\$3.25
		Caterina Lemon-Lime	\$3.25
<b>FRESH SANDWICHES, SALADS &amp; MORE</b>		<b>ALCOHOLIC BEVERAGES</b>	
Vegetable Croissant with Ranch Dip \$4.25		Amtrak offers a variety of premium spirits, beer and wine. Ask your server for today's selection.	
Fresh Fruit Medley \$4.75		<b>Liquor</b>	
Penne Pasta Salad \$5.25		Spirits \$8.00	
Roasted Buffalo Chicken Tenders \$5.75		<b>Beer</b>	
Turkey BLT Wrap \$7.75		Crown Light \$6.00	
Ham & Cheddar on Pretzel Roll \$7.75		Red Light \$6.00	
Buffalo Chicken Panini \$8.00		Yowling Lager \$6.00	
Turkey & Swiss on Multi-Grain Roll \$8.50		Corona \$6.50	
Chicken Caesar Salad \$8.25		Bottled \$6.50	
		Samuel Adams Boston Lager \$7.50	
		Dogfish Head 60 Minute IPA \$8.50	
<b>Hot Sandwiches &amp; Pizza</b>		<b>Wine</b>	
Honey National All Beef Hot Dog \$5.00		Chardonnay or Cabernet	
Vegan Burger \$6.25		Single Serving \$6.50	
Delicious Pizza (Cheese Pepperoni) \$6.75		Half Bottle \$16.00	
Angus Cheeseburger \$7.25		The last age for consumption of alcoholic beverages on Amtrak trains is 21 years old.	
		<b>SUNDRIES &amp; AMTRAK SOUVENIRS</b>	
<b>SNACKS &amp; DESSERTS</b>		Children's Activity Book \$2.00	
Lay's Chips & Doritos \$2.25		Earbuds \$5.00	
Frito Lay Pretzels \$2.25		Playing Cards \$5.00	
Smart Food White Cheddar Popcorn \$2.25		Passenger Comfort Kit \$2.00	
Peanut Butter or Trail Mix \$2.25		Gourmet Blanket \$12.50	
Stashed Almonds or Mixed Nuts \$2.75			
Entenmann's Cookies \$2.75			
M&M's Marshmallows \$2.75			
Cup of Noodles \$2.75			
KIND Bar \$2.75			
Old Elmer's Bar \$2.75			
Ice Creamers Mints \$3.00			
Sara Lee Peanut Cakes Slice \$3.25			
Sara Lee Mocha with Pretzel Crisp \$4.50			
Sara Lee Raisin with Twinkles Chips \$4.50			
Chewy & Cracker Tray \$5.50			



© 2016 Silver Star Café



# An Editors View



## A VIEW LOOKING OUT

April is almost here! Time flies when you are having fun, as they say! So far, the year has been exciting with model railroad events. And, I have found that my being the Brass Pounder Editor has heightened my awareness of what people are doing in the model railroad hobby.

As with any new endeavor, the best part about taking on something new is the LEARNING experience of doing something new. I found that out in my professional career, starting in Boeing-Wichita. Fresh out of school, the experience of working in Engineering was intimidating, since I was a neophyte in the field of aircraft flutter. Yes, I had the degree, but I had no experience. I felt the insecurity of not knowing the terminology, the procedures, the constraints, the technology, and much more. But, with the mentoring and supervision of more-senior engineers, I LEARNED the job and it became something that was manageable and very enjoyable..

Then, the country's economics hit a down turn, and I was forced to relocate. To Connecticut! AUGH! Being born and raised in Wichita, any thought of moving east of the Mississippi was never in my mind. It was like "wash your mouth out with soap." But, the folks I worked with at Pratt & Whitney Aircraft were more than willing to show me the ropes. And, the time in the Structures Group was a good time to LEARN something new about jet engines. New problem came up all the time and there had to be a solution to move forward in the design.

Later, when an opportunity came up for a move to the Quality Department at P&WA, I jumped at the chance, because it was an opportunity to meet new people, see new things, and LEARN something new. This "LEARNING" moved me into the realm of manufacturing and how to make the parts that I had been involved in designing. **The real world!!** And, it brought me in contact with

many different people that had their own disciplines that they had LEARNED in their careers. Manufacturing, Purchasing, Marketing, Metrology, Vendors, Customers, etc. They all had their own terms, personalities, drivers, and more.

So what does this have to do with Model Railroading. I would submit – **EVERYTHING!** Our hobby is laced with many different disciplines, terminologies, processes, aspects. Things like electrical, surveying, geology, carpentry, painting, layout design, track selection, engine options, etc. We, in the modeling world, are confronted with things to LEARN all the time. Just the process of installing decoders in engines that were not designed for decoders brings out the creativity juices in each of us.

I am a long way away from being an expert in all facets of model railroading, but I am learning – and that learning is what keeps me going forward. Right now, I have a couple of screw-ups in my trackwork to fix. I need to develop a process for removing the offending s-curve and replace it with something that works without destroying everything else. (We would call it Repair or Rework in the Quality Department) And, I need to develop the process of smoothing out the humps in the track that give my passenger cars the desire to uncouple (on a 4% grade) AUGH! Hey, maybe that is the start of how to build an operating hump yard!!

And, this learning goes to knowing the LEARNING that each and each and every one of the Brass Pounder Readers have gone through in getting their Model Railroad journey to April 2017. That is why I have enjoyed doing the interviews for this publication. Each of you has a story to tell. And each of you should be heard. I have a backlog of people that have agreed to do interviews. I hope you enjoy reading about your fellow modelers as much as I enjoy LEARNING from them.

Moving on down the line,  
Ray Brady

# KCD *Associates* in the NMRAssociation

## Activities and Interests of the Division's Members

As a way of introducing each of us to each other, the **BRASS POUNDER** is talking to members of the Kansas Central Division about the exciting things that each is doing in the Model Railroad world that would be of interest to all the membership as a whole. We hope you enjoy reading about what other model railroaders are doing.

On March 3, 2017 the **BRASS POUNDER** sat down with **Larry Shankles** at his home and talked about model railroading and trains in general. What follows is a little of Larry's journey as a model railroader.

**Brass Pounder:** Larry, what drew you into model railroading?

**Larry:** I feel like I always liked trains. I was interested in it when I was a little kid but didn't have the money or time to do anything then. And then after I got out of college and was on my own, I had the time but I was just too busy with other things. Then about 1975 was when a friend I worked with started building a door layout. I got kinda interested in what he was doing so I would go down to his house and help him lay track. It didn't take very long before I was hooked. Then he moved away the following year so I bought his layout and I finished it.

**BP:** You say finished. Are they ever finished?

**Larry:** Well, they are never finished. I guess I should say I made it operational before he moved away. There was no senicing, just track. It had the little switch machines that Atlas had years ago – sort of a quarter round shape with a little lever like in an interlocking tower. You could gang them up and wire them such that if you threw one, it would throw all the switches for a certain route. I had that done – if you wanted to go somewhere, you would throw this switch and a whole bunch of switches would throw all at once. I thought that was pretty cool but it wasn't a very good layout. Most of it wasn't well designed and it had a lot of problems. The switches were unreliable.

I bought this house in 1976 and two months after Dave moved away I bought his layout. I had it down in the basement for a while but I had bigger ambitions than that little door layout. So eventually I sold it to another friend and started on my own.

**BP:** So what did you have for a vision for that one?

**Larry:** I don't know if you are familiar with the Clinchfield Railroad that Model Railroader did about building an n-scale layout. They then combined the various magazine articles into one book. I think it is the best book there is out on how to design a layout. It has the rules and the processes you need to build a reliable, dependable layout.

**BP:** When was this, the late 70's?

**Larry:** Yes, the late 70's. Years later they combined the articles into a book and it is now out of print. They did reissue it not too long ago. Other books are out there, but it is THE BEST tutorial on building a layout I have ever seen.

**BP:** It is done for the Clinchfield, but is it applicable to any layout?

**Larry:** Yes. I basically copied that – but not the exact shape because I didn't have that arrangement downstairs. But the way it functioned, I did like what they did with it. But I never run a train on anything other than on Dave's door layout. It was so mis-planned that you could not run a reliable train on it.

**BP:** Because of the track-work?

**Larry:** No, because of the shapes and curves being too tight for anything. I knew nothing. I had no experience other than a little on the door layout so I didn't know what worked and what didn't work. So I designed my layout downstairs. I had the big paperback book on designing layouts – how to do this or that. The layout was a point to point with a reverse loop at each end. And because of space problems, what I had to come up with on one end was a reverse-reverse loop. You had to back into a siding and then go into a loop to get turned around. I had no experience to know that backing up an n-Scale train is difficult if not impossible.

I had all the benchwork completed. I can't remember whether I had any track laid, or was about ready to start laying track but the basement started leaking. So, I had to tear everything down so they could get in there to fix the basement. That was around 1980. Once the basement was fixed and it was demonstrated it was fixed, I put all the benchwork back together. One reverse loop was hidden under another track, so I had to lay that track before I could go any further. I got that done very slowly and now it was about 1985 – one reverse loop in 5 years!

There was an n-Scale club that I knew about from swap meets. They were set up at a shopping center one weekend and I finally had enough nerve to speak to them. I asked one of the guys "How do you become a member of this group?" He held his hand out and I shook it and he said: "You're a member." This was long before you had dues. They gave me a pamphlet of n-Trak. So I came home and built a module. The next time they set up at a shopping center, I had a module.

**BP:** Just one?

**Larry:** No, two. Have you seen my modules?

**BP:** Have they been at shows?

**Larry:** Yes. They are urban scenes with sort of a yard in them. They are copied from some plans in an n-Trak magazine. But, I knew I couldn't get two done in a month so I did one half of it with the track slightly different so it could stand-alone. Then another month later, I had the second one done and it is not stand-alone – it has to be paired with the first one. So, I was able to get some running experience.

**BP:** Were you able to get some switching experience?

**Larry:** A little bit. The sidings weren't powered, but the switches were standard Peco switches that allow power routing. But it didn't take long before the contacts and the switch mechanism got dirty and the power was unreliable. And more running reinforced to me that you can not back up n-Scale trains. So that spoiled my layout design in the basement. So, I said I needed to redesign this some other way. It had not registered, but I came to realize that I could not run a train any longer than the reverse loop. Well, I wanted to run longer trains.

**BP:** How long of a train could you run?

**Larry:** I think the entire layout was 30 ft, so the reverse loops were very short. I started to tinker around with the design. And since 1985, I have been busy enough with n-Track that I have never gotten back to the layout – it is just a BIG SHELF down there piled high with trains stuff and that is all it will ever be. There isn't enough time left for me to do anything with it.

**BP:** So you are now in the "collecting" mode?

**Larry:** Pretty much! Every time I buy something, I tell myself "I can't keep doin' this. I haven't got enough time left to run what I already have." But, every month someone makes something new and I say: "Oh crap, I gotta have that." I'm not a collector like the people in the N-scale Enthusiast group. I'm an accumulator.



**BP:** What I see is that everyone has a different emphasis in the hobby, and that is all right.

**Larry:** One of the neat things I have found in the [Topeka] n-Track club is that nobody is good at everything but everybody is good at something. Some members are good at track laying; some are great at problem solving; some are good at electronics; others are great at scenery. So, whatever you can't do well, there is somebody that will help you. I've made an awful lot of friends in the n-Track world all over the country that I wouldn't have otherwise.

**BP:** Do you collect a particular era?

**Larry:** Well, I started wanting to do the Frisco lines between Kansas City, Ft. Scott, and Springfield MO. I had a large area set up for the roundhouse in Ft. Scott. So it was going to be patterned on that. I was going to model what I had seen growing up during the transition eras – late 40's and early 50's with both steam and diesel but primarily steam. I also learned that steam engines, in those days, did not work very well in n-Scale. So after a lot of frustration I was forced to admit that diesels were the way to run stuff.

I remember seeing the steam engines down home but they were gone before I was very old.

**BP:** Where is "down home"?

**Larry:** Ft. Scott. Frisco was one of the first to be fully dieselized in the country – in 1952. I would have been only 5 when that happened. But I can still remember the steam – I can close my eyes and I can see the steamers. They are pretty indelibly marked in my mind.

**BP:** Did you live close to the tracks?

**Larry:** No. Both of my grandparents lived in a little town about 7 miles from Ft. Scott on the Frisco main line and that is where I saw the trains most of the time.

The area around there was a strip-mining area. One of my grandfathers worked at the mine. Back in the 20's and 30's he was a teamster – he drove a team of horses hauling the coal that had been processed back to the steam shovel so it could burn it to generate steam. He wasn't technically a miner but was involved with the process. When I came along, I am not sure what he did, because the shovels were electric by that time.

I have always wondered how I would go about modeling a Kansas type strip mine. I have never seen anyone do it.

**BP:** You know that there is a Bucyrus shovel is down in that area so you could model the shovel?

**Larry:** That is probably too big for a layout. I have never seen it. I lived within 40 miles of it but never saw it. But I would not fit a layout. I have several models of coal shovels to use but they are not that big.

But how you build a hole in the ground the shovels made and the pile of the top material they just dumped – how you would build that in an n-Scale layout I haven't figured out. And, I have never seen anyone model something like that. They just dug a hole and moved the topsoil and rock to the side, hauled out the coal, then they would move over a little bit put that topsoil where they had been, and repeat removing the coal. And the ground would just be a long pile of dirt beside another long pile of dirt. And from the ground, you could not see over the next furrow. How you would go about building it – I haven't figured out. That was one of my goals to do that.

**BP:** There has got to be pictures out there that show that.

**Larry:** I haven't looked exhaustively for that. It is hard to find pictures of how they did things down there.

**BP:** Sounds like a trip to the Ft. Scott Historical Society.....

**Larry:** The Society's material is currently packed up in boxes awaiting a new building.

Frisco used to have a huge yard – a gigantic yard. I had many relatives in the area – most of them coal miners and we were always going to visit somebody. You couldn't go south of Ft. Scott without driving beside a strip mine somewhere. There was one place – it is not there anymore – where they had this huge yard to assemble the coal car trains.

**BP:** Do you know where they took the coal?

**Larry:** I have no idea. But, they would bring the cars in from all the different mines, build a big train, and off they would go. Near this yard was this huge coal tipple that was the biggest building I had ever seen. Huge! I don't know how tall it was, but it was huge.

**BP:** You know, the older I get, the smaller all those buildings from my childhood get.

**Larry:** I am sure this was not as big as what a little kid thought it was, but I am positive it was ENORMOUS. I have looked for pictures of it. If I remember, it was located just south of the Bourbon County line into Crawford County. Crawford County Historical Society is still functioning so there may be something there.

**BP:** Well, I think you need a trip to Crawford County.....

**Larry:** I am pretty sure I found the site. It is the only place along the road when I went by it that was an empty field. There was hardly any grass growing so I am sure it is polluted.

**BP:** It is probably the coal, and the acidification that it yields.

**Larry:** It is just a pretty big flat piece of ground.

**BP:** Have you looked on Google Earth? There are usually a lot of witness marks of previous locations of railroads.

**Larry:** USGS maps will show buildings as big as that thing was. I am sure I found the location. It was a big building, but there is not a trace there anymore.

**BP:** They recently took out the turntable in Salina. The roundhouse is long gone, but the turntable came out in the last couple of years.

**Larry:** Ft. Scott had two roundhouses around the same turntable. The two together almost made it a circle. There was a little gap on one side, and a bigger gap on the other. But, it was almost 360 degrees. It was a 120 ft. turntable. It was the division point in the steam days. When they retired the steam, they shut the shop down. The roundhouse was torn down in the late 50's. The turntable lasted into the BN merger. BN even used it even for a few years – till '88 or '89 – before they tore it out.

Back in those days, steam in n-Scale was not that good. So, I had to switch to diesel. Frisco was what I saw all the time, so I modeled Frisco. But, getting Frisco in early n-Scale was slim to none, so that meant custom painting.

**BP:** So you have done painting?

**Larry:** Na! I am terrible at painting, and I hate painting. I have stacks and stacks of model kits that are half assembled to the point of painting and that is as far as it gets because I hate to paint. So then I look at another one that I have to have, and so I start all over again.

**BP:** Have you ever inventoried what you have?

**Larry:** For rolling stock [engines and cars] I have a thorough inventory. Buildings - I probably should do it, but haven't. I have about 4,000 cars and engines. I have more passenger cars than almost

all railroads had. Santa Fe, Union Pacific, Pensy, and Southern Pacific are the only ones that have more passenger cars than I have – about 600 and some. And maybe 400 locomotives too. About 300 diesels and maybe 100 steam engines. I do have some custom painted Frisco locomotives that a friend down in Tulsa did for me. Fortunately they have finally come out with n-Scale Frisco equipment. Atlas and Life Like have been kind to the Frisco.

**BP:** Have you put lights in the passenger cars, or have they come that way?

**Larry:** Kato equipment comes ready to light. You can buy the lighting kits and put it in. All my Kato passenger have lights in them. They look pretty good. I like their system.

**BP:** You have run those when the [n-Track] Club layout has been set up?

**Larry:** Yes, often. But other brands have no light, no provision for lights, or they come with batteries. And I have not been impressed with the batteries. The batteries don't have any life to them and in no time they leak juice all over the inside of the car. Centralia Car Shops makes terrific cars and they come with batteries and I have gone through and removed the batteries. 1: they don't work long, and 2: they start leaking.

**BP:** Do you hook them up so they run off track power?

**Larry:** There are people that have done that but I haven't. Kato's trucks are beautifully designed but they are not easy to adapt to other cars. And anything else is pretty complicated and I just haven't done it. Rapido trains have batteries in their cars, and, again, I take the batteries out. Fox Valley came out with a lighting system for their Milwaukee Hiawatha and it's the best-designed battery powered system I've seen. It looks good. But, they have spent no money on batteries – they are absolutely crap. They leaked immediately, and once they leak, you can't put another battery in. There is no way to clean the contacts. I don't mess with the batteries. I have powered a few cars that didn't come with them basically using Kato trucks. I've put batteries in a couple of round end observation cars. I got an AA battery holder and they are a lot better battery than the little hearing aid batteries that they use now. I'll show you a little of what I have done.



[Above] This is made from two ConCor cars and is my only attempt at painting a car. The colors hide the joints. The decals came from a steam generator car. The vents are nail heads. This is one of the few attempts at doing any painting. I saw a picture and thought I could do that, but it was a lot of work.

I haven't figured out what they used this for. Maybe for the branch lines, if they didn't have an E-8 available and used F-units. Those didn't have steam generators, so I thought maybe they used it for passenger steam. But, I have since seen it used as the steam for a hook-and-wreck train. So, I don't know the motivation for why they built this, but they had two or them.

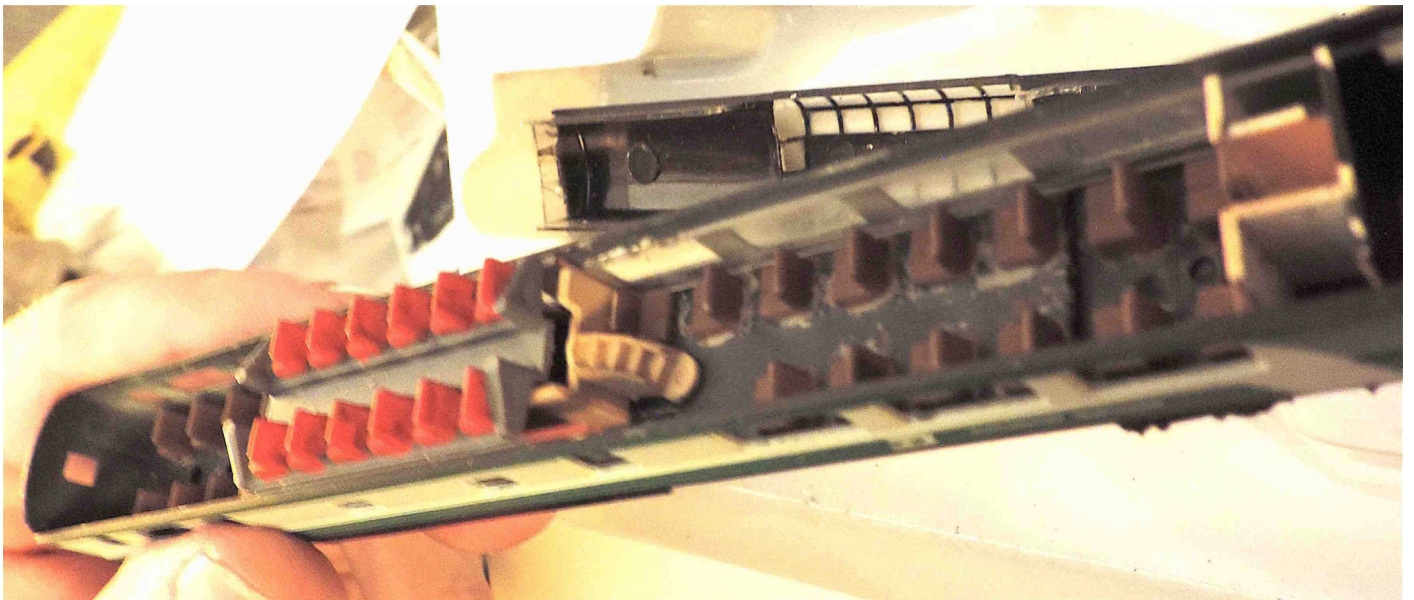




[Above] This is an old ConCor car and no provision for power. I wanted a working tail light so I put this AA battery in, drilled out the taillight, and put a brass tube to shield the grain-of-rice light from shining in the inside of the car and stuck it in using modeling clay. I stuck the battery holder in the roof, and covered the windows so you could not see the battery from the outside. Originally I had the battery on the floor, but then I thought why not put it in the roof and hence not snag wires when you took it apart. With the battery in the roof, it is a little top heavy but it works.

I had to put the partitions in since ConCor does not accurately represent the interiors. And, I paint the inside too because you can see it looking in the windows. I've done three of these cars - two with batteries and one with track power using Kato trucks.

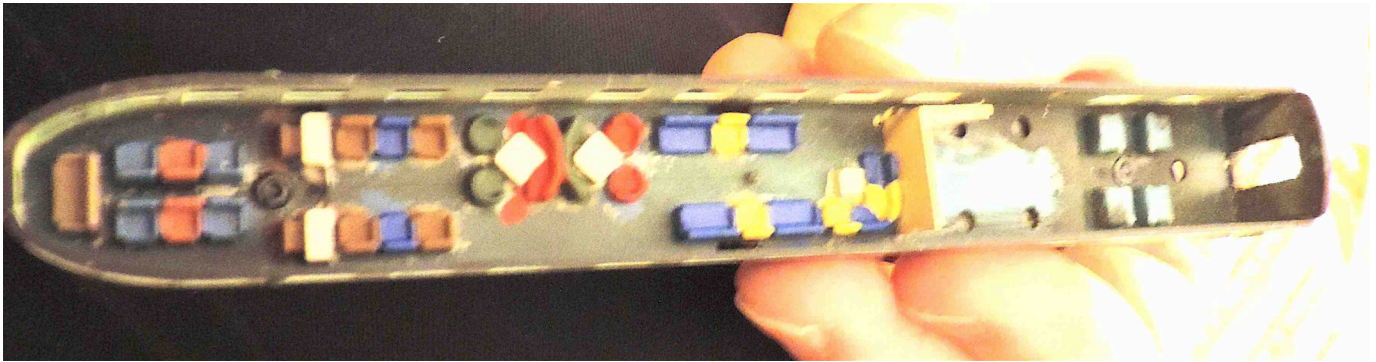
That leads to all sorts of electrical problems. With the grain-o-rice light bulbs, DC power is too much. And anything I tried generated way too much heat so it was difficult to put a track powered light bulb in there without melting the roof. I haven't attempted to use LED's. They should be a lot simpler, but I just haven't done it.



[Above] Here is another ConCor. They never did proper interior for their cars. The tail car is close, except there are no partitions. They have the correct furniture, but no partitions - which looks stupid. The coach is the same way. They put coach seats in it but no partitions. When you look in the window, you don't see a wall, you look out the bathroom window. I can't stand that. This is one of the first ones I did to add partitions to the car. It is not complicated - just a few walls and you are done. I used .005 styrene for the shades. By just doing that, it stands out with realism.

In the dome car, they have the seats, but not a lot else. One of the things that drove me nuts was there was no stairs. In 1999 they came out with a Budd car with stairs. So I made an RTV mold of the stairs, cast the stairs, and then calculated how many stairs I was going to need. I thought I was NEVER going to get done casting stairs. And, even with no lighting, you can see the stairs. And, I know they

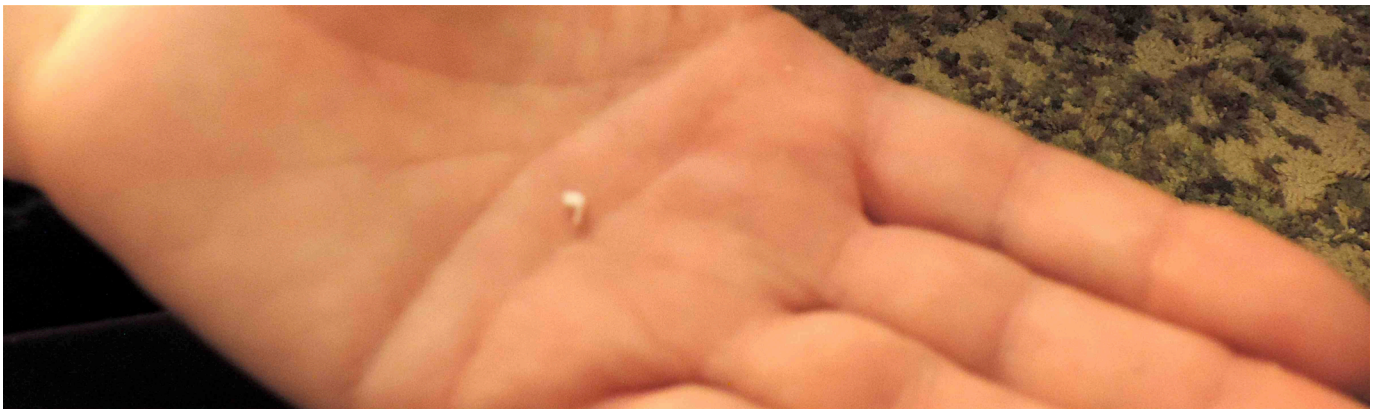
are there!



[Above] This is their dining car, which is a mirror image of what it should be. And there is nothing you can do about it. I made the kitchen tables. It has been a learning curve.

Somehow I got attracted to passenger trains. And every once in a while Kato comes out with another car. So, whatever it is, I gotta have it. I got passenger trains all over the place.

I have two diners awaiting chairs. Most diners had 36 seats. That one, and one other that I have not finished had 48. I've been putting them off cause it is so tedious.



[Above] The tables are just a thin sheet of styrene cut to the proper size. And there is a .08 X .08 square rod that Evergreen makes that I use for the leg for the styrene table-top. The chairs are made from a styrene rod that is .08 X .06, I think, with a thin strip glued to one side and I end up with a piece 14 inches long. Then you put it in the chopper, set the gage for about a foot-wide chair and chop, chop, chop, chop, and you have a pile of chairs.

N scale is such tedious work.

**BP:** So how do you participate in the NMRA? Do you have things you like and things you don't?

**Larry:** I like their magazine. It is excellent. It, alone, is worth the cost of the dues.

**BP:** I saw in the latest one that they are going to raise the dues. Are they going to price themselves outside the market?

**Larry:** I don't like price raises, but that is miniscule to me for me.

**BP:** That is a good dinning car. Have you thought about replacing the couplers to get body mount couplers?

**Larry:** I tried it a few years ago, but was not very happy with it. I don't think I was accurate enough. The vertical position was off. And the tracks have to be good.

**BP:** I tried the new micro-trains couplers that just came out on some heavyweights and they highlighted some track problems.

**Larry:** Yes, you need to be careful of humps and S-curves.

**BP:** What might we do at the local level that would be better?

**Larry:** When the local division was organized, I was one of the charter members. Marty Vaughn was heading it up and getting it started. He was in Wamego at the time, and later was in Manhattan. Then there were three here in Topeka, and others were scattered all around. Most of the meetings were either here or in Manhattan or Emporia. We met down there a lot. But, I don't know if the division is cursed or not, but a lot of guys died or moved away. I think all of the Emporia guys have passed. [Richard] Naper moved here and then died. And most of the meetings got further and further away so I kinda fell out. They were either inconvenient, or too far away to attend so I got out of the habit of going. I used to go all the time.

**BP:** In the past, I have tried to say we need to move the meetings around but the fact is that it is a large area. The membership is all the way up to Beloit, to Salina, to McPherson, Emporia, and Topeka and Holton.

**Larry:** We had some interesting programs.

**BP:** What did you have?

**Larry:** We had clinics and slide shows. One of the most interesting was a guy from Emporia had a slide show of the Emporia shops. And, the guy in Manhattan that had a hobby shop did a program on lighting passenger cars. Of course, he did it for an HO car. Anybody ought to be able to light an HO car!

A friend of mine in Kansas City put flowers on the tables in the diners in n-Scale. If I remember right, he used monofilament line – 3 or 4 of them – glued together with a little dab of paint on the ends and glued it on the table. He said he would never do it again – one time only.

**BP:** Your preference would be to have meetings here in Topeka?

**Larry:** In my case, yes! I'm just not up to long distance travel any more.

**BP:** We just had one here.

**Larry:** I would have made it, but the original schedule got bumped and it conflicted with the n-Track club setting up and running in Lawrence fairgrounds.

**BP:** I understand. It is hard to get all people to match schedules. When we make a last minute change, everyone's schedule gets thrown off. What would you think about a central location, like Herrington?

**Larry:** That would be interesting. I have always intended to go down there to train watch. There is a new bridge over the yard that would make train watching easy. I know it has sidewalks - been there once but did not have a lot of time. Otherwise, Herrington is a terrible place to watch. It is too flat. There are no elevations around the yard to be able to see anything.

**BP:** What kind of programs would attract you?

**Larry:** I'm into railroad history pretty good. If there are how-to clinics, they need to be independent of scale. They need to be about techniques no matter what scale you are in.

**BP:** Well, Larry, thanks for your time. It has been very interesting to hear your experiences, and to see some of your passenger car modifications.

**Larry:** Thank you for the conversation.



# KCD *Modeling* in the NModelRA

## Our Member's Modeling Activities

**Over the last year or so, Larry Tiffany has been updating his model railroad empire to DCC. What follows are a few comments from Larry on this journey.**

As one can imagine, model railroading has come a long way over the years. My first American Flyer train set had a simple transformer that when you stopped it and then started it again it would change direction of the locomotive. This was a simple way to change directions but not too efficient for today's operations.

Moving into the "HO" era brought even more changes in how to control our model trains. Since HO was smaller than the "S" Scale American Flyer trains one could get more tracks in the same size area. This meant more tracks for the trains to run on. With more tracks, one had to add switches to control electrical DC power to all of the tracks so that all of the trains wouldn't run at the same time. Of course by now, the transformers had toggle or slide switches on them to control the flow of the DC current and the direction of the locomotives. This was a much better way to operate model trains than earlier methods. The one drawback to this was that the bigger and fancier the layouts got the more control switches one needed to operate the trains safely. In some layouts this created a spaghetti bowl of wiring leading from all of the switches to the sections of track they controlled.

In the 1980's I was introduced to early DCC in the form of Larry Keller's CTC 80, which were both "DC" current DCC control systems. I was really impressed the first time I saw Larry Keeler's layout where the system could start and stop the trains, control the switches, operate the signal system and grade crossings too.

This was impressive. In fact what was more impressive was the fact that one only needed to run two wires to make the trains run and a couple more for the signaling. All of the controls were connected to the layout via coaxial cables with ¼" plugs for walk around control. This was the beginning of the DCC era. The manufacturers were able to create wireless throttles so that instead of walking around and plugging into jacks located around the layout one just walked along with their train. This was great and now the era of realistic operations of model railroad layouts was in its infancy.

New innovations, improvements and updates to these systems continued until the NMRA set basic guidelines for DCC model railroad controls. Probably the biggest change that was to take place was the change from "DC" current to "AC" current for DCC systems. This change added a lot to operations and basically was the beginning of the end of DC operations as they had been for decades. It was now possible to add sound, lighting and other functions to the systems along with much better control of the locomotives. Still all that was required was two wires for train control and most manufacturers provided wireless systems so that the operator wasn't tied to the layout.

I changed from DC to "DC" DCC on my current layout in the 1990's and stayed with it until last year. I really liked the CTC 80 operating system but Larry Keeler passed away and there was no longer a source of new parts or repairs to his system.

I for one decided on NCE as my new DCC operating system. It was basically remove the power supply and other electrical parts that were used by CTC 80 to run trains and install NCE parts in their place. Now with that change, I still couldn't run trains because CTC 80 had what were called receivers located in the locomotives to run them. With CTC 80 I was limited to 64 different locomotives to run as every receiver had to have a number from 1-64. So I was limited to 64 locomotives that I could run. With the new DCC systems you do not have the 64 decoder limitation. One has almost unlimited locomotives that one can run on their layout [ED: almost 10,000 locomotives]. The new DCC decoders are so sophisticated that they make the locomotive run so much smoother, have bells and whistles, and one can make really smooth joints between the cars. Having an operating session on one of these systems is more fun than ever.

In conclusion, if you are still operating with DC or early DCC I would implore you to consider you to change to one of the new DCC systems and enjoy your layout like you've never enjoyed it before with smooth operation, sound and light control. It's almost like making you're layout come alive.

Larry Tiffany

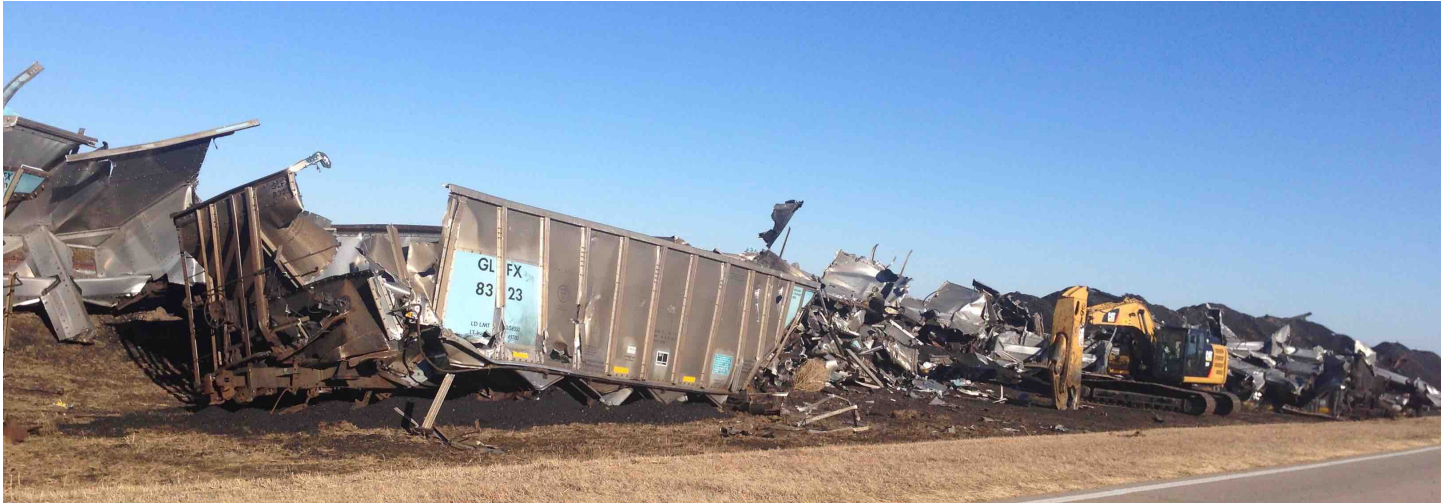
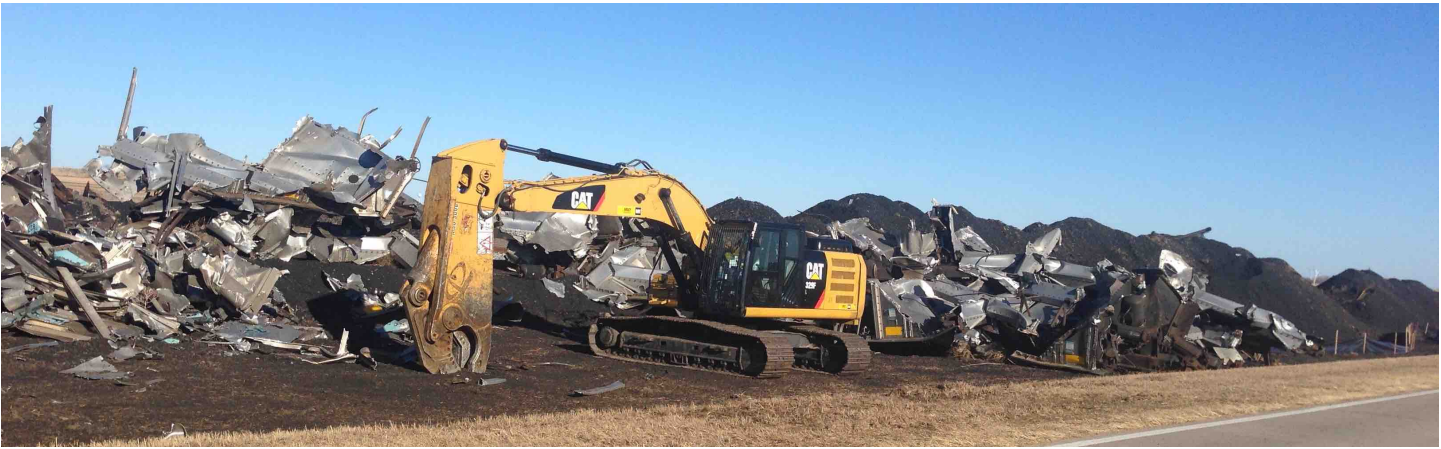
### ***Coal Mining in North Central Kansas***

**AKA Coal Train Derailment on UP's KP line east of Dorrance KS December 18, 2016**

**Pictures taken Dec 26, 2016 with cleanup well underway....**







# KCD Modeling in the NModelRA

## Modelers from the Past

**From the June 1992 Caboose Kibitzer**

***“Instant Glue”, “CA”, ACC”***

**Whatever you call it, how come it sticks my fingers together, but just sits there on a piece of metal?!!**

*By Fred Hulen*

Lots of us use “Instant Glue.” The more you know about it and use it correctly, the more you will like it. The instant glues most used for hobbies fall into two basic categories, thin, and thicker. [Ed note: There are at least 3 viscosity CA glues in the market now.] I use the Zap brand, (there are others equally good.) The thin kind is just called “Zap”; the thicker kind is called “Zap-a-Gap.”

Remember the following and you’ll have a lot more success with Instant Glues: Use the thin type for joints that are tight fitting together and are not porous or absorbent. Use the thicker type where irregular, or rough surfaces keep the surfaces from touching together essentially “air tight.” These joints need to have the glue fill between the surface parts in order to produce a good joint. If the parts fit close together, but are porous (like cork), it will wick up the thin glue and not result in a good joint. Always use the thicker types on surfaces that will soak up the thin type.

DEBONDER can be a real great thing to have on hand if you ever accidentally glue your fingers together ... ever had that experience! Or, if you get glue on your good pants, you can escape execution by your wife if you get right at it with the Debonder. Otherwise it will be there forever.

ZIP ACCELERATOR is an accelerator for

Instant Glues. Fingers have amino acids that make Instant Glues “GO OFF” instantly! But other surfaces like glass and metal won’t “kick” the glue off to a quick bond. ZIP KICKER can be used several different ways. You can put the parts to be glued together, flow the glue, then spray the joints to “KICK” it off. Or, you can put glue on one part, spray the other part with Zip Kicker, and place them together.... WHAMMO! By varying from a heavy spray to a thin mist, you can give yourself either fast or slower time for the glue to kick-off. WARNING ... Don’t spray Zip Kicker near clear plastic windows in locomotives or structures. It will most likely “fog” it. Some plastics get soft on the surface if sprayed with Zip Kicker, others won’t. You need to experiment a bit to get comfortable with when and how aggressive to use Zip Kicker around plastics.

TINY TEFLON TUBING is available to insert in the end of the glue container, making it possible to reach areas “down in,” or to apply a tiny controlled drop just where you want it, (repairing a loose part way inside a trestle structure for example.) Cut a piece of the tubing off, and at one end cut a fairly steep angle so you can insert it in the glue container more easily. You may need to enlarge the hole in the container a bit with a slow tapering metal object like an awl. Go at it slowly and carefully so you don’t wind up with a hole too big to make a snug friction fit from the tubing when it’s inserted.

IMPORTANT! Keeping the tubing clear so you can use it repeatedly is pretty easy, if you know how. Just remember this: “If you don’t leave any residue in the tube, it can’t clog up on you!” Sounds simple but most people don’t think that way and complain about the clogs. After you apply the glue, hold the container upright, touch the end of the tube (at an angle) to an absorptive surface like cloth, hard type of towel, soft wood, etc. and squeeze the bottle, blowing air through the tube, forcing the glue in there to sputter out



and be absorbed, not pulled back in when you let off on the bottle. Do it several times if needed so you can't detect even the slightest bit left (look closely.) When you think its clear, hold it up to your ear and squeeze air out through the tube. If it still sounds like it had a head cold, it still isn't totally clear. Pretty soon you'll be able to clear it quickly and easily.

Sometimes you get a little "crusting" on the tip of the tube. This will encourage clogs and prevent applying tiny drops to your parts too. Usually you can flick it off with your finger nail; otherwise just pick up the old Exacto knife and take a little slice off the end. Always use a sharp blade; a dull blade makes a fuzzy edge on the Teflon tube, encouraging accumulations and clogs. Never stick a pin, needle, or anything in the end of the tube, thinking you'll remove it later and the tube "won't dry up." Instant glue doesn't cure by drying; it's a "reaction" with various materials and compounds. The needle or pin will soon become a permanent part of your Teflon tubing. One final precaution! Be sure to get you instant glue container away from the joint area before spraying with the Zip Kicker. You'll be an unhappy camper if you kick off your whole bottle of instant glue.

#### HELPFUL HINTS:

Buy the glue in the size containers that are appropriate to the amount you use. Bigger containers are cheaper per ounce, but if they sit around unused for several months on end, it will thicken up and you won't come out ahead. Also, refills of Zip Kicker are much cheaper than buying the smaller size every time.

To save a trip to the hobby shop, and make sure you always have some on hand, buy some extra and store it in the freezer or refrigerator .... Let it warm up to room temperature before starting to use it. (I've bought 6-packs and 12-packs (GLUE! guys, GLUE!) and stored them in the freezer for a couple of years before using it up.)

On larger projects like a backdrop for you module, you can use white or yellow glue for the bulk of the job, but you can sure speed things up by "tacking" the pieces in place with instant glue. In this way you can keep on building without waiting for clamps and slow drying glues to take their course.

#### FINAL COMMENT:

I use instant glue to build or fix almost anything. I'm sometimes asked if there is anything I haven't built with it. I usually answer: "I'd build a house with it, but that much of it would be too expensive."

# Timetable

A Look Down the Line beyond the April 2017 Meeting

## Mark Your Calendars

June 3, 2017

1:00 PM



The June Meeting of the  
Kansas Central Division – NMRA

Hosted by  
Tom Katafiasz

## Prototype Modeling

### The KCD meetings for remainder of 2017

June 3	Tom Katafiasz	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, we may have some ODD MEETINGS throughout the year*