

Photo by David Heinsohn

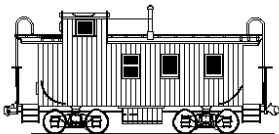
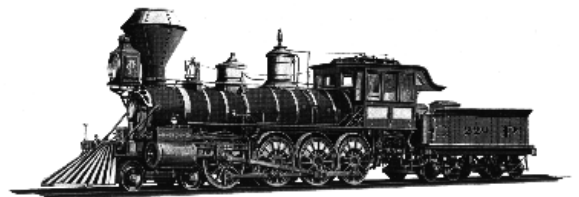
POUNDER BRASS THE



Official Publication of the
Kansas Central Division
Mid-Continent Region of the [National Model Railroad Association](http://www.nmra.org)

Volume 26
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December 2017

As you can tell from the herald above, this issue of the Brass Pounder has been turned upside down. This issue will focus on looking to the future – of how the Kansas Central Division of the NMRA will serve the needs of its members. The normal order of articles has been reversed for this issue.



Timetable

The next KCD meeting will be at Larry Tiffany's on
December 2, 2017 1:00PM

Meeting locations and programs for 2018 will be discussed. Input from every member is vital to having interesting programs. All members are encouraged to attend that meeting. Please plan on attending.

Then, Larry will present a clinic on Airbrushing, including demonstrations on using the airbrush.

KCD Modeling in the NModelRA

A Look at the KCD of Yesteryear

By Ray Brady

In the year since this Editor has been assembling the Brass Pounder, I have talked to a number of long time KCD members. In the course of those discussions, I have picked up a little history of how the KCD was founded and how it evolved. Here is a little of what I have discovered. If you have other information, or know of different facts, please let me know.

Item 1: *From what I have heard, the KCD was organized in the late 1980's.*

Item 2: *But before that, there were three independent Model Railroad clubs operating in North Central Kansas - in Manhattan, Emporia, and Abilene and all HO scale.*

Item 3: *These clubs each had a traveling layout and could be set up in Malls and various places for the public to view.*

Item 4: *These "set-ups" also allowed the members a time and place to run their own locomotives and rolling stock, since many did not have a home layout.*

Item 5: *Sometimes the three clubs would set up a combined layout for special occasions (like during the holidays in a Mall.)*

Item 6: *Then, as Insurance costs began to rise, it became unsustainable for the clubs to independently carry insurance.*

Item 7: *The clubs got together and petitioned the NMRA to form a Division.*

Item 8: *As a result, the clubs became 100% NMRA membership as a requisite to being an "NMRA club" and benefiting from the NMRA Insurance.*

Item 9: *No regularly scheduled meetings were held in this new NMRA Division, as the clubs operated independently except for a few joint "set-ups".*

Fast forward to the 2000's.

Item 10: *The clubs started to become less active. And at the same time the NMRA membership demographic changed from being "club centered" to "individuals centered." Individuals joined the NMRA from North Central Kansas and did not have any club affiliation.*

Item 11: *Sometime in the early 2000's, the Division started having periodic meetings – probably because the non-club members wanted to have a fellowship with other model railroaders but not as a part of the original three founding clubs.*

Item 12: *But, it was hard to get any sizeable membership together for the periodic meetings. Attendance has always been an issue.*

Item 13: *Now, in 2017, the original clubs are no longer as viable as they were. The Emporia Club is, basically disbanding, and the Abilene and Manhattan clubs do not have a very large membership. Time has taken its toll.*

Item 14: *The current membership of the NMRA Kansas Central Division has members scattered over an area that includes Holton, Topeka, Emporia, Americus, Elmdale, McPherson, Salina, Abilene, Beloit, and Wamego.*

Item 15: *Pockets of members live in Topeka, Emporia, and Salina/Abilene area, but the KCD membership is mostly "lone modelers" or they belong to a local club, such as the n-Track club in Topeka.*

Item 16: *And, the members no longer are just into just HO scale. Of the members I know, 5 of the 24 members currently on the KCD membership list are in N-scale. And, there are a number of members that I have not met.*

Item 17: *In Emporia, there are still a number of members from the original Emporia Club, but they are close to discontinuing their modeling efforts.*

So why do I give this information? Because member attendance at the bi-monthly Division meetings has not been large! We do not seem to attract that many members to our meetings.

Since I joined the NMRA/KCD in 2010, 6 members to a bimonthly meeting has been a lot – and I see the same ones all the time (although there are a couple that have become more active in the last year.) It has always been a small group attending the meetings from my experience.

My thought is that the reason for the small attendance is that the membership has undergone a significant demographic change – from club oriented membership to individual memberships - and the KCD has not found a successful formula that would attract individual members to meetings.

The officers of the KCD are struggling with the small attendance issue, and at the last meeting in October at the Heinsohn's, we opted to try a survey of the members to see if we can find opportunities for the Division going forward.

To that end, the survey found in the link below will help the current leadership to better understand the needs and wants of the KCD members. Your participation in this survey is vital to letting us know what interests you in a group model railroad event under the auspices of the NMRA. What is it that interests you; what is it that you would like to see from the KCD?

Please click the link below and let us know your interests.

<https://docs.google.com/forms/d/e/1FAIpQLSemX8BwwlRK1TLkpW6YlrO4PG5r3DIed0--y3aMJ5MY5MsEmA/viewform?c=0&w=1>

If you do not want to take the survey online, the survey is printed on the 2 pages that follow.

Please fill it out and mail it to:

Chris Heinsohn

2346 C Rd. Elmdale KS 66850

Or better yet, bring it to the next meeting at Larry Tiffany's in Topeka.

KCD NMRA Membership Survey

The leadership of the Kansas Central Division are interested in your input. We are a small division in numbers but large in geography covered. This presents challenges in serving the membership. We would appreciate your help by completing this short survey. The answers will help us do more effective planning.

Email address

What purpose does the KCD of NMRA serve for you? Check all that apply.

- ☐ New Ideas
 ☐ Friendship
 ☐ Skill Building
 ☐ Help toward MMR
 ☐ Other

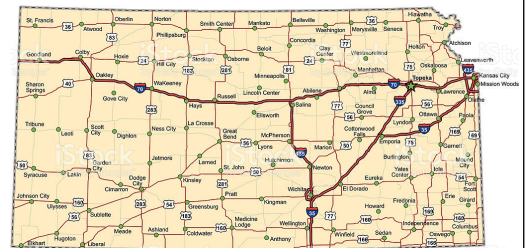
If you would enjoy getting together with fellow model railroaders, how often would you like the KCD to meet?

- ☐ Twice a month
☐ Once a month
☐ Every two months
☐ Once a quarter
☐ Twice a year



Which of the following type of meetings would you attend? Check all that apply.

- ☐ In person meetings within 10 miles of home on a weekday
☐ In person meetings within 50 miles of home on a weekday
☐ In person meetings within 100 miles of home on a weekday
☐ Online meetings on a week night
☐ Online meetings on a week day
☐ Online meetings on a weekend day
☐ Meetings aren't my thing, so I wouldn't attend one

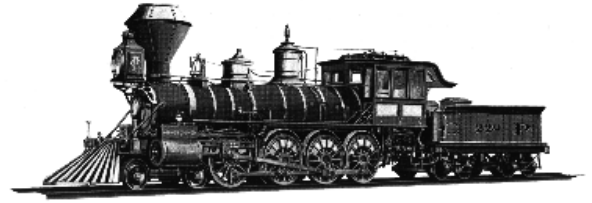


What program topics would you like to see presented?



Which of the following types of meetings appeal to you?

- ☐ Presentation about current railroads
- ☐ Historical railroad/model railroad presentations
- ☐ Workshops/ clinics on "how-to"
- ☐ Railfan events – watch trains
- ☐ Layout tours – members or non-members in the KCD area
- ☐ Operating sessions on a model railroad
- ☐ Work sessions on other NMRA member's layouts
- ☐ Tours of prototype railroad facilities
- ☐ Other:



Is the Brass Pounder useful to you?

- ☐ Yes
- ☐ No
- ☐ Maybe

What suggestions do you have for the Brass Pounder?



What other questions should have been asked?

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.

An interview with Alan Meinholdt

BP: Hi Alan, thank you for agreeing to share your model railroading experiences with the Brass Pounder. What drew you into model railroading?

Alan: When I was 5 years old, I had a Marks train set on a 4 X 8 sheet of plywood. I played with that as a kid, and then I got an HO set in upper grade school. And of course it was brass rail cause I didn't know any different. Then I spent some time off from that. Then in February of '84 I heard that UP 844 was going to New Orleans, and that relit the fire. I saw it come through Topeka in Feb of 84 on the way to New Orleans. A year later I saw it go back to Cheyenne and that is what started it all again.

BP: So do you model Union Pacific?

Alan: I model anything - any big engines for any big Road. I have a New York Central Passenger Train. I have a big Daylight train. I have Santa Fe engines. It's trains!

BP: Have you lived here in Emporia the whole time?

Alan: I grew up in Wamego along the Kansas Pacific back when there weren't many trains on the line.

BP: Which is like it is now?

Alan: It is busier now than it used to be. There just wasn't much going on. You were lucky to see one a week. I wish I could have spent more time on the Marysville Sub. Later I found out that the 6900's (Centennials) were still running into the mid 80's and I just missed my chance of seeing one. Then I moved to Emporia and got married in spring of '88. And I thought this is a real railroad country. That really got things going then.

BP: A different color scheme but a lot more traffic?

Alan: A LOT more traffic. I got with a group of guys that went to shows and started a model railroad club. And it took off from there slowly.

BP: So they were just starting the train club here in Emporia?

Alan: Yes. That would have been 1989 or 1990. That is when we got started. We had our high, and now it is just down to about 4 of us. We get together every now an then just to keep up with each other. We do work on a layout in the museum, but that is getting pretty well completed now.

BP: This is a layout that you had that was modular?

Alan: No. We had someone donate a layout to the museum and now they moved it to a different building. So it got cut up and we are putting it together - making sure all of the track runs, putting all the scenery back on, etc. We meet every Friday. It is almost done.

BP: How big is that layout?

Alan: It is at least 15' X 25' – kind of L-shaped. Maybe one of these Saturdays we can have our meeting there – maybe next spring or winter.

BP: That is going to be the subject of the next meeting at Larry Tiffany's coming up on December 2 – what will be the meeting locations for 2018 as well as the subjects.

Alan: Maybe later when things kind of slow down for me – my daughter is getting married in May of next year. Maybe we could do it in August or October. By then it should be pretty much finished.

BP: Yes, if you can make it to Larry's, we can get it into the schedule. And, you can see Larry's layout. He is HO, Union Pacific, recently converted to NCE DCC. What are your favorite aspects of the hobby?

Alan: I like building the kits – everything from the building to the cars. And scratch building scenery too.

BP: And you like trees. We were here in May and had a clinic on building conifers out of furnace filters.

Alan: Yes, you got to have trees. The countryside has trees.

BP: I think everyone enjoyed the clinic we did in May. People are still taking about doing trees that easily.

Alan: That is good. I am glad to hear that. Yes, I put buildings together too.

BP: How many building and cars have you put together?

Alan: Well, you see all those blue boxes [points to the wall]. Those are all assembled cars. I've put the railing on a lot of the engines. I would like to go to more train shows and buy the used cars and try to fix them up. I haven't tried any airbrush painting. I have painted a few things, but it has been all brush painting. It has been a few buildings – here is a Walther's UP style depot. I painted it as well as a few other things.

BP: That doesn't look like brush painted – it looks like it has been sprayed. I don't see any brush marks.

Alan: It was painted by hand...

BP: Good paint and good technique.

Alan: Just go slow... And I cheat. I have an optivisor to help see what I am doing. And, in this hobby, it is all imagination and creativity.

BP: Do you get the cars out and run them for a while? And then trade them out?



Alan: Yes. Like last summer, I got the second U50 in SP road colors and I got my mechanical reefers together and just run them around.

BP: So your layout is basically a circular layout?

Alan: Yes, it is about 8' X 12". It is just a basic layout – nothing fancy.

BP: But it does what you want.

Alan: Yes, it does what I want for right now. But, depending on where our three girls land in the near future, and with my wife's retirement from school, I give us another 5-10 years in this house and I don't want to start something really big and then have to take it apart. After that, all bets are off – it is model train time.

Last year, I caught up with the Manhattan train club and they have quit setting up their modular layout because of their member decline. And the Lawrence club is kind of hanging on by the strings. So I wanted to get involved with an active club that still sets up. When you mentioned last year about going to people's houses and having operating sessions, I thought that would be a good group to participate in. If we could get out 3-4 times per year and take my trains with me like we did with the club, I would be more than happy.

BP: We are a "mixed" group. Some of us are N-scale, and some are HO so it would be hard to bring stuff to all layouts.

Alan: Just watching trains run would be great, even though the scales would be different.

BP: Because we are not all N-scale, I do have enough trains for everyone to run trains even though they do not have my scale. So, there are work-arounds. And maybe other members that have layouts would welcome guest engines or rolling stock to their layout. We would just have to find out...

Alan: I got this UP Big Boy a while back and ran it on the Salina mall layout right before

Thanksgiving

last year. And at Christmas time I set it up on the Manhattan guy's layout. That was the first time I



had it run on DCC with a train behind it and thought – OH THIS IS NICE! So, I need to get into DCC on my layout.

BP: You have just one block on your layout.

Alan: No, I have both tracks set up to run separately on DC. These power packs will run the Big Boy, but I have no control. It is either on or off with the decoder in the Big Boy.

BP: Isn't there something you can put in the decoder to make it more sensitive to voltage and hence vary the speed?

Alan: The sound system takes so much power that the loco does not start to move until about ¾ throttle, and then it takes off and the speed doesn't change with increasing throttle. I just need to get into DCC.

BP: With a layout this size, you could get by with an NCE Procab. You don't need the larger 5-amp PowerPro system.

Alan: Yes, it would not be hard to convert this to DCC.

BP: Just put in a double-pole double-throw center-off switch, and you could run either DC or DCC.

Alan: Yes, that is what the Emporia club did on their layout since I didn't have any DCC locos. At this point, I only have 3 engines with DCC. I have another decoder but have not gotten brave enough to install in on one of my Athearn engines. But, it doesn't look hard at all. Just isolate the motor. It is just a work in progress.

One of these days, all these small projects are going to come together once the daughters are out of the house and my wife is retired. Then, we can get serious.

BP: What caused you to choose HO?

Alan: Mostly because of availability, as well as the popularity of it. Stores carried it. You could go in any department store and they would have HO. Hobby stores had HO. It was the most popular one. And it is a good size to work with.

BP: When you build THE layout, are you going to pick a time frame or make it a freelance?

Alan: It will still be freelance. I'll just use my imagination – what I have seen in the past and replicate some of those scenes. One of them was when we went to Florida, a drawbridge went down and a few minutes later here came a Florida East Coast train across it. And next to that on the waterway was a place that serviced high-end yachts. They were huge, and I thought that would a good scene for a layout.

BP: Of course the drawbridge would have to be operational (laughs)

Alan: Of course! (and shows me the bascule drawbridge model already built...) And, with the big layout, I would like to incorporate mountain scenes and tunnels and bridges, as well as a place for an orange grove. Most of my stuff is mechanical reefers so I like reading how they bring perishable trains out of California when fruits and vegetables were in season. It was so organized how they coordinated all that stuff and they got it to Chicago in less than 90 hours. And they had stops along the way. See that picture – SF 2900 pulling a fruit block. The guy that commissioned that painting was an engineer on that train and he said they were bringing strawberries out of California. He said it was a strawberry special. I read where on some of those, when vegetable first came into season the head end cars on passenger trains were express reefers. They would put the first produce on those passenger trains to get them to market faster and get a better price until the rest of the crop was in season. They started moving the first of the produce.



BP: You have the high-speed trucks on all your reefers.

Alan: Yes, and they were fitted with steam lines so they could bypass the car and go to the passenger cars. It just amazes me how they could get all that produce out of California. They would get the produce out of the field. They had all the cars pre-cooled and they would throw the produce in there. The switcher would be right there to switch the cars out and put them on the next train coming east.

BP: Of course they were not mechanical reefers – they had to be iced.

Alan: Salina was an alternative icing station and I think the next one was Kansas City. You had the major ones like Kansas City. They were quite a ways apart, but if you put a 500-pound block in, it would last quite a while.

Have you seen this book (Pacific Fruit Express). It tells about all the icing stations, where they were staged and stuff. It really gets into a lot of detail about the refrigerator cars and operations.

BP: Tell me about what you remember of the origination of the local club and how it got affiliated with the NMRA.

Alan: I think the reason we got affiliated with the NMRA was an insurance issue. I think it was because members and layouts would be covered. I think when we were setting up at the Mall, they required us to have an insurance policy. And, after 911 the rates started going crazy and we couldn't afford it any more so I think that was when we decided to affiliate with the NMRA. And that was probably my first experience with the NMRA.

BP: I have had limited discussion with Marty Vaughn and he indicated he was involved with getting the KCD going. It is my understanding that it was the Manhattan group, the Emporia Group, and the Abilene Group that were the three entities that came together to form the KCD

Alan: It was a loosely affiliated group that did not have meetings together. We did set up with the Manhattan group at times before we became part of the NMRA. We would go to Manhattan to set up, and they would come down here to set up. So it was a completely different format than what is currently happening – the Division meeting 6 times a year.

BP: Right now, it is individuals scattered all over north central Kansas and one of the things we are struggling with how to make it so that the members will participate in the meetings. We have 23 people or so in the Division, and it has been basically the same 6 people participating in the meetings. There are a lot of the people that I have not met. I hadn't met you until up until about a year ago.

Alan: Yeah, I wanted to keep in touch with some model railroad organization so I started reaching out. Kids are out of the house so I wanted to have more involvement with modelers.

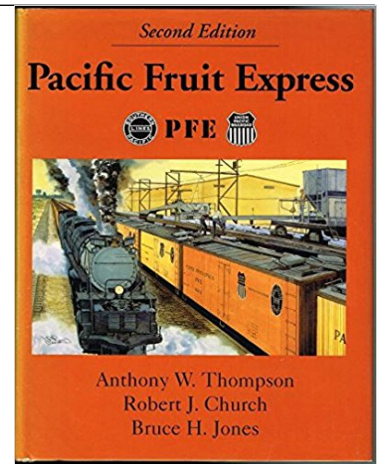
BP: So what kind of meetings would be appealing to you?

Alan: Yeah, I would like to see more on the electrical side. I don't know much about the electronics. I sat down with one guy, and he showed me how to put a decoder in but I have not really gotten into the electronics of it. I've had people walk me through things, but I still have a lot of questions. I'm slowly trying to pick it up, but I would like to see more meetings on DCC – where it can go and the possibilities.

BP: Like you say, it is slowly coming together. Right now you are DC. To do decoders, you really need a DCC system

Alan: I would like to hang around with more guys and get to know the DCC system. I have some books and literature and have been reading about it, but I need to be able to compare the words with what is happening. Now that I have an engine that is ready to install one in, I want to sit down and spend some time with it.

BP: Larry Tiffany recently has just converted from a "first generation" system to an NCE system so he is putting decoders in everything. He had to rewire his layout to accommodate the NCE DCC system.



Alan: I know it will all come together, but it just takes time. This model railroad thing is more seasonal. I also spend a lot of time out in the garage doing my woodworking stuff. I would like to incorporate that more into my model railroading stuff.

BP: Is this like furniture. What are you making?

Alan: Right now I am learning to turn pens. I got a lathe a few months ago along with some accessories. And, I have a cabinet that I am just about done with. Yes, I spend a lot of time in the spring and summer – just to get outside into the fresh air. And, when the time comes, I will use that skill to build the layout - make small parts with the lathe, dimensional scale wood, etc. True scratch building...

BP: Do you get involved with the regional or national NMRA?

Alan: No. I am making plans to go to the national convention next year in Kansas City. I'm just waiting for the clinics to be announced and the registration to be opened up. I'll make a week of it. I have free room and board in Lawrence (2 kids live there.) so Dad is movin' in for a week.

BP: From what you have seen so far in the last year from the KCD, what would you like to see?

Alan: I would like to get us together more and run our trains together as a group. I know we are in different scales, but here in Emporia, we got together and pooled out resources and build a huge layout to run our trains. I miss that aspect.

BP: Did you do it every month, or every two months? How often did you run trains?

Alan: For about 4 or 5 years in a row we went to the Wichita show in February. Then we would set up maybe once in the spring. Then we didn't set up until October when they were having the shows in Kansas City. We went there about 4 years in a row for the weekend. Then, I don't know how many years we went out to the mall at Christmas. We'd start setting up the end of October and we would stay set up until maybe the first weekend in January. That – was - fun. You got it all set up, got it all tweaked out, and all leveled out. You didn't have any issues for a good month and a half.

BP: Any pilfering or damage while it was set up?

Alan: No, not a bit. And, we had our regular spectators every week. They came back. They even asked the mall management when we were going to set up. There were even a handful of people that really looked forward to us setting up the layout every year. And, we did wear out a Thomas engine. We got to know some of the parents pretty well. If you want to get the kids interested, put Thomas out there. I think that having a bunch of us getting together and just run trains is great.

BP: Do you like a central location for a meeting, or does people's home for a meeting work for you?

Alan: It doesn't bother me as to location. Travel is not a problem for me. Wichita, or Salina, or Topeka, or Kansas City is not a problem for me. Just get up and make a long day of it.

BP: I've heard that distances within the division is a hindrance to getting people together

Alan: The best thing I can say on that is to say coordinate with others so you can carpool. I know the time element is going to be an issue no matter what. But, just overlook that and just move on.

BP: When we have talked before, you indicated you were into geology. What are you doing with that?

Alan: It is 4-H geology with the kids. I help with that. I host the leaders meetings. I get out

only once or twice a year – not like I used to.

I help the kids with their geology project. I make sure they get the minimum number of specimens of fossils, rocks, or minerals for the year. That is something I did when I was a kid. It is fun to get out and find that stuff. We have a weekend for the kids to get out. It is a state trip and we start with workshops on Friday, and then have field trips to 6 or 8 stops and there are some distances between them. We get back into some pretty remote places – rock quarries, pastures, road cuts - places that we know that there will be specimens there. Those are fun weekends.

And, this is where I come into play big time. When I started helping with this project at the state level, I went to the state fair to help with the judging and I looked at these boxes and I thought “how did this box survive the county fair, let alone survive the state fair for the whole week.” So I said to myself that I have the resources. So I asked some of the leader if they would mind if I made 6 or 8 boxes for the kids and would they sell. They said sure, so I made 5 or 6 and sold them at my cost. So, for the first 8-10 years, I averaged 80-90 boxes. Yes, I flooded the market big time. I am down to about 40 boxes now, because I think the market is flooded.

And, it completely turned the displays around. Every one has a nice box, and all I ask is that I get my cost back out of them for the materials. My labor is my donation. And, every year I donate, as door prizes, 6 boxes. Like the first year kids have to have 1 box, the second year kids (when they go to 30 specimens) have to have one box. Then when you go to 45 or 60 specimens, you go to two boxes. And, to make them special, I engrave them with the year and “4H geology” on the side. And, here lately, I have been getting a lot of wood from local sawmills. So I get native wood – red oak, white oak, burr oak, cedar, hickory, honey locust. It is all rough-cut wood and I plane it down, square it all up, and make the boxes. Since I have been doing the oak and walnut, they really like them. For fossils, rocks, and minerals that are native to Kansas, you might as well have a box that the wood is native to Kansas too.

BP: That is great.

Alan: And, everyone has a consistent, nice looking box. And, I know a lot of the parents don't have the resources to make one and that is fine. And, in the last few years, I've been having a lot of scrap wood left over, so I plane that down to about ½" thick and started making a bunch of boxes of various sizes –random sizes – and they want them for their special finds. I have seen that some of the kids have used them for their lapidary and they work real well for that. Some of the kids have come to me and said they have “this much lapidary” and I want a box that I can put this in – not a big one but a small one. So, I get the dimensions and what type of wood they want and have it for them in a couple of weeks.

BP: Well, Alan, thank you for your time. This has been a very interesting conversation and I appreciate you spending time with me.

Alan: Thank you. I have enjoyed it too.



Alan's Roundhouse

Minutes of Last KCD Meeting

October 7, 2017

The meeting was held at the home of David and Christine Heinsohn.

Attendees: Ray Brady, John Snell, David Heinsohn, Christine Heinsohn. Guests: Dwight Wedell, Steve Wedell

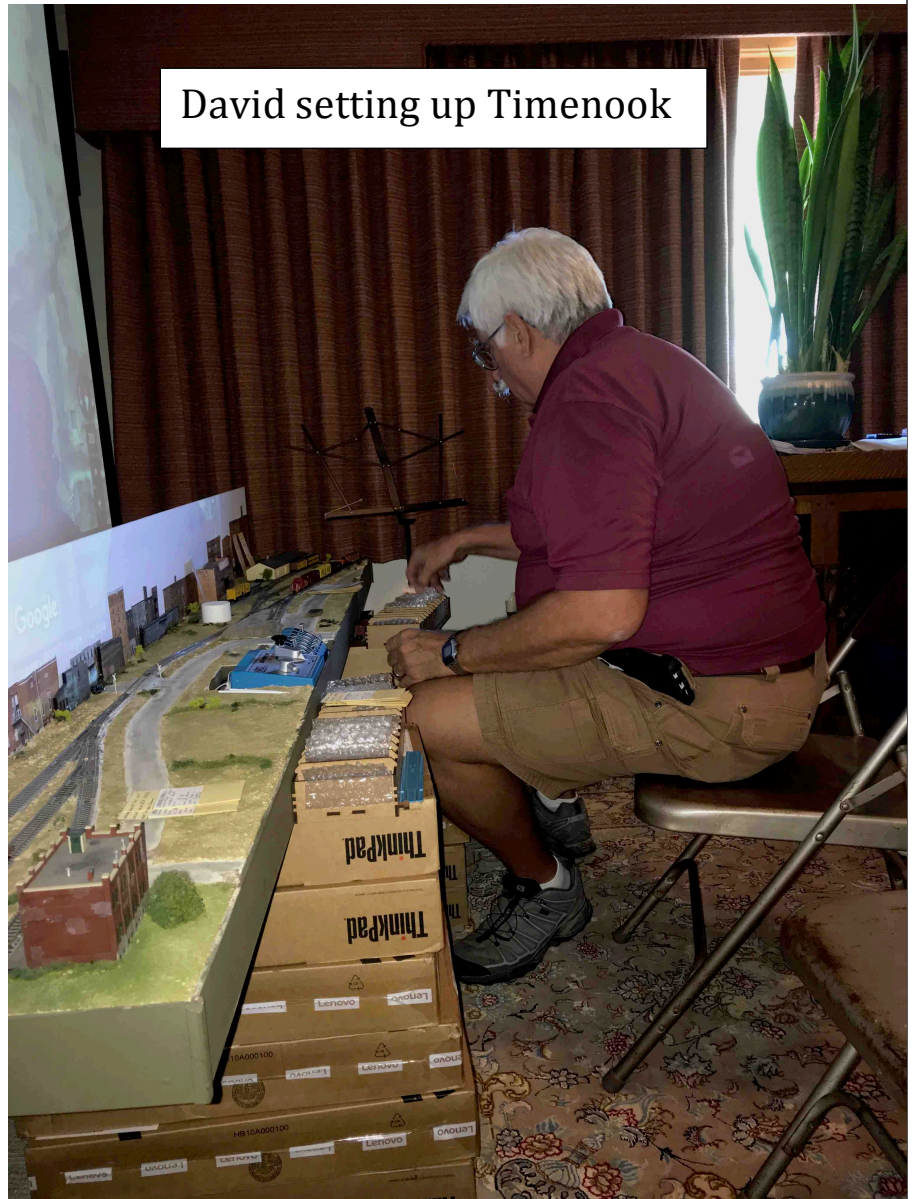
Discussion of the Regional Convention: David reported that the Regional Convention had a nice feature - once price for all events. The show had reasonable vendors, and the clinics were good. Nice contest room.

Treasurers Report: Larry sent his report to John. We have \$76 in the bank! We still need to pay the corporation fee as National is still working on the umbrella coverage.

Next year's meetings are currently scheduled for February 3, April 7, June 2, August 4, October 6, December 1. David and Christine volunteered to host the October meeting. John Snell volunteered to host the December meeting. We need others to host other meetings. John said he would make some calls.

Meeting Attendance: John indicated Ray spends quite a bit of time on the Brass Pounder and wondered if it was worth the effort to publish it with the small attendance at the KCD meetings. With a membership of 23, only $\frac{1}{4}$ of the members ever come to the meeting. It was decided to create an online survey to send to the membership to see whether the KCD was serving the member's needs. Chris indicated she could create the survey on "Google Survey;" and John indicated he would send the survey out to all the members.

December Meeting: The attendees were excited about attending the next meeting where the Larry Tiffany will present us with air-brush instruction.



David setting up Timenook

Steve Switching on Timenook



interchange that is still active. He shared plans and progress with approval by city. It will be a steel frame, steel sheathed building with outdoor stairs. Rail fans will be able to contact Dwight for access.

Part two of the program was David Heinsohn demonstrating how to build a quick and dirty loading dock for your layout.

Meeting was adjourned for refreshments, fun operating Timenook, and spending time in the layout building!

Respectfully submitted, Christine Heinsohn.

MCoR regional shirts: Regional Shirts are available for order. If anyone wants one, contact David Heinsohn.

KCD Director: David Heinsohn's term as Director on the Mid Continent Board ends January 1, 2018. If anyone is interested he is willing to step aside. Ray expressed interest. Election of officers for CY2018 will take place at the next meeting in December.

Part one of the program was given by Dwight Wedell who presented his plans to build a train observation tower in the form of a Santa Fe Interlocking Tower on his property just south of the BNSF tracks in Peabody, KS. It will overlook the BNSF and UP



Uncoupling Cars

Director News

From the NationalMRA

Director's Notes

Wow! This is the December issue already? Didn't that year go by in a big hurry?

At the last division meeting, here in Elk, Ks, we got a good start on scheduling next year's meetings. If you'd like to host a meeting, let John Snell or myself know. Also let John or myself know if there's a subject on which you'd like to see a clinic, or a place you'd like to meet. We also talked about next year's officers. Ray Brady indicated he was willing to take over as KCD's representative on the Mid-Cor Board of Directors. So I am ending five years as your Director. Please come to the December meeting and vote for your choices of officers.

2018 is going to be slightly different in terms of convention and train show activity. The biggie of course is that the NRMA National Convention, and National Train Show will be in Kansas City. Here's the link to the website: <http://www.kc2018.org/>. You can register online now. The dates are August 5-12, with the train show on Fri - Sun. The convention will be at the Westin Crown Plaza across the street from Union Station. It will be a great venue for the convention. I suspect that the flyover between Union Station and the Freighthouse area will be packed with convention going railfans for much of the week. The train show will be at Bartel Hall a couple of miles away. Don't worry about getting to the train show from the hotel as there is a free streetcar departing from Union Station frequently. The streetcar will drop you off 2 blocks from the train show. If you've never been to a national convention this is your year. There's a bit of everything associated with model railroading available. In addition to the train show, there will be clinics at the hotel on a

huge range of subjects. I expect over 30 layouts will be available on tours. Layouts should include everything from N (and maybe Z) through 1/8 scale (7.5" gauge). There will be operating session every night that doesn't include a banquet of some kind. There are some really great ops oriented layouts in the KC area. Even one of those 1/8 scale layouts runs ops sessions! There will be lots of good prototype oriented tours available as well.

One of the things that happens as a result of the national convention being in KC is that there will be no regional convention this year. Another great reason to go to national.

A bit closer on the calendar, the Wichita Train Show and Swap Meet, hosted by the Chisholm Trail Division is coming up Feb 4 & 5, <http://besttrainshow.com/>. Chris and I will have Timenook there again to let kids of all ages get their hands on a throttle. If you'd like to join us let me know. If you have a portable layout of pretty much any kind that you'd be willing let kids run, get in touch with Phil Aylward by email at aylward1@cox.net or give him a call at 36-259-5190. Oh, if you have a layout you'd like to show, even if you're not interested in letting the kids run it give him a call as well. I'd love to have a couple more layouts that are specifically there to let kids run a train. The kids love it and the parents love watching their kids be involved. The only damage I've sustained in five shows was a result of MY fingers not kids.

I hope to see lots of you at Larry's house at the December meeting. Let's learn more about how to use an air brush and maybe run some UP trains.

David Heinsohn - Director, Kansas Central Division

Superintendent News

From the **KCDivision NMRA**

I had been spending a lot of time working on a specific rolling stock project. I made sure that all the prototypically correct details were added in the prototypically correct spots. Painstaking work it was (Yoda voice)! I finally was satisfied with the look of the car and was ready to paint it in prototypically correct paint. I set up my spray booth, attached the air hose to my air-brush and decided to do a test shot on a piece of styrene. Turn on the air compressor, aim the air brush, press the button and AAARgh! No paint! Nothing! My air-brush is clogged again!

Does this happen to you? I am so frustrated I think I will attend the next Kansas Central Division meeting at Larry Tiffany's place. Larry has agreed to give us a thorough clinic on airbrushing techniques with a heavy emphasis on Care and Feeding. If airbrushing is a mystery to you, then don't miss this clinic. Larry has been custom painting for years and I'm sure we will learn a thing or two or three. Directions to

Larry's place in Topeka are to be found elsewhere in this issue. If you would like to carpool, let any one of us know.

Thanks to David and Chris Heinsohn for hosting the last meeting. I really enjoyed hearing about Dwight Wedel's plans for his trainwatching plot of land in Peabody, KS. I think he will have a real popular spot for foamers when his dream comes to fruition.

In this issue you will find a survey that, I hope, each one of you will take the time to fill out and send in. We are concerned about the future of the KCD and want to know your thoughts. Please take the time and give this survey some serious thought. We need to know if this division is meeting your needs as an NMRA member. So please, please, please, take the survey. Does that sound like begging? You bet.

John Snell



December 2, 2017 Meeting Agenda

This meeting is a “second section” of the meeting held in February at Larry’s. At that meeting, we talked the basics of airbrushing, but did not get into any detail. This meeting will be a more in-depth look at airbrushing, including actual spraying, as well as the details of cleaning of the equipment.

In addition, we will have an election of officers for 2018, as well as selection of 2018 meeting locations and subjects.

Come to Larry’s on December 2 to learn more about AIRBRUSHING.

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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

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.

Call Board

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