

Photo by David Heinsohn

THE BRASS POUNDER



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

Volume 27
Issue 1
February 2018

Timetable

The next KCD meeting will
be at Wichita Train Show

Directions on Page 4

Table of Contents

Call Board	1
Minutes of Last Meeting	2
Next Meeting Information	4
Superintendent News	5
Reflections	6
Directors News	7
An Editors View	8
NMRA associates	9
KCD Survey Results	14
NMRA History	17
Out and About	18
2018 NMRA Convention	19
Timetable	20

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.

Join the KCD Yahoo Group!

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

<i>Call Board</i>	Director Ray Brady joycove@wilsoncom.us	Superintendent John Snell bellibros@cox.net	Clerk Tom Katafiasz	Paymaster Larry Tiffany
	THE BRASS POUNDER Editor and Publisher Ray Brady	THE BRASS POUNDER Associate Editor Christine Heinsohn		

Minutes of Last KCD Meeting

June 10 2017

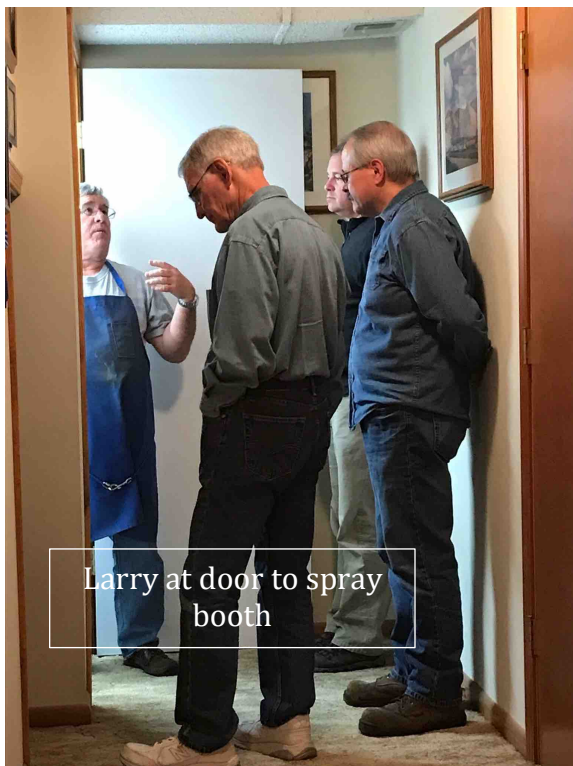
The KCD meeting of December 2, 2017 was held at the home of Larry Tiffany in Topeka, Kansas. Those in attendance were: John Snell, David and Christine Heinsohn, Ray Brady, Larry Tiffany, Alan Meinholdt, Pat Boltz, Tom Katafiasz and Mark Engholm (New member from Topeka).

Superintendent Snell called the meeting to order at 1:15pm. Treasurer Larry Tiffany reported a balance of \$76.00 in the treasury. Meeting sites for 2018 were discussed with the October meeting in Emporia as the only definite site thus far. Possible February meeting in conjunction with the Wichita Train Show was discussed. The upcoming August 2018 NMRA Convention in Kansas City was mentioned as a possible location for the August meeting, with a possible business meeting on the side. Ray Brady was voted in to succeed David Heinsohn as KCD Director.

Christine discussed the results of the recent survey that was sent out to NMRA members in the KCD division. She had received a total of eleven (11) responses to the survey. She will send out another survey containing certain questions that were not included in the original survey in order to "fine tune" the results. KCD programming for the meetings and the distances traveled were discussed. One suggestion was dissolving the KCD and combining membership with either the Turkey Creek or Chisholm Trail divisions. The consensus seemed to be to work towards maintaining the KCD before disbanding.

The meeting was adjourned at 1:55pm. Larry proceeded to demonstrate the basics of airbrushing, what to do and what not to do in the maintenance of an airbrush, the products he uses in the process of his painting, and how to achieve good results. Thanks Larry!

Respectfully submitted
Tom Katafiasz, Clerk, KCD



Larry at door to spray booth



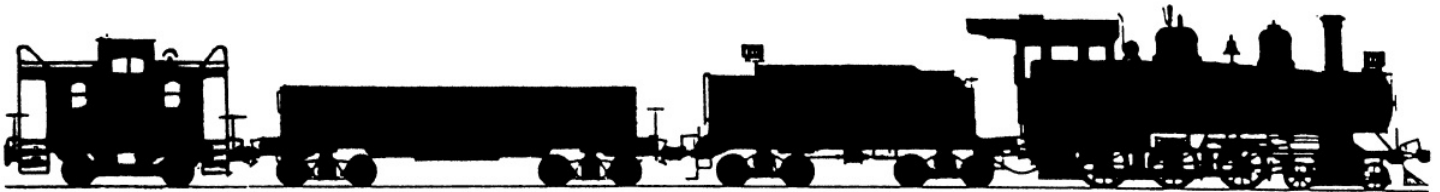
Looking into the Spray Booth



Agenda for February 3, 2018 Meeting

Kansas Central Division - **NMRA**

Next Meeting: February 3, 2018 at 1:00PM at
The Wichita Train Show and Swap Meet
(Ask at door for meeting location)
Information and Directions Below



**The Best
Train Show
Wichita, Kansas**
By The Wichita Train Show & Swap Meet

DOOR PRIZES
AWARDED
EVERY HOUR!
Admission \$8 Both
Days
Kids 10 & Under Free
with Paid Adult

\$1 Off
with
Non-Perishable
Food
Donation

The Wichita Train Show & Swap Meet
Is coming to the Cessna Activity Center
at 2744 George Washington Boulevard, Wichita KS
on:

Saturday, February 3, 2018 from 9am-5pm

Sunday, February 4, 2018 from 11am-4pm

Sponsored in part by:

Chisholm Trail Division NMRA

Logo and artwork courtesy Chisholm Trail Division NMRA

Superintendent News

From the **KCDivision NMRA**



A new year, already! Unbelievable how quickly it flies by. How did you make out with those New Year's resolutions you made last year? Did you keep every one of them? I certainly did not. But then again, I have stopped making resolutions. Except for a few having to do with model railroading. Those are easy! Every year presents a new challenge, however, and I need to get the motivation to learn new things.

This year presents some great opportunities for us to grow in our hobby. Right off the bat we will be attending the Wichita Train Show sponsored by the Chisholm Trail Division. Modeling contests and clinics will be offered - great ways to expand our knowledge. This show will be February 3 & 4 and we will be having our first KCD meeting of the year in one of the clinic rooms there. I hope a lot of you can make this event. It is always a good one.

But the real big news is the National NMRA Convention in Kansas City this August. If

you have never been to one of these national conventions you have missed out on a lot of opportunities to learn and grow your MR skills. Clinics of almost every sort will be given. And layout tours will give you a chance to see what others have done. Again, we will be meeting as a group during this convention. Details will be provided as to when and where later. *[Ed Note: This spurred me to register for the convention. 18 layout tours, 5 special interest groups, and many clinics are planned as of Jan 10. What an opportunity at our back door.]*

We have a few new members this year and I am very excited about what they can contribute to our meeting schedule. Maybe you can make a resolution to attend more meetings and get to know everyone. Thanks for all that you do and see you there!

John Snell
Superintendent KCD



Reflections from David Heinsohn

Outgoing Director, Kansas Central Division - NMRA

Our editor suggested I offer some thoughts about the last five years and Mid-Continent Region. I'll see what I can offer.

Some brief background. I am NOT a lifetime model railroader. I became interested in the hobby after retiring in July '11. Not all that much later I discovered the NMRA and I started attending KCD meetings. The third meeting I attended was held at Richard Napper's (MMR) home. During that meeting Richard announced that he would not remain the KCD Director after the end of the year. He then outlined the requirements and benefits of the job. Chris and I looked at each other and later that day, after some real conversation with her, I volunteered for the job. Needless to say, I was the only volunteer. At that point I'd been in the hobby about 18 months.

It turns out my lack of experience in the hobby was not a problem serving on the BOD. I didn't have to do any presentations on the latest and greatest ways to build a model railroad. I had to attend two meetings a year. One of those meetings was at the regional convention. What a great excuse to attend the convention. I took it upon myself to also make some contribution to the Brass Pounder. I needed to bring information from the BOD meetings back to the membership and take issues from the members to the BOD. There were few of the latter.

The benefits to me were significant. First and most importantly, I met a number of modelers from all over the region. Attending the regional conventions also exposed me to a number of clinics and layouts I'd not have had a chance to see otherwise. And I got a chance to operate on a number of those layouts. Finally, after serving for my three year term I submitted the tiny bit of paperwork needed and had my first Achievement Program Certificate.

One of the hidden benefits was the contact with our division officers and you, the members, as we've thought about ways to make our Division more useful to us as members. The recently completed survey and the resulting

discussions look like they will result in meetings and activities of greater value to the membership.

Our new Director is Ray Brady. Ray is also our Brass Pounder Editor. As you've seen in the Brass Pounder over the last couple of years, Ray is an innovative individual. His work on the BP has helped energize some of the rest of us to improve the Division and our own pikes. I'm confident that he'll take that energy to the region as well. We can expect Ray to serve as director until Dec of '20 or longer. During that period please help him get all of our issues to the region for consideration.

Finally, we currently schedule a division meeting every even month. Some of us would also like to have a division related activity during the odd months. If you'd like to join an Odd Activity please let your officers or myself know. Some things that come to mind might include:

1. Ride the A&SV dinner train - a way to include our spouses in our fun.
2. Ride the Baldwin train, with a tour of the loco and consist before the ride.
3. Tour the UP Depot in Topeka, maybe getting into the outside structures and equipment. This could also include a Harvey House dinner if there are enough of us.
4. Another visit to Florence to the Harvey House and maybe the depot. (Looks like BNSF will not tear it down!) Again, a lunch at the Harvey House could be included if there are enough of us.
5. Ops sessions, or just running trains on member's layouts without a business meeting around it.

These are just a few ideas off the top of my head. What are your ideas? Please share your ideas with the division officers. If you want to talk about an idea try our division Facebook page or the yahoo email group. Those venues are also good places to ask for advice or help on problems you've run into in your modeling.

Just a few of my thoughts as I transition back to basic membership.... Happy Modeling!

David Heinsohn

Director News

From the **NationalMRA**

As the new Director for the Kansas Central Division, I attended the semi-annual Board of Director's meeting in Kansas City on January 6, 2018 as your representative. Outtakes from the January Board of Directors meeting are as follows:

1. Pursuing the blanket 501c.3 status at the national level has been suspended as something that is NOT feasible. Legal Counsel has indicated that every entity in the NMRA (divisions, areas, clubs, etc.) would be required to submit an annual report to the NMRA for submittal to the government. With all the Divisions, Areas, and Clubs in the NMRA, it became clear that it would be impossible for National to administer and manage the program and get the federal report in in a timely manner. Thus, the effort appears to be dead and we (KCD) will have to continue to maintain our own 501c.3 status.

2. MCoR solicited assistance to help out with the National Convention in Kansas City in August by providing various support services to the Convention committee. While the assistance will not result in any break in admission fees to the convention, it would afford the opportunity for the individual to help-out.

3. MCoR is now on Facebook. If you are into Facebook, do a search on Mid-Continent Region, NMRA to join.

4. MCoR HO-scale cars still remain. The Region still has 56 special run HO reefers of the St Louis Refrigerator Company remaining to be sold (see figure below). Cost is a graduated \$23-\$25 each, depending on the number of cars purchased. There are price breaks for volume, and there are six road numbers

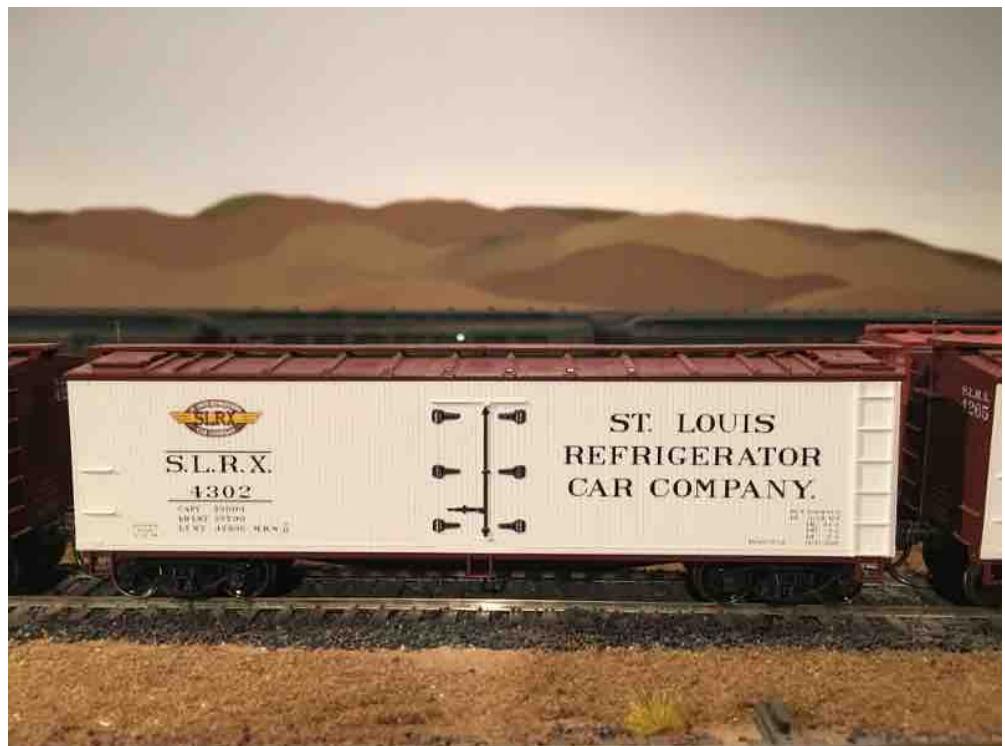
available.

5. NMRA-National has started a grant program for Divisions engaged in membership retention/expansion programs. Grants up to \$50 can be obtained to help with the purchase of supplies or consumables. More information can be found on page 33 of the January 2018 NMRA magazine. At the January 6, 2018 meeting, the MCoR board discussed having a MCoR-area grant. More on that later. This is an opportunity for KCD to get treasury assistance if we want to reach out at train events within or without the KCD area.

As part of the mission of MCoR, cross-pollination of information between Divisions and Areas is one of the goals. Since each Division and Area submits summaries of activities since the last BOD meeting, I will be summarizing information from these reports for inclusion in this section for your perusal. There are a lot of activities going on out there that our members may participate in or learn from.

Respectfully submitted,

Ray Brady



An Editors View



A VIEW LOOKING OUT

Starting on page 14 of this issue, you will find the results of the survey that went out with the last issue of The Brass Pounder. I find the results interesting and informative.

First, let me qualify the results. As of December 2017, there are 24 members of the Kansas Central Division. Eleven of the members responded to the survey, a 46% response rate. That is a very good response rate. And, this is a homegrown survey – these were questions that were generated as a starting point for discussion. More and maybe better questions could have been asked.

Now for the results:

1. Meeting Frequency.

The respondents split evenly between monthly (4 respondents), bi-monthly (3), and quarterly (4). Or, 1/3 of the group feels that we should meet more frequently, and 1/3 of the group thinks we should meet less frequently, and 1/3 of the group thinks the current bi-monthly cycle is OK.

Except for one outlier, the longer the respondent has been a member of NMRA, the less frequently they wanted to meet. That would probably correlate with the early days where the Division when it was a confederation of three clubs that banded together to take advantage of the insurance offered by the NMRA. I would guess back then there were infrequent meetings where the entire Division gathered together.

So, how do we satisfy the tug between the members that want more meetings and those want fewer? Your Thoughts?

2. Reason for NMRA membership:

The respondents overwhelmingly indicated that Friendship, New Ideas, and Skill building were why they were members of the KCD. It is also instructive that those responding

were members that are active in the Division.

So what are the thoughts of the remaining members in the Division? Is everyone finding what he or she wants in membership in the NMRA? Let us know!

3. Types of meetings:

All but one of the respondents indicated that a 100-mile drive to a meeting was acceptable. Division geography

The respondents do not find the size of the Division or the length of the drive to be a barrier to attendance. And, online meetings do not seem to be favored.

4. Program Topics:

All of the respondents indicated that “anything” related to railroading (prototype or model) were what they were looking for.

This says a diversified program mix is important. But it must be well done!

5. Brass Pounder Usefulness:

All said yes, except for one “Maybe”.

Good sign that there is interest in the publication.

6. Suggestions for the Brass Pounder

Mention was made that home-grown articles from the members are important.

Keep those cards and letters coming, folks. I can't do it without your participation!

So, that is my 2-cents worth. I welcome any of you to send a letter to the editor for your assessment of the survey. Just send it email or snail-mail. Your comments are welcome and needed.

Ray Brady

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joycove@wilsoncom.us

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.

In this issue, The Brass Pounder talked to Pat Boltz, Kansas Central Division member from Topeka.

A conversation with Pat Boltz.

Brass Pounder: What got you into model railroading?

Pat: I've always liked working on small things. I'd take apart tape recorders and stuff as a kid. My mother, when I was 10 years old, got me an O-scale train set, and between my brother and I, we had a whole lot of fun with it. We'd set it up and tear it down every time we played with it, so we'd put the track together and we would take over the living room. But, that got me started. Of course it is a big gap between then and when I started the layout that I have.

BP: What are your favorite aspects of the hobby?

Pat: I feel every railroad should have a mountain and some trees, a town, and some railroad maintenance. So, that is what I have. I have hills, and I am proud of my trees.

BP: These are ones that you have made?

Pat: They are the Scenic Express trees. The "Super Trees." It is a plant actually. You trim off a leaf, dip it in a white glue solution, and use the ground foam for the color and that. Of course, you paint the stalks first to the trunk color.

BP: These are confers or deciduous trees?

Pat: Mostly conifers. They are on the terrain that resembles what we have around here – the bluffs and everything.

BP: It is interesting coming here to Topeka from the west. You go through the flint hills where it is gently rolling and a grassy landscape, and then get close to Topeka and the terrain suddenly gets hilly and heavily treed.

BP: You said you have maintenance on the layout?

Pat: Yes, I have a roundhouse at one end, and a car shop in the center. Everything is under construction. I started this layout in 1996, so it has been over 20 years of off-and-on work. I'll get a



notion and might be down here a whole weekend. I may not get a lot done, but it is rewarding.



BP: So you have a continuous loop?

Pat: Yes. I do have a passing lane, and 5 different blocks that I can run DC. I also have it wired for DCC and most of my engines have decoders.

BP: What system are you using?

Pat: I'm using an MRC system. It is working real well. I am pleased with it. I have had no problems at all. And, I have but one booster. I don't have that much railroad to warrant more than that. It is not that big of a layout.

BP: How many engines and rolling stock do you have?

Pat: I think I have 30 cars or more, and a dozen engines. I model the transition era, so I kind of like the 30's or 40's. I have early diesels and late steam.

BP: What road are you modeling?

Pat: Most of my rolling stock is Santa Fe because it is what I see the most. Growing up, I would visit my uncle in Carbondale and the Santa Fe goes through the edge of it. I remember the old F7's coming through – it just sticks in my head. That is the one locomotive that I really like in a diesel.

BP: You grew up here in Topeka?

Pat: Pretty much. From 8th grade when I was 15 we moved here from Seneca.

BP: So you were seeing Santa Fe, and of course the Union Pacific is on the other side of the river here in Topeka. Now, they are on the south too since the mergers.

Pat: Yes, Topeka once had 3 railroads, but now it is down to two.

BP: So all your locomotives are Santa Fe?

Pat: Pretty much. And UP as well. Then I have some Chicago and North Western.





BP: So is this set up to represent Topeka?

Pat: Not necessarily. It is just something in my head. I just laid it out. I changed my mind a lot to get something I was happy with. Add to and take away. It is coming around. I'm kind of contemplating mounting everything in place or not.

Right now, the buildings and streets are just laid on the surface – not attached. Like I say, the layout is in the building stage. A lot of the models aren't completed.

BP: From the looks of it, you have a plan for everything.

Pat: The easiest part of it is the trees and the terrain where you

don't have all that planned out stuff.

BP: What drew you to become an NMRA member?

Pat: I guess it is more the information and doing things to scale, as well as the NMRA standards that are done by everybody. And, of course the train meets. Everyone talked about it. So, I figured I should be a part of it.

BP: Has the group satisfied your need?

Pat: We're doing OK. There's the problem of being so far apart from one another. There are a couple of guys here in Topeka that are interested in getting together, so we should carpool rather than going alone.

BP: To enhance the attendance, what kind of programs would you like to see?

Pat: I'm OK with the workshops that we have had in the past. And, I like the trip to Abilene to see the locomotive, even though I messed up and got there too late for the tour through the engine house. That really upset me. I really wanted to see the steam engine.



BP: It was really interesting to climb up on the steam engine in Abilene. I've seen 844 when it was here in Topeka, and 3985 the last time it was in Kansas City.

Pat: Yes. I saw 3985 from a distance when it went over the bridge here in Topeka. That is

the closest I ever got to it.

BP: They had a stand next to 3985 in Kansas City so you could see into the cab and talk to the engineer and see what he was doing.

Pat: I have some videos, like the "Tracks Ahead" series. I love that program. I taped every one. PBS didn't have commercials at that time so you get to see the program uninterrupted. There have been other programs where you see the workings of the shops.

BP: Have you gone out to places like Durango and Silverton and ridden any of the old steam trains?

Pat: No, I haven't. For some reason it just doesn't work out with the schedule around here.

BP: Are you going to the NMRA convention in Kansas City this summer?

Pat: Yes, I really want to do that. And, I'm good for driving to it – it is that close.

BP: What do you do at work?

Pat: We build signal houses for the railroads. It is an interesting job. I make ready all the electrical boxes for the electricians. We put out about 60 units a week. We have been about double that in the past, but the downturn has affected us.

BP: Is this for just one railroad, or for more?

Pat: No, we do all of them. In fact, Norfolk Southern is the only one we do not do anything for. We do everything from small boxes that hang on a post to big structures 12' X 40'. They are both aluminum and steel. UP buys most of the steel product. CSX has a big contract – we are always building for them. Santa Fe is on-and-off, but they are a regular.

BP: You say UP is steel. The rest of them are aluminum?

Pat: Yes, most everybody else uses the aluminum. I don't know why, but it is obviously a different philosophy. We powder coat the steel so they are weather resistant. It is a nice product. But, I've been there 11 years, and will be retiring in 2019.

BP: Then you can spend more time down here with the layout.

Pat: Yes! And, I can spend some time on the house. The porch needs some attention so I will be working on that.

BP: Do it while you have your health.

Pat: That's right.

BP: We talked earlier about the workshops and clinics. What types of things would you like to see us do at the meetings?

Pat: We have done the senicing stuff. More of that would be good. And, any stories from the old timers would be good. Like the time we went down to Florence to the dinner and guest speaker. I enjoy when people tell stories about the railroads.

BP: We have a new member that is a BNSF dispatcher. I am sure he can have some interesting tales to tell.

Pat: I am not one for telling stories, but I am sure a good listener. I would really enjoy hearing stories about the railroad.

BP: What other outside activities do you have?

Pat: I have smaller scale woodworking stuff I do. I have a 9½ band saw, router table, and a

table saw. I periodically get them out and build something. I built a murphy bed two years ago and it is in our north bedroom. I think it turned out really nice.

BP: Do you do woodworking on an HO scale to populate the layout?

Pat: I haven't really tried any scratch building of models. I have just done the full size stuff. I guess that is scratch building, though... Like that cabinet. I threw that together from scrap wood I got from work. I've put together a pretty good stack of parts. I could probably put together something. I'll be more inspired when I don't have to worry about going to work.

BP: Do you get down and do much rail-fanning here in Topeka?

Pat: Not on purpose, honestly. Once in a while I'll pull over and watch one go by. Out where I work, UP crosses the access road and I'll go down there. They are always coming by. And they will be coming through about the time I get off work. So I'll see them then. That is kind of neat.

BP: One of the things I am thinking about for the Brass Pounder is doing a "Seen here" section where KCD members submit pictures of trains that they have seen.

Pat: Yeah. That would be interesting.

BP: Every once in a while, there is something interesting come through, and sharing with the others would be kind of neat.

Pat: Yes, I have seen a string of locomotives coming out of the Santa Fe shops here in Topeka going somewhere. Obviously, they have been worked on here and were going back out on the road.

BP: Any other things happening with you? I am doing quite a bit of genealogy right now.

Pat: That is interesting. My brother went through the Boltz side a few years ago, and had quite a time of it. He got a bunch of pictures and everything. On my mother's side, she was Pennsylvania Dutch. I have a Great Great-Grandpa that fought in the Civil War and I have a secretary cabinet upstairs that was purchased by the family shortly after the war. - 1887 or something like that. Pretty neat stuff. I like that era of history.

BP: Have you thought about doing that era on the model railroad?

Pat: I have, but what I am doing seems to be more available. This era is very popular and a lot of stuff is out there. (Clock starts sounding in the background) That's the clock is sounding off. You have to let it go through its cycle. (Horn, bells, clickety clack, etc.)

BP: I have a bird clock, but I haven't heard a train clock.

Pat: Yes, I got that about 15 years ago.

BP: I've seen some pictures of a Civil War Era layout. And, Microtrains has come up with a link-and-pin coupler for those doing pre-1900 era modeling.

Pat: My civil war interest came about after I had already started the layout. So going back would be hard.

BP: Well. Pat, thank you for your time. It has been interesting talking with you.

Pat: Thank you for coming.

KCD NMRA Membership Survey Results

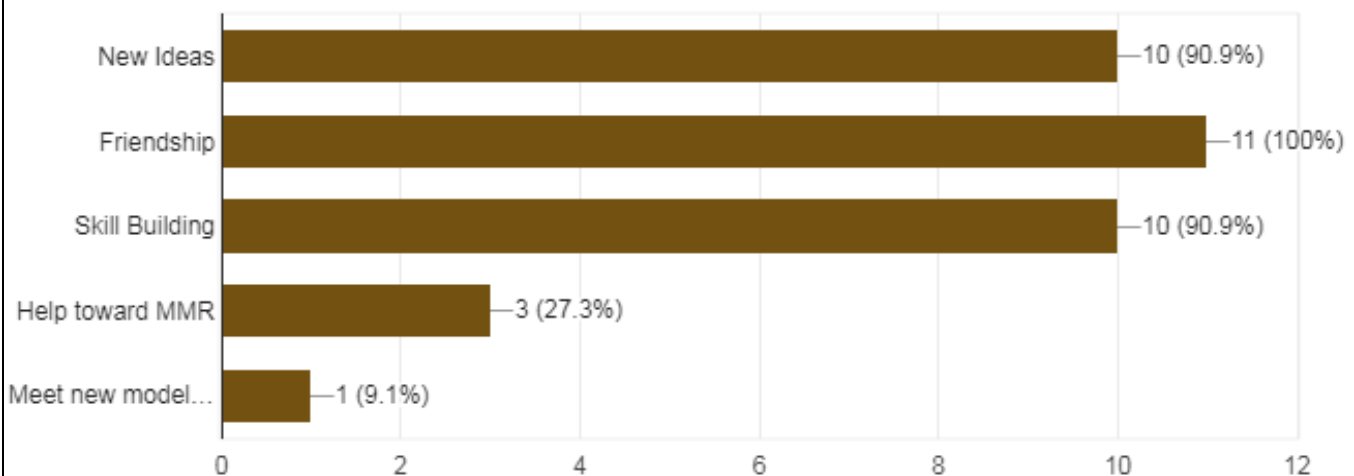
By Chris Heinsohn

The November Brass Pounder contained a membership survey. We had 11 responses. Now that sounds small, but it was a sizable response to a survey of a group that has less than 25 members. The survey is still open and we encourage everyone who has not yet submitted a response to do so when they can. [Click here](#) to submit your responses.

Below are the result of the membership survey. Please note not all question were required to be answered and some questions accepted more than one response.

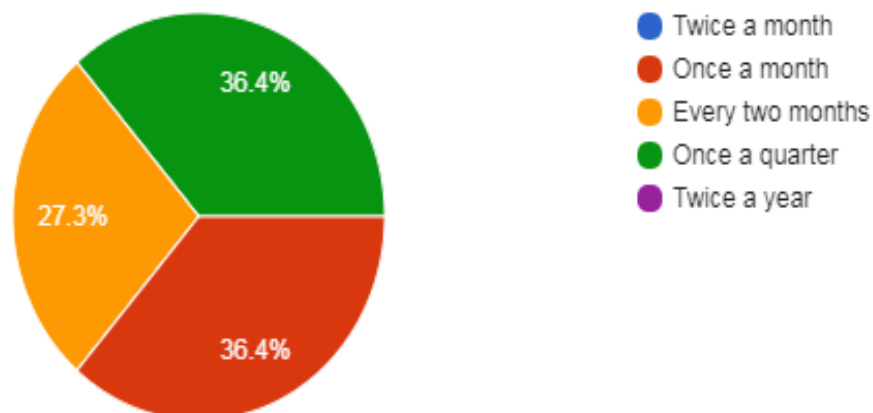
What purpose does KCD of NRMA serve for you? Check all that apply.

11 responses



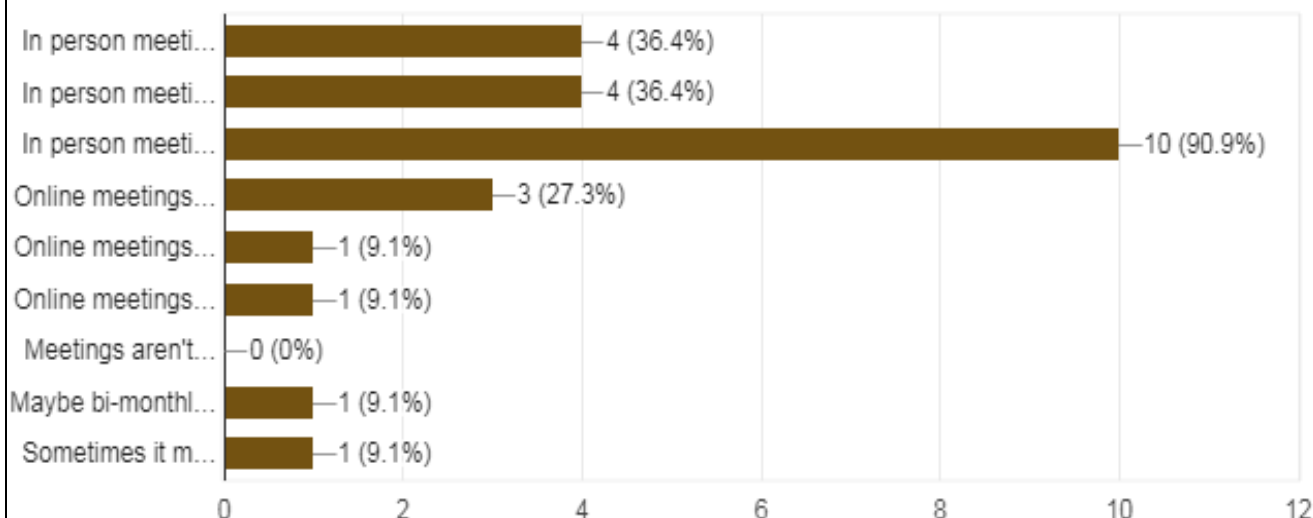
If you enjoy getting together with fellow model railroaders, how often would you like the KCD to meet?

11 responses



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

11 responses



What program topics would you like to see presented?

8 responses

Skill building techniques, operations plans and approaches.

I think I just answered this question in the previous question.

everything model railroad

Some "wide view" and some "detailed discussion"

Prototype operations and how that is translated to a model railroad.

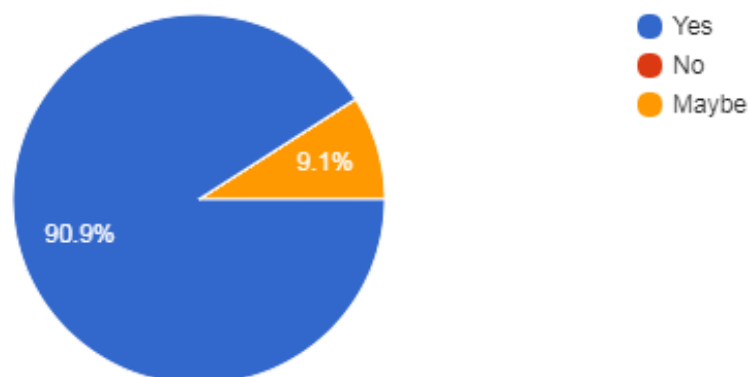
Anything pertaining to model railroading or real time railroads

Modeling skills, cars, locomotives, etc

Rock Making, Water making, Applying decals and lettering, building structures, lighting structures, lighting the layout

Is the Brass Pounder useful to you?

11 responses



What suggestions do you have for the Brass Pounder?

7 responses

It doesn't have to have as much content. Info about the next meeting and what members are currently up to would be fine. NMRA national news we already get through the magazine and other emailings.

Just read my first copy. Not enough background to form an opinion yet.

More member-submitted articles.

I think that Ray does a fine job, it's hard to please everyone!

Just like this pounder

I like it as it is now

More articles from more members

What other questions should have been asked?

5 responses

"Do you know other Model Railroader's we could invite To join the NMRA and our group."

Why did I join the NMRA? What other railroad-oriented groups do I belong to?

None

N/A

Do you know of any free meeting rooms in the KCD area?

KCD Modeling in the NModelRA

Modelers from the past – A Look at the KCD of Yesteryear

The following article was published in
Volume 50 No 3 – Fall 2000 of the Caboose Kibitzer

A History of the Mid-Continent Region of the National Model Railroad Association

By Dean Windsor, MMR

The Mid-Continent region (MCoR) was born in 1959 by a group of modelers from Tulsa, OK and Hutchinson, KS who had attended the NMRA National Convention in Denver, CO in 1949.

The territory originally assigned to the region included Arkansas, Kansas, Missouri, Nebraska, Oklahoma, and the lower two thirds of Iowa.

The region name came about at the planning meeting in Tulsa in late 1949 when a glance from a hotel window revealed a large oil refinery along the river with the name "Mid-Continent." Inspiration being what it is, the group adopted this name for the new region.

The region herald was designed by Bernard Corbrin of Red Oak, IA following a remark by a convention banquet speaker who referred to the region as being the "Heart of America." The first president of the region was Lester R. Schucker of Hutchinson, KS. He started publication of the MCoR newsletter known as the Caboose Kibitzer, which is published on a quarterly basis. He also started the publication of a periodic newsletter between issues of the Kibitzer called "The Handcar."

The Region's first convention was held in Kansas City in 1950 with 53 of its 168 members registered.

The MCoR has entertained the NMRA National Convention on 3 occasions in 1970, 1984, and 1998 and will do so again in 2001.

Two of the Region Presidents went on to become President of the NMRA. These two were George H. Brown, and A Craig Brown. This year will see the installation of Allen Pollock as the third.

Several MCoR members serve the NMRA in various position and committees. Two of the current four officers of the NMRA are MCoR members.

The day-to-day affairs of the region are directed by four elected officers and a board of directors, each elected by each division to represent their area. In addition, a willing staff of volunteers conducts the business of the Membership, Convention, and Publication and Achievement Program Departments.

The Region originally conducted its grass roots efforts under the leadership of area directors. Today, that effort has been taken over and enhanced by the addition of 18 divisions. Each division is a group of local members who conduct one-day area meets once or twice a year as well as regularly scheduled meetings where they host clinics and other activities. The area meets offer a mini-convention with a full schedule of such things as Model and Photo Contests, Clinics, Swap Tables, Manufacturer and Prototype Displays, Fan Trips, Layout Tours, Prototype Tours, and more.

The Mid-Continent Region is proud to have been a part of the NMRA this past 50 years. Its members are grateful for the many efforts of the NMRA and its membership to make this wonderful hobby even better. As we start the next 50 years MCoR fervently believes in the NMRA and its mission and hopes that what we do in the beginning of this century will carry MCoR and the NMRA successfully into the next century.

Out and About

An “Extra” section of the Brass Pounder
submitted by members of things seen
“On the Road”



Photo courtesy Tom Katafiasz

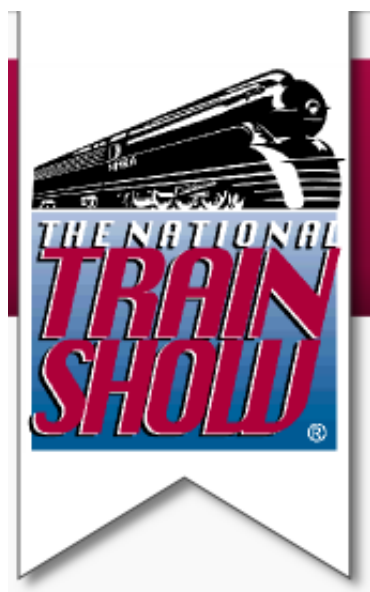
Tom Katafiasz snapped this picture in Salina on August 18, 2016 of the UP's SD70M resting on the siding. She and her sister are still carrying the flame.



Photo courtesy Union Pacific



A Few of the layouts
on tour



National NMRA Convention
August 5-12, 2018
<http://www.kc2018.org/>



Timetable

A Look Down the Line

Mark Your Calendars 2018 KCD Meetings



February 3, 2018

Wichita Train Show
Cessna Activity Center
Wichita Kansas
1:00PM KCD Meeting

April 14, 2018

TBD

June 9, 2018

Ray Brady
Brookville Kansas
1:00PM KCD Meeting
followed by
Running Trains on the
N-scale UP, D&RG, and CM

August 4, 2018

TBD

October 6, 2018

David and Chris Heinsohn
Elmdale KS

December 1, 2018

Ross Boelling
Junction City KS
1:00PM KCD Meeting
followed by
Experiences of a BNSF
Dispatcher and Layout Tour