

Photo by David Heinsohn

THE BRASS POUNDER



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

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Timetable

The next KCD meeting will
be at Ray Brady's On April
14, 2018

Join the KCD on Facebook!

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

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Join the KCD Yahoo Group!

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

| | | | | |
|-----------------------|---|--|------------------------|----------------------------|
| <i>Call Board</i> | Director 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 February 3, 2018 was held in Wichita in conjunction with the Wichita Train Show. Those in attendance were: Ray Brady, Pat Boltz, David and Chris Heinsohn, Tom Katafiasz, Alan Meinholdt, John Snell and Larry Tiffany.

Superintendent Snell called the meeting to order at 1pm. Larry Tiffany presented the treasurers report showing a balance of \$92.50. There was a discussion on the benefits of maintaining the 501c status of the KCD. The advantages & disadvantages were mentioned and it was decided that we should maintain our current status.

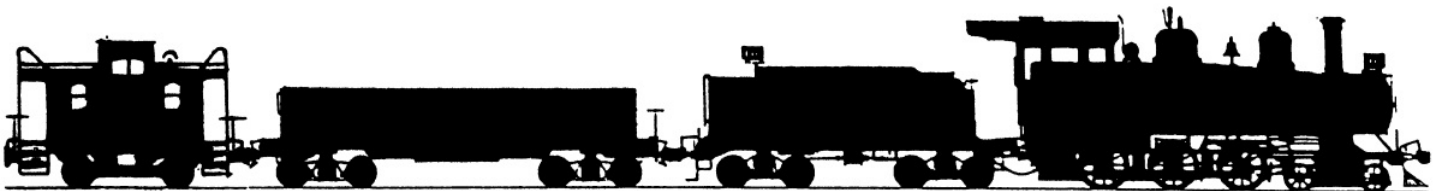
The 2018 meetings were discussed. The April meeting will be held at the home of Ray Brady in Brookville, KS on Saturday, April 14. The June meeting will be held on Saturday, June 2 at Baldwin, KS. The August meeting will be held in conjunction with the NMRA National Convention, with the exact time and place to be determined later. John Snell will contact Stephen Priest to arrange a time and place for the meeting.

Director Brady reported that the NMRA offers a \$50 grant for recruitment, providing that certain requirements are met.

The possibility of a KCD table at the train show was mentioned and the results of the survey that was sent out were discussed. Most members wanted some form of an informative meeting held bi-monthly or every quarter. It was also mentioned that we can bring a clinic to our meetings from outside the area, doesn't necessarily have to be in house.

The meeting was adjourned at 1:35pm.

Respectfully submitted
Tom Katafiasz, Clerk, KCD



Kansas Central División – **NMRA**
Ray Brady's House
Agenda for April 14, 2017 Meeting
Short Business Meeting
Followed by
N-Scale "Operating Session"



Wanted!

Articles of Activity!

What have



been doing?

**Anything railroad-related stokes the fire
for all of us.**

**So contact the BP Editor for things you
have been doing.**

**YOUR Brass Pounder needs YOU for it to
be successful.**

Superintendent News

From the **KCDivision NMRA**



I can't believe we are half-way through March! Tempus Fugit. Just turned on my lawn irrigation system and am getting ready for the outdoor activities needed to maintain the yard. UGH!

But, we have fun activities planned for this summer to help with the drudgery that awaits us.

First, our next meeting will be at Ray Brady's place north of Brookville. If you have not seen Ray's N-scale pike you will not want to miss this opportunity! Ray has designed a brilliant track plan that provides long mainline runs and many switching challenges. We'll have our business meeting first and then retire to the train room for some rolling action.

Second, we have the NMRA National Convention in Kansas City comics in August. If you haven't registered for the convention yet, you can still do so at nmra.org. I am looking forward to the clinics and the layout tours that are being offered this year. My last convention was in Anaheim, CA. It has been too long. I'm ready to have fun and hopefully meet new folks and learn lots of new things.

We have future meetings lined up for 2018. You will receive information on those meetings as we get closer to those dates.

I sure hope to see a lot of you at Ray's place.

John Snell



Notes from the Director and Editor

From the Kansas Central Division - NationalMRA

As I ponder this month's Brass Pounder, it seemed appropriate that the diversity of the NMRA membership should be highlighted. What prompted this is that I have had the privilege to:

- a. Interview 10 NMRA members for issue's Brass Pounder, and
- b. Attend the 2018 Layout Design and Operations Weekend this last weekend in Tulsa OK sponsored by the Indian Nations Division, NMRA.
- c. Attend the N-scale Enthusiasts convention in Kansas City in 2015.
- d. Talk to various modelers from around the country and beyond.
- e. And more!

These encounters have afforded me the opportunity to hear and see first hand the diversity of how the Model Railroad community approaches the hobby. And diverse it is! Just here in our division, we have modelers that:

- a. Are planning a sizeable switching layout based on a prototype.
- b. Are in the construction phase of a specific prototype railroad and location.
- c. Have their layout completed and are concentrating on prototypical operating sessions of a prototype railroad.
- d. Have a layout that is a freelance of their dream railroad.
- e. Have a layout that is a point-to-point.
- f. Have a layout that is a continuous loop.
- g. Concentrate on collecting locomotives and rolling stock.

All of these expressions of how to practice the hobby are very diverse, and

extremely valid. They are all different, but they are important to the life of each modeler owner.

Each time I visit a layout, I learn something about model railroading. That, to me, is the blessing of having our meetings change locations each time. Yes, we cover a large area and hence have significant driving times to get from one end of the Division to another. And, at the same time carpooling makes the journey go faster because of the conversation.

Speaking of traveling, the Division members have the opportunity to attend the National Convention in Kansas City this August 5-12. That is just around the corner. That is within the no-FLY zone. From the information being published in the NMRA publications, this convention is looking to be an outstanding event, with layout tours, workshops, rail-fanning opportunities, as well as just jawing with other NMRA members from around the world. What better way to learn more about various ways the model railroad community expresses itself. For those of us in the far western and southern reaches of our Division, the housing costs will be a significant part of the experience. But for those in the north-east part of the region, Kansas City is just around the corner – an easy commute. And, one of our own, Larry Tiffany will have his layout on the tour too.

I hope to see you at the next Division meeting April 14 – running trains on my layout.

Ray



A VIEW LOOKING OUT

Further Musings from the Director and Editor

After putting together this issue of the Brass Pounder and knowing that Tony Schmitt had informally talked with me about the biggest locomotive in the world being the Santa Fe 2-10-10-2; and then Larry Long's article in the 1991 Caboose Kibitzer, saying that the Union Pacific Big Boy was the biggest locomotive in the world, I did a little research and discovered that Santa Fe truly did have a 2-10-10-2 behemoth. I had not heard about that before.

So, I did a little research, and lo and behold, a book I have called "Iron Horses on the Santa Fe Trail" gives information about the ten 2-10-10-2's that they carried on their roster in **1910**. Here is a picture of two in the San Bernardino Yard in 1913. As indicated in the picture, they were used for slow speed freight service between San Bernardino and Bakersfield/Barstow – up the long Cajon Pass grade. They remained in service from 1910 to 1914.

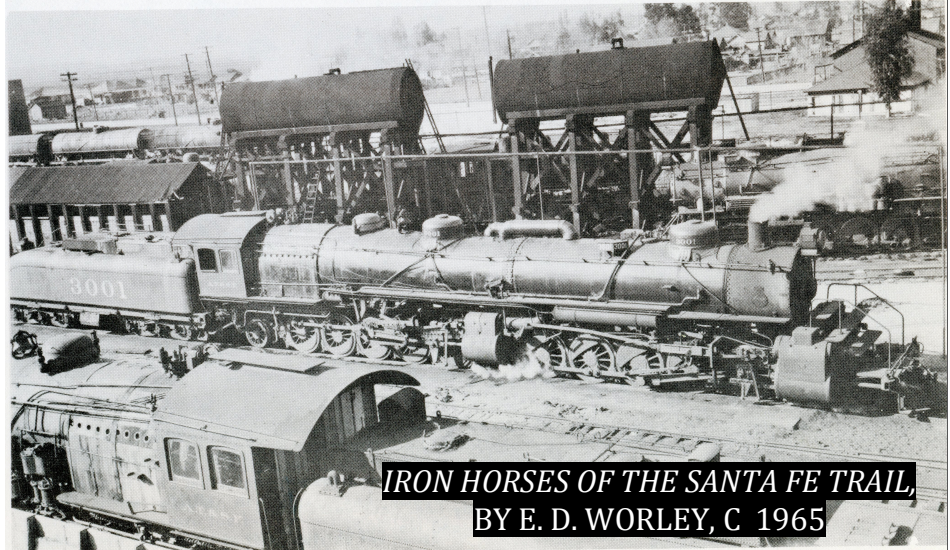
So how did they compare? Going to Wikipedia and searching for the two wheel arrangements, I arrived at the following comparison:

| Specification | Santa Fe 2-10-10-2 | Union Pacific 4-8-8-4 |
|-------------------|--------------------|-----------------------|
| Road Numbers | 3000-3009 | 4000-4024 |
| Driver Diameters | 57" | 68" |
| Weight | 616,000 lb | 762,000 lb |
| Tender Weight | 266,400 lb | 342,200 lb |
| Total Length | 122' | 132' 9.25 " |
| Overall Wheelbase | 108' 10" | 72' 5.5" |
| Tractive Effort | 111,600 lbf | 135,375 lbf |
| Boiler Pressure | 225 psi | 300 psi |
| Cylinder Diameter | 28" | 23.75 in |
| Cylinder Stroke | 32" | 32" |

In addition, ALCO built another ten 2-10-10-2 locomotives for the Virginian Railway in 1918 that were slightly bigger than the Santa Fe and were in service from 1918 into the 1940's.

So who had the largest Locomotives in the world? It depends on the time frame you are talking about. With the evolution in technology, "largest" is relative. But, they were all **BIG!**

Monstrous 3000 Class 2-10-10-2s were intended for slow speed freight service between Bakersfield, Barstow, and San Bernardino. No. 3001 simmers quietly beside one of its sisters at San Bernardino in 1913.



IRON HORSES OF THE SANTA FE TRAIL,
BY E. D. WORLEY, C 1965

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 Tony Schmitt, Kansas Central Division member from Salina.

A Conversation with Tony Schmitt

Brass Pounder: Tony, thanks for sitting down and talking with me. So what was it that got you into model railroading?

Tony: It all started when I was a young boy. We lived within 2 blocks of the Santa Fe railroad in Offerle Ks and spent a lot of time watching trains. My grandparents had a small acreage along the tracks and I would go down and wave at the train crew. I also spent a lot of time at the Santa Fe depot because I knew the agent but I also ran around with his son who was a year older than me. I spent a lot of time in the depot and I can still remember the coal stove they had in there. I used to go out and get the coal for the stove. I remember sitting at the window and playing with the key. In those days, that was how all the messages were done - with the telegraph.

BP: Of course you weren't live on the line?

Tony: No! No! No! I never touched that stuff. Funny - I would have liked to have been on line, but I didn't know what to do. But anyway, we used to run around as buddies. I used to watch the passenger trains



come through because I was amazed when that little arm came out and got the mailbag going 50mph. The other one would hit the pavement. You didn't want to be close because if it hit you, it wouldn't be good. That was a time in my life that I really enjoyed.

In the evening a passenger train would come in and that was a big excitement. I just loved the railroad. My uncle was a conductor on the railroad from Newton to Dodge City and back. I was always down there watching them switch. I'd talk to the engineer, and they would give me permission to get up in the locomotive. They would let me sit in the engineer's seat and let me pull the "lay shaft" – that is what I called it. And I also got to pull the rope for the whistle. That was a big thing. Never did pull the bell.

It was an exciting time. I think it had a lot to do with my going to work for the railroad. When I graduated from high school I went to work for Boeing-Wichita. Part of my family wanted me to go to Dodge City Junior College. But on my dad's side, all the family was living in Wichita by then. All of them thought I should go to work for Boeing so I went to work there. After about 2 years, a friend that also was working on the [B-52] wing was talking about the railroad and what it paid. So I said what am I doing out here? Cash registers went off and the next day I went up to the railroad yard on north Broadway here in Wichita. An elderly gentleman got up and asked me what he could do for me. I told him and he said just stay where you are at. He went in and got a guy from the dining hall. He never said hi or anything but went to the phone and called Newton and asked them when the blankety-blank are you going to get someone hired. We got a grain train that come up from Oklahoma and still no one hired.

So he hung up and told me to get up to Newton and go to the office behind the depot. I went up there and walked in the office. The fellow with the little green cap over by the window never looked up and asked me "what do you want?" I told him and he went to the cabinets and pulled out enough papers to be as thick as a Sears catalog, laid them down, tapped one of them and said "that is the one you need. Take it over to Bethel College and get a back x-ray. If you pass that OK, then you have a job." I went to work that night!

When I came back from the military in 1963, I purchased a used HO layout. It was beautiful because it had a lot of mountain scenery. When I moved to another home, I put it in the basement. And then I run a double main all around the basement wall. You got the train off the layout for while, and then it would come back again and you could do your switching on the layout. The thing I really liked on the layout was the roundhouse. It was like 12 or 16 stalls and it was all made out of metal and had H-beam and I beam construction. Plus, I had the Santa Fe Alco passenger train. They were rather heavy since they were made out of cast metal. I also purchased a couple of steam engines. One was a 3700-series steam engine. I don't remember the other.

BP: What are you modeling right now?

Tony: Most of what I am modeling is the 40's and 50's era. I purchased my current layout from a friend in McPherson that was unable to do modeling any more. I met him at a train show. I saw a work train at the show and I told my wife that was how I made my money. I loved the work trains. I was too nervous to sit around on a caboose so I worked with the work train guys. It was against the rules but I would go out and help them unload the ties or what have you.

BP: This was when you were a conductor?

Tony: Yes. Once a trainmaster showed up, watched me for a while, and asked me what I was doing. I said "What does it look like I am doing?" He smiled. I said "I know I am not supposed to be out here." He just said "You just be careful." I showed him my gloves all covered with creosote from the chains. He said follow me and we went over to his car and he handed me a box full of new gloves. And he said "Don't you dare tell anyone where you got them." I kept them in the caboose under lock and key

BP: At that time you were a conductor in a caboose?

Tony: Right! The other brakeman was a little lazy. They would fall asleep in the caboose. They didn't think they had to do anything on the work train. But I could not just sit back there and do nothing. We all had a good time, and nobody got hurt – we watched out for one another.

When they rebuilt that line back in the late 70's (the line from Neva through Abilene up to Superior) they replaced the bolted rail with welded rail. When we were finished, they brought an outfit out of southwest Missouri that recycled all this material. We met in Superior NE and we were on time. They asked me if we were ready to go, and I said "Yes! Why?" He said he'd talk to me later. Well, we started picking up the old rails, and it was still bolted together. When they replace bolted with welded, they don't take the old rail apart. I told the guy that I know how to use a cutting torch. If you let me, I'll go ahead and cut all the bolts off for you. He said "You'll do that?" So I said I would, and I did.

And the other crew member helped them stack the rail into the gondolas. If we would have gotten caught, it would not have been pretty. But, the foreman of the salvage company said that we were the FIRST crew that has ever been on time, and the first crew that has helped us. He said that generally all the RR work crews go back in the caboose and go to sleep.



BP: How did that work? Was the line shut down while all of the rail was being picked up?

Tony: It was shut down only during the day. We would come out from a siding to do our work during the day, and then go into a siding during the night so the line would be open. At that point, we all had radios, so we could be in touch with the dispatchers to let them know when we were ready to start, and when we were clear. But anyway, he said we needed to spot the train at Webber [siding] so they could unload the rails. At that time, they would sort the rail by 80lb or 90lb or whatever. The rail was all marked, and some if it had come from France and was good steel. Gillette razor company was buying a lot of that because of the quality of the steel. And a lot of it went down to Tulsa where they would heat it and roll it into re-bar.

But anyway, they asked me where we wanted to go to dinner and I said whatever is convenient to you because I am not going to shut down the train and go eat while you loose time. So he told me that when we get this loaded, park us down at Webber and you guys take our van and go to dinner while we unload. When you come back, we should be done and you will be ready to go. And it worked

like clockwork. I didn't know it, but the first job with them, we worked through until Christmas time and we shut down for the holiday. So the contractor was worried because he thought that someone would find out that the job was making money (because of the way we were working good together.) and they would get outbid on it. But, the SF Roadmaster said not to worry – we'll fix that. And someone did but the Roadmaster said we don't want him on there. We have had him before, and he is no good.

Anyway in there somewhere, I didn't know that the foreman had contacted the Safety, and the Superintendent, and our Trainmaster and they met us up at Webber. They called us on the radio and told us to stop there. And we did. And the whole crew all circled around them and they said that this was the best crew he ever had working with the work trains and they shook all our hands.

BP: So what was the makeup of the work train - what kind of engines and rolling stock did you have?

Tony: We just had the gondolas. We had a burro crane in the center on a flatcar that moved back and forth and we would separate the angle bars and the tie plates. Newton had a place where they separated them by size so they could be reused. And, we had flat cars with stakes for the rail. They would be set out and the train crews would pick that up but I don't know where that would go. And, the stuff that was going down to Tulsa would be put in gondolas. And some would be set out at Webber where another crew would cut the rail into 3' pieces so they could get a better price for the steel.

BP: So how many gondolas did you have?

Tony: We probably had 8 or 10 of the gondolas around. We didn't take them all at one time because we would get too much slack action. And, we had some flat cars set out if we needed them. And, we would set stuff out at the end of the day.

Also the contractor told me that he was shocked that on a lot of the work trains he would have to call the dispatcher to get the track warrants or train orders, but on ours, we took care of it. And, you were out in the weather with us. And, they appreciated it. Although it was against the Union rules, I just couldn't just sit there.

BP: What railroad are you modeling?

Tony: Santa Fe, and Santa Fe only.

BP: I see there are a few BN and UP locomotives displayed on the walls.

Tony: Yes, there are a few, but we won't worry about that. The UP locomotives belonged to a friend who was Union Pacific. There were about 4 years that there was a safety program. If you had a good year and didn't have any injuries they gave you one of those cars. That is where two of those locomotives and about three of the cars came from. One, or maybe two of them have decoders in them. Then I have that UP Big Boy. I want to get a decoder put in it if I can find someone that can do it. I don't want to do it myself because I am afraid I'll burn one up. I know of someone in Topeka that could do it, but I just haven't gotten to it. I don't know of anyone around here [Salina]. Do you?

BP: I don't. But there is Mark Juitt in Kansas City that you've indicated has done work for you before.

Tony: He has a lot of things going on. It is a hobby for him, but I may go back to him. There is one down in Wichita. I had several locomotives done down there and John come in every day and worked on them and it was a sideline for him. He worked on a lot of O-gauge.

As far as the work trains, we generally had two locomotives, the burro, and the caboose, as well as the gondolas and the flat cars. We'd get to a siding and have to switch them around. But they treated us well and we all got a nice letter from the Superintendent that said that it makes me feel

good when I get something praising the train crew.

BP: Is that the only line that you did a work train, or did you do others?

Tony: We worked the realignment job down at Eldorado KS for over two years when they put in the new reservoir. It pretty much was paid by the U. S. Government so when it came to overtime it didn't seem to bother anyone. We'd leave Emporia at 6:00AM and get out there at 7:00 ready to go. It was over 10 miles of all new surface. Dirt and all that had to be trucked in. The fill was by heavy equipment. But once they got that in they started the track work. We shoved the train ahead of us and unloaded the welded rail. They had to drag it to where they wanted it, along with the cement ties. Once we finished that, Missouri Pacific bid on the rail that was where the lake was going to be. It was heavy rail, and some outfit out of Utah got the contract on it. They had a supervisor that treated his people like dogs. Well, he jumped all over me about something – I didn't know what it was about – but I came unglued. Never in my life on the railroad did I ever threaten anyone, but this time I did. I grabbed a pick handle and he knew he went too far. Somebody turned it in and they came out and talked to me about it. I told them I had no use for the man. I said you don't treat people like that. When they are doing their job, you don't talk to them like dogs. And if you want to talk to him like a dog, take him off to the side, not out with everybody else. So, I unloaded and I found out later that he disappeared. And the new one was much different, and you could tell that when men that were working.

After that, the Roadmasters had other projects for us to do. They had a place south of Augusta that every time we got a big rain, water would come out of the Walnut River and there are 4 or 5 spots that got washed out and we went down and helped get that rebuilt. It seemed like that for a time there was a lot of work to be done.

We took a big train up to Superior NE when I was a regular



conductor on the regular locals. It was cold, and we passed this train off to another railroad and there was another one coming with a bunch of hoppers. They were all empty, and they were all to be taken down to Concordia to meet this short line and they would shove them out on a siding and store them for something like \$3 a day. We came on back, but did it ever rain. We got down to Marion on the old Rock Island main line. There was a creek that comes through there and it is rather deep and we stopped. The water was up hitting the bottoms of the bridge. I thought that you don't know what is happening under the water. You don't know the strength of the pillars. But, we went ahead and went

across and made it OK. When we got out on the mainline, we couldn't go to Newton because the water had washed some of it out. Once, along US-50 the water came through there and washed out all the ballast and of course the ties and rails swing with the water. That's when they put the work train back on because of so much track damage. That was back in 1993, if I remember right.

I was a safety assistant on the Railroad. I didn't have anything official. I was still a Union man but it was something I was really believed in. I had the chance to talk to Mr. Krebs, the CEO at the time. We had a big safety meeting in Chicago. I got a chance to talk to him and also the Safety supervisor from Newton. We always got together and talked safety, and I thought he was someone I could trust. Every time he had a little safety item to give away, it seemed like I always got one of them. We worked together and had different safety teams. He asked me to be on a safety team to go out to talk to all the customers on the railroad. I took the run from Dodge City to Boise City OK. There were 4 of us out there – 2 to a team. We'd go into their offices and tell them why we were there, and they would look at you kinda funny. I said we were serious – that we wanted to do what we could to get the business back. One guy said that it was not you guys – you know what we want where to spot the cars, etc. We never have a problem with that. It was an individual out of Newton. As a result, they went to trucking instead of rail. He said he would much rather go with hoppers because it is cheaper. I wrote it down, and told him we were going to have a big get-together to go over all this and the reports I get today will get fax'ed into Kansas City. So we kept on traveling and one place we stopped was at Moscow KS. He said they had a bumper crop of corn and that the feeders only need 4-million bushels of corn, and they are looking at an 8-million bushel crop. That excess will need to be shipped to the Gulf. But, that told us why the shipments had dropped off – the feedlots were taking it all.

Some of the places were salvage yards. I asked them why they were not shipping the scrap metal in gondolas. Well, seems they asked for something and the guys in the middle levels of the railroad just brushed them off. Several of the scrap dealers said that. So when our report went in to the top guys, they didn't know about it. And it wasn't much later that we started spotting gondolas at the scrap dealers.

We covered pretty much all of the area. Ark City to Superior and out west. Then, Mr Kribs called us up to Chicago and the meeting was part of the stockholders meeting. I got to talking to Mrs. Krebs and was telling her some things about safety and she asked me if I ever talked to him about that. I said we had a meeting one time and it was brought up. She said that if I had any problem, just call him. I said they will kill me for that. She said "Oh no, that is what he wants to hear."

One of the issues was the switches. There are a lot of injuries because the mechanism is not maintained and it becomes very hard to move the points. I told them about a switch here in Salina that had a very long handle and it was much easier to use. So, we talked about longer handles so that is what they did. But the train crew got to complaining. Then they went to a switch stand that had what looked like a steering wheel and you cranked the switches over with it. But people complained about them and so they disappeared. And now, we have what I call a windshield wiper that you didn't have to bend over to throw.

Another issue was the hand brakes where they couldn't get them to release because they got them too tight and they didn't want us to crawl up high to take them off. But they developed a device with a fiberglass handle with a hook on the end to reach up and hook on the spoke of the wheel to pull down on it.

Another issue was the drawbars. They would get out of align and you would try to pick it up and there is an injury. So first they came out with a belt, about 20' long. So the engineers thought that was the funniest thing, so when they started, they would open the throttle and bust the belt. If you did it right you wouldn't break it. Now, they have a fiberglass bar, about 4' long and that seemed to do the job. I think they still use them.

BP: That is almost a throwback to the link-and-pin.

Tony: Yes. Anyway, that is a few of the safety things. Then after I retired, I had been pushing

for electric switches and electric derails down in Newton. And, I understand from a guy I worked with that they now have the new electric switches and derails.

Both ends of Newton, they had the new floodlights and when they burned out they would never go up and replace them. And so you would get down to one light and you are working in the dark. So the safety team came up with the idea and we got new floodlights. So we had a company come out and measure the light and these really lit is up. And, we had a big pole line that was up 60-70' high with big spotlights on them. And, they finally bought a big boom truck to replace the bulbs. And, I think they have an electrical company do some of them.

They had a yard cleanup too. We had a safety meeting and everyone was in there, including me and my mouth. I was not afraid to say anything. And, I said too much that day because he told me to sit down and shut up, and pointed at me too. It was about the grain doors off the boxcars, air hoses and brake shoes in the walkway – all a tripping hazard. But, we did start a slip, trip, and, fall program. We did a good job on it. And, it was not only Newton, but we went to Wichita, Hutchinson, Dodge City, and all the way out to La Junta. My duty as Safety Assistant was to watch for the variety of ways for slip, trip, and fall items. Superintendent Duncan was with me once and he mentioned that it was costing a little money. And I just said how much does an injury cost. And he said you're right. Any way, I told the superintendent about the finger pointing incident, and the next day there were 5 burro cranes out there with their gondolas picking up stuff. And, we found out that the trainmaster had been transferred to Ark City.

Operation Life Saver was big with me. I loved to go out and talk to adults, bus drivers, and the drivers education group. They learned a lot from us and I got a lot of nice letters back. I was up at Concordia and had about 90 kids there. The two instructors said "Tony you can see the kids better than us. Let me know if they get to talking or not



paying attention. I said there are a couple that are more into romance and not listening. So I signaled to the instructors and they pulled them both out. And they said to the class "see this card. It is called a drivers license. This is what you are here for. I can see to it that you don't get it until next year." Boy, the class got quiet real quick. Then, I had some fun in Hesston. One little girl came driving up in one of the older VW. It was yellow. She came in at about 90 mph. So, I thought I'll have fun with this. When we started, I asked who drives that beautiful yellow VW bug. Boy, she jumped up and happy. So, I said that if you keep driving like that, there is going to be problems, but that is up to you. Then, I said "see this little Pepsi can. It is your yellow VW." And, then I lifted my foot and said this is a locomotive (I had

my work boots on). And, I took the can and smashed it and said that is your car after a train hits you. And, talk about total silence – that rang a bell. And, the instructor came up to me after and said that is the best thing you could have done. He said that hit them right between the eyes.

BP: What was it that attracted you to join the NMRA?

Tony: I think Tom [Katafiasz] had talked about it, and I had seen the magazine. I had already seen it when I was at Jewett's in Kansas City. It basically was by word of mouth.

BP: What is it that we can offer that you would be interested in besides the magazine? Are there other things that we could offer as activities?

Tony: I don't read all the articles. When you get into electronics, it is over my head. Since I've had a chance to be down with him [Mark Juett] and talk to him, I kind of picked up some of that stuff about the computer. And, I like some of the articles the guys are doing their building. I don't know if I will ever scratch build anything now at my age.

BP: So what you are suggesting is that since you will be getting into DCC on your layout, is work with somebody.

Tony: Yes, that is what I need. I want somebody that can do it, but don't talk over my head. I don't know anybody. That is where I am hurting right now. The guy that sold me my DCC system didn't tell me anything about how it went together. Just, here is the book and it didn't make any sense to me since it is all new information. And, it is a fear factor that I will break or burn something up.

The learning from somebody that is important. And, I want to have something going into the center on the layout rather than having it all dead space, and I haven't figured out how to do it without having a major redo. Anyway, having somebody to help me redo the layout.

BP: That is what we try to do after the short business meeting. We try to do something that is instructive or, in my case, come out and run trains. In my case, I've even run a helper engine on the rear, controlled independently of the guy running the engine on the front.

Tony: I've often wondered how you would do that on the models. When I was working, we often run an engine on the rear, of course in front of the caboose because they didn't want you in front in case something happened. And I often wondered how they did that on the models without dumping the cars. I worked around the railroad long enough that when we put them in the center, and then run around and put them on the rear. This was back in the 80's. When I left they had all this new stuff. I talked to a trainman a while back and he said "Tony if you come back out here, you'd be going down to Kansas City for four months to learn how to railroad again."

BP: That brings up a question in my mind. In the trains that come through Salina, they usually have two engines on the front and one on the rear. How do they control the power of the one in the rear?

Tony: It all is done in the head end. They have a separate throttle for the engine in the back. It is all up in the front engine and they have separate computers for each engine. One day I was down in Wellington and we picked up 12 locomotives. Back then they had a dial for the rear unit and you knew what the rear unit was doing – all by radio control. They had a unit that sat on the console to do all this.

BP: Well Tony, this has been fun listening to your stories of the real world railroading.

Tony: Thanks. It has been fun talking with you too.

KCD Modeling in the NModelRA

Our Member's Modeling Activities

Indian Nations Division NMRA

Layout Design and Operations Weekend

By Ray Brady

On the weekend of Mar 16-17, 2018 I attended the *2018 Layout Design and Operations Weekend* in Tulsa OK. Three other Kansas Central Division members were in attendance– David and Chris Heinsohn, and Dugan Frank. The weekend is an event that the Indian Nations Division of the NMRA has put on for the past 9 years and accomplishes two objectives. It provides an opportunity for model railroaders to run trains on the Tulsa area member's layouts on Friday night, Saturday night, and Sunday morning; and it provides workshops on Saturday morning and afternoon. The weekend encompasses both presentations and practical experience event.

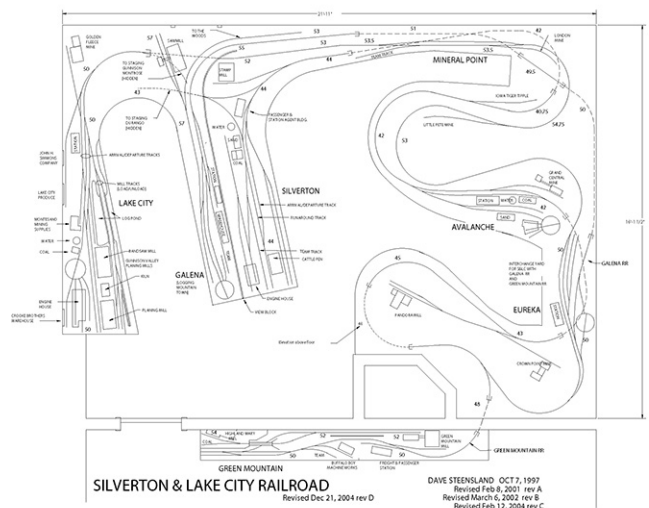
From the beginning, the Oklahoma crew made everyone feel welcome. And, it was clear from the beginning that the first priority for the weekend was that the participants were to "HAVE FUN!" Everybody kept saying that.

Going into the weekend, I had trepidation that everyone else would be proficient and I would be the screwball that messed everything up. Nothing could be further from the truth. Everybody succeeded – at least I did. Everything I saw and heard was very relaxed and informal. And, did I say the organizers wanted everyone to HAVE FUN. And, from the conversations I had, participants came from as far away as San Francisco and Chicago.

First, a little about the layouts. Thirteen layouts were available for the weekend for us to run. They ran the gamut from needing a crew of 18 to operate the layout to a crew of 3 to operate. And each layout had different levels of automation and reality. Not every layout had scenery that was complete. But the vast majority of the scenery was and the scenery was spectacular.

The owners modeled both prototype railroads and free-lanced railroads. Each railroad reflected the interests of the owner, both in locale and automation. We had Frisco, Kansas City Terminal, Southern Pacific, Santa Fe, KCS represented, as well as numerous mythical railroads that were "imagined" by the owner.

I had occasion to operate on Dave Steensland's HOn3 Silverton and Lake City layout, along with our own KCD members David and Chris Heinsohn. This is a point-to-point railroad set in southwestern Colorado that connects the towns of its namesake – Silverton CO and Lake City CO. The pictures accompanying this article were taken on Dave's layout.



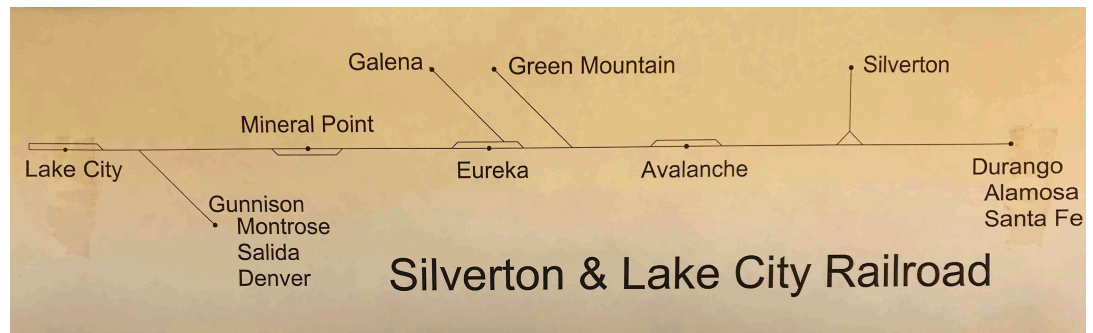
Having spent some time in the prototype area, I was intrigued by Dave's imagineering of an actual railroad that was proposed but never built over the Continental Divide. If

you are not familiar with the area, it is an area that transverses the high peaks of the Rockies.

After a brief orientation session where Dave explained the background, design, and operation, we drew straws on the train we would run and Dave took us into the train room and showed us around. Then, he gave us an individual orientation on our train, and turned us loose. His parting comments were: There are many ways to get your train ready (switch cars to make up the train) and to run down the line. I have just given you a general plan for what your train is to do. Err! HAVE FUN!

My train was a northbound train coming from staging representing Durango into the Silverton yard (Shades of the old *Denver and Rio Grande* (now *Durango and Silverton*). There the train was switched, the engine reversed (steam era), and then it was off for Lake City.

Mountains were traversed (yes, at one point I needed a helper because of the grade) plus I had to wait for a "meet" midway across the Continental Divide. (David and Chris's train coming south) Then it was on to Lake City Yard for more drops and pickups, and an engine turn. Then it was off to Gunnison staging on the now-discontinued Denver and Rio Grande line that actually came into Lake City during the Gold and Silver mining era. (you can still see the abandoned roadbed driving Colorado Route 149 north from Lake City towards the Gunnison River.



My skill at organizing the cars to do the drops and pickups, as well as mastering the turnout control switches (Tortoises) for a brand new yard left me nervous. There were tracks to select and switches to throw to get the train and cars into the right location. It required a quick learning experience while the clock was running. But Dave was there to answer questions and to suggest things. But, throughout the whole time, I never felt any criticism. The "HAVE FUN" philosophy prevailed.

It took about 2 hours to do the switching and run the train from the south end staging to the north end staging and was quite enjoyable. And, having the scenery in place enhanced the experience. Dave also had photographs on his backdrops to enhance the feeling of the mountainous terrain as you can see from the pictures in this article. Excellent! That gave me an opportunity to see what he did because I have plans for doing pictures on my layout.

And now about the workshops.

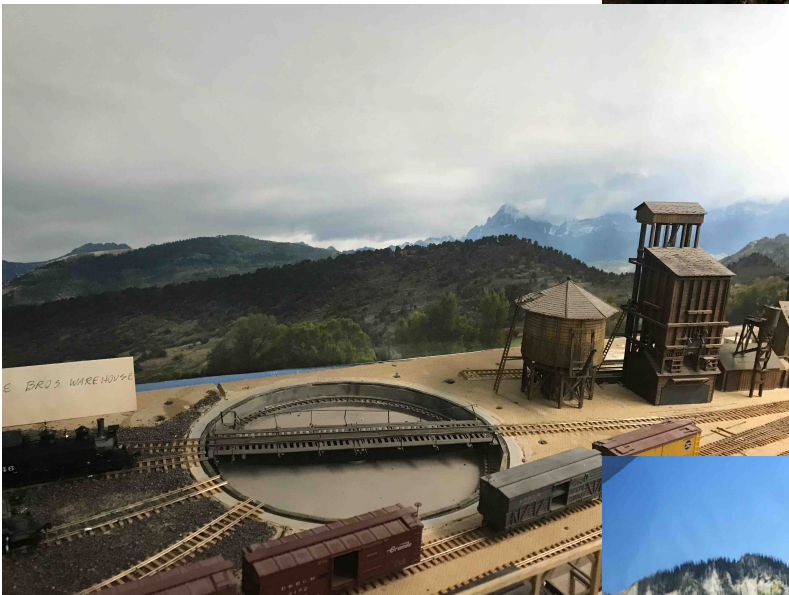
Five lectures with Q&A were offered on Saturday, each about an hour long. The subjects were:

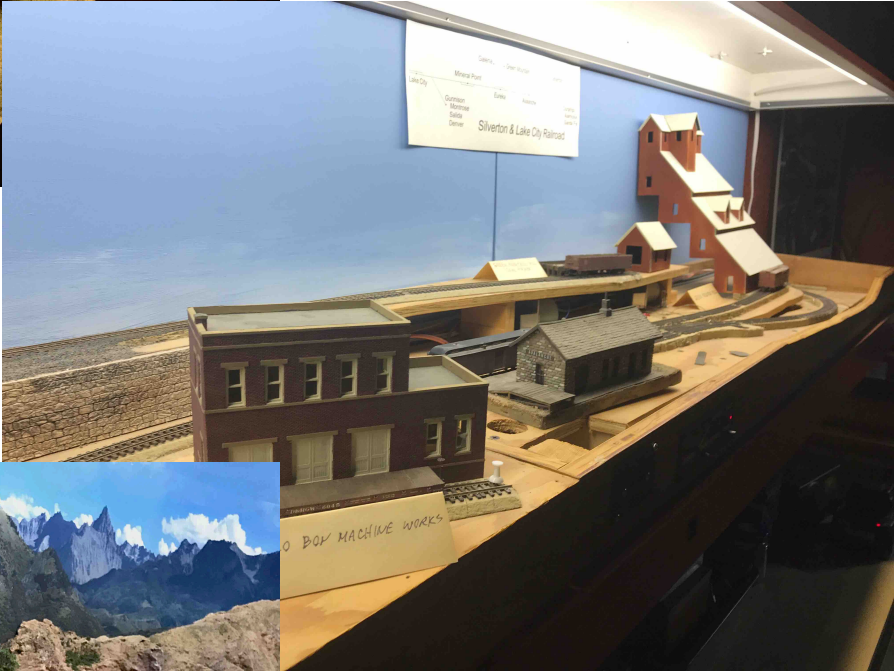
- a. *Duties of a Roadmaster*, by Dan Munson, yardmaster (among his many positions) on the BNSF.
- b. *The Dubuque and Northwestern Railway*, a model railroad creation by Art Danz - who worked various positions with the Milwaukee (and subsequent successors) railroads.
- c. *Model Railroad Photography*, by Dan Munson, who had many published model railroad photographs.
- d. *Using RFID for tracking car movements*, by Steve Davis on the practical aspects of using RFID devices on a model railroad
- e. *The Lost Art of Railroad Hand Signs*, by Art Davis, about the "language" of railroad crews before radio communication between engineer, conductor, and trainman as they traversed their route.



Each seminar was presented by individuals that were eminently qualified to present their subject material. Two of the presenters had many years of experience on prototype railroads, and the other was an expert in the field of electronics. The seminars were grounded in the basics such that they were easy to follow, and were presented in a way that generated many questions in my mind. Overall, the time spent in Tulsa was very well spent. Very informative..... If you have the opportunity to participate in events of this type, by all means do it. You will be glad you did.









KCD Modeling in the NModelRA

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

The following article was published in
Volume 41 No 34 – December 1991 of the Caboose Kibitzer

The Little Engine that Did

By Larry Long

Well ... maybe it wasn't such a "little" engine! Last Fathers day, Sunday June 16th [1991], Tom Carpenter of Overland Park, Kansas, established a new personal high in locomotive performance. Tom is a well known local modeler who has conducted numerous clinics in the Kansas City area on how to effectively repower locomotives. In fact, he gave his clinic to a standing room only crowd at the recent Area Meet sponsored by the Turkey Creek Division. The MO-KAN Rail Joiners set up 27 of their great looking modules at Metcalf South Shopping Center that holiday weekend. With 168 feet of L-shaped mainline to work with, Tom had the perfect opportunity to demonstrate his repowering skills. A Union Pacific modeler, Tom reached into his bag of tricks and pulled out 4-8-8-4 "Big Boy." It was basically a Bowser main frame body, but all similarities ended there. Tom installed 2 Sagami #2032 Hi-Torque motors, and all

Northwest Shortline, spring-loaded driver assemblies. The modified loco weighed in at 3lbs, 11½ oz.! That didn't include the tender --- it weighed another 12 oz. by itself.

The American Locomotive Co. built the 4000 series engines, the largest steam locomotive ever built, to haul tonnage 176 miles over the Wasatch Mountains between Ogden UT and Green River WY. The object was to move maximum tonnage at continuous speed up to 80mph! **Without a helper!** Tom's model was ready to take the challenge. When he started putting cars on the staging tracks we all knew we were in for a show. When he ran out of his own rolling stock and began to borrow anything and everything he could find, all of us knew it might be a record day. When Tom was given the green eye for the outside main, he cracked the throttle, and 1056 wheels and 528 axles started to roll. A mixed manifest of 131 cars and a caboose pounded out of the yard and onto the MO-KAN's high iron. 67 feet of train weighing an actual 31 pounds snaked majestically around those 27 modules for nearly 3 hours! Even ALCO would have been proud.



Out and About

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

Photo courtesy Tom Katafiasz



BNSF Grain Train in Salina Feb 8, 2018. Must have been quite a grain train for that many locomotives.

Foreign Power on the UP in Salina Yard
March 1, 2018



Photo courtesy Ray Brady



More Foreign Power on the UP at Salina Cozy Siding
March 1, 2018

Photo courtesy Ray Brady



UP Heritage seen on M-EPKC at McPherson KS
on Mar 22, 2018

Photo courtesy John Snell

Mixed Power on UP between Wolf and Wilson on 3/25/2018
Seven UP with a BNSF Sandwiched in the Middle



Photo courtesy Ray Brady

Wanted!

Articles of Activity!

What have



been doing?

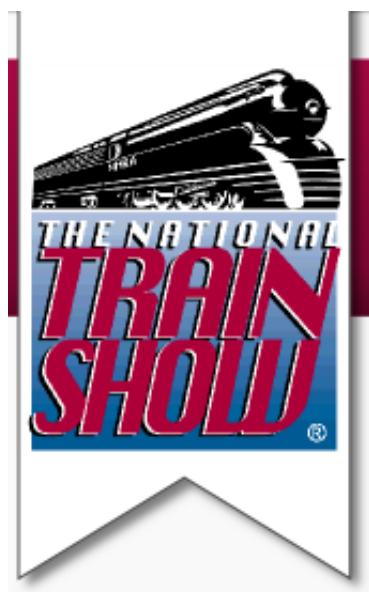
**Anything railroad-related stokes the fire
for all of us.**

**So contact the BP Editor for things you
have been doing.**

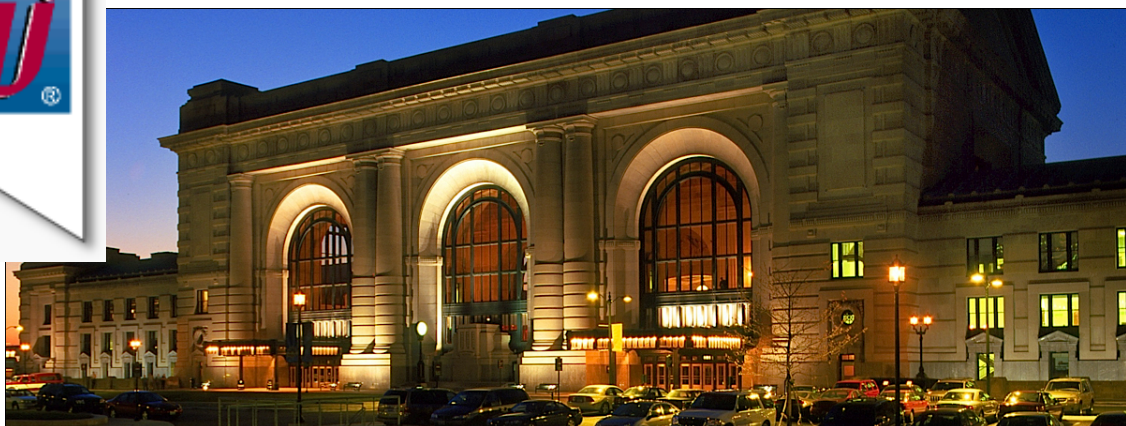
**YOUR Brass Pounder needs YOU for it to
be successful.**



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



April 14, 2018

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

June 9, 2018

TBD

August 4, 2018

At the NMRA Convention in
Kansas City

October 6, 2018

David and Chris Heinsohn

December 1, 2018

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