

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 4 & 5
August & October 2018

Timetable

The next KCD meeting will
be at Lyon County History
Center, Emporia KS

Directions on Page 4

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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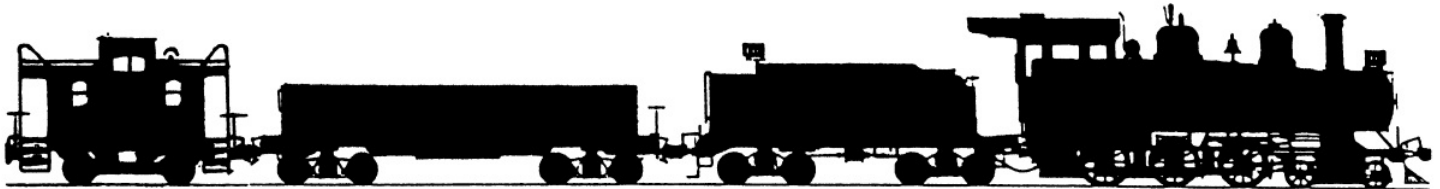
Join the KCD Yahoo Group!

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 David Heinsohn kd0r@fhrd.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

August 11, 2018

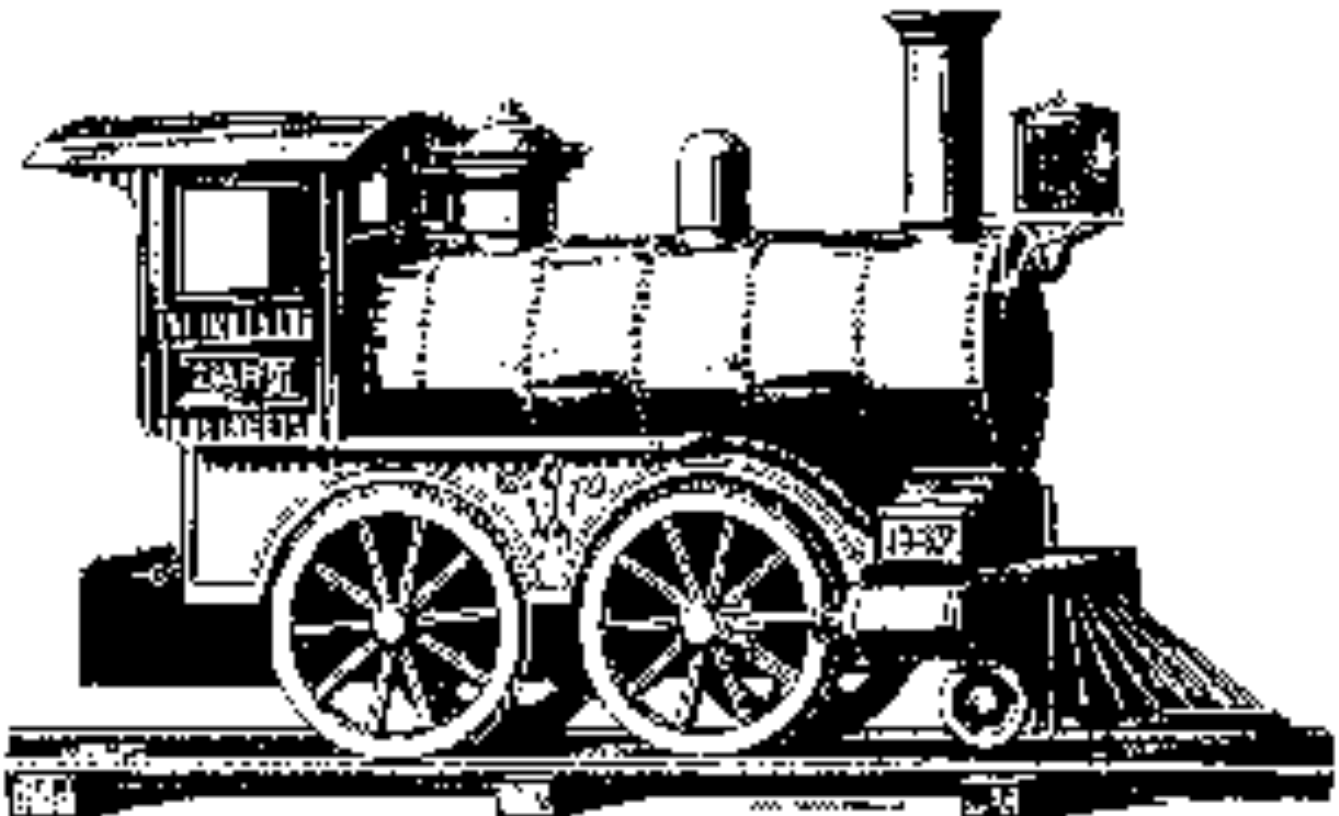


The KCD meeting of August 11, 2018 was held in Kansas City at the National Train Show. Those in attendance were: Ray Brady, David and Chris Heinsohn, Alan Meinholdt, and Wayne Castegnaro. In addition, we had guests Pete Magoun, new President of the NMRA, as well as two of the NMRA Board of Directors at the meeting.

Superintendent Heinsohn called the meeting to order at 1pm. Members comments were solicited about the Convention and the Train Show.

Next meeting will be in Emporia at the Lyon County History Center on October 6, 2018.

Respectfully submitted
Ray Brady



Next Meeting

Kansas Central Division - NMRA

Lyon County History Center

Agenda for October 6, 2018 Meeting

Short Business Meeting

Followed by

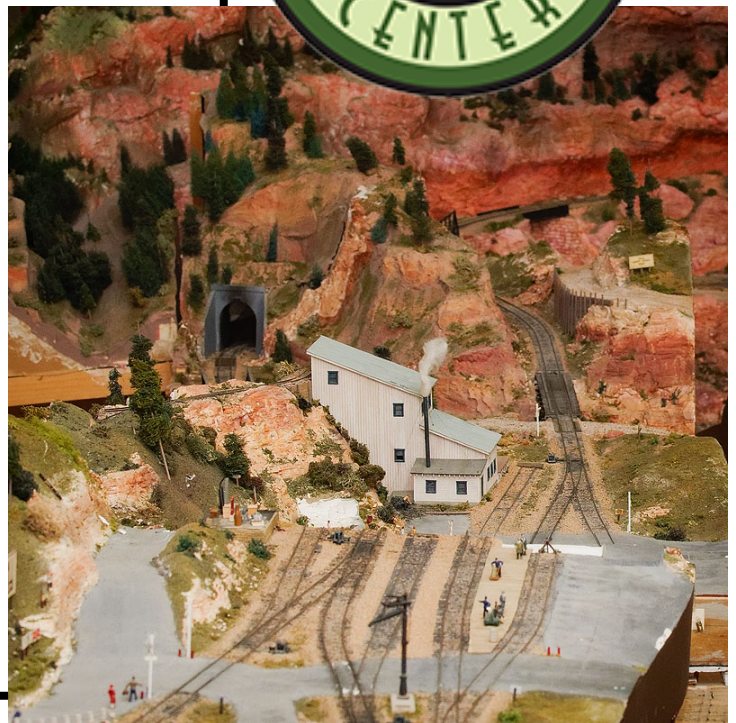
HO Layout History, Restoration, and Operation

Directions to Emporia History Center
711 Commercial St.
Emporia KS 66681
620-340-6310

From the North:
KS 99 South (Becomes Merchant St)
At 12th St, east 1 block to Commercial St.
Commercial St. South 4.5 blocks.
History Center is on the Right.

From the West:
US50 East to Commercial St.
Commercial St. North 1.5 Blocks.
History Center is on the Left.

Note:
Commercial St. Parking is 2 hrs.
A Public Parking Lot is Behind the History
Center Off Merchant St.



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**



By now I hope you've all recovered from the National Convention and your Summer Adventures. Traditionally, fall through spring are prime model railroad modeling months. Time to start that new layout, or build up that new structure, maybe get an encoder installed in that favorite DC locomotive, or weather some rolling stock.

Elsewhere in the BP, Ray has the info about our next meeting. It's going to be in the Lyon County History Museum, in Emporia. Emporia is pretty central in our Division, so I hope lots of you will be able to attend. There's also lots of room for us to sit together and chat. Along those lines bring along some pictures of your Summer Adventures, to include what you did at the National Convention and the National Train Show. Maybe you can bring along some of your super finds from the train show, or the silent auction. Show and tell is NOT just for kindergarten!!

Speaking of pictures, if you have pictures of some of your modeling, a friend's layout, or stuff from the prototype, send them along to Ray with a caption for inclusion in the BP. We'd all like to see what you're up to.

One way to make really good progress on your own layout is to help others with theirs. Steven Priest has talked about this several times in Model Railroad Craftsman. And it's a big, huge part of how he and his family made such rapid progress on their new layout. What it boils down to is to offer to be a part of a round robin layout modeling group. Spend a few hours a month helping some of your buddies, and they'll spend some time helping you. If nothing else, just figuring out what you want others to help with will get you organized.

At this point I don't know of any organized groups within KCD, but that doesn't mean some of us can't start. This would be a good use of the KCD Facebook page or the yahoo group. Just post something offering or asking for help. Ray and I manage to share a bit of time on rare occasions and I think it's helped both of us make progress.

Finally, for those of you who missed the last meeting we had three surprise guests at our meeting. The meeting of course was at the National Train Show. Five minutes before the meeting was to start three folks sat down at our table. It turned out that one of them was the new National President of the NMRA the other two were members of the national BOD, one from Canada, and one from Australia. They stayed for the meeting and made significant contributions. Perhaps the most noteworthy, at least for me, was the fist-bump Chris received from the president when she said that this convention had shown her that Model Railroading was her hobby - that she was not just a tag along with me. :-)

Enough for now! See you all in Emporia for our next meeting.

David Heinsohn
Superintendent



Notes from the Director and Editor

From the Kansas Central Division - NationalMRA

Let me offer a few comments from the Mid Continent Board of Director's meeting held on Saturday, August 11 in Kansas City during the annual NMRA Convention. This is a semi-annual meeting held for the region, which encompasses Kansas, Nebraska, Oklahoma, Missouri, Arkansas, and Iowa. Meeting at the Convention was a natural, as almost all of the Division Directors were attending the Convention. Here are some highlights:

1. The **2019 Mid-Continent Convention** will be held in Wichita on June 20-23, 2019. Plans are well under way by the Chisholm Trail Division. Registration is \$125 and includes the banquet, train show, clinics, and the convention activities. Not included will be attending tours (that are still being developed) and housing. The event will be at the Double Tree Airport with room rates at \$99 for one bed, \$109 for two beds. Commemorative decals in various scales will be offered instead of cars.

2. The **2019 MNRA Convention** will be held in Salt Lake City on July 7-13, 2019. Registration before January 1, 2019 is \$119. Location will be the Little Americas Hotel in downtown Salt Lake City. Room rates have not been published yet. Commemorative cars in HO and N scale will be offered,

3. The **2020 NMRA Convention** will be held in St. Louis on July 12-18, 2020. Location will be the Hilton



Hotel at the Ballpark in Saint Louis. Registration is \$135 before January 1, 2018.

4. The membership of the Mid-Continent Region is now slightly over 900 in the 6-state region. Our Kansas Central Division is holding relatively constant at about 22 persons.

5. The MCOR BOD voted to merge the South Missouri and North Missouri Areas. This is in central Missouri with 70% of the membership living in the cities of Jefferson, Boonville, and Columbia. Driving distance Jeff-City to Boonville is about 1 hour.

6. Member's passing was discussed. The board decided that MCoR would honor those members that died with a write-up in the Caboose Kibitzer. Although the Brass Pounder has already included a tribute issue, I will be passing information to the Caboose Kibitzer Editor about John Snell's Passing.

7. 501c.3 issue was discussed, and the MCoR reinstated their 501c.3 status (they let it lapse). The Directors were reminded that both federal and state forms are required to be filled out every year – by each Division. KCD will need to continue to do this.

That's it for the BOD meeting. Editor's comments will be found in an article in **Members Modeling Activities** section found on pages 17 and 19-25.

In a nutshell, this is an exciting hobby, and there are so many opportunities to learn from what the NMRA organization has to offer.

Ray Brady, KCD Director and Editor of the Brass Pounder.



A VIEW LOOKING OUT

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 Ross Boelling

Brass Pounder: What was it that drew you into model railroading?

Ross: My brother had a Lionel set and I messed around with it a little like into junior high. Then I switched over to HO and had some small layouts in high school. I put it away for a while and got married and moved around a lot. I lived in Silver Lake KS in 1991. During the time there I got reacquainted with the hobby. I made a simple layout – 2 bookcases with a door on top

BP: That is typical – getting interested as a youngster, getting out as the interests change, and then getting back into it.

Ross: Yes it is. I started my career with the railroad in 1996. At that time I sold pretty much everything except for some cars and locomotives. I figured that if I was going to do the 1:1 scale, I didn't need to do 1:87. So that is pretty much my model railroading until about 5 years ago when I started thinking about retirement. I thought I needed something to do so I got back into collecting stuff off E-bay.

Originally I was just going to do the barn for the layout and a shop, but we are now living upstairs. The layout has been planned for 4-5 years. I have a good friend in Montana who has a big layout up there. As I started to lay out mine, I conversed back and forth - my thoughts and ideas (or givens and druthers in the days of Linn Wescott). I'd send him different gyrations of it. I used SCARM as the design software and I have been pleased on how it worked. It is very handy; very friendly. It has all the track manufacturers, including switches etc. I liked how it looked on paper and how it came to be in reality. So, that is how it evolved into what you see here. There were a lot of iterations.

BP: Before getting to retirement, you didn't want to do both modeling and real world. The model would be like real work?

Ross: Correct! But now after retirement, I can now run a railroad the way I want.

BP: At the NMRA convention a couple of weeks ago, there are a number of modelers that are active in the profession.

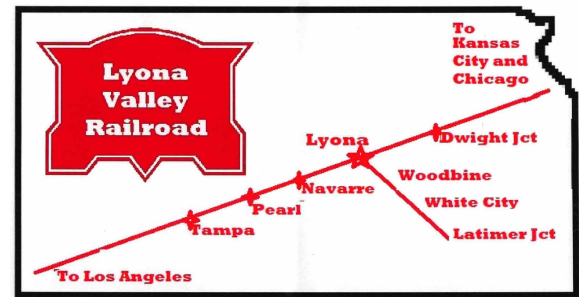
Ross: My favorite aspect of the hobby is operations, as you will see. This layout is designed for operations. It has running between towns, and there are a lot of operating possibilities. As a dispatcher, I loved just moving stuff and actually seeing what we were moving and how the cars were cycling.

BP: Is that the layout [see next page]?

Ross: Yes, this is it. I have a 10-track staging yard with two main lines through it. It is a combination two-main track and single-main track.

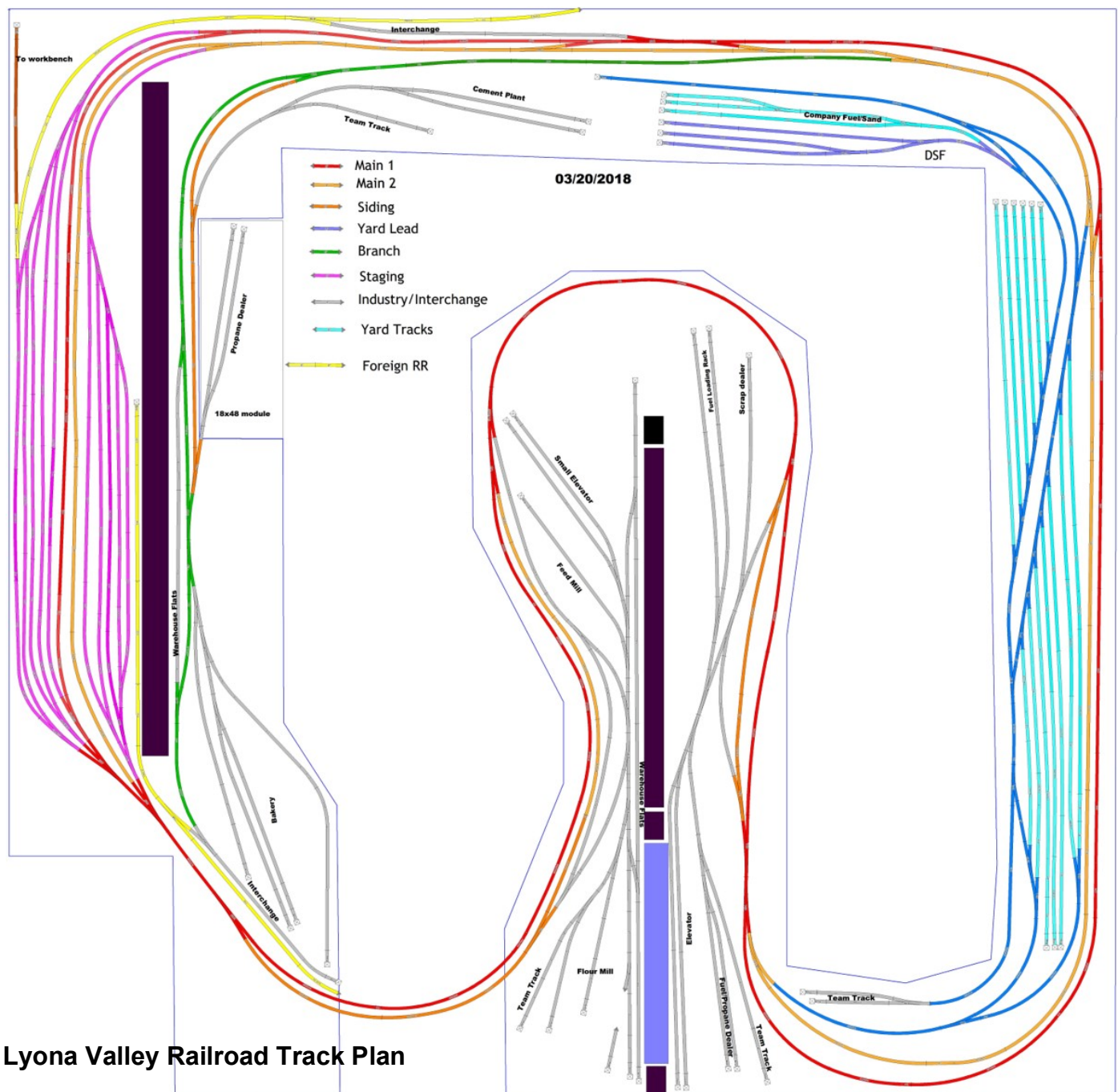
BP: Does it represent a particular area?

Ross: It is entirely freelance. It is called the Lyona Valley Railroad, which is where I live. It is a hypothetical subsidiary of a successful Rock Island. It has a small classification yard at Lyona. You come in from Kansas City to Dwight where you interchange with MRL (Montana Rail Link – my railroad, remember) with carload and eventually train interchanges.



BP: So you are interstate?

Ross: Correct! Then it comes into Lyona, which is the small yard. From there it goes to Navarre, Pearl, and then Tampa. Also, from Lyona there is a branch line that goes to Woodbine, White City, and Latimer Junction. At Latimer Junction, there is another interchange with probably Union Pacific. From Tampa, we go on to McPherson, Pratt, and Los Angeles. It is impossible for it to exist, but



Lyona Valley Railroad Track Plan

it is my railroad!

The operating scheme is through trains with block swap at Lyona. Once the cars are dropped, they will be switched by one of the two yard jobs. Then two locals and a branch line job will move them out.

Navarre is planned to have its own service to switch the industries there. It has a grain elevator, refinery, oil job, and a team track, and a junk dealer. Pearl and Tampa will be served by a second switcher. Pearl has a flour mill and a lot of single car industries, another small elevator and a feed mill. And another local will serve the branch line. There will be a bakery, cement plant, and a variety of industries.

So, that is what I see for the layout. Grain comes in, stored at Navarre, back to Lyona, then to Tampa to the flour mill, back to Lyona, then to the bakery, back to Lyona and then to the world. That is the main scheme from the grain side. The rest will be ancillary industries that will be serviced. There will be a lot of industries with a lot of switching. And, there will be some through passenger and freight trains too.

BP: So it is both continuous running, as well as switching.

Ross: Yes. If I just want to run trains, I can do that. And, if I want to do "work", I can do that too. It is mostly two mains, but there is a short single main section just to make things interesting.

BP: Are you going to signal the layout?

Ross: NO! It will be dark. There will be no signals. It will be dispatcher controlled. There is an operating scheme in Canada called OCS (Occupancy Control System). It is kind of a combination of Track Warrants and Yard Limits. I think I will play with that and use that as the operating scheme. OCS will give authority on what tracks to use and who to look out for. It won't be TT&TO, CTCF. It is called OCS in the Rule Book. I haven't actually used it, but it looks pretty intriguing.

BP: If you don't have timetable, how would that get set up? (just put on my learning hat.)

Ross: All trains today have schedules, but they really do not operate to the schedule. They operate when they operate. I'll have a number of trains ready to go, and we'll see how the system goes. They operate when they operate, but the authority will be the OCS. I hope to use a fast clock, but haven't gotten that figured out yet.


BP: If you are like me, it will be an evolutionary process.

Ross: Right!

BP: How many Railroads have you worked for?

Ross: Technically, five. I started with Southern Pacific in 1996 at Denver knowing I probably would go to Omaha. UP took over in January 1996 and in April 1997 I had an opportunity to go to MRL. I was an MRL employee but dispatched the IMRL (Iowa and Missouri Rail Link) from Kansas City to Chicago. It existed for about 5 years and was being sold to the DM&E (Dakota, Minnesota, and Eastern). I was very close to going to Sioux Falls because the DM&E had a challenging operating plan. But instead (in hindsight a good choice) I went to BNSF in Kansas City. MRL is primarily a bridge for BNSF traffic anyway – they use the same computer systems, etc. so my learning curve in Kansas City was not that big.

OCS-10/17



Lyona Valley Railroad
OCS Clearance

1) Clearance Number: _____

TO: Train Symbol: _____

Engine: _____ at _____

2) Clearance Number _____ is void.

3) Main Track Authority from: _____ to: _____ on _____

A) Do Not Leave until _____ Arrives at: _____

B) Clear Main Track at: _____

C) Protect Against _____ between _____ and _____

Protect Against _____ between _____ and _____

Protect Against _____ between _____ and _____

4) Main Track Authority from: _____ to: _____ on _____

D) Do Not Leave until _____ Arrives at: _____

E) Clear Main Track at: _____

F) Protect Against _____ between _____ and _____

Protect Against _____ between _____ and _____

Protect Against _____ between _____ and _____

5) Main Track Authority from: _____ to: _____ on _____

G) Do Not Leave until _____ Arrives at: _____

H) Clear Main Track at: _____

I) Protect Against _____ between _____ and _____

Protect Against _____ between _____ and _____

Protect Against _____ between _____ and _____

6) Main Track Authority from: _____ to: _____ on _____

J) Do Not Leave until _____ Arrives at: _____

K) Clear Main Track at: _____

L) Protect Against _____ between _____ and _____

Protect Against _____ between _____ and _____

Protect Against _____ between _____ and _____

7) Other Instructions: _____

8) This Clearance is Effective at _____ RTC _____

9) This Clearance is Void and Canceled at _____ RTC _____

OCS Clearance Sheet

BP: At BNSF, was all your dispatching here in Kansas?

Ross: When I started it was different. It was Corwith to Wellington. They did some shuffling around and it then became Kansas City to Clovis NM.

BP: Did you dispatch in the greater Kansas City area?

Ross: Yes, with my expertise, I did a number of different things for BNSF. I was Manager of Transportation Coordinator, which basically coordinated the movement of traffic in the Kansas City area. I had to work with UP, KCS, and KCT to coordinate train movements in between the railroads. It is the second busiest rail hub in the country and there is a lot of back-and-forth stuff. It was to assist the transfer jobs, train interchange, etc. in Murray and Argentine. Then I was assistant chief dispatcher and handled Wellington east. And, I dispatched Argentine for probably 10 years. The last job I had was the track warrant job that was based here in Kansas City. It was the Strong City Sub, Topeka Sub, and the La Junta Sub out to Colorado.

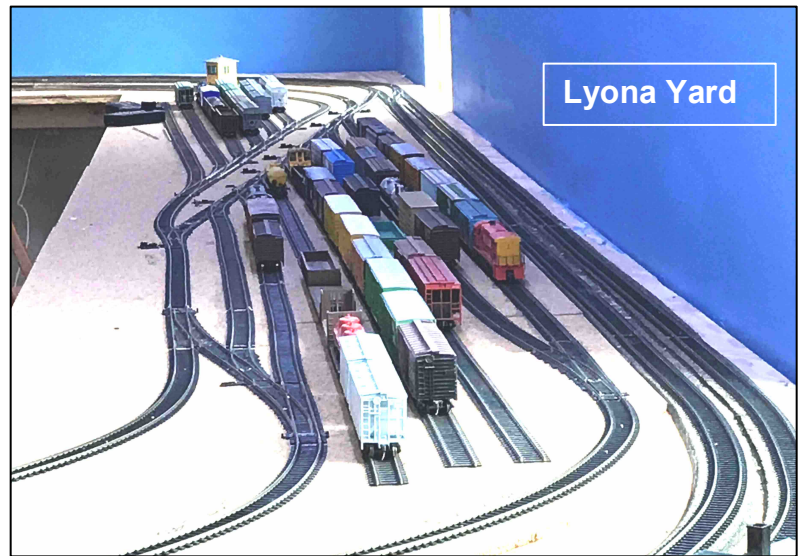


BP: Interesting. We have a member of the KCD that has a layout devoted to just the Kansas City area. It is primarily devoted to interchange, with some through traffic around the outside.

Ross: Of course, in Kansas City the Kansas City Terminal Railway is the connecting line for everybody. Everybody goes through them, so we have to coordinate with them as well. They are the ones that actually make the train movements.

For example, in Argentine, at the east end we have 5 tracks - Mains 1-5. And there were nights I would move 50 trains on a shift. So, the best example of the job in Argentine was like the plate-spinner at a circus. You have all the plates spinning up in the air and you try to keep them all going. So, at Argentine, you have the hump that takes trains in, the bowl that builds trains for departure trains, Turner which was intermodal but is now primarily automotive. Plus, you had mainline trains.

And each of them had to be fueled and inspected (all cars). And, you have the hump, which is basically like a conveyor belt that has cars coming in and cars going out. And, you have to keep everything moving. If one segment of it get's balled up, everything stops. If the bowl can't get trains built, the hump doesn't have any tracks to dump into, which means I can't bring trains in, which begets... Which begets... etc., which means Los Angeles gets constipated. Then you throw weather in, or a switch that messes up, or crews not available. If you have a Galesberg train and no crew, it wasn't going to go anywhere. So, you screw it into the ground in Ottawa pending a crew available here, or tie



it up at Holliday and that takes up a parking spot. I considered Argentine a 500 million dollar chess game every day. But, I loved it.... Fascinating place to work!

BP: It really exercises the grey matter.

Ross: Absolutely. That is another reason I want to have a hobby. I've always heard it said about dispatchers that you would walk out of a building at the end of the shift and not know where my car was. I had days like that!

BP: How did you keep track of the time for the trains?

Ross: Essentially, my strategy was: If you had a mainline train with only a crew change, allow 20 minutes on the fuel pad for that. I would set up the railroad and try to stage the trains coming in so I would have a spot for it to go.

If you have a train with Fuel and Inspection, that generally takes about 1 to 1 ½ hours. If you have a power mod to set out or pick up a locomotive, that can take 2 hours. But, there were days we would have a train on the fuel pad for 12 hours because it had some kind of problem and they couldn't get it resolved. You only have 5 places to park trains on the fuel pads, so if you take one of those away for 12 hours, that is 20%. So you get creative on what you are trying to do.

So, in my model railroad, I didn't want to do something that crazy, but do want something challenging.

BP: How many people do you think you will have in an operating session?

Ross: I think I can do 8, with the staging yard probably 10.

BP: This is 1-person crews or 2-person.

Ross: I would like the locals to be 2 man crews and the road trains to be a 1-person crew. There are some interesting switching moves you will have to make – some run-arounds, etc. to make things work. We have the bullpen out here and have everybody sit before getting a crew-call for trains. I'll probably try to use the JMRI switching program to do the car routing.

BP: JMRI is incredibly flexible. I'm on the Yahoo group, and people are always asking for advice on how to use the program because it is so flexible.

Ross: I was a system's analysis for 7 years and I had an adage that "if it wasn't for flexibility, you couldn't tie knots" e.g., you can make it so flexible that you reach a point that you can't do anything.

One of the things I did when I started to get back into the hobby, I became familiar with the Kansas City Society of Model Engineers and their model in Olathe. I joined them for a couple of reasons. First, I wanted to see how the hobby had changed in the years since I had been involved. And



second, to get with modelers to see what their ideas were plus operate the layout they had. Shortly after I joined, they announced they were closing the mall and destroying it. That is where the grain elevator and flour mill came from on my layout. The thing I liked about what they did was they used one side as an elevator, and the other side as something completely different. They used it as a view block so that is what I have done here – an elevator on one side, and a flour mill on the other side.

BP: How about doing things with the NMRA in the Kansas City area? Turkey Creek Division is quite active.

Ross: I got the newsletter but when I signed up I didn't have anyone to contact. I'll admit I did not pursue it, but I did not hear from anyone.

BP: I am amazed at the number of layouts in the KC area. There were 40+ tours at the NMRA Convention a couple of weeks ago.

Ross: I have a friend that is an engineer up there that has a layout and I have been over there a couple of times to operate. He has far surpassed my ability.

BP: We've already talked about the concept. What about the layout? Multi-level is popular.

Ross: I model Kansas – flat land – with not much elevation change. I debated about doing multi level but I will probably be lucky to get this done. And, I went with HO because of dexterity. Anything smaller would be too small. What you see here is about a year into construction.

We're in an old 1920's barn and a lot of work was required just to get to the point of starting construction on the layout. It was a dirt floor. And, in the interim, we had to do the upstairs so that took away from the work down here. Competing priorities! And, I became an E-bay aficionado. I knew pretty much what I wanted industry-wise when I was looking for cars. And now that I have everything in one location, I have a LOT of cars. Some is stuff to build, and I have duplicates too. But, it will work out. As a train dispatcher, I didn't care what kind of locomotive I had. I just wanted it to work. I can't tell one from another, but my son is a machinist in North Plate and he can tell by sight and by sound what it is - and what is wrong with it.

One of the things I love about the hobby is DCC. The ability to get away from switches and blocks is great.

BP: How many power districts do you have?

Ross: I have 5 right now. I only have one power supply but have it separated into 5 districts. And, I can add boosters if I need to.

BP: Have you paid attention to the length of the power supply busses?

Ross: Yes, I have kept everything under 30 feet. So, we'll see if I need to add more power, but I am set up so it will be fairly easy to add power supplies. I saw the problems they had on a layout in Kansas City where something fouls and everything shuts down. So, the yard is one power district, Tampa is one district, Branch line is one district, and the staging is one. So, if you have a boo-boo, it won't shut the whole world down.

BP: What would you do different?

Ross: I don't know yet [laughs]. One thing is my swing-up bridge doesn't work well at all. It swells and doesn't fit. So, I need to do something there to bridge the gap between the two sides of the layout. It has gotten to the point where it doesn't work. I need to come up with a different design.

BP: You might want to take a look at the bridge design I have. I borrowed the design from the Topeka N-track layout and it has been working great in 4 locations for me.

Ross: A friend has one that works pretty slick. It uses drawer slides and he has had pretty

good luck with that.

BP: What are your future plans?

Ross: Scenery will be the big thing. And get some operating sessions set up. There are a few folks in Herington and Abilene, and we will have the NMRA meeting here in December.

BP: Are you running trains now?

Ross: I do. Staging yard to staging yard is complete so I can do point-to-point. I do most of what I want to do without the through trains.

BP: What prompted you to be an NMRA member?

Ross: I guess primarily to support the hobby. I haven't had a lot of interaction other than this group. I've had more here than with the Kansas City group.

BP: Do you have a preference for a central location for the KCD meetings, or would you prefer meetings in member's homes?

Ross: I like to see the layouts. I don't think it has to be every meeting, but seeing what everyone is doing is good. It is tough though. With weather and the shorter days in winter, it's tough to get everyone to travel.

BP: We struggle with that. Because we are spread out from west of Salina to Topeka to Holton to Emporia to Beloit, sometimes it just seems that the distances are more than what people want to travel.

Ross: It is hard to figure out what everyone wants. One thought I have is area meetings on the odd months and central meeting on the even months.

BP: And of course the question is frequency.

Ross: But you have something to draw them to the meetings.

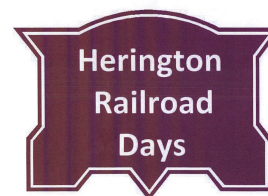
BP: What other activities are you going to do in retirement?

Ross: I have the barn home to finish. Still have to do the barn siding. And, we have 80 acres that my wife and mother-in-law will always have something for me to do. I have 3 granddaughters that live in Abilene. And, have a granddaughter in Nebraska. My wife and I want to do some camping. My wife is a contract nurse, so we will be doing some traveling around the country to the jobs she picks up.

And, I am on the Board of Directors of the Herington Historical Society. Speaking of which, we are going to put together a Herington Railroad Days next April. The nice thing about Herington is the community building with a Rock Island Annex baggage car that is right there and a mini-train as well for the kids.

BP: One of the things the KCD has talked about is meeting in a central location, and that, geographically, would be Herington. So are there model railroaders in Herington?

Ross: Well, there is at least one fantastic layout in Herington. And, I think there are one or two others. And, there is the Tri-county Kansas Model Railroaders that encompasses Marion, Dickenson, and Morris Counties. It is not a formal group at all. There is a charge for the community building, but there probably are other locations in Herington too. Maybe we could meet at the Historical Society.



Herington Community Building
810 South Broadway
Herington, KS 67449

April 27, 2019 10AM-6PM

April 28, 2019 10AM-4PM

Admission: \$7.00, Under 12: free

First Annual Railroad Memorabilia and Model Railroad Swap meet!!
Currently Looking for Interested Vendors and Modular Layout clubs to participate.
Interested? For More Info Contact HeringtonRailroadDays@gmail.com

Visit the Herington Historical Museum and their Informative Railroad Annex right next door!!
Bring the kids along and enjoy a ride the Rock Island Golden State mini-train!!
Free parking!! Concessions on site!! Sponsored by the Herington Historical Museum.

Back to the Historical Society, I would like to capture a couple of Railroad Memorabilia groups and a model railroad group. I want to integrate memorabilia collectors with model railroaders. But, there could do some clinics if we wanted to. And, I would like to have some modular layouts there too.

BP: Well, there is the Topeka N-track and the Topeka HO modular group. as well as the Robert Simmons N-track layout from Garden City.

Ross: I have thought about Robert. And there is a FREMO group too. I would like this to become an annual thing. And with the tie with the Museum and the Mini-train we could draw really good. Plus, Spring Creek has agreed to come down as well. So I am working on that as well.

BP: So when is this event?

Ross: It will be in April of 2019.

The thing I like is that people have always played with model trains. I got to do it in the real world. And this is what my layout is designed to do – simulate the real world. What always fascinated me was you see trains go by and you don't think anything about it.

When I worked for the IMRL, we had a siding called Heinz, actually at a Heinz plant as in catsup. In thinking about it, how much catsup is 90-ton carload of catsup! We regularly hauled 10 or 20 cars out of there. Or, the Barstow to Galesborg typically has 10-15 carloads of wine on it. How much is 90 tons of wine. How many 6-oz glasses of wine can you get out of 1 car! Or carrots? In a 50 ft container of carrots, how many people are needed to eat that carload? And that is just one container.

BP: Were there other things you have been involved with.

Ross: One thing when I was in Montana working for MRL, I organized a Santa Train for about 4 years. We used the Darby branch. It did not have much traffic and we took it for a day. I set it up so that the National Railway Historical Society Chapter did the parking responsibility. The first year we did 7 stops. The next year we did 5 stops, and the next was 4 stops. In return after working the traffic and keeping people off the track, they would get to ride the train to the next stop.

Because there were few trains over the branch we tended to hit people because they were not expecting to see a train. So we invited Operation Lifesaver. Generally we had two locomotives, a power car, two dome cars, and a flat car decorated up the first year with Christmas Trees, lights, etc. We'd run that down the branch. It was all volunteer help from MRL. They would put derails down and blue flag the train, and let people get up in the engineer's chair and blow the whistle. It was a ball.

One of the most moving things was the last year. It was a long day and we probably had 2000 people go through the train. Everyone was relaxing on the way back. I was the officer in charge. We were going into Missoula and all of a sudden we stopped. The engineer came on and said we're stopping and were going to back up. The conductor went back and we backed up. Of course it had been snowing. It turned out that a little kid was out watching us go by and holding a sign saying "Santa, please stop!" So, we did; we backed up; and the kid came on and got to see Santa Claus. And, on top of that, later we took up a collection and got him what he had asked Santa for. It was pretty emotional for everyone.

BP: So Santa was real!

Ross: Yes, it was. It was emotional for all of us. And, it is one of the little tid-bits of your career that stick with you. It was so cool.

BP: So, the thing you like about model railroading most is the operational aspect.

Ross: Yes, I like that. It is the chess game aspect of it.

BP: Well, Ross, thank you for the opportunity to talk to you. It has been interesting.

Ross: Thank you for the opportunity. It has been good to share my experiences, and where I am going with my modeling.

KCD Modeling in the NModelRA

Our Member's Modeling Activities The 2018 NMRA Convention in Kansas City

The second week of August, 2018 was an incredible opportunity for model railroaders, and anyone interested in railroading, to meet with over a thousand other fellow railroad enthusiasts to "Live Railroading" for a week. The Kansas Central Division was well represented with many of our members attending the festivities. The Brass Pounder has solicited the member's comments, and these are presented below:

From Roger Larmer

As I rode up the escalator to the upper floor I wondered if I'd see anyone I "knew". As I walked around I did see a few people that I know from the local train club, always nice to see familiar faces and reconnect on some level. As I wandered around looking at all the cool things, I kept seeing "Movie Stars"

My excitement came from seeing the "famous" faces that have become familiar to me through the Internet. Looking back I guess what I noticed is how the hobby has changed my recognition of the people within this hobby.

I used to read paper magazines and didn't really know many names of who wrote the articles. These days I prefer videos, especially the streaming content of the Internet. Other train shows in the past were not filled with "star" sightings like this one. Basically I now recognize people by their faces, names and even their familiar voices. Examples of these "Rock Stars" are Ken Patterson, Joe Fugate, Cody Grivno, Tony Koester, Michael Budde, Chris Palomarez and others.

One of my favorite video sources comes from the free e-zine publication Model Railroad Hobbyist. That magazine features "What's Neat" by Ken Patterson every month. Additionally Ken has his weekly podcast on YouTube called "What's neat this week" podcast. This show is the biggest reason I recognize these people at the train show... all from being regulars or guests on that show.

In summary, my National Train show was recognizing a lot of people I don't really know.

Roger Larmer

From David Heinsohn

Chris and I attended both the Convention and the National Train Show. I had a bit of a low grade something or other, so was not all that inspired to do stuff.

I enjoyed operating on one of the local layouts on Sunday. This was an N-scale layout I've regularly operated on with local crews. It's always fun to work with a new group.

I stuck my head in the Operations Road Show room to show some friends from Wichita what was going on, and was surprised to be recognized by some of the staff. I went back that afternoon in case a hole in the roster didn't get filled. Well the hole was filled, but there was a no show, so I stepped in to that slot. Ops Road Show is a training layout for Time Table and Train Order operations. It's single track with few sidings. They put two person teams on a train and have a docent available to help out. It's a great way to learn TT&TO. This was my third time on this layout. Still making mistakes, and still learning.

The highlight of the train show was our meeting. Five minutes before meeting time the new NMRA National President and two members of the BOD sat down at our table. I don't think they knew there was going to be a meeting until I told them, and invited them to stay. OK, that was great, but the highlight was when Chris was talking about the convention and said "I learned that this is MY hobby, I'm not just tagging along." That got a fist bump from the new president.

:-) Happy David!

From Alan Meinholdt

This was my first NMRA convention. The week went so fast I do not know where to start.

Each morning when I drove in to K.C I parked by Union Station. Walking in was a great start for the day. What a way to start a model railroad convention by walking through one of the best train stations in the country.

I went on one prototype trip to the dispatching center for the U.P. R.R. in Omaha Neb. for the day. After the tour we went to Old Town and ate lunch where I talked to a modeler from San Diego CA. After lunch we went to a park where U.P. R.R. Big Boy 4023 is on display.

Through out the week I attended about 6 workshops - from coal mines to steel mills and 3-D printing. In one workshop (Modeling with the Masters) I made a #6 turnout (it works) with code 83 track using the templates and jigs from Fast Tracks. I did not realize with the proper tools, turnouts can be real easy to make. After making a few you could make several switches in an afternoon or evening.

Also for three evenings I attend three operating sessions. At the first one all I wanted to do was just watch the trains. Well, they said "No!". The next thing happened I was handed a throttle and assigned a "conductor" and they showed me my way around the layout.

At the National Train Show I ate lunch with the guys from the Kansas Central Division and the President of NMRA. Walking around the train show I took the time to visit the manufactures and got to see the new models coming out. I was taken-in by the size of the train layouts from HO to N. My biggest and only purchase I made at the show was an Athearn UPRR DD35 (it needs a little work). Also one manufacture has coming out very soon a UPRR SD60m with the 3-piece windshield - a very nice looking engine.

Throughout the week I got to talk to fellow model railroaders from around the country and a few from across the pond and from the land down under. When the train show ended there was one last thing. While riding the trolley back to Union Station I was able to talk to one of the editors from Model Rail Roader Magazine. Saturday evening I walked through Union Station for the last time thinking what a great convention it was. St. Louis is only less than 22 months away.

"Steam on the Iron"
Alan Meinholdt



From Tom Katafiasz

There were probably three (3) moments that I particularly remember from the convention. The first would be seeing Mike Borkon's layout modeling the Union Pacific, Wyoming Third Sub(HO). It was a large, well done layout.

The second would be the visit to Stephen Priest's ATSF, St. Louis Division (HO). The sheer size of the layout was overwhelming and it was very well done.

The third moment is maybe a human-interest story in that it deals with a couple that we first noticed at the Cincinnati convention in 2005. There was nothing that made them stand out other than the fact that they were always together no matter the function. We saw them at every convention that we attended after 2005. As we were sitting in the lobby at the hotel, Mary noticed a man nearby using the computer to verify his airline reservation. She mentioned to me that it resembled the man we had always seen at the conventions but I thought not as his hair then was much shorter than what I remember. As he passed by us Mary asked him if he had attended previous conventions, he responded that he had. We asked if his wife was here but he informed us that she had passed away two (2) years from Parkinson's disease. As we conversed with him further we realized how much her death had affected him. He informed us that he was from Long Beach, CA, traveled to the conventions in a motor home, and modeled the Santa Fe. I felt bad that I had misjudged them from their previous outward appearance but here was a friendly, fellow modeler who had even given me a pass to his Santa Fe Southern RR. It doesn't get better than that!

Tom

From Ray Brady

Where do I start?

The 2018 National Convention in Kansas City was the first NMRA convention I have attended. I felt that the opportunity would not arise again in my lifetime to attend an event so close to home. So I registered for the entire event – all 7 days. I arrived Sunday, August 4 at about 2:00PM and was greeted with the swarming mass of humanity in the hotel lobby. It seemed everyone in the world was checking in. I used to be accustomed to crowds when I lived in Connecticut, but I obviously have been living a sheltered life for too many years in the woods of "Down-East Maine" and here "on the farm" west of Salina. But, after grinning and bearing it, I finally got my room after 2 hours. But, the wait and the congestion was worth what was to come....

I had reviewed the Conference's web site, and I made up my mind early that I could not do everything. The opportunities boggled the mind. The choices were:

- a. 178 clinics offered in 52 1-hour time slots by 129 presenters from Sunday evening to Saturday afternoon. Enough clinic rooms were booked so that each clinic was offered more than once.*
- b. 21 bus tours to 40 layouts from Monday through Friday (leaving as early as 7:00 and arriving back at the hotel as late as 8:00PM).*
- c. 9 Prototype/Industrial tours around the Kansas City area were offered 14 times.*
- d. 8 Modeling-with-the-Masters clinics for hands-on instruction were offered.*
- e. 12 General Interest tours were offered.*
- f. Numerous Operating Sessions on local model railroads were available.*
- f. Plus the Model Contest Room, Silent Auction Room, Layout Design and Operations Special Interest Group Information happened throughout the week.*

- g. *And not to forget, there were activities for the spouses such as Project Linus, etc.*
- h. *And more! One could not say there was nothing to do.*

I elected to concentrate on only going to the clinics, with a couple of exceptions (more on that later). I had gone through the offerings and determined that I did not want to fight bus crowds or spend time on the road to various activities. After all, where else could you get such a variety of subjects offered in such a short amount of time?

So, with the possibility of 52 different opportunities (time slots) available for the clinics, I set out to choose what and when I wanted to attend. Luckily, almost all of the clinics were offered more than once, so the schedule juggling produced a plan for the week.

In all, I attended 41 clinics. And, yes, by the end of the week I reached sensory overload. My mind felt like mush.

Part of that may be the hours. Up at 6:00AM for an 8:00AM first clinic, and off to bed after the last clinic ended at 10:00PM. But, because of the miracle of the iPhone, I have an audio recording of all 41 clinics for reference. And some of the information did soak in....

The subjects I chose ranged from Operations, JMRI, Re-powering engines, Communication, CTC, Scenery to Prototype modeling, Model Railroad Communication. And the list goes on. As I told Pete Magoun (the new NMRA President) at the Saturday KCD meeting, I felt like I had been through a college level course in a week. And I felt SATISFIED. ☺

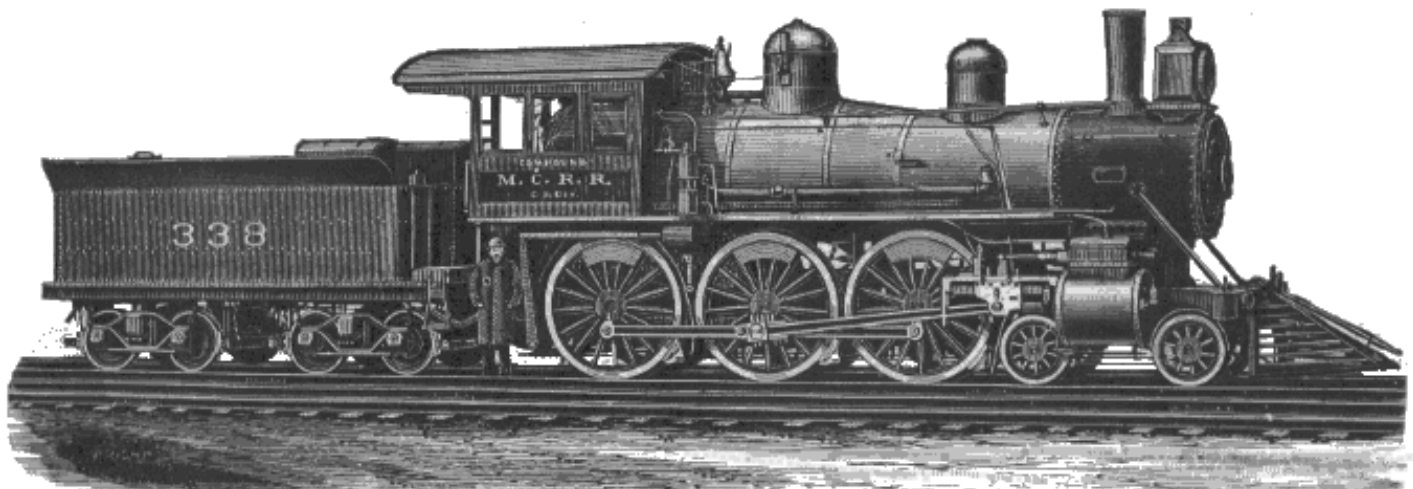
*But, the experience did not end with the 41 hours of classroom time. I played hooky at one time slot and went to the Layout Design Special Interest Group table and got about a half hour critique of my layout from an expert. He reviewed my layout design and my design criteria and offered enhancements to improve operability - when the time comes to have actual operating sessions. While I enjoy running trains on the layout right now, I see that operation sessions where "railroad work" is done will enhance the experience, both for me and for others that run trains on it. **SOMEDAY!!!!***

I also spent six clinic time-slots at the "Company Store" where hats, shirts, etc. were sold for the convention attendees. It was a good chance to meet more people and have interesting conversation about model railroading.

*So, would I do it again? Yes I would! In fact, the 2019 Salt Lake City team was there with a display and I am already signed up for next year at the early bird rate of \$119 (You too can get that rate if you register before Jan 1, 2019. I figure that the content will be exceptional. And the trip to/from Salt Lake City takes me over the route I have modeled for my Model Railroad. **Yes!!!** Another opportunity to become more familiar with the route I have chosen to represent in my basement...*

All Aboard!

Ray



KCD Modeling in the NModelRA

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

Usually this slot is devoted to articles from the Caboose Kibitzer from years past. In this issue, we will look at prototype railroading through the eyes of the ancestors of the Brass Pounder's Editor. I hope you can relate to the journey of my ancestors.

An Editor's Confession

As many of you have noticed on the cover of this issue of the Brass Pounder, this is a combined issue – Volume 27, Issues 4 and 5 covering the months of August and October. The August issue became impossible for me to put together because of another hobby – Genealogy.

You see I am deeply into searching for information about my ancestors – my Genealogy. And, at the end of July and the beginning of August, I had two family reunions at which I had to make presentations of my family history search. So, I had to make choices with my time. That is “why” the Brass Pounder was not published in August.

But my research did not separate me from the world of the Railroad. Instead it led me to learn more about railroad history in the search for my family's story. I would like to share the railroad related information I discovered in my journey into my ancestor's past. I hope it will bring to your awareness the role railroads played with **OUR** ancestors (yours and mine) in the late 19th century and early 20th century. It will be the story of my Grandfather Nelson and his sister, and my Great-Great Grandfather Lackey. I suspect it will be illustrative of the railroad background that all of us share if our family has been in the United States for more than one generation.

My Grandfather's Journey

So let me begin with the birth of my grandfather Anders Nilsson and his sister Johanna Nilsson in Östraby Sweden. Östraby is a parish/village in southern Sweden about 20 miles northeast of Malmö as shown on the map on the next page. It is a rural farming area. Anders, like all young adults in Sweden in 1888, at age 13 moved out to be on his own to a neighboring farm. His sister, two years younger, also moved out when she was 13. Their story is a typical Swedish story up until 1892, when Anders and Johanna immigrated to Lindsborg Kansas, USA at age 16 and 14 respectively (by themselves.)

To get to America, they left their home in Östraby on April 22, 1892, departed Malmö on April 28, 1892, departed Liverpool England May 4, 1892, and arrived in Philadelphia PA May 18, 1892.

The dates are important. They had “luggage” they carried with them when they immigrated to America. While they could have walked the 20 miles to Malmö in the 6 days between leaving Östraby and departing Malmö, it is most probable that they took the train from Östraby to Malmö. You see both of them had all their belongings with them, as well as food for the trip to “North Amerika”. Johanna's husband's wooden steamer trunk survives and measures about 2' X 2' X 4' (See picture to the right). Johanna's steamer chest contained a spinning wheel she brought with her. This would not be light baggage for a 13-year old girl.

The figure below shows the train routes in



southern Sweden in 1904. Most probably they went from a station just south of Östraby to Malmö via a connection in Eslov. The picture below shows the arrival tracks at the station in Malmö. This would be **Train Ride Number 1!**

Departure from Malmö was via ferry to Copenhagen. The picture at the top of the next page



shows what they would have seen when arriving at Copenhagen. From there, they would have another train ride across Denmark to Esbjerg. The first map on the next page shows the rail lines in Denmark in 1904. Of note is that they would have two short ferry rides across Denmark. Possibly these could have been (railroad) car ferries. I have not done enough research to determine for certain.

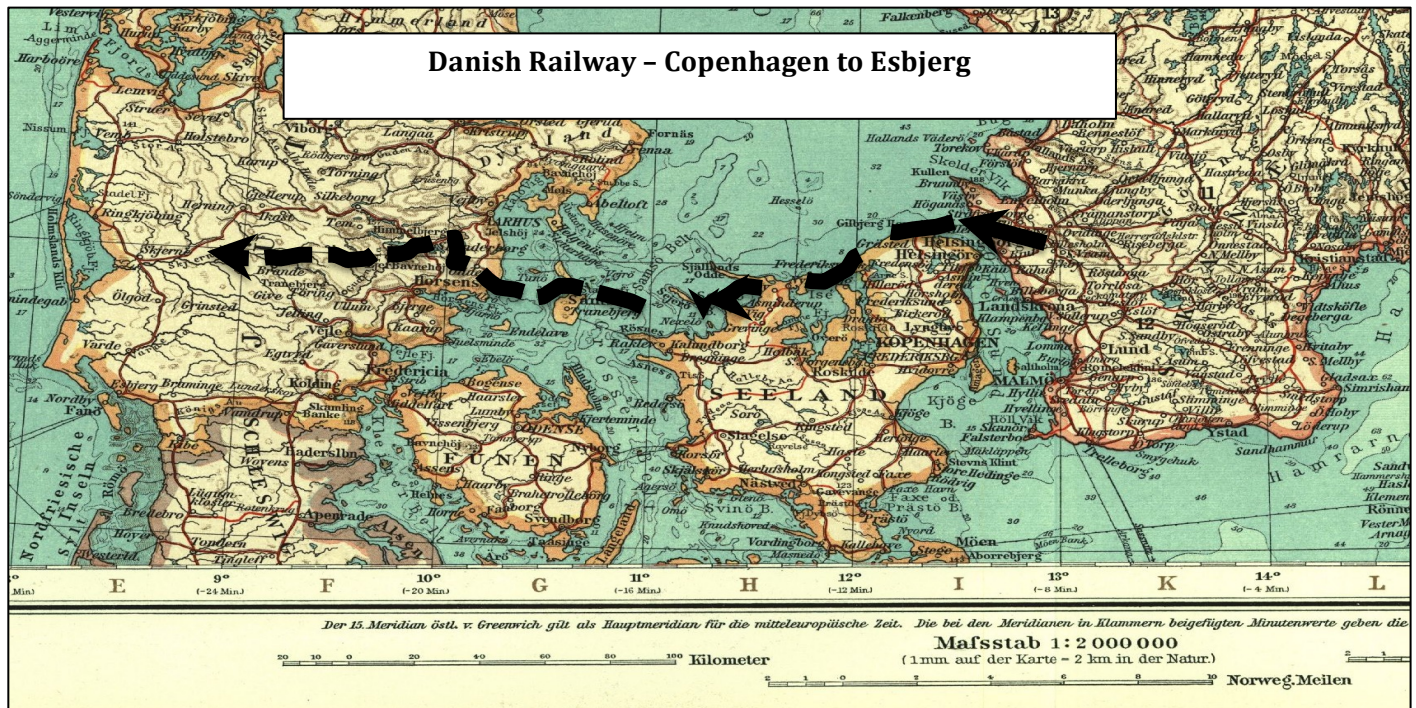
Train Ride Number 2!

From Esbjerg, another ferry ride to either Hull or Harwich and another train ride to Liverpool. The map at the bottom of this page shows the train routes across England from Hull or Harwich to Liverpool in 1904. And, the picture on the top of the next page shows the arrival tracks in Liverpool circa 1895. **Train Ride Number 3.**

The passage to America was on the *British Prince* and took 2 weeks. Arrival port in America was Philadelphia on May 18, 1892 at Pier 53 (See figure on the bottom of the next page). As an aside,

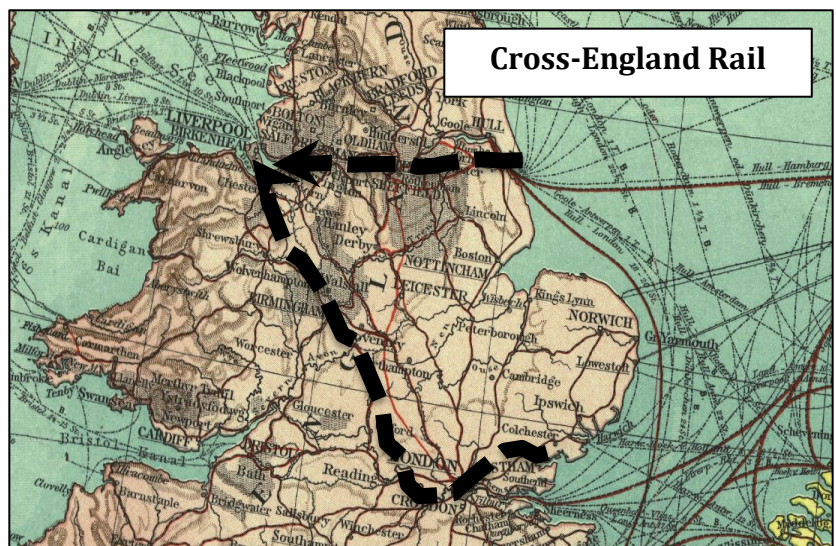


Port of Copenhagen - 1890



my daughter and granddaughter live in the Philly area, and my wife and I have walked the dock area in downtown Philly. At the time, we had no idea that my Grandfather first set foot on American soil on the very ground we were walking. The site is currently commemorated as a major location for immigrants to this country.

Greeting them would be a Pennsylvania Railroad train that would take them directly to Chicago. The Pennsy had built a train shed right at the Philadelphia pier so the passengers



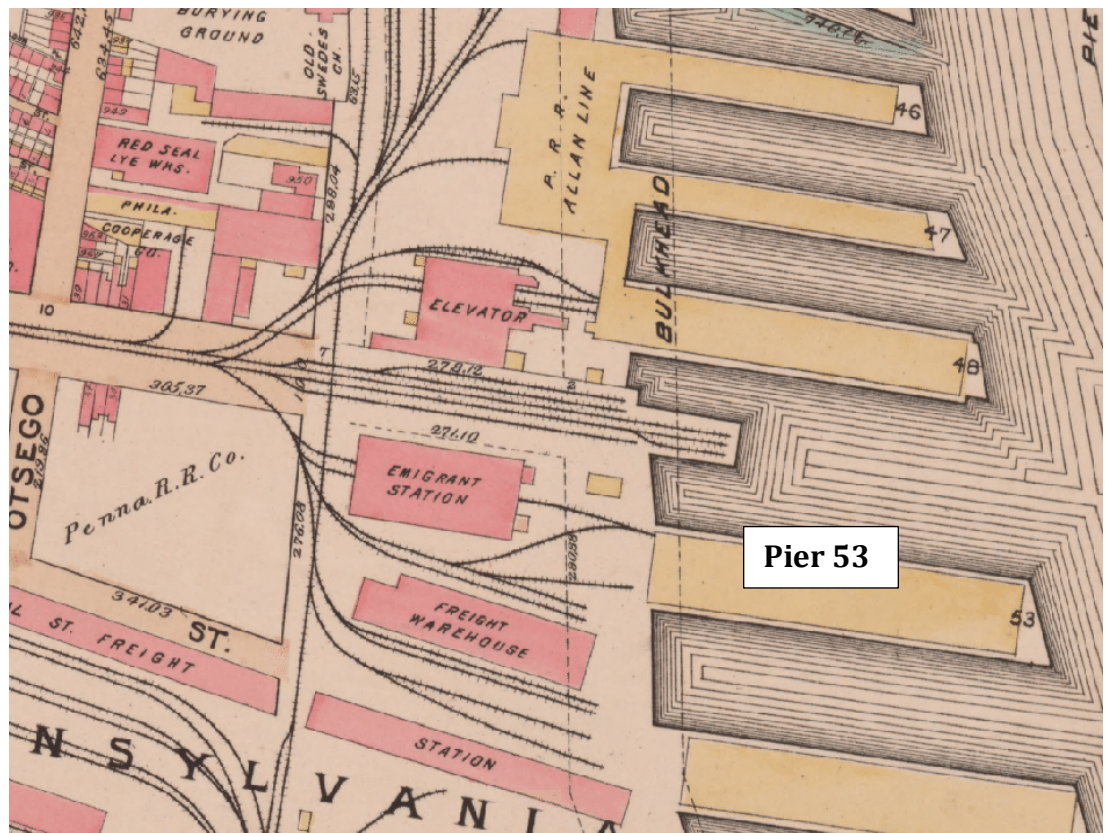
Cross-England Rail



Liverpool Station - 1895

destined for points west would be able to depart directly. A map of the Pier 53 area of Philadelphia is shown at the right. The train shed is shown in the picture on the next page. **Train Ride Number 4!**

Upon arrival in Chicago, they would have yet another transfer to connect to another train to McPherson



Pier 53

**Pier 53 – Immigrant Station
Philadelphia**

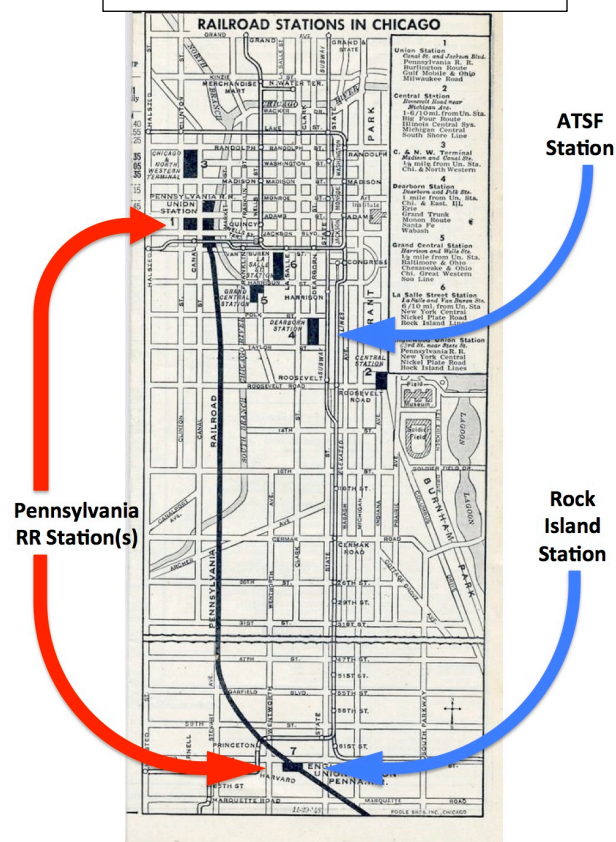


KS. There would be four possibilities. The Santa Fe, Union Pacific, Missouri Pacific, and the Rock Island served McPherson in 1892.

To get to one of these trains, a transfer to another station in Chicago would be necessary. There were 7 railroad stations in Chicago, separated by quite a few blocks. As with current transportation, there was a taxi service that shuttled people from station to station. See the figure on the top of the next page.

Which railroad they took is unknown, but the Rock Island is the most probable, as it served both Chicago and McPherson and the transfer from the Pennsy to the Rock Island would have been at the same station (as indicated on the figure to the right.) Another alternative would have been the ATSF, but that would have involved going from the Pennsy station to the Dearborn Station. The figure on the top of the next page shows the shuttles that were available in 1893 for passengers transferring from one station to another. The other two railroads serving

Chicago Railroad Stations



**Shuttle Service between
Railroad Stations in Chicago
1893**



McPherson (UP and MP) would have involved boarding another railroad before transferring to the railroad serving McPherson. **Train Ride Number 5!**

So, my grandfather's immigration to McPherson involved 5 railroads, 4 ship voyages, and a number of shuttles to make the 2,000+ miles from his birthplace to his adopted homeland.

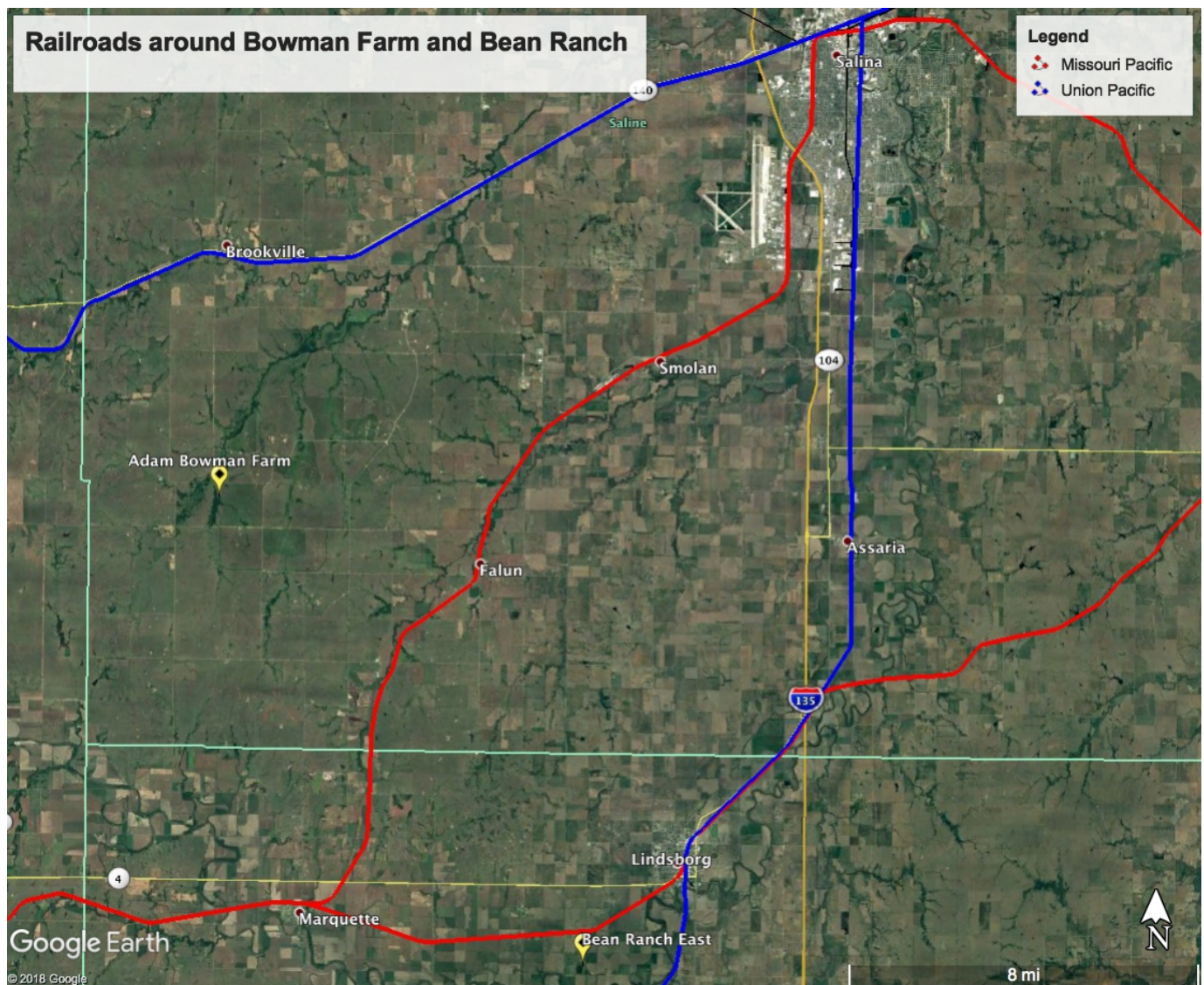
But my grandfather's relationship to the railroad did not end there. In 1904 he was working at the Bean Ranch southwest of Lindsborg KS, and a newly hired cook/housekeeper was to begin working at the ranch. She was a woman 8 years younger than him. According to the story, Andrew (as he was known in America) was instructed:

"to drive to the near station and meet the young German girl that was to take over the care of the home. Then alas, blushing, timid, blessed with an aversion [to] maids, he replied he would rather plow corn. The boss insisted and Andrew argued that she bane a Swede girl, maybe, but no Dutch maiden for him. The ultimatum rendered, reached man's most vulnerable spot, he could either make the drive or stop eating, and of course he decided to go." [Excerpt from the 25th wedding anniversary celebration program for my Grandmother and Grandfather]

The point of the story is that Emily (my Grandmother) traveled from her childhood home 6 miles south of Brookville KS, by buggy to either Brookville or Falun, and had taken the train to either Lindsborg or Marquette.

In the 1910 timetables [found online], the Union Pacific served Brookville to Salina and connected with the McPherson branch and went south through Lindsborg to McPherson. Emily could have taken UP **Train #104** to Salina, and UP **Train #133** to Lindsborg. She would have left Brookville at 10:53AM and arrived at McPherson at 3:55PM. There would be a 3-hour wait in Salina to catch the Lindsborg train. An alternative would be the Missouri Pacific. It had a line from Falun to Marquette. **Train #3** passed through Falun at 7:47PM and arrived at Marquette at 8:10PM.

The railroads are shown on the map at the top of the next page, and show that train travel was **THE** form of transportation at the turn of the century. Although the total distance "as the crow flies"



was barely 20 miles, train travel was an important form of transportation at the beginning of the 1900's before the advent paved roads and our energy and time efficient automobiles.

Another story passed down was my Great-Great Grandfather Lackey move to Rice County KS. It is related that in 1871, he traveled by train to Newton, and then by covered wagon the extra few miles to the southwest corner of Rice County. The ATSF reached Newton on July 17, 1871 and did not reach Hutchinson for another 11 months. So, John Lackey traveled to the end of track, and then traveled by wagon the final few miles to the land north of Hutchinson.

That is the story of a couple of my grandparents. If I could find enough information, I would find that my Bradford, Bowman, Weiss, and Bruce ancestors reached central Kansas in a similar manner – by train. All homesteaded the land in and around Salina, McPherson, Lindsborg, Ellsworth, and Lyons.

Their story is one that is repeated over and over in the settlement of this country. What is yours?

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.**

Timetable

A Look Down the Line

**Mark Your Calendars
2018 KCD Meetings**



December 1, 2018

Ross Boelling

1:00PM KCD Meeting

followed by

Experiences of a BNSF Dispatcher and Layout Tour

*Direction to Ross's will be in the next issue of the brass
pounder*