

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 6
December 2018

Timetable

**The next KCD meeting will
be at Russ Boelling's on
December 2, 2018**

Directions will be provided under separate e-mail

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Join the KCD on Facebook!

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

Join the KCD Yahoo Group!

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

Call Board

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EDITORIAL

THE NMRA AND CYBERSECURITY

Normally I skirt the edges of controversy. But because of events of the last month within the Mid Continent Region (MCoR) of the NMRA, I feel I must pass some information on to the members of the Kansas Central Division. This is intended to inform you – not cause alarm.

Background: Various MCoR Division treasurers have received Emails, purportedly from their respective Superintendent, that have either requested information about Division bank account balances or requested funds be transferred from the Division bank account to another account. The treasurers were perceptive enough to recognize that the emails were scams and notified their fellow officers in their Division and Region level of the receipt of the bogus email.

Discussion: Because of the widespread nature of the request throughout the Region, I felt that some Division or Region “list” has been compromised. As your Kansas Central Division Director, I sent emails to the MCoR region directors indicating that I felt this was an “escape” from either the Division or MCoR region level. I was soundly trounced upon throughout the Region. But, I feel that some action is necessary on our part and will pursue at the January MCoR Director’s meeting.

As with any organization, the NMRA is continually threading the needle between making the membership information known to members and keeping member information hidden because of “security” issues. I feel we need to be open to promote membership interaction, but we also need to hold the member information “close to the chest” to preclude unauthorized use of the information.

As Director, I receive a monthly report from MCoR listing the members of the Division. I share this list with the Division Superintendent. And, if I were not the Brass Pounder Editor, I would share the mailing list with the Editor. But I do not share with others. It is shared on a “need

to know” – Superintendent for “membership nurture,” and Editor for “membership communication.”

Going Forward: That being said, how far have I, as editor, gone to protect your personal information? Except for my first issue of The Brass Pounder, as Editor I have sent out the Brass Pounder by email addressed to only myself. You receive your email copy via a “blind cc.” Hence, your personal email is hidden from view should the BP be forwarded to others.

But starting with this issue, I have put two other measures in place.

1. **First,** I have deleted the email addresses of all but the Director and Superintendent in the BP Call Board. This will still preserve the communication from outside the Division from interested non-NMRA members reading the Brass Pounder, but cut the link between \$\$ and the Division.

2. **Second,** I will be sending out directions to our meeting locations by separate email ONLY TO DIVISION NMRA MEMBERS. This will protect each of our own home turfs and all that could bring.

After working in the jet engine industry manufacturing arena for 30 years, when something goes wrong, we must identify the cause of something going wrong, put in place a corrective action to fix what went wrong, and address preventive action to try to ensure it does not happen again. In my root cause analysis of our NMRA issue, I feel the two things I have mentioned will address the cause and corrective/preventive action needs at our Division level.

Like I said at the beginning. This editorial is intended to inform – not alarm you. And, I welcome your comments!

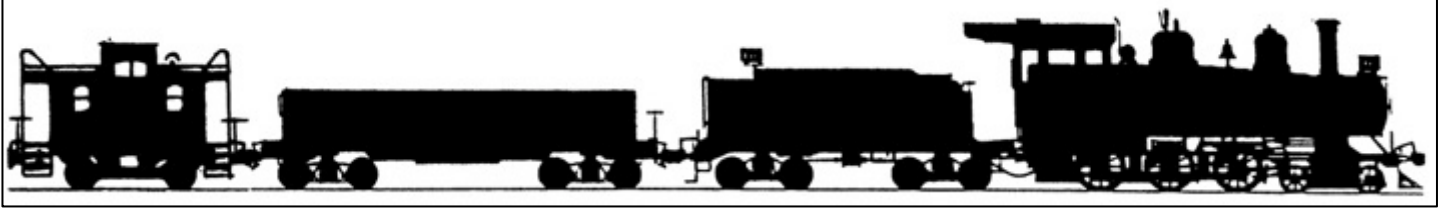
Ray Brady

Director - Kansas Central Division

Editor – The Brass Pounder

Minutes of Last KCD Meeting

October 6, 2018



Kansas Central Division Meeting of October 6, 2018

Before the actual meeting began, the division members ate lunch at Casa Ramos in Emporia Kansas, next to the Lyon County History Center. Those present were David and Chris Heinsohn, Ray Brady, Roger Larmer, Alan Meinholdt and his wife and Tom Katafiasz.

The group then retired to the Museum for a brief business meeting followed by a viewing of the model railroad on display at the museum.

The business meeting convened at 1:05pm by Superintendent David Heinsohn. Those in attendance were David and Chris Heinsohn, Ray Brady, Roger Larmer, Alan Meinholdt and Tom Katafiasz.

There was no treasurer's report, but we are not insolvent!

The KCD meeting in KC at the National Train Show was a good meeting, with three distinguished guests attending. Alan mentioned some of the operating sessions he attended, of which some were good and some bad. David thanked Ray and Larry Tiffany for volunteering at the National Convention. The diversity of clinics was mentioned in both number and subject variety.

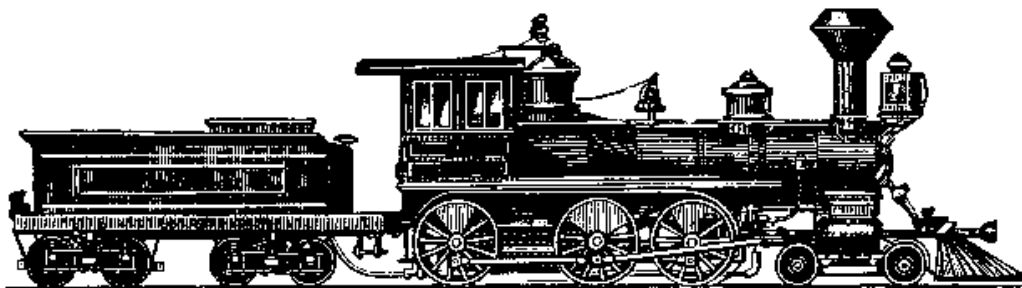
The next regional convention is in Wichita on June 20-23, 2019. There is also a "Railroad Heritage Days" coming up in Herington in April 2019.

Ray gave a region report and mentioned that the region still has cars for sale.

We will be electing 2019 officers and meeting locations and programs for next year. David and Chris mentioned that they would miss the December meeting.

The meeting adjourned at 1:30pm. We then toured the layout that was present in the museum and found it to be a very detailed and interesting model railroad. This was evidenced by the number of photographs that were taken. Alan mentioned that this was the third time that the layout had been moved and reassembled!

**Respectfully submitted,
Tom Katafiasz, Clerk, KCD**



Next Meeting

Kansas Central Division - NMRA

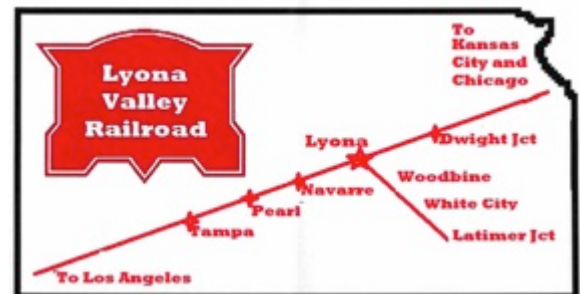
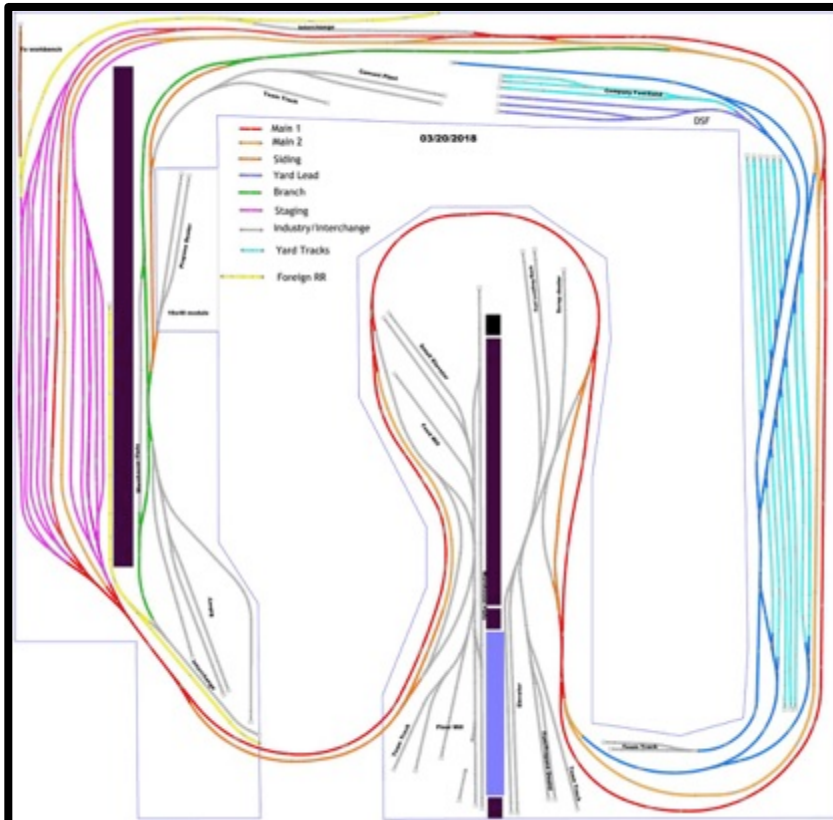
**We will meet at
Ross Boelling's Home**

Agenda for December 2, 2018 Meeting

Short Business Meeting

Followed by

**Operating Session on the
Lyona Valley Railroad**



**Directions to
Ross' House
will be
mailed under
separate
email.**

Wanted!

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**



Hello All!

It's snowing out there. :-[Well I guess that's supposed to increase our motivation to get to the layout and do something. Maybe that something has been put off for a long time. In my case I've not been doing any hands on sorta modeling for way too long. Oh, I've been active. I've been setting up the Augusta Model Railroad Clubs monthly operation sessions for over a year now. Along with that I've actually worked on the Chief Dispatcher paperwork a bit.

Chief Dispatcher requires time spent operating on a railroad. Oh, hurt me, beat me, make me enjoy operating a railroad. In addition it requires you create a schematic, timetable and string diagram for a railroad. It doesn't have to be yours nor does it have to be for an existing railroad, so I'm doing that for the railroad Chris and I have in the planning stage. It's been interesting work.

Back to hands on modeling. Chris took up drawing with colored pencils, then watercolors and has now moved to try acrylics. This is not detailing models unfortunately for me, but hang it on the wall stuff. In many ways this interest flows directly from our adventures in modeling, and hopefully will flow right back into modeling.

Last weekend we got out to the Freight House (shop/layout building) so she could do some of that acrylic stuff I mentioned. I decided I needed to get my hands dirty as well. To that end I dug out a Walthers wooden coaling tower. It's a plastic kit of a wooden structure. As I started putting it together I began to realize how much my hands have forgotten. My first glue joint looked about like some of my aircraft models as a young teenager. Oh, Well! I didn't intend that this be a showcase model anyway. And it will clean up just fine. It also got me to building something again.

So after I finish this missive, I'll head back out the Freight house and take a few more steps on that coaling tower. I've already turned the

heat up.

The December Meeting: Our next meeting will be at Ross Boelling's digs in the Junction City area. Ross was featured in Ray's interview for the last Brass Pounder. He's a recently retired BNSF dispatcher. This will be the division's first look at his layout. I hope all of you can make it to the December meeting. Check elsewhere in the Brass Pounder for more information.

Chris and I may not be able to attend as we leave via Amtrak for Los Angeles that night and we've been known to be slow to get our packing done. We'll try to be there.

Related to that meeting, it's December, so it's time for election of officers. If you would like to become one of the division's officers feel free to make your desire known at the next meeting or to someone who will be there. Ray, our director, has another couple of years to serve on his tour. I accepted the position of Superintendent to fill John Snell's shoes last Summer. Chris and I have lots of travel planned for next year, but at this point it looks like we'll only miss one meeting due to travel. If you want someone who will be present for all meetings please nominate them, with their concurrence. I will gladly continue within the limits of our travel plans.

Also related to the December meeting, it's time to plan next year's meetings. We meet the first Saturday of the even numbered months. So we need meeting locations for February, April, June, August, October and December. We also need programming for those meetings. We often rely on the host of a meeting to also provide programming. While this is ok, we can expand that to include other programming and presentations. So if you've got something you'd like to present, let everyone know. If there is a subject you'd like to have a presentation on, let us know. If there is a guest presenter from another division you'd like to hear, let us know.

(Continued on next page)

Superintendent (continued)

Odd Events: I've talked about these before. Since we have formal meetings on even numbered months it would be fun to have a non-meeting event on odd months. If you have suggestions let us know. One thing that comes to mind is going to ride the Baldwin train and maybe getting a cab tour of the locomotive. We missed that last summer because of the hot weather.

The Mid-Continent Region Convention will be in Wichita next Summer! Wow! A national convention in KC and the Regional in Wichita the next year! We're blessed with two easy to get to conventions. The regional convention will be June 20-23, at the Airport Doubletree Hotel. Regional conventions are much lower key events than the big national convention. It will include layout tours, contest room, maybe some operations sessions, keynote supper, clinics and a small train show. The website is not up and running yet, but you can still mark your calendars. Oh, and they'll be glad to have volunteer help I'm sure.

That's enough from me for now. To quote Miles Hale, "Now get down into your basement and let your trains put a smile on your face."

David Heinsohn
Superintendent, Kansas Central Division



Notes from the Director and Editor

From the Kansas Central Division - **NationalMRA**

This issue of the Brass Pounder has been a fun one to put together. There are a lot of good news and good information in here for the KCD members (and others). I hope the length of the issue does not put you off. Just think of it as an early Holiday Gift.

Starting on the next page, we have **an interview with Marty Vaughn**, the organizer and driver for getting the Kansas Central Division energized in 1991. I enjoyed the interview with him - talking about the origins of the Division, as well as where model railroading has taken him.

The corollary is that Marty provided me with the **organizational letter** and a copy of the very **First Brass Pounder**. What a treasure to go back and read about how we got started. Those documents are found starting on page XX.

I discovered a little visual history when visiting with Marty. In the early '90s the **Division created a patch** to wear on shirts, etc. He donated a "shirt-back" one to the Division. It is shown on Page XX. I think this is something the Division should consider doing again.

I have a **Photo Essay** of our last meeting at the Lyon County History Center in Emporia. What a layout they have. One man created it; and the level of detail is incredible. And, the Emporia Club is responsible for installing it and getting it running. I wish my model railroading skill were as good. I hope you spend some time looking at the details of the pictures on pages XX.

And finally, last but not least, Tom K sent in a picture his **model progress of the Brookville Hotel**. He is doing an incredible job, and I look forward to seeing it to completion.

Also, so far this year, the Division **membership has increased by 3 people** - 1 in June and 2 in October. One is from Abilene and the other two from Topeka. And, we saw our June member at the October meeting. I am looking forward to meeting our new Topeka folks.

So that is it for this issue. I hope you enjoy.

Ray Brady, Editor

Tom Katafiasz sent this picture in for the Brass Pounder. He is doing a model of the original Brookville Hotel Restaurant as it looked when it was operating in Brookville KS. Good job Tom!



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 Marty Vaughn

On August 19, 2018, the Brass Pounder sat down with Marty Vaughn at a Starbucks in Manhattan to talk about the early days of the NMRA in North Central Kansas. Marty now lives in the Turkey Creek Division – NMRA area, but in the early 1990's he lived in Wamego and was instrumental in the formation of the Kansas Central Division. What follows is our conversation.

BP: Marty, I appreciate you doing this interview. I've wanted to spend some time talking about the early days of the Kansas Central Division - how it got started.

Marty: It started in a city park in Wamego and a hot dog roast in 1991. It was the first official meeting when we decided we were going to have a Division.

Originally we were an Area, and became a Division. At the time I could not get the names of the Area members. But as a Division I could. I had actually called it a Division before the MCoR formed it because then the NMRA would send me the list of names. The NMRA does have other benefits. For example, if you are having an open house, you can contact them and tell them and they will send you the insurance coverage. – if you tell them in advance.

Here is a copy of a letter I sent out [reproduced starting on page XX of this issue of the BP] and it has dates so you will know when we actually started to try to form the Division. And then this is Volume 2, Issue 1 of the Brass Pounder [reproduced starting on page YY]. It actually is the first issue that went out as the Brass Pounder because the others were just like the letter to try to get guys together and set up an organizational meeting. There wasn't a lot of information in them. I had hoped to give you more, but I had a water leak in the basement and a lot of stuff got water damaged.

BP: How much did you have that got water damaged?

Marty: It was like a Xerox carton. But it sat in several inches of water and soaked up. What I gave you was the very top things, and they were still dry. But everything else got totally soaked. That is literally the top of the box, and that is all there is.

BP: I've talked to the folks (Kansas State Historical Society) in Topeka and they have copies of some of the Brass Pounder. But they said they had a gap in their records but I forget what she told me. But I didn't know when it began so I couldn't tell her more.

Marty: That is basically when it started – with that first organizational letter and then the "Volume 2, Issue 1" that I mentioned above. The letters were just about getting an organizational meeting set up.

BP: What prompted the desire to organize the KCD?

Marty: In 1989 or 1990, Arnold Latscher lived in Manhattan and he was the Area Director. He was appointed by the Region President. Arnold had some health issues and did not share much from

the Region or National. He decided it was time to retire because of the health issues and, to my surprise, he recommended that I replace him. So I got asked, and so I said "Yeah. Sure". Then, I had to try to figure out what I was supposed to do.

BP: You said "Area". Is that what is now the Kansas Central Division, or something else?

Marty: It was everything from just east of Lawrence KS to the Colorado Border, and, with the exception of a circle around Wichita, everything from the Nebraska Border to the Oklahoma border. It was huge!

BP: So it included what is now Boot Hill?

Marty: It included Boot Hill, Western Kansas, and Kansas Central. It was humongous!

BP: So getting everyone together would really be a problem.

Marty: Part of the problem was knowing who the members were. Not only did I not know what to do, but I didn't know who to do it with. The way it was set up at the time, Divisions were just starting to be formed. There were two in the Mid Continent Region – one was Turkey Creek in the Kansas City area and I think it was the first one, and I think the other one was down around Springfield MO. And what I found out about in going to one of the board meetings was that as an Area, I could not get a list of members, but if we were a Division, we could get a list from the NMRA. And that is what is referenced in that first letter.

I finally found out who these people were so I started mailing out letters to the members. Eventually we got an agreed upon meeting and we met in Wamego which is where I happened to live at the time. Since I was furnishing lunch, I made them come to me. We had guys from Hays to Topeka. I'm not sure we had anyone from Lawrence at the time. And that is when we started things off. Much to my surprise, the Region President, the AP chairman, and the Caboose Kibitzer editor also showed up. They came out to support the organization.

I also started talking to other people like the school superintendent out in Hays and told him that I needed someone to run that part of the division and Mike took that on. That is when the Western Kansas Division started.

It went pretty well for a while through the leadership of the second superintendent Charles Marchbanks. He lived out that way. It went 10 or 12 years until Charles moved to Colorado. Nobody wanted to step forward to run it so it kind of languished. But then Smoky Hill came along and another Division formed as well.

Kansas Central had enough people that it kept going. I thought we would draw more people from Topeka. There has always been as few, but not as many as I hoped for.

BP: Right now, the KCD has pockets of people in Topeka, Emporia, around Salina. The Division total is about 23. And, there are some that I have never seen or met.

Marty: Yeah, I had some that I never did find out who they were other than a name on an address form.

BP: Part of what I am doing with these interviews is to find out more about what would be of interest to the members and try to offer something to them.

Marty: That was what that first letter was about. Trying to find out who these people were in Kansas and what they wanted to do. If I was going to represent them, how did they want me to do that – what they were most interested in. Except for the Caboose Kibitzer and the Bulletin, they probably never heard from the NMRA. I wanted to change that.

BP: One of the things I had heard was that the KCD was formed from the Manhattan Model Railroad Club, the Emporia Model Railroad Club, and the Abilene Model Railroad Club. They all

bonded together to form the KCD for insurance purposes.

Marty: Well that came along later. Probably most of the members were from those three areas. That was where the hotbeds were. We had a few from Topeka. Larry Shankles [Ed. Note: see interview in the April 2017 issue of the BP] was there at the first organizational meeting. But most importantly, when you are trying to start something new, it takes a while for people to realize maybe this will work; maybe I'll participate after all.

BP: The NMRA offers a lot of different things.

Marty: I always looked at it as a way to get better in my model railroading. I was the NMRA contest chairman for 6 years at the national level. I told the people - and we judged this way - the point is not to tear someone down. The point is to make them better, and to help them. Every judge had to provide comments. Was there something you really liked? Was there something that could be improved? That is the way it should be run and that is the way it happens in a lot of places - a teaching-learning experience. But, there are still some groups when I was trying to set this up that were still angry over something that happened in the 50's that had nothing to do with the organization. I told them that it was in the past. I cannot change what happened then, but that is not what we are going to do in the 90's.

BP: I've had some experiences like that with individuals in the modeling world. But you have to put that behind you.

Marty: I had a friend in the KCD that had a bad experience with AP judging and he was put out. He indicated: "What's the point? They didn't listen to me." So I told him it didn't do any good to get mad; that he needed to get involved so that we could change and improve it. So I got him involved in the AP and signed him up as a volunteer on a couple of committee things. He was doing a good job but he didn't realize he was earning points towards his volunteer certificate. After he got enough points, I submitted him and some other guys for the Volunteer Certificate. And, at one of the Division meetings, unknown to them, I presented them their Volunteer AP certificate. That kind of changed his attitude. He and I started working on our MMR's and we kept pushing each other and we got almost consecutive MMR numbers. That is what the AP program should be - not a "bashing" job.

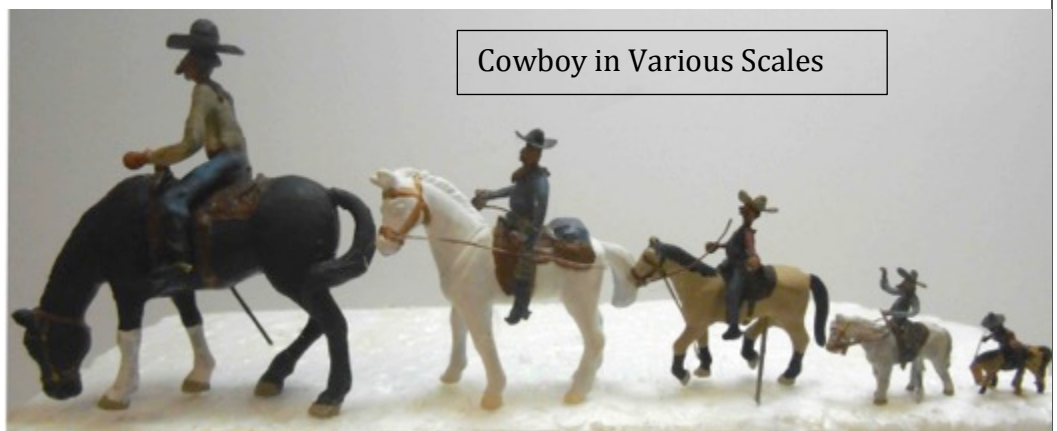
BP: From my standpoint, it is a learning experience - in many different disciplines.

Marty: That is the way I look at it. But every time I'm about to build a layout, I moved.

BP: Tell me about your modeling.

Marty: I don't have any layout right now. I have a nice basement and I have the space for what I need. My interests are the Civil War and Early West. But right now, I am involved with some family issues so I am occupied there right now. I haven't been doing much model railroading. I want to but haven't. Like most modelers, I have a stockpile of stuff to start building with.

I spend a lot of time just making figures because you can do it almost everywhere. Some of it is commercial painting for individuals and a company in Missouri. And, as you saw in my clinic at the NMRA convention in August, I have done Abby Road figures. Well I just



got a request to do O-scale version of the Beatles in Sgt. Peppers Lonely Hearts Club Band. How that fits into Model Railroading I'm not sure but the guy is a fan of them and wants a bandstand on the layout. So when I go home I'll start working on the Beatles in their gaudy Sgt. Peppers uniforms.



The Beattles/Abby Road

BP: I don't know if you know John Snell, but I worked with him to design the layout they put in the new McPherson KS Museum and they have put the band shell from the McPherson Park, complete with a marching band on the layout. So, I can see Sgt. Pepper marching there.

Marty: I enjoy doing it because I like the challenge. I've done the Adams Family, the Beatles Abby Road, some generic stuff for special projects. It is all the strange ones that I enjoy, but I don't expect them on the railroad. It is fun. But, hopefully things will settle down with my family.

BP: Of course now you have to worry about water in the basement.

Marty: I have figured out the problem. My basement is divided, and part is closed off. But the way the basement is sloped, now I know where to put stuff. There is one section that stays dry because there is just a little slope and everything goes the other way. The storage area is the part that got wet, and now I know where there needs to be higher shelves. I have some sagebrush that moved from Kansas to Ohio and back to Kansas

BP: So you do the Civil War era and a little bit later.

Marty: I like the West - western Kansas and eastern Colorado. The railroad will start at the Missouri River and go in bits and pieces from there to the Colorado mountains.

BP: Any particular railroad?

Marty: It is basically the Kansas Pacific combined with the Colorado Midland.

BP: So we are together on that. That is what I have an

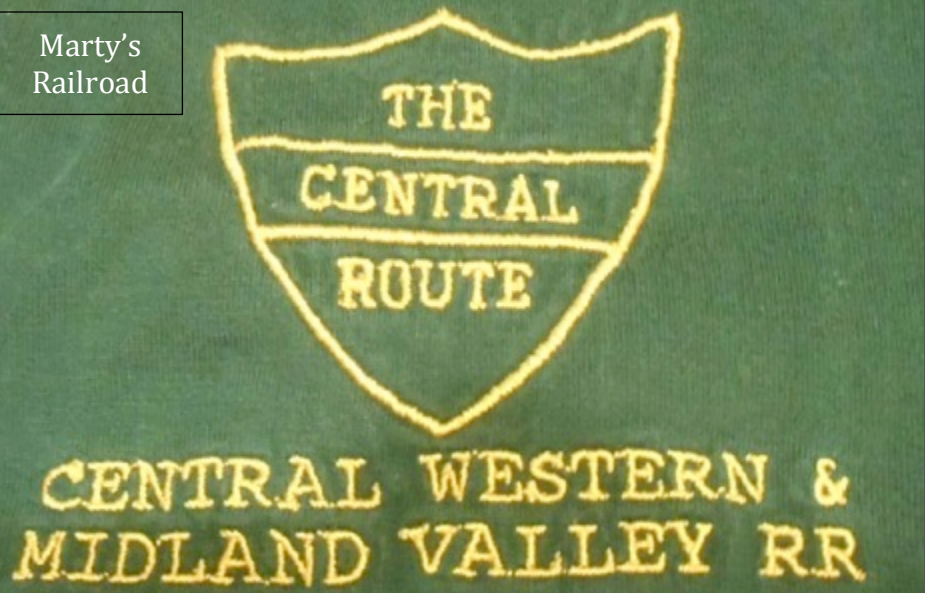


Civil War People

affinity for.

Marty: The name started with the *Western and Midland Valley*, because there was a *Midland Valley* because I wanted to indicate it was out west. But then I had a pen pal that I started writing back and forth in Australia and he had a railroad called the *Central Western*. So we consolidated and became the *Central Western and Midland Valley*. He operates the Western Division, and I operate the Eastern Division. And, until we get the bridge built, we use car ferries in between.

Marty's
Railroad



My favorite place to eat in Colorado Springs was a restaurant in the Rio Grande depot right along the tracks. It was a beautiful view. You would be sitting at the restaurant and the tracks would be, like, 10 feet from you and it would be 4 main lines going from Colorado Springs to Denver. And looking to the west would be Pikes Peak. And the food was good too. And at one end of the stations was an n-scale hobby shop. That was the best place to go in Colorado Springs. But the restaurant closed – I was broken hearted and we didn't go there any more.

BP: Are there any other hobby shops in Colorado Springs any more?

Marty: Don't know.

BP: I know Caboose Hobbies in Denver has relocated under new management and a new name.

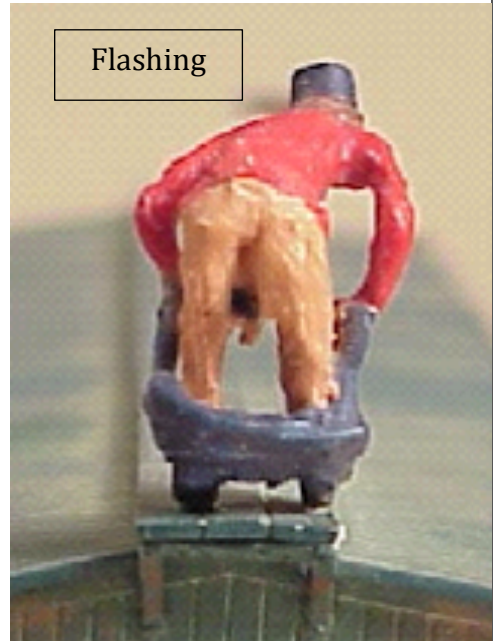
Marty: It isn't the same as it used to be. I was out there last May and went there with a couple of guys. I called my wife that night and told her she didn't have to worry about sitting in the waiting room at Caboose Hobbies any more. Those days are over. Other than that, the last time I was out to Colorado was probably '91 or '92.

It was back then when I was trying to get the Kansas Central Division going that I found out in August '92 that I was going to have to move to Columbus, Ohio. So I did not get to stay and enjoy the Division as much as I wanted.

BP: Maybe that is why I thought you were somewhere back east.

Marty: I have been back here in Kansas about 15 years now. I worked for the Federal Government. I started with the Army at Ft. Riley and then was the

Flashing



Indian Women
Dancing



Chief of Cadet Management for the 3rd ROTC Region until it got closed. Then I was sent to Columbus, OH. I didn't want to go there, but I needed the health insurance. I got back there and they closed the place where I was at and went to another place in Columbus. Then they were going to close that and move me to either Boston or Washington DC. Well every time they closed the place I would have to reapply to get my grade back. And I would get a job but would be downgraded. By then I had enough years so I elected to take early retirement. And, my parents were starting to need some help too.



BP: So what got you into model railroading?

Marty: I've always had an interest. I guess I am one of those Lionel guys. My dad gave me a Lionel set when I was 3 years old. I had that for a long time. I finally gave to my brother-in-law who was really into Lionel. About a year ago, he got it up and running. I went away from model railroading for a while like everybody else. I got married and looking for a hobby. I bought a Chattanooga Choo Choo set and started from there. I started out in HO. When I moved to Ohio my basement shrank so badly that I started looking at n-scale and gave it a shot. I like the scenery and scenes. I think you can do it better in N than HO with the limited space I had. If I had the bucks, I would probably go On30 now. I like that too. You're still pretty much limited.

BP: How often did you have central meetings for the Division?

Marty: We were doing them 4 times per year initially. We were moving it around a little bit. At one point we were doing it at Rock Springs 4H camp over by Junction City. One of the founding members was on the maintenance staff there so he could get the space for free when they weren't having a summer camp there. It wasn't quite centrally located, but it was pretty close particularly when we separated off the western Kansas guys. It was a great meeting space. Then we started doing some round-robins but then I moved so don't know what they did then.

BP: Like I say, we have three pockets - Topeka, Emporia, and Salina - and it is hard for some of the members to make the trips to the other locations. Mobility seems to be an issue. What kind of meetings did you have when you met at the 4H facility?

Marty: Actually, one is described in the first issue. We would have clinics about how to do stuff. Depending on where we went, if we had a local layout or something of interest, we would visit that as well.

BP: Did you run on somebody's layout?

Marty: We never had an operating session. At the time I don't think we had anyone that was really doing operations - at least not this side of Topeka. We did have some modules set up sometimes. Mostly it was just clinics - how to do stuff.

BP: When I started with the KCD; that was what we would do. Richard Naper would do



something with electronics, some would show what they were doing on their layout, etc.

Marty: We did running trains a little of that one time. This was when I was back visiting. [ED note: At Wayne Castengnaro's] It was a small layout. The hardest part is getting people to talk about what they are doing. There are a lot of people I have found that are really experts in the areas of interest they have. They don't talk about it because they are shy or they don't think they are an expert. But they have so much more knowledge than anyone else. They **are** experts.

BP: Part of it may be a protective thing. Maybe they don't want it known what they have.

Marty: That is true. But, I am talking about knowledge. For example, one guy that is still a member of the group. He knows everything about Santa Fe. But it is hard to get him to open up. For a lot of the guys I was still trying to find out what they were interested when I had to leave. I only had about 18 months to get familiar with the guys.

BP: At least you got something started, and it still continues, albeit with few active members. We still have the Brass Pounder going.

Marty: I always tried to cram in as much as I possibly could into it. Of course back then it was when I did 4 pages for a first class stamp. So I was going to get my 4-pages worth.

BP: At this point, there is only one copy that I mail out. Everyone else gets it electronically.

Marty: I wanted to pictures and stuff, but the space limitations and technology just did not allow it. You don't have to read it if you don't want to. But it is there if you are interested.

BP: I probably go overboard with the written word. But, you have to have a mix.

Marty: The Brass pounder got its name because about 6 months before I took over, I read a book by a railroad telegrapher entitled "The Brass Pounder." Nobody else had a better idea so the name stuck. Kansas Central Division came about because at the time the division went most of the way out west. There was one other suggestion for the publication, but it was such a long name that it would never have gotten it on a letterhead.

BP: Brass Pounder is descriptive:

Marty: Yeah. I thought it worked. I do wish I could have gotten more papers to you. I did not



expect the flooded basement to happen. Do you still do patches?

BP: Not that I know of. I know that John Snell had a banner that we used at trains shows

when we would have an information table there. Of course he has passed away now and I haven't talked to his widow to see if she has found it. That is the only thing I know of.

Marty: I think I still have a patch. The one I have is a good 10 inches in diameter and made for a vest. It was designed by a friend of mine, Jack Collins, also an NMRA member. Jack was one of those guys that was a jack-of-all-trades. He worked as school maintenance, but he was an incredible artist. He drew the thing up. I think I have one. If I find it, I'll take a picture and send it to you. [See Page XX]

BP: Do you have any pictures that date back to those early days?

Marty: I didn't think about that. I don't know what I have, but I'll look to see what I have and scan them in and send them to you.

BP: In addition to your clinics you gave at the NMRA convention in Kansas City, did you go to any other clinics while you were there?

Marty: I went to a couple, but I couldn't be there the whole time. Two of the days I was out helping guys with their layout so I didn't get to any of those clinics. I went to the one about the early days of Kansas City and the stockyards. It was very interesting. I liked the history and the scenery. The only thing with the clinics was that the convention committee said they would have the web site up so I wouldn't have to print out my handouts.

BP: What I did was tape all the clinics I went to so I would at least have an audio of what transpired. So, even without the visual, I can resurrect what was said during the clinic. I went to one on decals, and nobody makes decals for Colorado Midland. So I have a reference to get started in making my own decal for the Colorado Midland Hanrahan Reefer.

Marty: I may be able to help you with that. I may have an HO decal of the reefer with the Indian logo. I'll see what I can find. At least you can reduce it to make it N-scale. The only thing is the white part of the image. White seems to be something hard to come by.

BP: They do make a white decal paper. I have seen them in Internet searches.

Marty: A friend of mine used to make decals. He had big commercial printer that did white, but when the company went out of business and he ran out of ink and he was out of business. He used to make really good decals.

BP: You talked earlier about being the Contest Chairman at the national level. Are you still involved at the national level?

Marty: No. It was an expensive position. I'd go to the convention and pay for everything on my own. But then I'd spend all the time at the Contest Room and not get to any clinic or anything. But, I was the Region AP chairman for about 12 years. That was a fun job – met a lot of people. I liked it but my dad's health started going down and I needed to spend time with him. So, I couldn't do the AP job right.

I went all over the Region doing AP stuff. I went up to Chadron NE once – clear up in the northwest corner of the state – almost South Dakota. Drove through a snowstorm to get there. The guy had three huge rooms of layouts. But his health was going downhill rapidly. He was on oxygen at the time. But the model railroad was incredible. He had big ocean liners that he had built that were docked at his railroad. Each room was a slightly different theme. I was just enthralled with all of it. He got his MMR but unfortunately he died within a year.

BP: Well Marty, thanks for taking the time to talk about the early days of the Kansas Central Division, and about the things you are doing in model Railroading now.

Marty: Your welcome! Thank you for asking.

The Kansas Central Division “Patch”

Marty has graciously donated this patch to the Kansas Central Division. I believe I have seen a couple of the KCD members wearing this on the back of a vest in the past. It would seem appropriate that we resurrect this in 2018/2019. This is part of our heritage, and is really a beautiful design. I think we should consider having these made for members of the Division.

How say you?



KCD Modeling in the NModelRA

Our Member's Modeling Activities

The 2018 NMRA Convention in Kansas City

The Kansas Central Division October meeting in Emporia was an opportunity for the members to see the J. Warren Brinkman HO layout on display at the Lyon County History Center in Emporia KS.

Mr. Brinkman, who was an art instructor at Emporia State University, started his layout in 1988 and was built by him in its entirety. It has been moved twice. In 2007 it was disassembled and moved from his home to the first Lyon County Museum when he passed. Then, when the Museum moved to its current facility in 2016 it was again disassembled and moved to its current location.

Mr. Brinkman built it entirely from scratch. He hand laid the track and switches, and built the buildings from cardstock. There is only one commercially available building on the layout. The rest are scratch built, although he bought scale wood and siding. It is evident from the pictures that follow that Mr. Brinkman had a unique artistic ability. The amount of detail on the layout is incredible.

The layout started as DC control, and was converted to DCC by the Emporia Club when the 2007 move occurred. All the locomotives are original, and the Emporia Model Railroad Club converted them to DCC when the layout was moved in 2007.

The layout is a big draw to the museum as the Emporia Club continues to reassemble the layout. The layout is operational and trains can make the circuit around the layout without anyone from the Emporia Club being present. . The Museum staff will start the layout for visitors upon request.

Enjoy the pictures that follow:



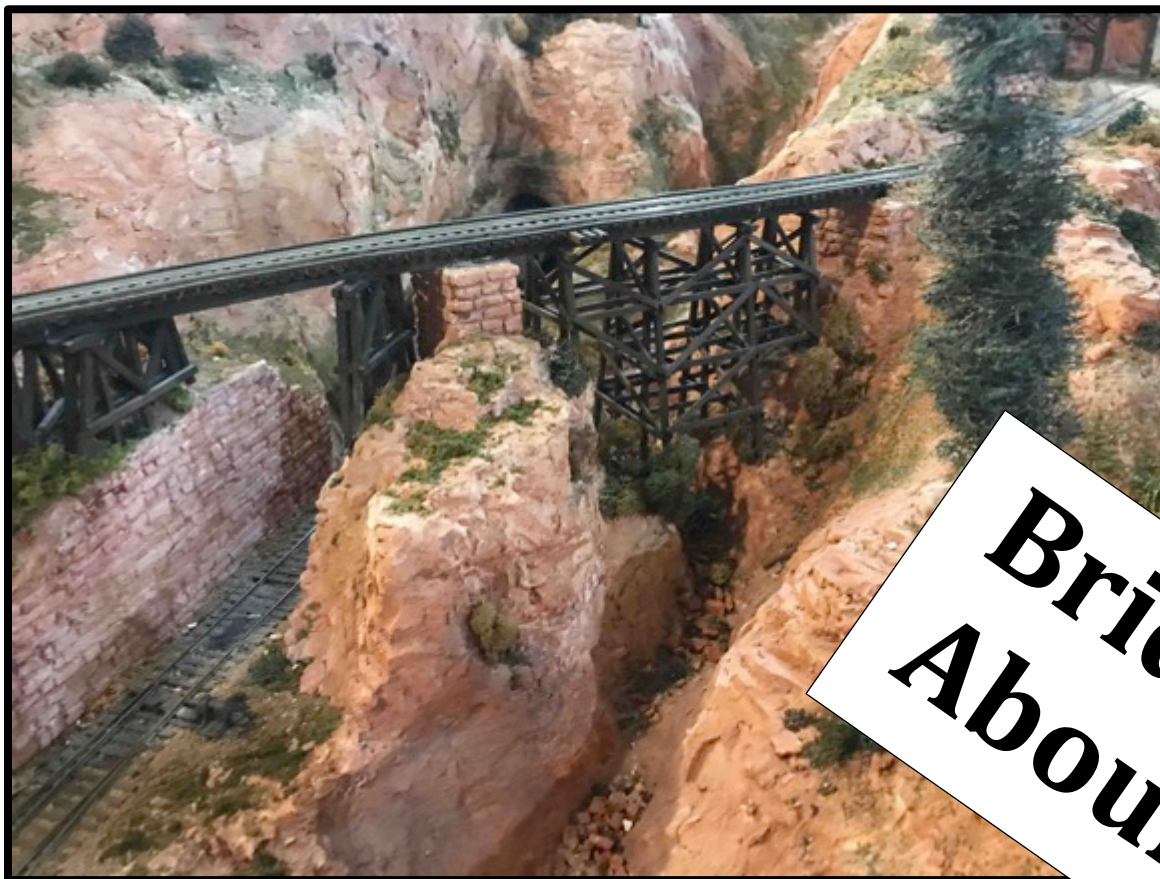






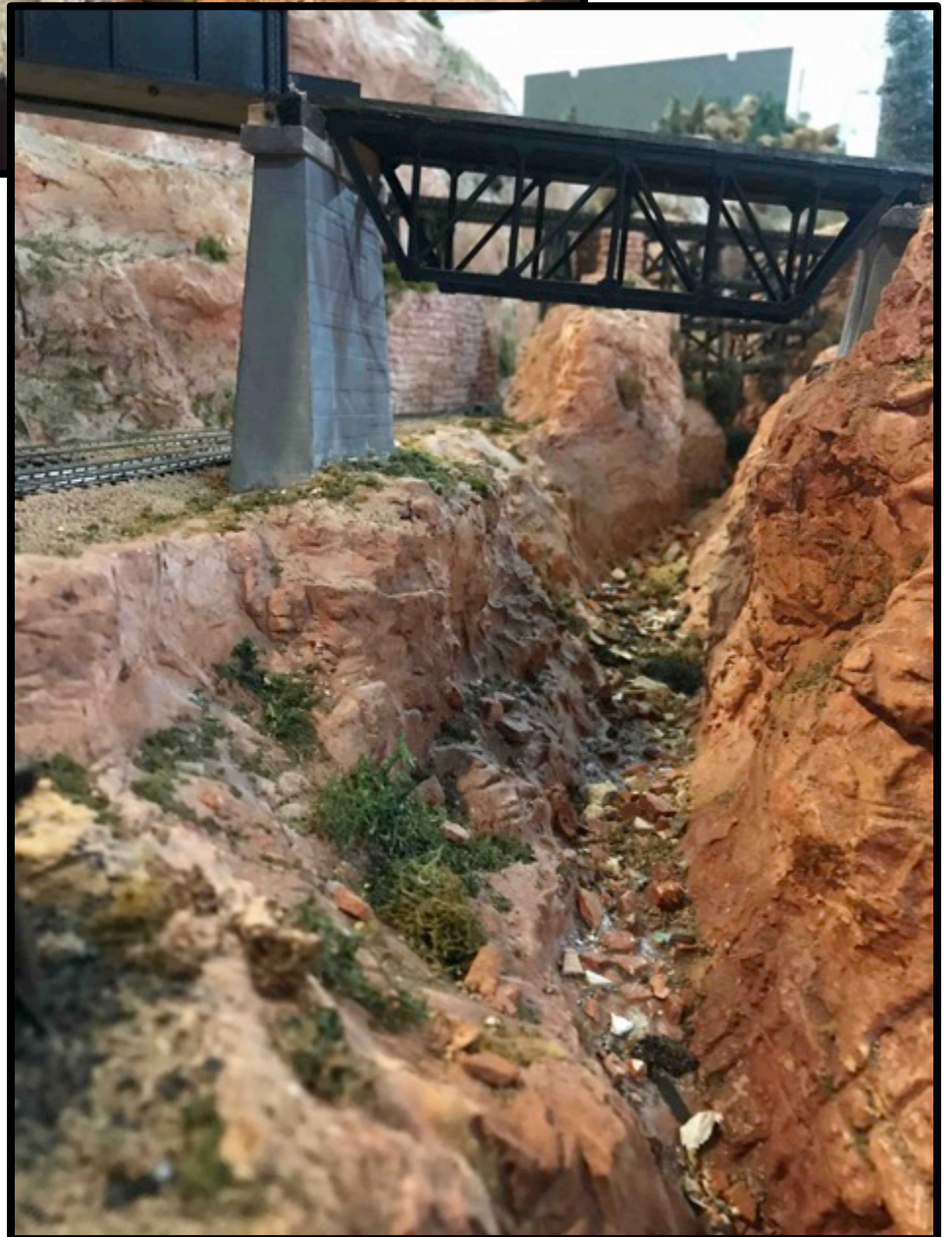
Some
Engines





**Bridges
Abound**

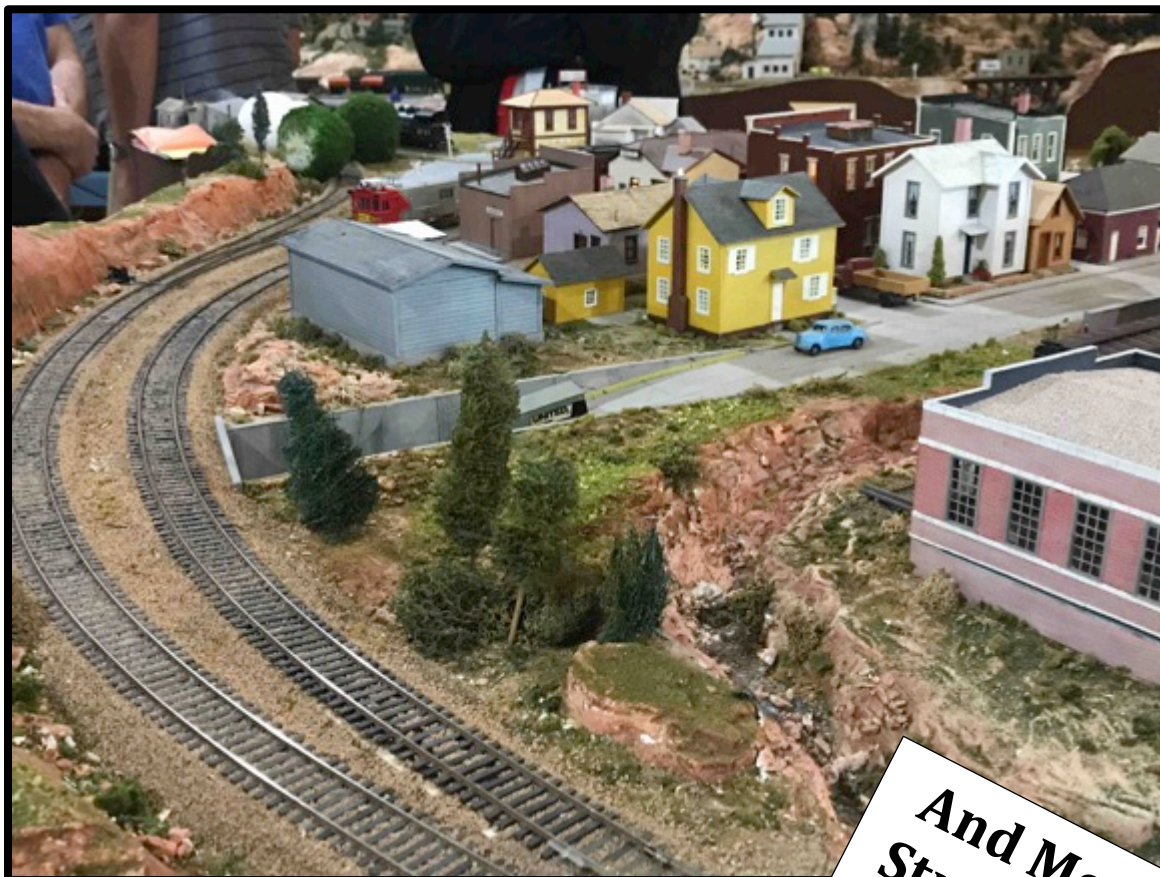






Structures



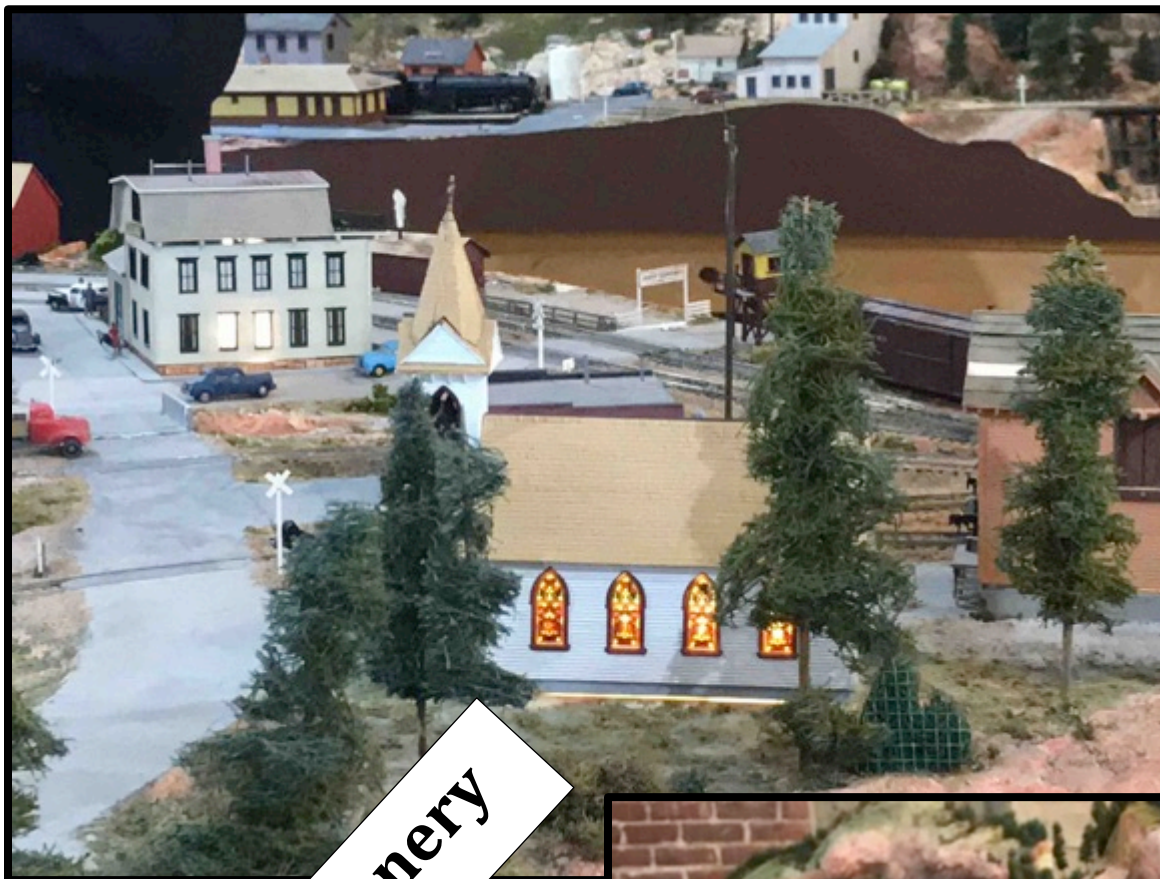


**And More
Structures**



And Interiors





Scenery



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 (The editor of the Brass Pounder has a stash of them). In this issue, we will look at documents from the very founding of the Kansas Central Division thanks to Marty Vaughn. Included is a letter of invitation to an organizational meeting from 1990, as well as the very first Brass Pounder published in 1991.

Enjoy!

15 May 1991

This letter may come as a surprise to you since you have been in the Mid Continent Region (MCoR) and/or the NMRA for sometime and probably never heard from either organization with the exception of the Bulletin and the Caboose Kibitzer. For those of you that I haven't met at conventions or swap meets, my name is Marty Vaughn and I am the Area Director for this portion of the MCoR. Geographically it is a pretty big area ranging from east of Topeka on the east to the Colorado border on the west and from a line south of Emporia to the Nebraska border on the north. Altogether there are 39 MCoR and NMRA members in this area.

As area director, my job is to represent you at the grass roots level in both the NMRA and the MCoR. If you are having problems with either that I can help you with, or if there is any thing that you have questions about, or things that you would like to see changed in either organization, I'm the one to talk to. Even if it is just a matter of your Bulletin or Kibitzer not arriving on time. In addition my job is to help you with the achievement program if one of your goals in this organization is to ultimately become a Master Model Railroader.

You haven't heard from me before and I haven't done a great job of representing all of you, because I didn't know who YOU were. At the last Region board of directors meeting I discovered that by declaring this "area" a "division" the NMRA national office would send me a list of all of the members of both the Region and the NMRA on a monthly basis. Now that I know who you are, and with this letter you know who I am, with your help I hope to do a better job of representing you.

Those of you that are MCoR members may wonder what it means to you now that this area is officially a division. The answer for now is not much. Unlike the formally organized divisions of Turkey Creek and Eastern Oklahoma we are a division in name only at this point, but that is one thing that I would like to see changed if there is enough support for it.

One thing that I plan to do is to send out newsletters such as this at least twice a year following the two MCoR board of directors meetings (and hopefully more often than that if you find it worthwhile and my stamps hold out!) to let you know what is going on in the region. I'll also use it as a clearing house for any information that you might want to share with the rest of us. I'll include anything that you might feel is of interest (within reason, this is all coming out of my pocket!) be it dates for local swap meets, notes on trains of interest in the division, etc. If it is something of wider range I'll send it on to the Kibitzer and let them

publish it. I would also like to include some club news from within the division. If you are a member of a club in the division and you can put me on the mailing list for your newsletter, I'll pass it on to everyone.

A second thing that I would like to accomplish is to set up a divisional meeting so that we can all get to know each other. I'm proposing that we pick out a date that is convenient for the majority of us (probably on a weekend) and get together. One suggested time is Labor day weekend and meet in conjunction with the annual Rail Road days activities in Topeka. We could include a model contest if you want, have NMRA merit judging available, hold a mini-swap meet if there is enough interest, present how-to-do it clinics, share railfan photos and stories from around the division, talk about the formalization of the division (like naming the division, I personally like the Kansas Central in honor of the state's one and only narrow gauge line but it is up to all of you to name it), etc. The details of this meeting I leave up to you, but I hope that you will use the enclosed self-addressed envelope (sorry, you have to supply the stamp) to let me know what you want to do and when it would be best for you to get together. It would help if you could get your comments back to me by 15 June.

I had also considered the 4th of July as the Manhattan Area Rail Joiners (MARJ) are setting up their modules in Wamego that week in honor of the town's 125th anniversary (I also happen to live in Wamego) but I was afraid that might conflict with those of you that maybe going to the NMRA national convention in Denver that same week. For those of you that are going, boy do I envy you! You'll have to write and let us know how it went.

The purpose of this is not to try and circumvent any of the local clubs that some of you may belong to. I'm a member of MARJ and certainly don't intend to stop being a member. Nor is this to establish another layer of bureaucracy. One of the complaints I've heard the most (and that I've made myself) is that the NMRA and the MCoR don't consist of anything for the plain ordinary member except for the Bulletin and the Kibitzer. Here's a chance to change that. This also isn't a closed meeting. If you have a modeling buddy that isn't an NMRA or MCoR member, bring them along. Maybe we can interest them in joining up.

For those of you that are MCoR members, you can skip this paragraph because I'm going to make a short pitch for joining the MCoR. It only costs \$6/ year to be a member. For that you get 4 issues of the Caboose Kibitzer, reduced admission fees at many of the local swap meets (Manhattan, Wichita and the Turkey Creek Division meets just to name three) and discount admission to the Regional Convention (the '92 convention will be held in Tulsa OK the last week of June, Fri-Sun). You can also get discounts on the various fund raising projects that the Region puts out. You probably get more for this \$6 than any other like amount that you spend on the hobby. Give it a try, I think that you'll like it!

Some dates to remember and points of interest for this division and region are:

- o The week of July 4th- National NMRA convention in Denver CO.

o MCoR 1992 convention will be in Tulsa the last week of June, Friday-Saturday. In addition to the contests, modeling clinics swap meet and railfanning they are working on a train ride for the convention.

o The current MCoR patch is running out. When the current stock is gone a new patch will be designed and the old patch will become a collector's item. You can still get one of the last few old patches for \$1 each plus postage.

o Week of the 4th of July the MARJ will have their HO modules set up in downtown Wamego as part of the 125th anniversary of the founding of the town. The modules will be up 29 Jun-5 July.

o The annual Topeka Rail Road Days will again be held over Labor Day weekend. Although I don't know which displays they will have this year, they will have their annual train ride. I believe that this year will be a repeat of the run to Lawrence and back. Unfortunately, once again to buy tickets you have to be present in Topeka on a week day to purchase them.

o There are less than 20 of the Gil Reid prints of the Kansas City Union Depot left from the 1984 national NMRA convention held in KC. These are signed and numbered prints. If you are interested they are \$20 each plus \$2 postage. You can order them from Bob Dye in Raytown. His address is listed in both the Bulletin and the Kibitzer.

o Did you know that there are 18 Master Model Railroaders in this region? There is only one region currently that has more. Currently there aren't any in this division, but I do know that there are 4 members who hold certificates of achievement which are the first step toward MMR. There are also a number with merit certificates which is the first step toward achievement certificates. (NOTE: If we can get this divisional newsletter off the ground and you contribute something for it that would count toward your Model Rail Road Author Achievement Certificate.)

o The MCoR is selling a Morse Production limited edition kit of the Mid-Continent Oil Distributor. This goes along with the last fund raiser, the limited edition Mid-Continent Oil Company tank cars (which are sold out). The model is a craftsman kit of hydrocal castings, strip wood, white metal castings and includes the office building, two oil storage tanks, oil columns and gas pump. The kits sell for \$26 for MCoR members and \$32 dollars for non MCoR members. If you are an NMRA member but not an MCoR member you can get the kit for \$32 AND receive a free one-year membership in the MCoR. If you are interested you should order soon, the region has only contracted for 100 kits and the first 50 are already gone. You can also order these from Bob Dye.

o Ron Morse, the owner and manufacturer of Morse Productions is a MMR and a member of the MCoR from the Turkey Creek Division. You have probably seen some of the photos of his layout, the Forks Creek Railroad, on the cover of the Bulletin and in the photo section of the Walther's HO catalog. Although Morse Productions is currently limited to HO scale items he will soon be releasing new products in both N and G scale. The G scale will be cast in Portland cement so that they will be suitable for use outside in your garden railway. Having done some casting in metal myself, I am amazed at the quality of the castings that Ron produces in hydrocal.

o Currently there are model railroad clubs in this division in Manhattan, Topeka, Emporia and Abilene. If you are interested in any of these clubs let me know and I will give you an address to get in contact with them. If you know of any other clubs in this division please send me their name and address so that I can get in contact with them.

Obviously the point of all of this is to try and organize this division. If I'm going to try and represent you I need to know who you are and what it is that you think we need to be doing and where you think that the MCoR and the NMRA should be heading, but I can't do that if I don't hear from you.

That's about it for this time, besides the post office will charge extra if this goes over 4 pages! When I get the feedback from all of you about what you want to do you'll be hearing from me again. Remember, modeling railroading can be fun but you have to put a little effort into it sometimes!

Sincerely,

Marty Vaughn
609 Warren Circle
Wamego, KS 66547
Tele: (913) 456-7552

P.S. I left this space at the bottom intentionally. If you are not interested in organizing the division or in meeting with your fellow model railroaders I hope that you will take the time to just jot down why you are not interested. If you have had a bad experience with the NMRA or MCoR let me know about it, maybe we can fix it. This is after all YOUR organization and you should get from it what you want for your hobby. Besides, you wouldn't want to waste my self-addressed envelope would you!

What follows is a piece of Kansas Central Division history. It is the very first Brass Pounder. Even though it is labeled as Volume 2, Marty assures us that it is the very first issue of our Division's publication.

THE BRASS POUNDER
VOLUME 2 ISSUE 1
JANUARY 1992

On 9 November the members of the Kansas Central Division meet at Rock Springs Ranch and voted a constitution and by laws to present to the MCoR BOD meeting. In addition a slate of officers were nominated to run for the offices created in the constitution. The election was held in early January and the new officers of the division are:

Superintendent: Richard Napper
Paymaster: David Blazek
Clerk: Ted Fuller
Director: Marty Vaughn

On 25 January the petition to formally recognize the Kansas Central Division was approved by the MCoR BOD in Kansas City. Congratulations ladies and gentlemen, you are now part of the MCoR's newest division and the third division formally organized within the MCoR!

DIVISION MEETING: The next meeting of the Kansas Central Division will be held on Saturday 15 February at Rock Springs Ranch. The meeting will begin at 1:00pm. Copies of the constitution and by laws will be handed out to the members and there will be a business meeting followed by presentation of several clinics including one on airbrushing.

9 NOVEMBER MEETING: In addition to the business meeting and the vote on the constitution and by laws, the program at the last meeting included three excellent clinics. Don Clagett presented a clinic on corrections and update to a Railroad Model Craftsman article on using track power to run 1.5 volt micro lights. Jud Jones presented a clinic on making model trees using gypsophilia, (a common decorative florists plant) masking tape and a little paint. Richard Napper demonstrated how to make scratch built doors and windows using a simple jig that he had created from sheet brass and aluminum. All three clinics were excellent and were on a par with any that I have seen, including the NMRA national in Kansas City in '84. In addition, each clinic presenter earned 1 point toward their Author Achievement certificate for the Master Model Railroader Award. The facilities at Rock Springs Ranch are excellent! We had enough space for a convention, great food, a room with a fireplace complete with a fire and deer crossing the wheat field just outside the building! Dave Arends of Alta Vista deserves a big thanks for the use of the Ranch. It was great Dave, THANKS!

NEW AREA DIRECTOR: Great news for those of you that live in the western part of the Kansas Central Division! Mike Heroy of

Oakley was appointed at the MCoR BOD as area director for the western part of the KC Division. Those of you living there (with zip codes beginning 676 or 677) will be hearing from Mike in the near future about organizing (and maybe forming a division of your own). In the meantime you're still part of the KC division Mike will provide local representation for all of you. Mike's address is 608 South Smokyhill, Oakley, KS 67748. Mike is scheduling an organizational meeting in Hays on a Saturday in March (date to be announced). I hope to see all of you there!

KANSAS CENTRAL DIVISION MEET: The first KC Area Meet will be held in Junction City Kansas at St. Xavier's High School on Saturday 2 May. This year the meet will be held in conjunction with the Manhattan Area Rail Joiners annual swap meet. The program will include swap meet, clinics, model contest (both popular vote and NMRA merit judging) and other good stuff still in the works. Entrance fee is \$2.50 for NMRA members, \$3.00 for all others. Swap tables sell for \$5.00 each. There may also be a fund raising project for the division, details are still being worked out at press time. Each of you will receive a flyer by separate mailing as the meet time gets closer. Come join us for the first ever KC Division meet, it looks like it will be a lot of fun!

SUPERINTENDENT'S CORNER: I want to thank everyone that participated in the election and especially Jack Collins for being our election committee. Several of the races were very close with two races being decided by 1 and 2 votes. I am excited about the new division and think that we have the start of a good organization. In the future I hope to hold the division meetings in different parts of the division so that we can share the driving. If you have a location that we could use let me know and we will schedule it for a future meeting. I believe that to be successful with the division it will take initiative and input from all of the members. This organization will be what we make it and I want to hear from all of you with your ideas, comments and suggestions. I think that we are going to have fun. Richard Napper.

REGION NEWS: As you know, the MCoR BOD meeting was 25 January '92. In addition to accepting our petition to form the division some other decision were made by the BOD. While the full minutes will appear in a future Kibitzer, some of the high points or the meeting are as follow:

- o There only 25 of the HO Mid-Continent Petroleum Fuel Depot kits left. When these limited edition fund raiser kits are gone there will be no more. If you want one of these Morse Productions kits they are available from Bob Dye for \$26 for MCoR members or \$32 for non-members. NMRA members who are not MCoR members will receive a free one year membership in the MCoR for their \$32 if they send their NMRA number and expiration date when ordering. In either case you need to include \$3 for p&h. See the Kibitzer for Bob's address.

o The BOB also voted to purchase 750 HO Accurail kits as the next fund raising project. There will be 3 separate cars (250 each) of railroads from the MCoR area. These cars will not be available in any commercial runs. A committee was appointed to determine what cars to prepare. They will be making their decision in the next 30 days and it is hoped the cars will be available by the convention in June. If you have a suggestion (and slide) of a car to build, contact Dean Winsor (His address is in the Kibitzer). The kits will sell for about \$9 each.

o It was decided to keep the Kibitzer at the new size. Among other things the new size allows more pages per issue for the same cost. In your new issue of the Kibitzer (mailed 27 Jan) you will find a pike registry page. If you would like to have your RR appear the cost is \$5 for the year (4 issues). Also available are hobby shop listings. A hobby shop can appear in the dealer directory for \$10 a year (4 issues). If you know a local hobby shop owner who could use some cheap advertizing, you might show him the latest issue. All money raises from these projects will go to increase the size of the Kibitzer.

o The BOD also voted to establish an MCoR Certified Model Railroader Certificate. This CMR Certificate will be suitable for framing (it is a beautiful certificate, much better than the current NMRA Golden Spike award, unfortunately if you've already earned the GS you are not eligible for the CMR). Qualifications for the CMR are as follow:

1. Display six units of rolling stock
2. Construct a minimum of eight square feet of layout and 5 structure.
3. Three types of trackage required (turnout, crossing, etc.). All must be properly ballasted and installed on proper roadbed. Commercial trackage may be used. All installed trackage must be properly wired so that two trains can be operated simultaneously. (Double track, single track main with sidings, and block or command control). Provide one additional electrical feature such as powered turn-outs, signaling, turnout indication, lighted buildings etc.

If you look closely you will see that this is different (and not as difficult to earn as the GS. If you are interested in applying for this award let me know.

o If you hurry you can still take advantage of the \$5 discount for early registration of the '92 convention in Tulsa (entries must be postmarked by 31 Jan). Entry forms are in the latest Kibitzer along with the schedule of events. I think that you'll agree when you look them over, the clinic alone will make it worth the \$30 registration fee. Hope to see you in Tulsa!

Marty Vaughn

PRODUCT UPDATE: If you are interested in the computer game Railroad Tycoon mentioned in the last issue, it is now available at many Walmart stores for \$22.95. It is a great game, and that is a very good price.

A SHORT HISTORY OF THE MID-CONTINENT REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION

The Mid-Continent Region (MCoR) was formed in 1959 by group of modelers from Tulsa, OK and Hutchinson, KS who had attended a national convention of the NMRA in Denver, CO. The territory assigned to the region included Arkansas, Kansas, Missouri, Nebraska, Oklahoma, and the lower two-thirds of Iowa.

The region name came about at the planning meeting in Tulsa, OK when a glance from a hotel window revealed a large oil refinery along the river with the name "Mid-Continent". Sensing its appropriateness, the group adopted this name for the new region.

The region herald was designed by Bernard Corbin of Red Oak, IA following a chance remark by a convention banquet speaker who referred to the region as being in the "Heart of America".

The first president of the region was Lester Schucker of Hutchinson, KS. He also started publication of the MCoR bulletin known as the Caboose Kibitzer which is published quarterly. He also started the publication of a periodic newsletter called the Handcar.

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

Thirty members have served the region as president and two, George Brown and Arthur Brown, have also served as presidents of the NMRA.

The day to day affairs of the region are directed by three elected officers and a board of directors appointed by the president (or elected by the divisions they represent) who represent each area of the region. In addition a willing staff of more than forty volunteers conduct the business of the membership, convention and publications departments.

The region has traditionally conducted its grass roots activities under the leadership of the area/division directors. They in turn assemble a cadre of local enthusiasts who conduct one day area/division meets once or twice a year. These are meets offer a mini convention with a full schedule of model and photo contests, railroad tapes and slides, clinics, swap tables, manufactures displays, fan trips, layout tours, prototype tours and much more. Ten to twelve area/division meets are held each spring and fall. In addition the region co-sponsors an annual two day convention each year at a rotating site.

The MCoR has hosted the NMRA national convention on two occasions in 1950 and in 1984.

Several MCoR members serve on national committees of the NMRA.

(Editor's note: Seems only fitting that the MCoR should plan on celebrating its 50th birthday with a convention Kansas City in the year 2000. If we start planning now it could be a heck of a convention.)

I MARRIED A RAILROAD

When the Rock Island railroad built its double tracks through the village of Alma, in Wabaunsee County, Kansas, back in 1926-1928, none of us realized this construction job would result in a delightful metamorphosis in the lives of young women in our town of 775 population.

More than a hundred railroad men: dirt contractors, bridge contractors, civil engineers, clerks, laborers, descended upon the town, and we girls set about to make the best of what a kind fate had dropped into our laps.

Strangers in our small town were eyed with interest, and speculation, but never with indifference. We met these wandering Ulysses at the local dances: at Mrs. Haller's boarding house, at the skating rink, at Thursday night band concerts and ice cream "socials" in the park.

It helped, also, that most of our mothers were not adverse to making a few bright dollars by renting rooms in our home to the overflowing male population.

When the big construction job was over, half the girls in town were married, engaged to, or had turned down, the young railroaders. Our town was never the same again.

And I, who had never won a beauty or popularity contest in my life, discovered that I had won a tall, blue-eyed Irish railroader. He was the life of any party, and could pick out any girl he wanted. Not only that, but he had a yellow roadster and a \$20 Stetson hat!

What I didn't know at the time, of course, was that in marrying my Irishman, I also married a railroad. I haven't been permitted to forget it ever since.

I have hung out washings from Faribault, MN, to Tucumcari, NM; from Moline IL, to Fort Worth Tx; from Liberal KS, to Bigelow, AR.

I have lived in down-at-heel mansions, third-floor furnished rooms, and no-place-in-particular.

A railroad wife is never naive enough to believe that she is "settled." That is a lovely, cozy word never used seriously in railroad families.

Of course men may sigh and declare in a loud voice that it is a dog's life. But that is only for the benefit of their wives. They complain about their bosses, their wages, their hours, their unions, their working conditions, and yet, whether on the job or off, they find their work so fascinating that they will not, with patience, talk of anything else. In their hearts, these men are down right sorry for the poor slobs who never sat in a diesel engine with the telegraph poles flying past at 90 miles an hour; or helped, in the cold gray dawn, to put a "string" of box cars back on the track after a wreck.

And the stories! No place, except perhaps the sea, could there be such amusing and impossible stories. There was Shorty O'Brien and his 5000 class steam engine. Shorty was 20 minutes late out

of Herrington, KS going hell bent for Kansas City with some hot freight. He rolled down the Volland hill like a bill collector was after him, down through the Mill Creek Valley he stormed, and just outside of Maple Hill, before he got to the Kaw river bridge, a handful of loose gravel or sand, inadvertently left on the rail by workmen, sent that old steam engine off the tracks.

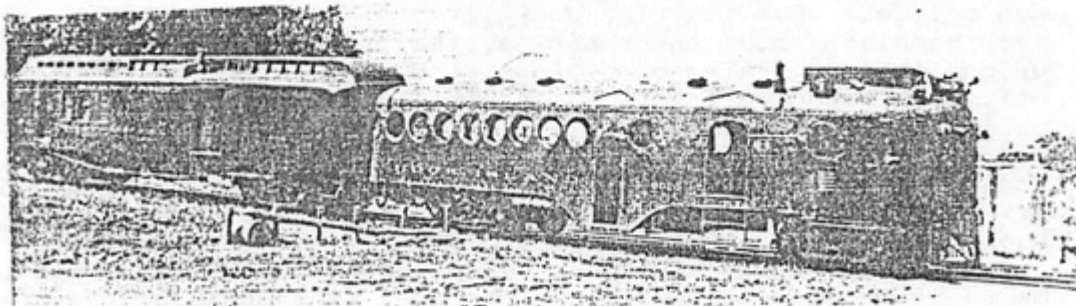
It all happened so quickly that none of the crew had time to jump. Lucky it was they didn't, either, for the 5000, in leaping the track, stayed upright and plowed into the sand and dirt up even with the cab window. Luckily, she didn't explode. The engine, that is; but old Shorty O'Brien did. Out of that cab window he clambered, and off into the weeds on the right of way. He muttered and howled to himself, frantically pawing the gravel and peering into every hole.

There lay the \$100,000 steam engine puffing her last, and there was Shorty O'Brien digging under the fence like a gopher.

The rest of the crew chased Shorty down and attempted to quiet him, afraid that fear and the sudden accident had unhinged his mind. Shorty cursed, and tearing himself away, shouted, "Let me go, you fools. I'm hunting for my store teeth. That jolt knocked them clear out of my mouth!"

The preceding is reprinted the employee magazine of the Rock Island RR, the Rock Island Rocket, May 1957. Upon his retirement from the Rock Island the late Mr. Laverty brought his bride home to her family home in Alma, KS. Mrs. Laverty still lives in Alma and writes a column for the Wamego Times. Her column occasionally contains other stories of her "marriage to the railroad".

INFORMATION REQUESTED: As you may know the town of Wamego was originally a division point on the Kansas Pacific complete with roundhouse. The Wamego Historical society is attempting to locate a photo of the original roundhouse. It was believed to have been built of stone and was located in the current city park and consisted of four stalls. If you have a photo of the round house, or know of where one can be obtained, please contact Marty Vaughn in care of the Brass Pounder.

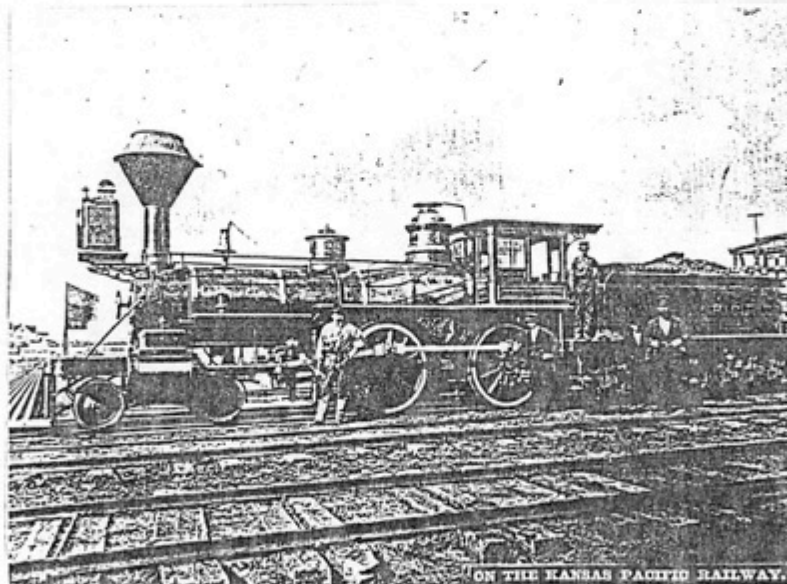


McKeen Motor Car # 9020 & Trailer May 17, 1928

VOLUNTEER POSITIONS AVAILABLE: One of the points raised in the Superintendent's Corner of this issue is the input needed from you the members to make the division successful. One way to help out, get your two cents in and earn points toward your volunteer merit certificate is to take on a volunteer position with the division. While the specifics will be discussed at the next meeting, some of the volunteer positions that are currently available are: editor of the BRASS POUNDER, Area meet chairman, rerrail chairman, division meeting clinic chairman, etc. In fact, if you can think of a job that you would like to do, we can probably find a position for you (well, except maybe for division curmudgeon!)

COMING EVENTS:

- o 15 Feb- Kansas Central Division meeting, Rock Springs Ranch, 1:00pm.
- o 16 Feb- Mid America Train Show, 9:00-2:00 Reardon Center, Kansas City, KS
- o 22-23 Feb- Great American Train Show (GATS), Municipal Auditorium, Kansas City, MO
- o 29 Feb-1 Mar- GATS, Denver CO
- o 7 Mar- Topeka Swap Meet
- o 4-5 Apr- Wichita Capitol Air Show
- o 2 May Kansas Central Division Are Meet, Junction City 9:00-3:00
- o 25-28 June- Tracks to the Oil Patch, MCoR convention, Tulsa OK.



Kansas Pacific 4-4-0 #22
Photo courtesy of the Kansas State Historical Society

Wanted!

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 Calendar

December 1, 2018

Ross Boelling

Junction City KS

1:00PM KCD Meeting

followed by

Layout Tour and Operating Session

Direction to Ross's will be sent out in a separate email!