

Photo by David Heinsohn

# THE BRASS POUNDER



Official Publication of the  
Kansas Central Division  
Mid-Continent Region of the [National Model Railroad Association](#)

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February 2019

## Timetable

**The next KCD meeting will  
be at the Wichita Train Show  
February 2, 2019  
More Information  
on Page 3**

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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](mailto: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](http://groups.yahoo.com) and enter KCD-NMRA in the search window to find the group and to join

<i>Call Board</i>	<b>Director</b> Ray Brady <a href="mailto:joycove@wilsoncom.us">joycove@wilsoncom.us</a>	<b>Clerk</b> Tom Katafiasz	<b>Paymaster</b> Larry Tiffany
	<b>Superintendent</b> David Heinsohn <a href="mailto:Kd0r@fhrd.net">Kd0r@fhrd.net</a>	<b>THE BRASS POUNDER</b> <b>Editor and Publisher</b> Ray Brady	<b>THE BRASS POUNDER</b> <b>Associate Editor</b> Christine Heinsohn

# Minutes of Last KCD Meeting

## December 1, 2018

The KCD meeting of December 1, 2018 was held at the home of Ross Boelling. The meeting was convened at 1:15pm. Those in attendance were Wayne Castegnaro, Roger Larmer, Tony Schmidt, Ross Boelling, David and Chris Heinsohn, Ray Brady, and Tom Katafiasz.

The minutes from the previous meeting were read. David made the motion to approve and Chris seconded the motion. Approved. The current slate of officers is as follows: Ray Brady, Director; David Heinsohn, Superintendent; Larry Tiffany, Treasurer; and Tom Katafiasz, Clerk. Every member present introduced themselves, mentioned what gauge they model and the railroad.

Under new business, the Director informed us of a bogus scheme where there was an email request for funds in various Divisions coming from the Superintendent to the Treasurer. As a result, member's addresses (and directions to their house) are no longer published in the Brass Pounder. Ray also removed the e-mail addresses for Tom Katafiasz, Larry Tiffany and Chris Heinsohn from the Brass Pounder. Ray is trying to "cut a fine line" as to what he publishes in the Brass Pounder that would compromise us financially and reduce member exposure to theft, and still provide communication for prospective members.

The meeting schedule for 2019 is as follows; Feb. 2 at the Wichita Train Show, April at David and Chris's, June at Ray Brady's, August, OPEN, October at Ross Boelling's. The slate of officers for 2019 was presented as follows: Ray-Director, David-Superintendent, Larry-Treasurer, and Tom-Clerk. Ross made the motion to approve the list of officers and Tom seconded.

Ray brought up the receipt of a KCD patch he received from Marty Vaughn when doing his interview for the December 2018 Brass Pounder. We discussed resurrecting the patch for the members to wear. Tom would contact Mrs. Hemmingway for further information.

The MCoR Regional convention is in Wichita, KS June 20-23 and the National convention is in Salt Lake City, Utah July 7-13 this year. The last weekend in April (27 and 28<sup>th</sup>) is the train show in Herington, KS.

Meeting Adjourned.

Ross then depicted his life story from 1996 with the SP, to 1997 with the MRL and then 2002 with BNSF in KC. He was assistant dispatcher then chief dispatcher. Ross explained BNSF lines that were dispatched from KC and the one that he personally dispatched. He mentioned the complexity of dispatching the Argentine Yard, which was his responsibility. Ross also discussed CTC, ABS, track warrant control and "dark territory." A brief video was shown of a dispatcher's screen and a train with track warrant. Very

interesting presentation of a subject in which we were lacking!

Respectfully  
submitted,  
Tom Katafiasz,  
Clerk, KCD



# Next Meeting

## Kansas Central Division - NMRA

### Wichita Train Show February 2, 2019 1:00PM Upstairs in the Clinic Room

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

[Home](#) [Contact Us](#) [Location](#) [Model Train Gallery](#) [Club Information](#)  
[Vendor Info](#)



#### The Wichita Train Show & Swap Meet

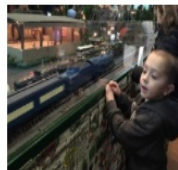
Presents the The Best Train Show in Wichita Kansas

##### The Wichita Train Show & Swap Meet

Is coming to the Cessna Activity Center  
at 2744 George Washington Boulevard on:

Saturday, February 2, 2019 from 9am-5pm  
Sunday, February 3, 2019 from 11am-4pm

Sponsored in part by:  
Chisholm Trail Division NMRA



- Operating Model Railroad Layouts
- Model Train Contests
- Model Railroad Clinics
- Over 100 Dealer Tables
- And much more...

Scouts  
in Uniform  
Get In  
Free

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

\$1 Off  
with  
Non-Perishable  
Food  
Donation

# Future Events



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](mailto: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.



## 2019 MCoR CONVENTION TRAIN SHOW

Hosted by: Chisholm Trail Division, NMRA  
Saturday June 22, Sunday June 23, 2019

AT: **DOUBLETREE by HILTON**  
2098 AIRPORT ROAD  
WICHITA, KS 67209

**TRAIN SHOW OPEN TO THE PUBLIC**  
SATURDAY 22ND 9AM TO 5PM  
SUNDAY 23RD 11AM TO 4PM

for more information

PHIL AYLWARD (316) 259-5190

E-Mail: [Aylward1@cox.net](mailto:Aylward1@cox.net)





## 2019 NMRA Mid-Continent Region Convention

June 20 – 23, 2019

### Registration Form

PLEASE TYPE OR PRINT

[www.WichitaMCoR2019Convention.org](http://www.WichitaMCoR2019Convention.org)

NMRA #:

Registrant Full Name:		___ Dr. ___ Mr. ___ Mrs. ___ Ms. ___ MMR	
Complete Name As It Should Appear on Badge:		PayPal Name: (If paying with PayPal)	
Name of Companion		___ Dr. ___ Mr. ___ Mrs. ___ Ms. ___ MMR	
Companion Name As It Should Appear on Badge:		Main Registrants Area Code & Telephone #:	
Street Address:		City, State, Zip Code:	
Registrant's email:		Companion email:	
Names & Ages (As Of June 2019) of Youth Family Member(s):			
Note: Registration Fee Includes Convention Entry, Clinics, Banquet, Train Show Admittance.			

#### Convention Fees

Sub-Total

Sub-Total

Basic Registration	___ x \$125.00	\$	Silkscreened T-Shirt	___ x \$20.00	\$
Companion*	___ x \$80.00	\$	Embroidered Polo Shirt	___ x \$30.00	\$
Youth * (age 5-11)	___ x \$50.00	\$	Convention Souvenir Cup	___ x \$5.00	\$
Banquet Only	___ x \$45.00	\$	Decals (Scale ___)	___ x \$5.00	\$
++ Excursion	(TBA)	\$	Convention Cinch Bag	___ x \$5.00	\$
Convention Hat	___ x \$12.00	\$	+ Convention Lanyard	___ x \$5.00	\$
Sun Visor Hat	___ x \$12.00	\$	+ Convention Lapel Pin	___ x \$5.00	\$
Rally Towel	___ x \$5.00	\$	+ Convention Patch	___ x \$5.00	\$
* Must Accompany a Basic Registration + Included With Basic Rate Registration ++ Excursion Info Coming Soon			Total Submitted To:  MCoR 2019 \$ _____		

Note: Items ordered can be picked up at the Registration Desk at the Convention.

#### Payment of Fees

Checks / Money Orders payable to: **MCoR 2019**

Mail to: 2019 MCoR Convention  
603 Chestnut  
Halstead, KS. 67056

or

Pay Online with Major Credit Card through PayPal

Special Considerations:

**2019 National Convention  
Salt Lake City  
July 7-13, 2019**

**Registration is online.**

**Just go to [NMRA.org](http://NMRA.org) and follow the links**



# 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:

Wow, winter seems to be flying by. After our December meeting, Chris and I continued on to Kansas City so we could board the Southwest Chief to go to Los Angeles. If you've not ridden a long distance Amtrak train I suggest you give it a try. From LA we boarded a cruise ship and headed to Chile for 16 days. We flew home and spent Christmas here, then got on a plane and went to visit our daughter in Portsmouth, VA.

The picture below is of the view out of our hotel room window. I'm including it because in the distance on either side of the river are GREAT model railroad subjects! You can just make out the Lambert's Point coal terminal and several container piers. The industries around Southeast Virginia are rich with modeling opportunities especially if you go back to the World War II or post war era.



While we were visiting Cam, she wanted to go to the Zoo, so off we went. Turns out Norfolk Southern has a train ride in the zoo. Never know where you'll find a model train. :-)

I think this is supposed to be a 4-2-4. Anyone ever heard of a prototype for that?

**Editor's note. See page 19 of this issue for information on 4-2-4 locomotives...**

Our meeting this month will be at the Wichita Train Show. We have the clinic room at 1PM as it stands now. Chris and I will be in the exhibitor's area with our little shelf layout letting kids of all ages run trains when we're not at the meeting. Come join us for a chat or even to run some switching.





I'll try to keep the business meeting fairly short. Our topic for the meeting will be the treasures you've found at the show. Then we'll all head back to the show itself.

The Chisholm Trail Division (the one that includes Wichita) will be hosting the Mid-Continent Region Convention in late June. Here's a link to the website.

<http://wichitamcor2019convention.tripod.com/mainx.html>

This is a much smaller convention than the national that was in Kansas City last August, but there'll still be layout tours, maybe some ops sessions, clinics, a train show with vendors and exhibits, a contest room with judging and evaluation of your models, and of course the chance to visit with model railroading friends from all over the region. This is a nice, close convention, so I hope lots of you will join us.

Have a question about some aspect of modeling? Want to operate in an ops session? Maybe you need crew for an ops session. Or you could sure use some help building that bench work. Kansas Central Division has a couple of easy ways to make your needs and desires known to your fellow hobbyists. We have an email list through Yahoo Groups and we have a FaceBook page. Ray keeps info on joining both of them on page 1 of the Brass Pounder. If you're not already accessing your fellow hobbyists via them, please join. If you are on them, please ask questions and make requests via them. These assets are not there just for the officers to announce things. They're there for all of us to use.

Speaking of Wichita and fellow hobbyists, there is a get-together of modelers for lunch every month. This is not affiliated with the NMRA, just a bunch of folks who enjoy chatting and sharing. The group is called WAMRR, Wichita Area Model Railroaders. It's LOOSE! They meet on the second Thursday of the month at 11:30AM at Spear's Restaurant, 4323 W. Maple. They meet on Thursday because it's a free pie day. Every entree includes a piece of pie from their long list of pies. Bring something to show off if you'd like.

Speaking of showing off, send Ray your photos of what you're doing with model railroading, or some interesting prototype you've seen. Maybe even a large-scale loco you rode behind while on vacation. Add a caption so we know what and where you photo was about.

I'm looking forward to seeing lots of you and your guests at the train show in Wichita.

David Heinsohn

Superintendent, KCD



# *Notes from the Director and Editor*

## *From the Kansas Central Division - NationalMRA*

On December 6, I had the pleasure to represent the Kansas Central Division at the bi-annual meeting of the Region Board of Directors meeting. At that meeting, the following topics were discussed:

1. The policy for honoring deceased members of the NMRA was left up to the discretion of each Division. In the August meeting, there was some sentiment to establishing a memorial to deceased members at the Region level, but it became apparent that a universal policy by MCoR would lead to some social issues. – whom to honor and whom not to. Hence, it is being left up to each individual Division to establish its own policy. The Kansas Central Division honored John Snell by devoting an entire issue of the Brass Pounder to him.
2. The 2019 MCoR Convention was discussed, with flyers passed out giving registration information. (See pages 4 and 5 in this issue of the Brass Pounder.)
3. The 2020 and 2021 MCoR conventions are in the planning stages.
4. Membership in the NMRA in the MCoR region is 974. MCoR covers Nebraska, Kansas, Oklahoma, Arkansas, Missouri, and parts of Iowa and Illinois. Kansas Central Division has 26 members. (3 first timers joined with the 9-month “railpass” in the last 3 months to see how they like it...) We are the largest in my time in the Division (see page 30 for the Kansas counties where members live.)
5. I discussed the KCD policy of limiting information about officer’s emails and directions to member’s houses in our publications. (See editorial in the December 2018 Brass Pounder.) This was met with mixed concern, and the final decision at the Region level was to leave up to each individual Division how much publication of member information is put in the public domain. I have instructed the MCoR webmaster to take down the email information for all the KCD officers from the Region web site except for the Director and Superintendent, and I will continue to send out directions to meetings at member’s homes via separate email.
6. I received a large number of Kansas Central Division patches from Lou Seibel who received the from the Richard Napper estate. See information on page 23.

I feel blessed to have had the opportunity to talk to James Monroe about his NMRA “Life Member” experiences in Arizona. I found it particularly interesting the involvement and creativity his club had in Phoenix in living and promoting Model Railroading. It is amazing what a few people can do with zeal – and initially they did not have NMRA affiliation. And I thank Alan, Tom, and David for their contribution in this issue.

As far as the Brass Pounder is concerned, I welcome articles of things you are doing or activities you are involved with. The publication cannot continue without your participation. All of you have something significant to contribute.

Work on my layout continues. Two more 10’ passing sidings have been added as a result of a need demonstrated by the Topeka N-track club having running sessions here, and work is almost complete on the North Platte yard. While there won’t be any “hump’s”, I am hopeful to have a flyover like the prototype – if I can make a 12” track radius work. (N-scale, remember) I look forward to having you here at the KCD meet in June.

Well enough  
ramblings....  
Ray





# KCD Associates in the NMRAssociation

## Activities and Interests of the Division's Members

As a way of introducing each of us to each other, the **BRASS POUNDER** is talking to members of the Kansas Central Division about the exciting things that each is doing in the Model Railroad world that would be of interest to all the membership as a whole. We hope you enjoy reading about what other model railroaders are doing.

*In this issue, The Brass Pounder interviews James Monroe. Jim is a Lifetime Member of the NMRA, and came to the Kansas Central Division from Phoenix AZ in 2009. We thank him for sharing his model railroad experiences with us.*



**Brass Pounder:** Jim, we thank you for sharing with the members. What was the reason for your becoming a lifetime member of the NMRA?

**Jim:** At the time the Phoenix club I was in became a 100% NMRA club, we found out the wealth of information that was out there. And, at the time, to become a lifetime member was relatively inexpensive – like \$400 or so. I was in a position that I could afford to do it and it was important to me that as much fun as I was having and as much as I was learning, this organization was out there feeding

my friends and me. It was important to be able to support it. At some point I was hoping my nephews would get into it. I didn't have a son, and my daughter thought it was interesting but did not want much to do with it. It was just a way to pass on what was going on and promote it. It's fun to get the NMRA magazine. I go through it, look at the pictures, and the detail and the layouts that the guys have. And, once in a while there is an in-depth something that catches my eye and I know exactly what they are talking about. And, you find out that even I could still do that. It was just important to support an organization that was making it fun for people that I knew. I never thought about becoming a Master Model Railroader, but I sure enjoyed the heck out of it.

It is like being an in the Boy Scouts. A lot of guys want to become an Eagle Scout. It was never something I was interested in, but I sure admire them for their talent and their stick tuit-iveness to get involved and make something of it.

**BP:** What brought you to Kansas?

**Jim:** As my wife says – “a U-Haul”. Seriously, my niece married a kid whose dad was living in Belleville. They went to visit him and found a piece of property around Mankato that they eventually bought. They thought it would be cool to live out there. When they moved out here, everyone in Phoenix said “What the heck is in Kansas?” But her mother (my sister) came back to visit and eventually bought a place in Burr Oak. So it became something for us to find about so we started coming out to visit. It got to the point that we were here every 6 months spending a week or so. Finally, one Sunday we walked out of a restaurant after breakfast in Smith Center on a bright sunshiny day, there was no traffic, and we said it would be kind of fun to live her. So we started talking about it. One thing led to another, and we wound up here in Beloit. We have no desire to go back to Phoenix. The only big city we go to any more is Washington DC because my wife's brother lives there, and we take the train there. We go to Newton and get on Amtrak. We spend 36 hours and go back to visit and enjoy every minute...

**BP:** Tell me about the club you were part of in Phoenix.

**Jim:** The group I was in had gotten to the point where we were meeting regularly. And we were doing things as a group like dioramas and teaching each other how to do various aspects of model railroading such as painting, rock formations, laying roadbed, using homasote and cork, how to get your track nice and smooth, good electrical connections.

**BP:** Were these show-and-tells or presentations with pictures?

**Jim:** They were show-and-tell. We would meet at somebody's house, have stuff set up, and actually sit there and get some hands-on. Or if it was something a little more intricate, we would gather around and watch that person actually do that particular task and learn from it that way. A lot of guys would take notes to make sure they were remembering what they heard or saw so when they got home they could do it. This is before lap top computers.

**BP:** Were you meeting at people's home, or in one location?

**Jim:** We would meet in people's homes. We had a couple of guys that had larger areas so we tended to utilize their home more than others. But we tried to divvy it up so everyone got the opportunity to play host.

**BP:** And show-and-tell for what they were doing?

**Jim:** Right! We were going to shows and doing these seminar type things so we needed a way to identify ourselves. We decided we would buy vests for everybody. And then we had the club patch made up with the Ponderosa North Model Railroad Club. Then we started going off to the various model railroad shows that would show up there in Phoenix and we would rent our particular space from the dues we collected for the club. And we'd just sit there and have fun all day long, meet



and talk with the people, explain things to people, get some of the other model railroad clubs people come over and talk. It became a real learning experience for all of us.

**BP:** So you are a club, not an actual NMRA Division?

**Jim:** We were a club. Then we were a part of the Pacific South Region, which Arizona and Southern California were a part of as I remember. Two or three times a year they would have a railroad show or meeting down at the coliseum in Phoenix. Later on, they had the new convention center and you would go down and set up your table and chairs. We had a banner we would string up on the wall, or we had posts that we would use if there wasn't a wall to hang it to. Thus people would know who we were, what we were doing, and why, etc.... And we all had on name badges so people could identify us.

**BP:** Were you 100% NMRA membership in the club?

**Jim:** That was THE big deal. We finally got to that point. Not everybody had the funds to do that. But we eventually got to the point where we were 100%. And when we got that, we got that recognition. I don't remember if it was a special badge or what but we got something that denoted we were 100%. It was a way to, for lack of a better term, "show off" to some of the other clubs. And then when we were 100% we began gathering more members and at one point we were at 23 or 24.

**BP:** Early on, when you were doing shows, were you much smaller?

**Jim:** Yes, maybe 4 or 5 guys. We just decided we wanted to go down and set up a table, meet people, and go out and be active. We were all living in the northwest section of Phoenix. So those that know the area, Paradise was the local horseracing track and everyone lived in that area. It was easy to get around to everyone's houses. We all lived within 10-12 miles of each other. So what was the big deal to go over to someone's house?

**BP:** Just a piece of cake. Our Division covers Topeka, Emporia, McPherson, Salina, Beloit. We are covering north Central Kansas and travel seems to be a big issue for people. But when you are within 12 miles, it really makes it easier.

**Jim:** That was the club. When we started meeting with the District and Regional people, the people from all over Phoenix would come in to the convention center and we would meet a wide range of skills and talent. They were the experienced MMR's as well as the people that bought "this little train set that I want to play with." We did not slight anybody – we encouraged everyone.

**BP:** My wife had an aunt that lived in Sun City West. It is my understanding they have a great club. Of course everyone is 50+ there because they have that age restriction to live there.

**Jim:** The Sun City community there has the wherewithal to provide a building for them to meet in and build a layout. It makes it a permanent facility. As new people move in and people pass away, it becomes an ongoing thing. It is great for encouraging the younger generation.

**BP:** You had such a large population and wide diversity in the area that it makes that type of thing easier. In our case we are so spread out. And, our total membership in the Kansas Central Division is only 26. That was the membership of your club. But having us spread out over 150 miles east to west is an issue.

**Jim:** At the time we were the largest, we decided we wanted to build a traveling layout. We had a guy that was a cabinet-maker so we were able to have someone do the joinery correctly. So we got together with him and built eight 4X4 modules that would connect into a circle. When I left, we were in the throws of looking for a van or a trailer that we could load these modules into and take them to different meetings around Arizona, Nevada, New Mexico, Utah, or California. We just wanted to go out and share the knowledge base that we had.

**BP:** Were these built to some standard? I know N-Trak has standards for their modules.

**Jim:** We were in HO. I believe there was a set of standards that were available to us and I believe we relied heavily on that to make sure we had an element of uniformity. It wasn't that we were going to go out and join other modules; we wanted a set of standards for ours. And, if I remember correctly, they were available through the NMRA. We were able to draw from that. One of the benefits of being a 100% member club was you found out more and more from the national organization. And you start going to the shows and people start talking to you and you get a wealth of information for little or no cost at all.

**BP:** I understand. I went to the Convention in Kansas City in August. They had the opportunity for something like 48 time slots for clinics over the week. I went to 41 clinics, I think, and it was like sucking on the end of a fire hose. There was a huge amount of information that the guys shared.

**Jim:** With the advent of the electronic media, the video's and the ability to speak one-on-one to get your questions answered in real time is just phenomenal. That was not available back in the '80s.

**BP:** And it is all technology.

**Jim:** We had one guy that bought a house and moved into the area. He found out about the club and came in to see what was going on. He had a garage that he decided to build a layout. He was a novice woodworker, electrician, everything else. But the man could paint a sky scene like nobody's business. He had some great looking clouds – like HOW DO YOU DO THAT!

**BP:** Everyone has their own specialty that they really excel in. That is the advantage of having clubs – you can pool your resources.

**Jim:** And the resources are literally anything. It is not necessarily monetary. When someone has a talent, it is great when they are willing to share it. And then you find out that two guys have a talent that far exceeds what they originally started talking about. All of a sudden, you have a whole different viewpoint when you are doing your modeling. It is just incredible!

**BP:** So what modeling did you do?

**Jim:** As a kid I was raised in southwest Ohio. In the little town I grew up in, within a quarter mile of my house we had a train track going through town. I got interested in trains as a kid just watching the trains run through town. At that time, the steam engines were still running so you got the whistle and you got the smoke and you got the belching – everything. So we would go down and stand next to the tracks and as the cars went by we would reach out and try to touch them – which is not the brightest thing to do, but as kids it was kind of fun – “I touched it!” So that is how I got interested in trains. If I had to guess, I would say it was the Baltimore and Ohio. I am not 100% sure of that, but it ran through town twice a day. And the tracks ran kind of Northeast-Southwest.

Anyway, as an adult we lived in Phoenix and the Santa Fe was going through Arizona and their colors were blue and yellow. It struck me as good-looking cars and engines, and the engines were fascinating to watch. So I got into Santa Fe. There were guys that I was associated with that really were into the steam era engines and cars. And, in the '80's you started to see more of the container haulers and the articulated cars. At that point, the modern stuff really struck my fancy and I thought it would be fun to have those on my layout running. And more and more of that become available to run, and weigh correctly, and have the proper couplers.

Then I got into trying to name the layout I wanted to build. At that time one of the popular cars you could get was the beer advertisement – both international and national. So I started buying those and making “beer” trains pulled by the Santa Fe engines.

And, I was into bald eagles. I named my railroad the Bald Eagle Express Rail, i.e. BEER. We were at the Arizona State Fair, and there was a guy with one of the big sewing machines that did embroidery and so I had him do a patch that had a bald eagle on it. It cost about \$50, but I have it on another vest. It was fun.

I had a lot of big dreams about what to do and how to do and what to focus on. I tried to build a layout at one point but then we sold the house and that quickly went south. Then we bought another house. We didn't have a whole lot of room but we had a 2-garage and my wife said I could have half the garage so I build the layout out there. I never got into the scenery but I had a nice circular layout where I could pull off and make deliveries.

I had a good friend by the name of George Lopez. He was a bachelor, and he built his layout from room to room to room. It was part of the feature of the design of the house but every room was still functional as a living room, kitchen, bathroom and all that. But it ran through every room. Well, he became part of the club. We used to go over to his house and have running sessions. He would give us a stack of index cards, and those were your cars and you had to drop them off at different places. And so we were running our own train and doing all the stops, building our train and dispatching he cars out and you would spend the whole Saturday doing that at his house.

**BP:** So you were doing an actual operating session. Did you have schedules and directions and meets, etc.?

**Jim:** Yes. It has been a while since I thought about it, but we had a full operating session. He used a Kadee coupler that was fairly new at the time and had magnet buried under the track. You had to learn how to operate those because that was what he had. It made it very interesting because you were a group of 5-10 guys in this rather large complex and his power supplies were divided up where you could run your stuff while somebody else was running past you. You didn't go from town to town to town. You would hit a town, and then go three or four towns before you had to do some switching there.

**BP:** That whole issue of operations has spawned an Operations Special Interest Group and they really get quite sophisticated in how they do it. They had a layout at the Kansas City Convention where you could sign up to participate in an operating session. The hobby takes you where you want to go.

**Jim:** Absolutely. I was at a point when we moved to the new house in Phoenix where I had the garage with the layout built, and I wanted a work area. We had an extra bedroom in the house. And so I was traveling between Phoenix and Tucson all the time on business. The two hour trip down to Tucson was free time so my subconscious would be working on what to do, how to do it and where do you get the facilities to do it. I actually made up a workstation that was like a large desk with drawers down the side. The lower drawer was large enough to keep larger tools in, and the upper drawers were smaller so your cars were actually laying in slanted so they were easy to pull out to paint or decal. Then I took the top of the desk, which was kind of like a roll top desk and I put on a short piece of track so I could test a locomotive, or roll a car or check couplers. And, I wanted a space that was a workspace that I could work on the cars or engines or whatever. So I engineered it so that the track was about at eye level, but the work surface was on drawer slides so I could pull it out to work on something. I engineered that up and that was how I got interested in woodworking. But I sold it to one of the guys in the club when I left Phoenix and as far as I know he is still using it. It was a pretty cool piece of equipment.

**BP:** Everything was right there where you needed it.

**Jim:** Yep. Power pack was there. Everything was wired correctly. It was DC equipment. DCC was just starting to come out. It would have been fun to get into that but lifestyle changes came onto the horizon. We wound up moving into a different house. Shopsmith had a display at the Arizona

state fair and I wound up buying their “5 in 1” tool with all the attachments and got into woodworking. Other than buying the equipment, it was a lot less expensive to get into woodworking than model trains.

However, one of the sidetracks I got into when I was doing model railroading was what they call “railroadiana” – memorabilia from the railroads, like lanterns, whistles, patches, etc. You go to the shows and people are selling all kinds of stuff and it became important to get the different patches. You just HAD to.

*Editor's note: Jim has gifted the Kansas Central Division an antique RR Crossing crossbuck (below) to sell or auction off to raise money. We will need to discuss as a group.*



**BP:** Do you still have your locomotives and rolling stock?

**Jim:** No. I knew that I needed to downsize, so I went to the various guys I knew that were into the modeling and one of the guys decided to help me organize it and set up an auction. So I got it all sold off. I didn't make nearly as much as what I had into it, but it went to people that I knew were going to use it. I still have a few memorabilia things though.

After we moved to Kansas 9 ½ years ago, we found out that Kansas had over 100 counties, whereas Arizona had 14 counties. And, I knew where all 14 were, having grown up there. So my wife and I wanted to find a map of all 100 counties so when we were watching weather reports we would know where Rook county was vs. whatever. Anyway we were at the Rt 36 place and the guy had an old school map. We bought it not realizing it was a railroad map from the early 1930's. On it, if you



get on a train in Beloit, you could go anywhere in the state because passenger trains were still running. Once I realized that, I realized I had a unique piece of history for someone interested in seeing what the railroads were really doing back then.

Part of my family history is my dad's dad was kind of a rounder, didn't treat my grandmother very well, but he worked on the railroad. I have been told that he was in a railroad accident and he developed gangrene and lost his life through that. I don't know much about that but it has been passed down to me.

But back to the NMRA, there is so much information that is available there. And when you get back into the local area, how you can tie that information to the railroad. Like the railroad that comes through town now is primarily grain hauls with a few oil cars. But I have a friend here in town that, not that long ago, would get on a passenger train with her mom and go the few miles down the line to Glen Elder which is 10 miles away, and then go on to Downs to visit relatives there. But, the train didn't run with a good schedule to get them back home before it got dark, so they would take the bus back. And, she and her mom would do this every weekend. And of course the train would pick up milk, and mail too. Plus, the kids could take it and feel perfectly safe.

**BP:** Have you thought about getting back into model railroading?

**Jim:** I retired about 5 years ago, and at the time I retired I was working at a local doctor doing front office stuff for him. And that would keep me busy but I really didn't have a hobby to get involved with other than doing yard work. When we sold the first house here in town and bought the one we are in now, I knew I would be doing a lot of remodeling in the house. So we started buying tools to do specific jobs. And now that 90% of the remodeling is done I have this influx of tools and this house has an over size 2 car garage that my wife said is mine. So I have that spot for my woodworking tools. And, I have found out that there are a lot of pallets that are available. And there is a wealth of projects that utilize pallet wood for furniture. So I have gotten into that and have made some money from that. Money is a big motivator. And, I made a coffee table for a friend that turned out really nice. So right now my main focus is on what else can I build? I have a lot of scrap wood I have collected over the years. I have a friend that builds gymnasium floors and have gotten a lot of maple flooring leftovers. Anyway my main interest is woodworking because I can make some money and it keeps me busy. I have the garage set up so with the heater in there I can work all winter long. It makes it nice to be occupied in the winter months. Plus my wife knows where I am, and my friends come to the house and know to come to the garage first. My interest is there.

But here is an example of what could be done. The railroad crossing here in town was literally the worst crossing in the state. You had to be doing 3 mph to go over it because otherwise it just would tear your vehicle up. They just recently redid all that where you can go across it at 45 mph now. It is well done, which with the grain trucks coming into town would tear it up in a New York minute. I watched that, and when we first moved here I noticed that the tracks ran up from Solomon then on over to Osborne. And, I saw the old railroad beds and watched as they pulled up the track west of here and wondered why they were tearing up the track. Well, it is just modern travel that has changed everything. I go to these little towns and see the little switching yards that they have and I think to myself that it would be so fun to build a layout with Beloit as an example and the short amount of switches they have here and the wye they have here. And I didn't recognize that for the first few years I lived her. And you realize the system not only ran from here to Solomon, but also goes to Concordia and out along US36 to Smith Center and beyond. You could do a nice little layout just off of the local areas around here and have a lot of switching opportunities. You could just get in there and play to your hearts content. I think about that stuff all the time because that seed is still planted.

**BP:** How about operating on a layout? Would that something you would be interested in? I would be thrilled to show you what I am doing on my layout. If it works, stop by to see what I am doing and maybe run a train or two.

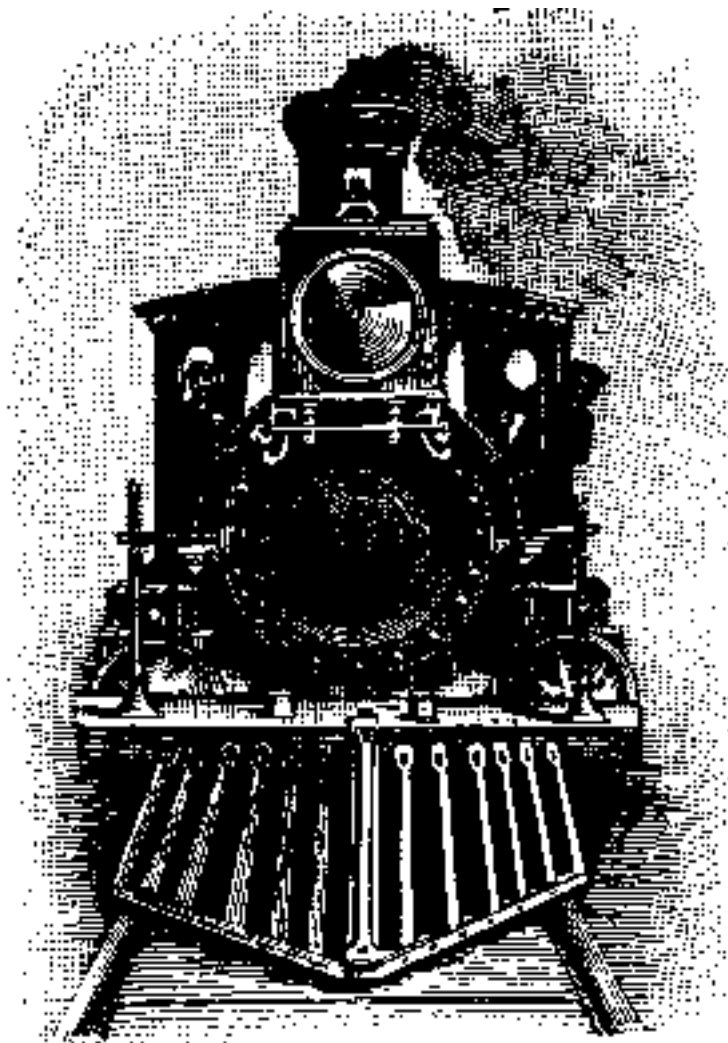
**Jim:** Possibly. I have reason to go to Salina once a quarter, so that might be another thing to do on the trip. You are tempting me... When I told my wife about the interview, she commented that it is amazing how things come your way.

I have found since we moved here is that networking is the biggest thing you can do in these small rural communities. You find out that you don't have to go to Salina, to Wichita, or to Omaha. There are things that are here. Some of my power tool repair stuff is done by an organization out of Osborne. You just start asking questions and people will say "Oh, go to so-and-so and he will do it."

We were doing some antiquing and I found some railroad crossing lights. I have them on my workbench and eventually I want to rig them up on the outside of the garage sometime and have them blinking off and on when I am out there working.

**BP:** Well Jim, it is a pleasure talking to you, and I appreciate you doing this interview.

**Jim:** No problem. I enjoyed it.

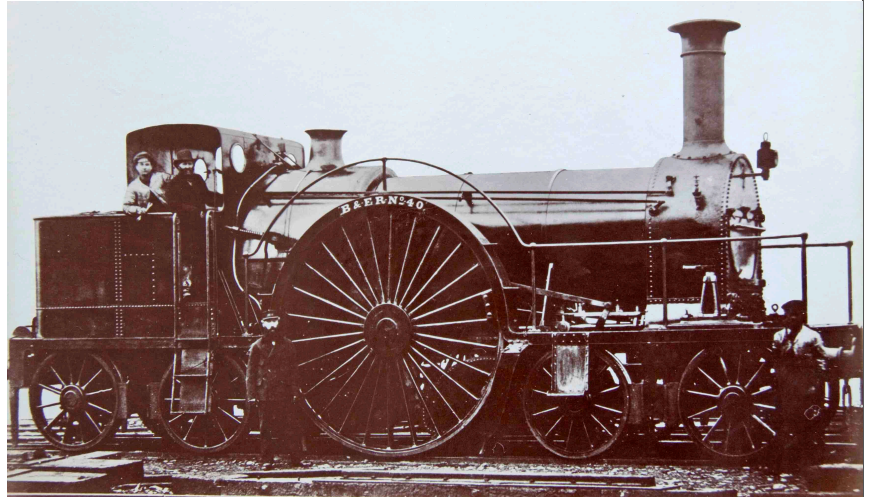


## 4-2-4 Locomotive Wheel Arrangement

As a follow up to David's question about a 4-2-4 on page 8, your editor did some research and came up with the following information about that wheel arrangement. Thanks to Wikipedia for the information. Of note is that the prototype of the engine David saw is on display at the California Railroad Museum in Sacramento

### United Kingdom

The first eight known 4-2-4 locomotives entered service on the [broad gauge Bristol and Exeter Railway](#) in 1853 and 1854, numbered in the range from 39 to 46. They had 9 feet (2,743 millimetres) diameter flangeless driving wheels, supported by leading and trailing two-axle bogies. The water was carried in both [well- and back-tanks](#). Two more engines were built in 1859 and 1862, but with much smaller 7 feet 6 inches (2,286 millimetres) diameter driving wheels.

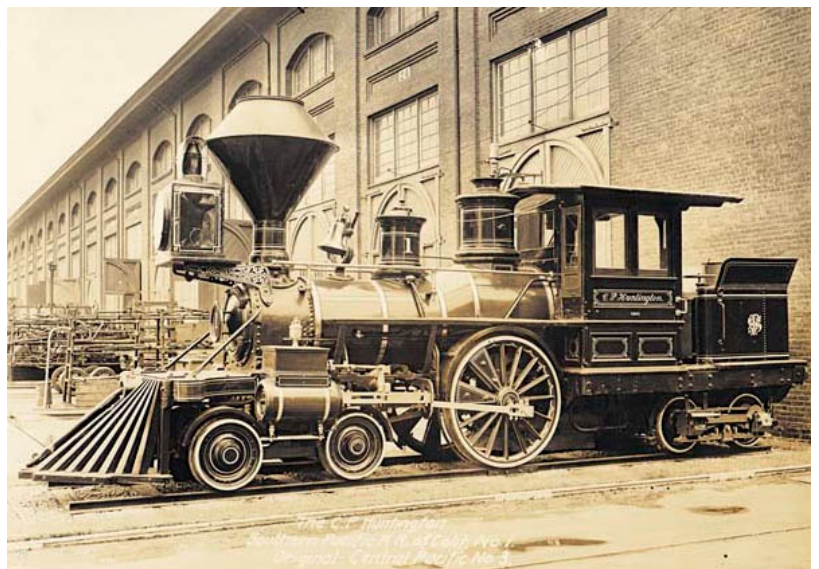


Between 1869 and 1873, new locomotives were built to replace four of the original 9 feet (2,743 millimetres) diameter driving wheeled engines, re-using the engine numbers of the locomotives being replaced. These four replacement engines had slightly smaller 8 feet 10 inches (2,692 millimetres) diameter driving wheels.

In 1881, this wheel arrangement was also used by the [Great Western Railway](#) on [William Dean's experimental locomotive no. 9](#). Since it was so prone to derailing as to be unable to be moved from the workshops where it was built, it did no work and was rebuilt to a [2-2-2](#)tender locomotive in 1884. [Dugald Drummond](#) of the [London and South Western Railway](#) built a 4-2-4T F9 class combined locomotive and inspection saloon in 1899. It was little used after Drummond's death in 1912.

### United States of America

The engine [C.P. Huntington](#) was one of three identical 4-2-4 tank locomotives. They were the first locomotives to be purchased by [Southern Pacific Railroad](#) in 1863, for use on light commuter services in the Sacramento area. The locomotives had serious shortcomings. The single driving axle did not carry the full weight of the engine's rear end due to the trailing truck and, in addition to being too light, it therefore lacked adhesion to reliably pull trains, especially on gradients. The short water tank on the [Forney-type](#) frame prevented the locomotives from travelling any moderate distance without consuming all of their water. As a result, these locomotives were only used when absolutely necessary.

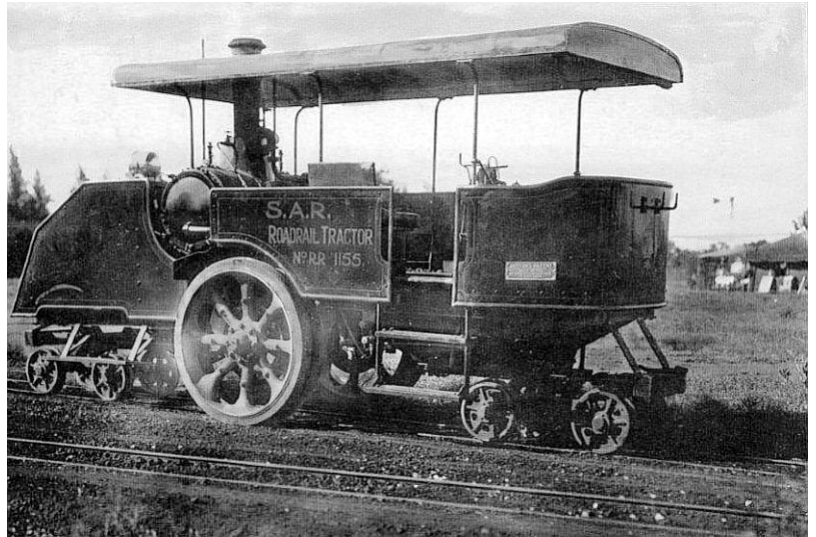


In 1863, a sister engine, the [\*T.D. Judah\*](#), was built by the Cooke Locomotive Works for a railroad which was unable to pay for it and was purchased by the [Central Pacific Railroad](#). This locomotive was rebuilt to a [4-2-2](#) wheel arrangement in 1872.

## South Africa

In 1923, the South African Railways (SAR) conducted trials with a prototype petrol-paraffin powered road-rail tractor and, in 1924, placed at least two [Dutton steam rail tractors](#) in service on the new 2 ft (610 mm) narrow gauge line between [Naboomspruit](#) and Singlewood in Transvaal. One of the latter had a 4-2-4 wheel arrangement.

The designer, Major Frank Dutton, SAR Signal Engineer and the Motor Transport Superintendent, argued that a rubber tyre in contact with a hard road would be better at transferring tractive power than a steel wheel on steel rail. At least two Dutton Rail Tractors were built, both steam-powered and both rebuilt by the Britannia Engineering Works of Johannesburg from [Yorkshire steam tractors](#).



The second Dutton tractor, no. RR1155, was a rail-only vehicle. It had a bogie at either end with the single pair of driving wheels on a differential axle in the centre. It was arranged for forward and reverse movement at all speeds, but it could only be used on the rails. Since, on occasion, the vehicle had to be transported by road, its construction was such that it could be readily disassembled into more easily transportable units, to be moved on road wheels to a workshop or for transfer of any other kind. In service, the tractor was often equipped with a water tank tender loaded with additional bags of coal on its running boards.

## C. P. Huntington

*C. P. Huntington* is a [4-2-4T steam locomotive](#) on static display at the [California State Railroad Museum](#) in [Sacramento, California](#), USA. It is the first locomotive purchased by the [Southern Pacific Railroad](#), carrying that railroad's number 1. The locomotive is named in honor of [Collis P. Huntington](#), the third president of the Southern Pacific Company (parent company of Southern Pacific Railroad).

## History and career

*C. P. Huntington* was originally purchased by [Central Pacific Railroad](#) (CP) in 1863 as that railroad's number 3, along with its sister engine [T. D. Judah](#) (CP no. 4). It was CP's third locomotive after [Gov. Stanford](#) (number 1, built by [Norris Locomotive Works](#)) and [Pacific](#) (number 2, built by [Mason Machine Works](#)). CP used the locomotive beginning on April 15, 1864, during construction of the western portion of the [First Transcontinental Railroad](#) in [North America](#).

Southern Pacific (SP) purchased *C. P. Huntington* from CP on February 5, 1871, gave it their number 1, and used it in light service in northern California. It was rebuilt twice, first in 1873 with new valves and again in 1888 with a new [boiler](#) built by CP's Sacramento shops. In 1888 the locomotive was also put on public display for the first time in Sacramento.



In SP's 1891 renumbering plan, *C. P. Huntington* was assigned [road number](#) 1001. The locomotive was placed in storage for some time until it was rebuilt for use as a lineside weed burner in 1901. Its use as a weed burner proved unsatisfactory and the locomotive was again removed from active service. In 1910, *C. P. Huntington* was again rebuilt and it was then kept at SP's machine shops where it remained for a few years. The locomotive was nearly scrapped in 1914; it was spared this fate by SP management so that it could be displayed at the [Panama-Pacific International Exposition](#) in 1915 after a [cosmetic restoration](#).

On May 3, 1939, *C. P. Huntington* participated in the grand opening ceremonies for the [Los Angeles Union Station](#). Operating under her own steam, the *Huntington* was paraded past large, cheering crowds to the newly completed passenger terminal, along with several other engines, including the famous [4-4-0, Virginia & Truckee 22, the Inyo](#) (still painted in [Union Pacific](#) livery, from the filming of [Cecil B. DeMille's 1939 movie of the same name](#), which premiered two days later), and [Southern Pacific 4120](#), a massive [AC-5 class 4-8-8-2 cab forward](#). The moment was captured on film by [Disney](#) animator and lifelong train enthusiast, [Ward Kimball](#), and may be some of the only known footage of the engine under steam.

*C. P. Huntington* is currently on static display at the [California State Railroad Museum](#).

## Working replicas

[Chance Rides](#) began to fabricate their [2 ft \(610 mm\) narrow gauge](#)<sup>[3]</sup> *C.P. Huntington* locomotive in 1960. These locomotives are powered by a gasoline, diesel, propane or electric engine. The engine is powered to an automatic transmission, then a 90° drop down gearbox to drive shafts to the front and rear power trucks. Its drive wheels are not powered, but roll on the rails and fake side rods reciprocate in and out of fake cylinders. The false drive wheels have been removed by some owners for ease of maintenance. This has been the most popular park train since [The Allan Herschell Company](#) merged into Chance Industries and production of the S-24 Iron Horse train ceased. Many amusement parks are replacing their steam locomotives with these locomotives since they easier to maintain and operate.

The [Lincoln Children's Zoo](#) in [Lincoln](#), Nebraska, operates a 2 ft (610 mm) [narrow gauge](#) *C. P. Huntington* locomotive on its [ZO&O Railroad](#) train ride around the park. The locomotive itself is built by Chance Rides. Established in 1963 as the [Iron Horse Railroad](#), the first *C. P. Huntington* locomotive was delivered to the Lincoln Children's Zoo founder, Arnot R. Folsom, by Richard H. Chance, President of Chance Rides in [Wichita](#), Kansas. The first engineer hired by Folsom in 1963 was a local high school student, J. D. Ayres, who worked as a seasonal employee building the railroad track prior to the Zoo's opening. In October 1963, the city of Lincoln staged a Golden Spike Ceremony attended by the Mayor, City Council, and other local dignitaries. The ceremonial Golden Spike was an actual [track spike](#) of a type used extensively in building the railroad, but which had been gold plated for the event. The Iron Horse Railroad operated successfully as the primary revenue generator for the Lincoln Children's Zoo prior to the grand opening in 1965.

There are three *C.P. Huntington* replicas operating the perimeter track at the [Santa Barbara Zoo](#).

[Story Land](#) in [Glen, NH](#) operates four *C.P. Huntington* locomotives.

The [Baton Rouge Zoo](#) also runs a *C.P. Huntington* locomotive around the perimeter of its zoo. It was donated by the local Coca-Cola plant.

[Landa Park](#) in [New Braunfels, TX](#) operates a gas powered version through the park surrounding the springs and headwaters of the [Comal River](#).

The [Downtown Aquarium](#) in [Houston](#) became the first operator of an electric version of the locomotive.

As of 2018, Chance Rides has built over 400 different *C. P. Huntington* locomotives and coaches for customers around the world. Prices for locomotives run just under \$200,000 and coaches run about \$60,000 each. Locomotives and coaches can be customized in a variety of ways.



C. P. Huntington after 1888 rebuild in Sacramento

Chance Ride's C. P. Huntington train operating on the Panoramabahn at Europa-Park in Rust, Baden-Württemberg, Germany





# Sequel to the December 2018 Brass Pounder

*In the December Brass Pounder, we saw the following:*

## The Kansas Central Division "Patch"

Marty (Vaughn) 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?**



**Since December**, the Director and Editor of the Brass Pounder has come upon more patches. As noted in the Director's report this month, when the estate of Richard Napper was divided, some Kansas Central Division things were sent to Region people. At the January 6, 2019 meeting, these items were passed on to me, the Kansas Central Division Director. These items are shown in the picture to the right. There are approximately sixteen 12" patches, and approximately sixty 4" patches. In addition, there are approximately sixty 4" patches commemorating the 2005 MCoR convention hosted by the Kansas Central Division (shown below). These will be available at the February meeting for KCD members...



# KCD *Modeling* in the NModelRA

## Our Member's Modeling Activities Alan Meinholdt

I started with a Campbell Scale Model trestle kit. The original kit would make a trestle about 7 inches long and 2 inches tall.



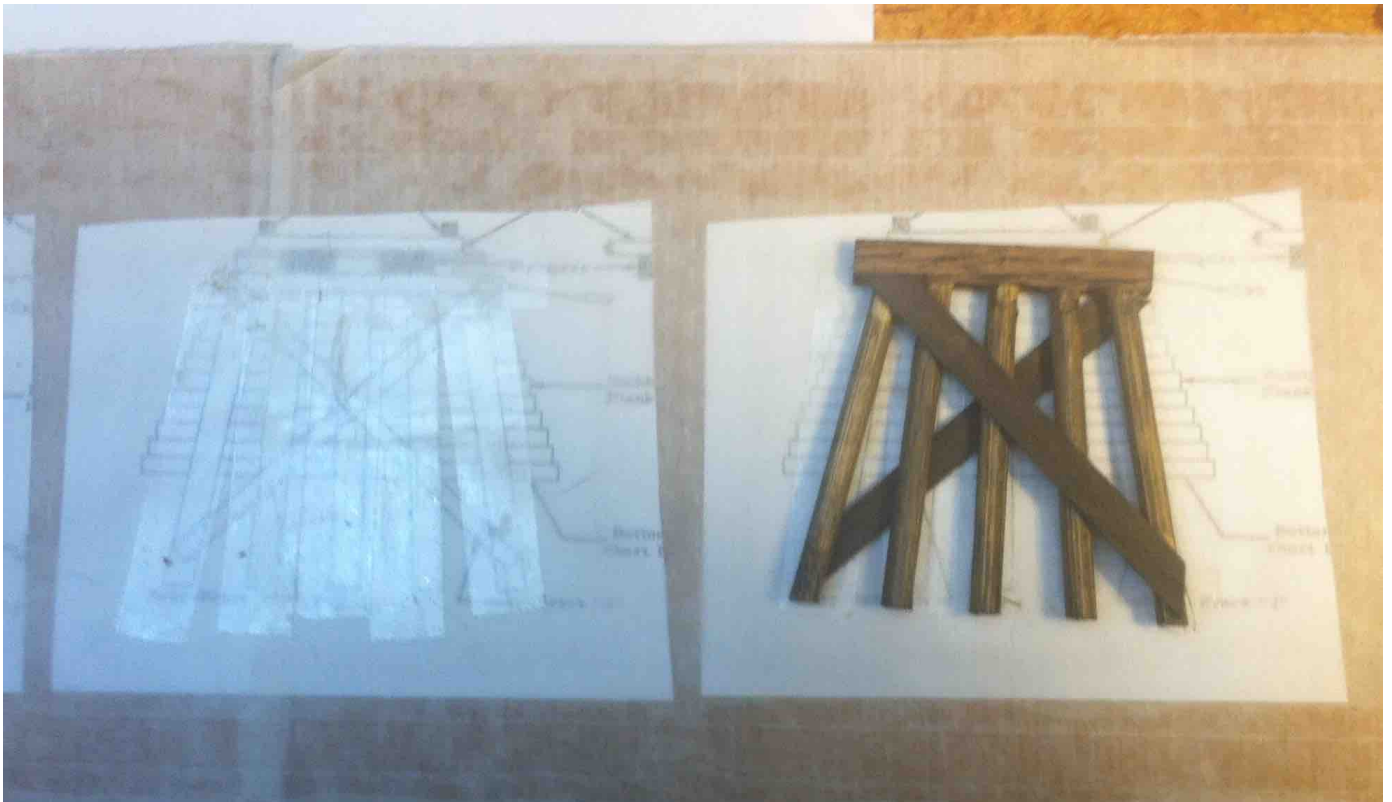
For materials I used wooden food skewers for the bents and craft wood for the ties. The headers on top of the bents and the stringers were made out of oak.

For the deck I just made four copies and pieced them together for length. Do not enlarge the pattern for the deck because it will alter the spacing for the ties.





The bridge would be too small for what I wanted or needed. I enlarged and made several copies of the patterns of the bents. First, I cut out the patterns for the bents and glued them on a piece of scrap plywood. Make sure the wood lays flat on the bents and the deck. Next, I taped down wax



paper over the top of the patterns. Then I used double-sided tape to hold the pieces together.



I used Elmer's yellow wood glue. When you are cutting the length of the posts for the bents, use a small miter box and place a block of wood to use as a stop. This will help you keep everything the same length. Also, you will want to use this method for cutting the ties on the deck. Plus you will want to cut the post a little longer than the pattern - about 1/4 of inch. As you look at the pattern, the posts start to make more of an angle on the two outside posts.

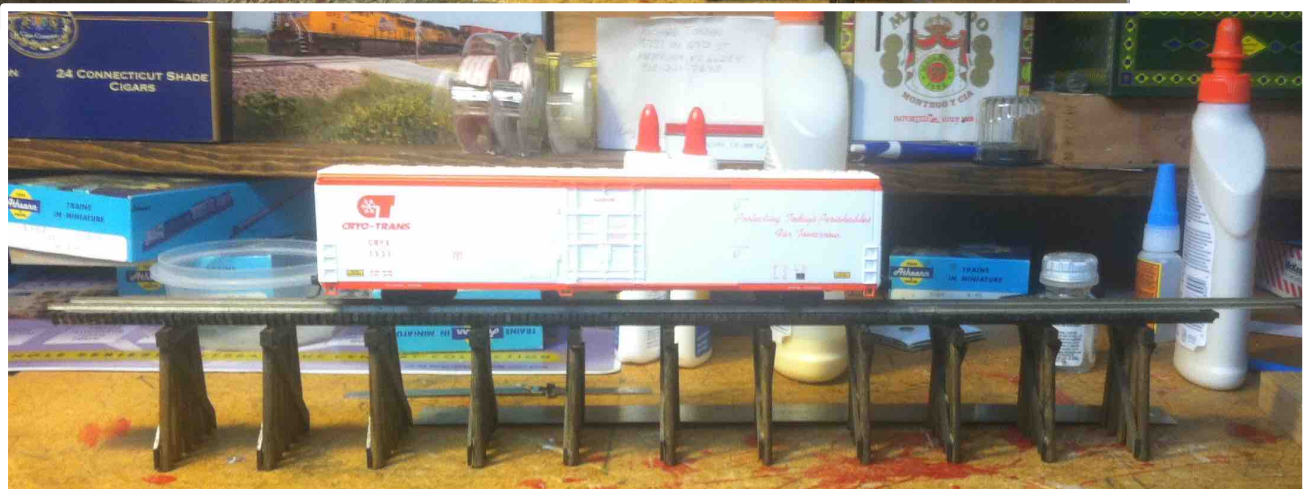
I made a jig to form the angle on the two outside posts. After all the bents are assembled I made another jig to hold the bents. By doing this I was able to cut off the bottom to make the bents all the same height and to sit level. Before I glued the bents and deck together I mixed some Minwax Dark





Walnut stain with mineral spirits and poured the stain in an old metal baking pan. I let the pieces soak for about 15 to 20 minutes. The deck is about 20 inches long so I brushed on the stain. To get the spacing I wanted between the bents I cut several spacers and used a small carpenter's square. When I assembled the deck I made the stringers under the ties one long piece. You will need two stringers and make sure they lay flat and

do not bow or twist. When you glue the stringers down put the glue on the stringers and use some kind of weight until the glue dries.

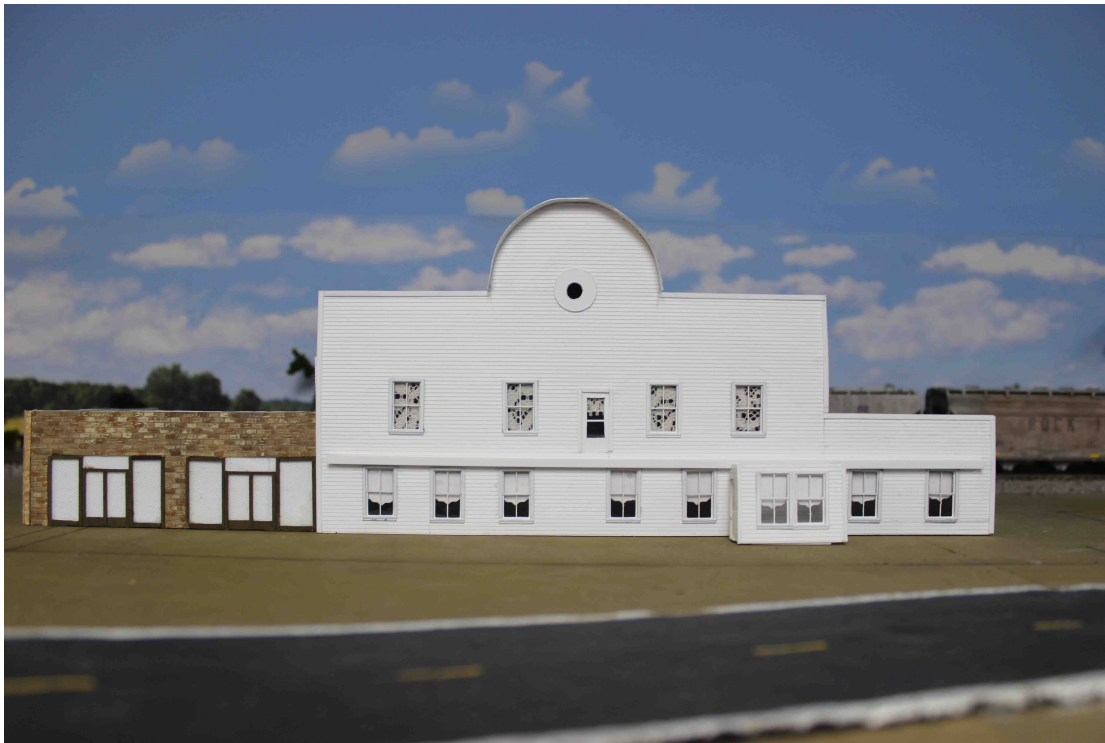


# KCD *Modeling* in the NModelRA

Our Member's Modeling Activities  
Tom Katafiasz

## Brookville Hotel

In the December Issue, we saw this picture of Tom Katafiasz's progress on his scratch building of the Brookville Hotel.



Well, progress is happening, and here is the latest on the Hotel. In this photo the pillars and the porch have been installed. Lights and interior have been put in. Waiting for the sign company to install sign and need to install corbels on outside upper part of building.

Great work Tom....

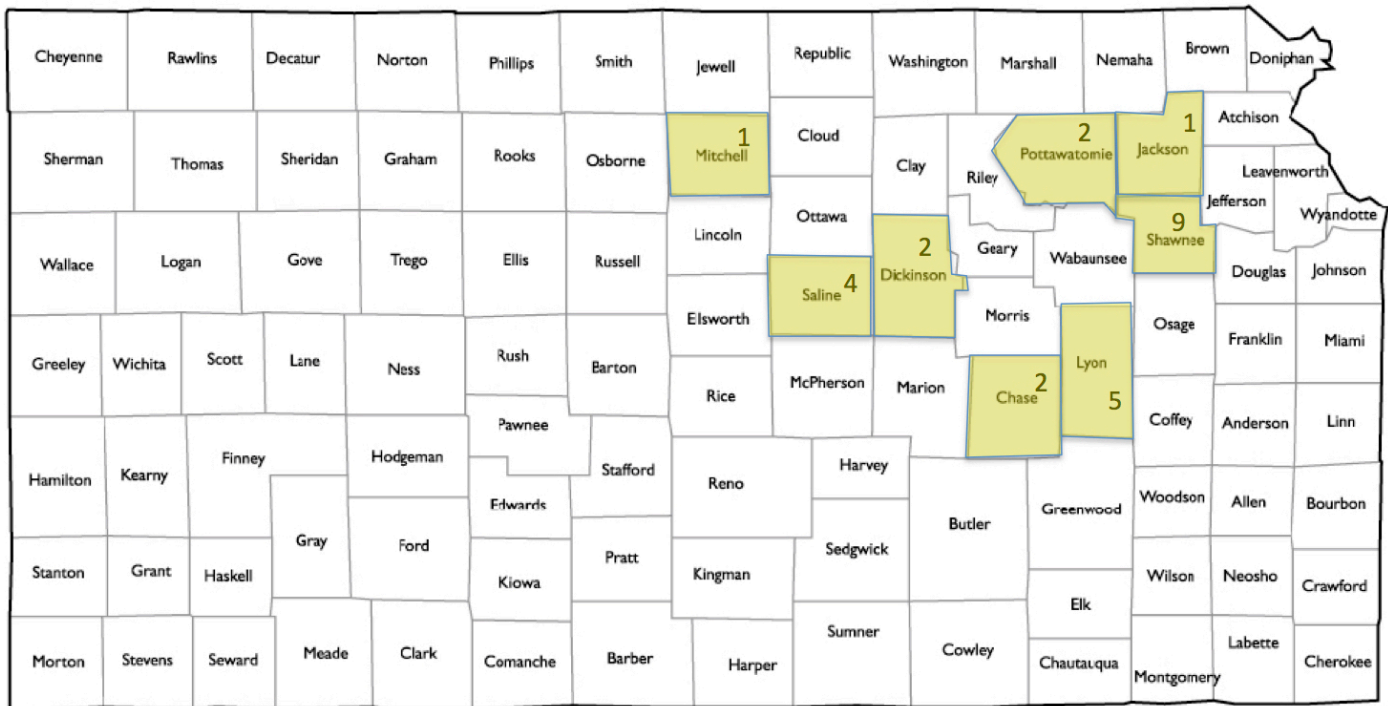




# Kansas Central Division – NMRA

## Member Location by County

Numbers in the county represent KCD members



As you can see from the above chart, the Kansas Central Division membership is spread out across a large area of North-Central Kansas. With the influx of new members into the Division, this graphic is included to acquaint everyone to where there are fellow NMRA model railroaders. Contact the Superintendent (David Heinsohn) or Director (Ray Brady) and we will put you in touch with fellow modelers close to you. E-mail addresses for David and Ray are found in the Call Board on page 1 of this issue.



# 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-  
Future Kansas  
Central Division  
Meetings**



**April 6, 2019**

*David and Chris Heinsohn's*

**June 8, 2019**

*Ray Brady's*

**August 3, 2019**

*Open*

**October 5, 2019**

*Ross Boelling's*

**December 7, 2019**

*Open*