

# THE BRASS POUNDER\*



Photo by David Heinsohn

Volume 28  
Issue 2  
April 2019

## Timetable

**The next Kansas Central Division (KCD) meeting will be at David and Chris Heinsohn's  
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 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 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 join.

### Kansas Central Division – NMRA

#### Call Board

Director	Ray Brady <a href="mailto:joycove@wilsoncom.us">joycove@wilsoncom.us</a>
Superintendent	David Heinsohn <a href="mailto:Kd0r@fhrd.net">Kd0r@fhrd.net</a>
Clerk	Tom Katafiasz
Paymaster	Larry Tiffany
Brass Pounder Editor	Ray Brady
Brass Pounder Associate Editor	Christine Heinsohn

# Minutes of Last KCD Meeting

## February 2, 2019

The KCD meeting of February 2, 2019 was held in the clinic room of the Cessna Activity Center in conjunction with the Wichita Train Show.

The meeting convened at 1pm by David Heinsohn. Those in attendance were Alan Meinholdt, Larry Tiffany, Ray Brady, David and Chris Heinsohn, Roger Larmer, Pat Boltz, Ross Boelling and Tom Katafiasz.

The members introduced themselves, mentioning where they were from and what gauge and railroad they modeled.

Ross moved to approve the December meeting minutes and Larry seconded the motion. Approved. Ray moved to approve the treasurers report and Ross seconded the motion. Approved.

Ray presented KCD patches that he had received from a Turkey Creek member at the January MCoR Directors meeting. They included about 15-10" patches, about 75-4" patches, and about 75-4" patches from the 2005 MCoR convention that KCD organized. Suggestion was made to ask for voluntary donations for each patch as a way to bolster the KCD treasury. Ray made a motion to accept \$3.50 for a 6-inch patch and \$5 for a large patch. Motion seconded by Tom. Approved.

### Director's Report:

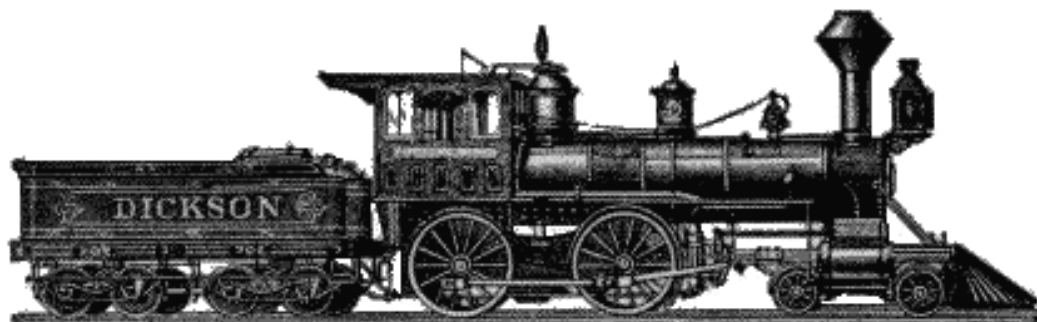
1. Suggestion was made at the Mid-Continent Region Directors meeting to use counties rather than zip codes to establish boundaries for the Divisions in the Region. This will make it easier to identify which Division members belong (Think maps). Your Director is working with surrounding Division directors to work out KCD division boundaries.
2. The KCD has a web page on the Mid-Continent Region website and is working with the MCoR webmaster to publish Division information.
3. There is a disturbing trend of thievery concerning vendors' displays at the various train shows.

Under old business, Ross discussed the Herrington Train Show. KCD will have three presenters - Ray, Alan and Tom. The NMRA banner was mentioned and Ray had called John Snell's daughter and inquired about its whereabouts.

Under new business, Ray, mentioned our NMRA life member from Beloit who had a railroad Crossing sign that he was willing to donate **[Ed. See the February 2019 Brass Pounder for more information]**. The question arose as to what to do with it and how much was involved. Tom made a motion to defer discussion until next meeting and Roger seconded it. Approved.

Chris made motion to adjourn the meeting and Larry seconded the motion. The meeting was adjourned at 2:15pm.

Respectfully submitted, Tom Katafiasz, Clerk, KCD



# Next Meeting

## Kansas Central Division - NMRA

Location: **David and Chris Heinsohn's**

### *Agenda*

#### *Clinic on*

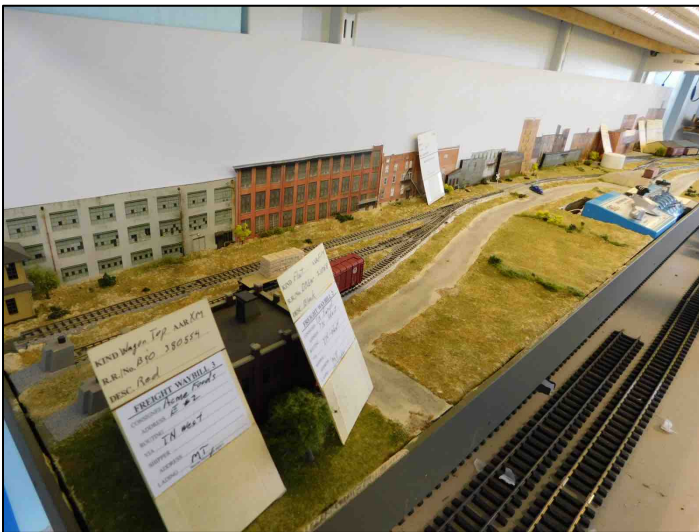
**"How Far Apart Should My Tracks Be? Or Answering Model Railroading Questions."**

#### *Followed by*

#### **Operating Timenook.**

(Possibly a team challenge with switching operations.)

*Directions to David and Chris's will be sent out under separate email.*



**Timenook Switching layout looking from each end**

# Upcoming 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.

The KCD will be represented at Herington Railroad Days. Three of our members are giving clinics.

Alan Meinhold: **Scratch Building Conifer Trees.**

Tom Katafiasz:: **Scratch Building Structures**

Ray Brady: **Tale of the Scales (Beginners)**  
**Expressing the Hobby (Intermediate)**  
**Technologies and Disciplines (Advanced)**



# Superintendent News

From the **KCDivision NMRA**

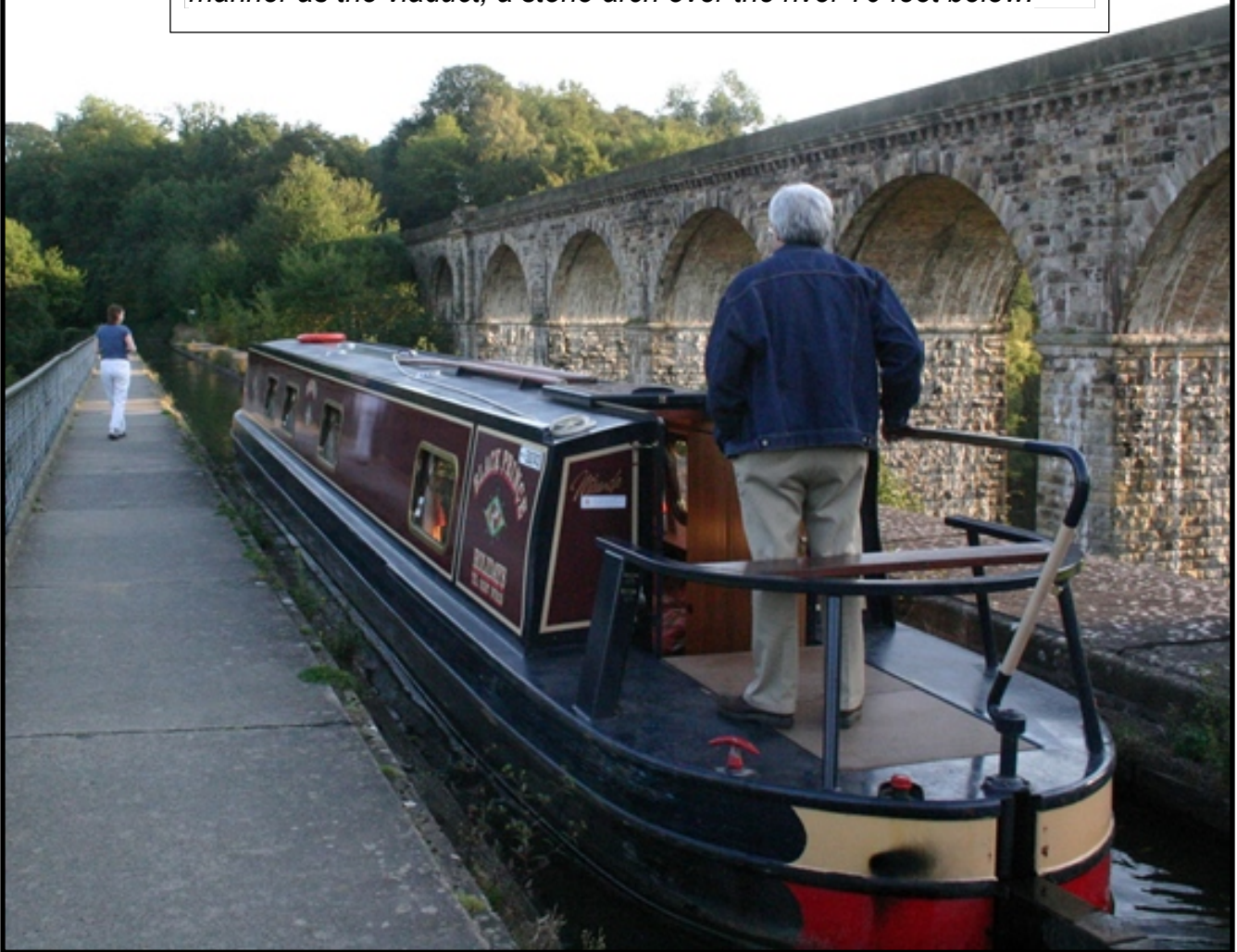


Hello Fellow Kansas Central Division Members:

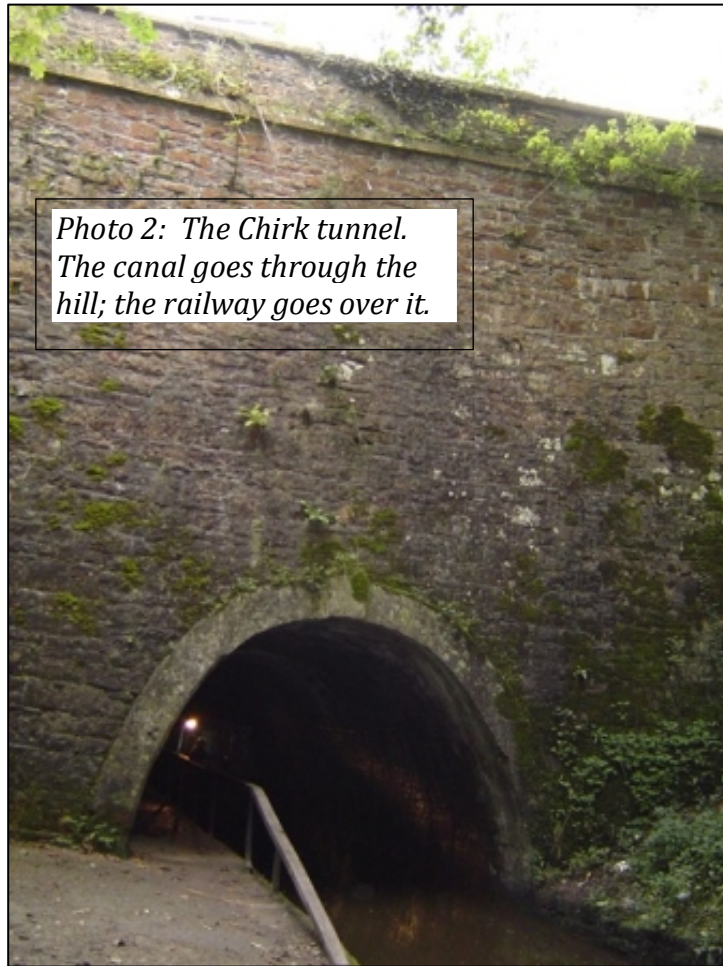
When Ray asked for this month's inputs the first thing that came to mind was inspiration. Yes, what's going to inspire me to write this month? But more so, what are the things that have inspired me to think about modeling?

As most of you know I'm new to model railroading, having started in 2011 shortly after I retired. Yet there were things that occurred before then that later inspired me to take up the hobby. The pictures below are certainly among of them. Taken in 2007, in the first picture I am conning our narrowboat across the Chirk Aqueduct with a river 70 feet below us. We'd just come out of the tunnel shown in the second photo. That "bridge" in the background is actually a railway viaduct with a good amount of passenger traffic. After that trip I often thought about modeling canals, locks, and narrow boats on our property. Wisely, I never started that project. So a 2007 narrowboat trip helped inspire model railroading four years later.

*Photo 1: Conning a narrowboat across the Chirk Aqueduct with a railway viaduct in the background. The Aqueduct is built in the same manner as the viaduct, a stone arch over the river 70 feet below.*







*Photo 2: The Chirk tunnel.  
The canal goes through the  
hill; the railway goes over it.*

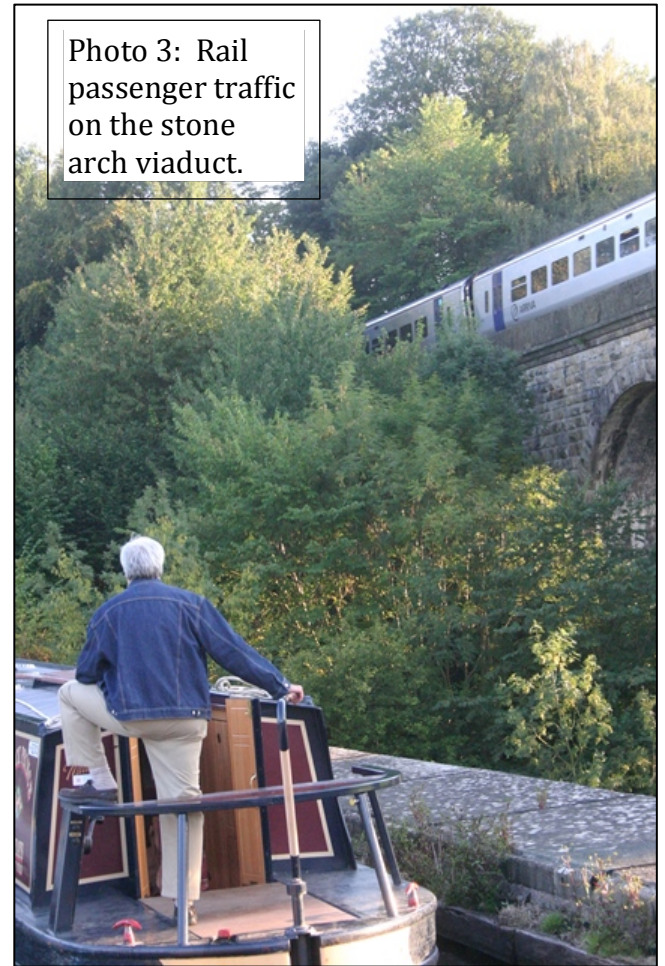


Photo 3: Rail  
passenger traffic  
on the stone  
arch viaduct.

There were a number of other things that influenced my deciding to take up model railroading after retirement, like two dozen of them.

Moving on to after I dipped my toes into the hobby, I had to learn how to build a layout. I knew I'd want more - much more than running a train around a circle of track on the floor. As I started to learn, Chris and I would be driving around and I'd make some comment about trying to model what we were seeing before us. Picking out the various colors, shadows and details in a scene and talking about what to use to represent them on a model scene got Chris involved in this hobby. That wasn't my plan, but I'm sure glad it worked that way. Photo 4 is an example. The Newton to Emporia BNSF right of way is behind me in this photo. It was taken to use as part of a background sky-board. The questions we'd discuss while driving by this scene were things like how to do the various blues of the sky, the clouds, the colors of the trees and hills. Some of this discussion also moved Chris

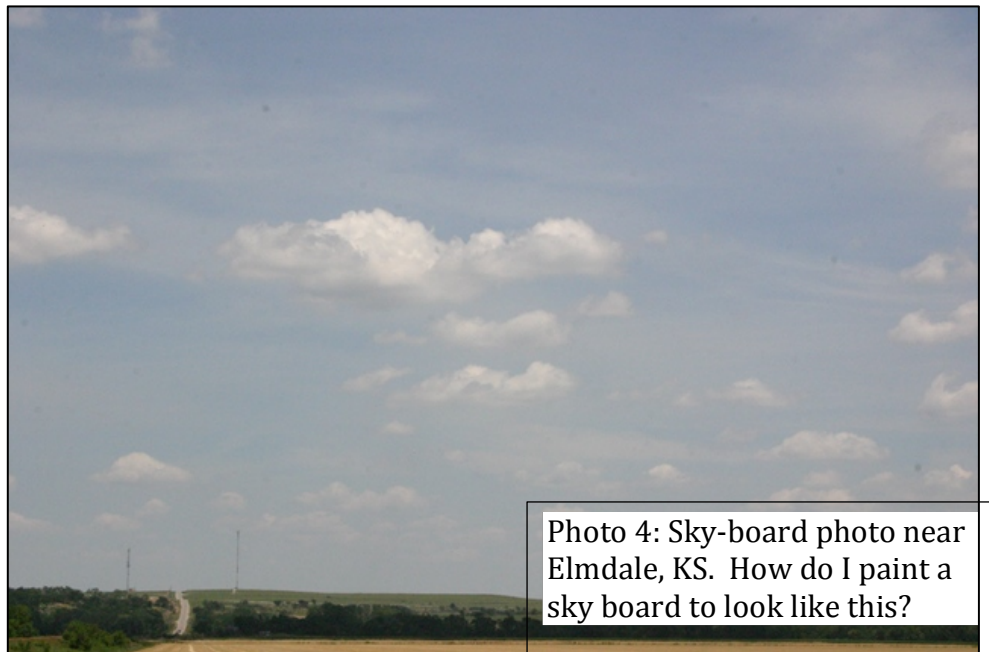


Photo 4: Sky-board photo near  
Elmdale, KS. How do I paint a  
sky board to look like this?

toward taking up pencil and paint for her artistic endeavors.

There are lots and lots of other things that inspire me toward model railroading, but Ray is going to start screaming about the amount of space my photos are taking up pretty soon. **[ED. Never! We never stop learning.]** Time to move on.

Our upcoming meeting will be here at our house. In addition to our business meeting I think we'll have a preview of a clinic I'm giving at the regional convention in June. The subject is "How Far Apart Should My Tracks Be? or Answering Model Railroading Questions." That will be followed by a chance to operate Timenook. Might have to have a team challenge with the switching operations. Ray will send directions to our house under a separate cover.

Speaking of the convention, this year's MCoR convention will be in Wichita, June 20-23.

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

Registration is open, and the hotel is taking reservations as well. I hope you'll all sign up for the event. The chairman for the convention has had some major medial issues. But the committee is picking up the slack. As I write this, registration is mail in only, but it's pretty easy to do. **[ED. The registration form is found elsewhere in this issue of the brass Pounder.]** You do still have a few envelopes and stamps around don't you?

The hotel is right at the airport. Due to Chris's travel we've stayed there a few times lately. It's going to be a good venue for the convention.

The Augusta Model Railroad Club is going to host an operating session during the convention. There's only going to be 12 slots for operators and it looks like this will be the only operating session so sign up early. There will also be layout tours available during the convention, so you can check out what some of the Chisholm Trail folks are doing. There's some really nice work to be seen. There will, of course, be clinics to choose from – at least three by members of KCD.

The MCoR BOD meeting will happen on Saturday and it's open to all. Go see what goes on at one of the BOD meetings. There will be a train show in the hotel the weekend of the convention so bring plenty of money for new treasures. And of course the banquet with its speaker, awards, and auction.


I'm looking forward to seeing all of you April 6th at our house!

David Heinsohn  
Superintendent, Kansas Central Division





# Upcoming Events



**2019 NMRA Mid-Continent Region Convention**  
**June 20 – 23, 2019**  
**Registration Form**

PLEASE TYPE OR PRINT

www.WichitaMCoR2019Convention.org

Registrant Full Name:		NMRA #: _____	
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**

or

Pay Online with Major Credit Card through PayPal

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

Special Considerations:



## 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 SUNDAY 23RD  
9AM TO 5PM 11AM TO 4PM

for more information

PHIL AYLWARD (316) 259-5190

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

## Clinics currently scheduled for the MCoR Convention

### Making Conifer and Orange Trees (Alan Meinhold)

Every railroad needs trees. If you have trains running through mountains or open range, you can add depth, color, and shadows with trees. Also, if your trains are hauling produce such as oranges, you might want to add a few rows of orange trees in a small space along the line. I will show you how to make conifer trees from wooden food skewers, and an orange grove out of Styrofoam balls. With different varieties of trees and creative thinking you can add a new industry or siding to set out and pick up car loadings.

### Speed Matching -Train Speed and Engine Calibration (Ray Brady)

Model railroads, to have realistic operations, usually establish train speeds representative of prototype operations. And with the variety of locomotives and decoders on the market, each engine may have different speed characteristics for a given throttle setting - depending on its construction and the decoder that is installed in it. This clinic will present methods to address locomotive "Speed Matching" such that prototype speeds can be achieved for the locomotive (and train), as well as allowing "Locomotive Consists" in a train - including the option for Distributed Power Units (DPU). This method works for Steam, Diesel, Turbine, or Electric motive power.

### Basic Model Railroad Operations (David Heinsohn)

### "How Far Apart Should My Tracks Be" (David Heinsohn)

### DCC Programming with JMRI (Lee Ryglinski /Mike Grommesh)

### The Great Train Robbery (Ret. W.P.D. Sergeant Jim Merrick)

### The Merger that Wasn't: SPSF (Mike Martin)



# Notes from the Director

## From the Kansas Central Division - NationalMRA

Mid-Continent Region has been notified that there are quantities of boxcar shells that have been given to the NMRA National. (Don't know any more about them – probably factory-second by some car manufacturer.) This, I understand, has happened in the past and the shells have been HO scale. The Mid-Continent Region President asked me whether the Kansas Central Division would like any and I answered in the affirmative. I requested 50 shells – without a plan. But, I can see that we could put them to good use. While some of our members are not necessarily HO-scale modelers, the shells will come in handy for clinics or demonstrations by the Division. I could see us using them for clinics about painting, lettering, weathering, decaling, kit bashing, or whatever. Or, we could do demonstrations for Scout groups (think Merit Badges), conventions, or other groups wanting to learn about model railroading.

Different subject: I have been in communication with the web master for the MCoR website, and he is very receptive to putting information about our Division on the site. If you haven't seen the Division page, click on this link and then go to the "Divisions" page:

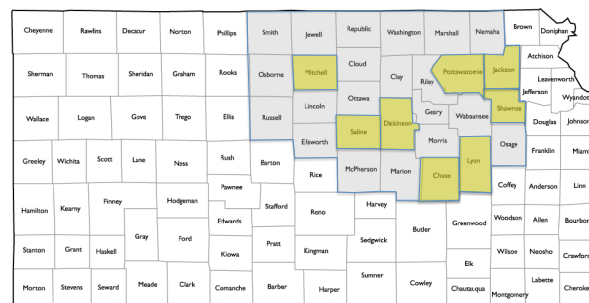
<http://www.mcor-nmra.org>

I have given him a sample page (shown to the right) of the type of stuff that could be used to publicize the stuff KCD is doing, and to get the word out that we are here. The Division boundaries map is still evolving for the Region, but having this type of information out there to tell anyone browsing the web this is where we are and this is what we are about has to be good. And, all we have to do is provide the copy to the webmaster....



As you will read elsewhere in this Brass Pounder, the KCD is becoming visible within the boundaries of the Division and involved with other Divisions surrounding us. We are participating in the Herington Days festival, and we have clinics (and more) involvement in the Chisholm Trail Division effort to host the MCoR region convention in June. This is good!

And, the Division is growing. The latest February 2019 report indicates that we are up to 26 members. Since August of last year, the Division has added 6 new members. – one from Abilene and five from Topeka. We welcome our new members and invite them to come to the meetings (held bi-monthly) usually on the first Saturday of the even numbered months.

Ray Brady  
Director, Kansas Central Division



Kansas Central Division - MCoR

Division Boundary   
Member Locations 

Thank you for viewing the Kansas Central Division page.

The Kansas Central Division is located in north-central Kansas as shown in the above map. Members are located throughout the area as indicated. We usually meet 6 times a year on the first Saturday of even numbered months (i.e. February, April, June, August, October, and December.)

Meetings take place either at member's homes or points of interest in the area. Recent meetings have been held at:

- the Wichita Train Show in February 2019
- the Lyon Historical Association in Emporia KS in October 2018
- the NMRA Convention in Kansas City in August 2018
- the Smoky Valley Railroad (engine house tour) in Abilene KS in August 2017.

Members have also hosted meetings in their homes and the program has included clinics or operations on the member's model railroad. Recent clinics have been:

- Experiences of a BNSF dispatcher
- Operating trains on a 600' mainline n-scale layout
- Making "furnace filter" trees in any scale

We welcome you to contact one of the officers listed to the left to find out more about our Division.

**Sample KCD Web Page**



# Musings from the Editor

## From the Kansas Central Division - NationalMRA

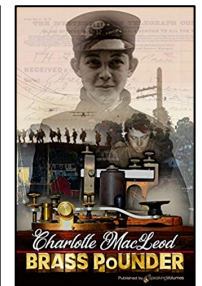
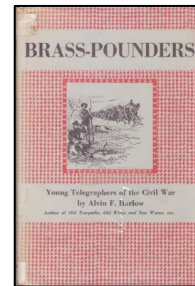
### Wonderings and Wanderings

Sometimes I don't know if your editor of the Brass Pounder has it "all together" or not. I had sent the draft of this issue of the Brass Pounder to Chris Heinsohn for her review to clean up any mistakes on Sunday, March 10, and had retired for the night. But, clearly the synapse continued to process and here I sit at 5 am on the 11<sup>th</sup> writing about my latest "discovery."

Aroused by the call of nature at 4am, and during the process of trying to get back to sleep, my mind said: "what would a Google search yield if I searched on 'Brass Pounder.'" Turning to my bedside iPad, I found interesting results.

One return was pictures of a vintage small brass pounder collectible – a Mortar and Pestle of the culinary or medicinal variety (*hey Tom*). Another return was a brand of beer by the Eight and Sand Beer Co in New Jersey (*I'll drink to that*). And yet two other returns were books by that title (one historical, the other historical fiction). But the most intriguing results were 2 returns more closely related to both model railroading and prototype railroading:

1. Kansas Central Division is not alone in using The Brass Pounder as a title for a Division publication. It seems that the Carolina Southern Division Brass Pounder is still being published, but the attached image shows what their Brass Pounder looked like in February 2003. Interestingly, the Carolina Southern Division appears to be confronting membership decline similar to what the NMRA is experiencing today (although the Kansas Central Division is growing as I noted in the Director Section earlier.)
2. The other result takes us back to 1883. It seems that the *Brotherhood of Telegraphers* published a newspaper titled The Brass Pounder. And, it was published in Topeka KS on August 16,



### The Brass Pounder

Newsletter of the  
Carolina Southern Division  
Mid Eastern Region National Model Railroad Association, Inc.

Volume 3 Number 1

February 2003

#### Superintendent's Message

Our annual meeting in January was a very good one. We elected officers, appointed committee chairs, and had productive discussions of our plans for the New Year and our continued efforts to increase our membership.

I have recently been reading a number of articles that mirror the problems of our division: *MEMBERSHIP: The NMRA Bulletin* reports a decline in national membership in the NMRA of 15% from November 2001 to November 2002. Norm Garner, President of the MER Division, reports in *The Local* that regional membership is down 4.5%. A *New York Times* reported the struggle of hobby shops as "customers dwindle and grow older". In the 1990 there were five railroad hobby shops in midtown New York, today two are hanging on to survive. The average age of the buyer has gone up in 15 years from 43 to 55. In the US the number of hobby shops has decreased by 25% in the last decade. The Times reports that there are only 500,000 people involved with Model Railroading.

As you can see, we are not alone in the membership troubles (as they would say in England). Although it is wise to put every effort into increasing our membership, I hope we do not lose sight of the main reason we are in the hobby and this organization. No matter our numbers, we should have fun and enjoy the fellowship.

Larry Lau

The Brass Pounder

#### Events

March 15 Larry Lau's home  
May 17 Achievement Program, Wauhaw  
Firehall and other locations.  
July 12 Martin Oakes home, 11AM-4PM.  
Barbecue. Lake sports. Operate the Cascade Pacific Clinic.  
Sept 13 NMRA National Convention, Toronto  
Jack Parker's home. Barbecue.  
Report on the Toronto Convention (Martin).  
Oct 10-13 MER Convention, Reston, VA  
Oct 18-19 Charlotte Model Train Show (tent.)  
Nov 8 Fred Miller's home.  
Jan 17-04 Annual Meeting, Wauhaw Firehall.

#### Carolina Southern Division – Elected Officials

(Elected at the January 25<sup>th</sup>, 2003 Annual Meeting)  
Superintendent  
Larry Lau  
1431 Queens Road West  
Charlotte, N.C. 28207  
(704) 373-1498  
e-mail: laul@carolina.rr.com  
Assistant Superintendent  
Jack Parker  
12012 Abernathy Rd.  
Charlotte, N.C. 28212  
(704) 399-1722  
Treasurer  
Richard J. Bronson  
7518 Royal Court

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Wauhaw, N.C. 28173  
(704) 843-8769  
e-mail: Dick\_Bronson@SIL.ORG  
Clerk  
Martin Oakes  
8057 Lucky Creek Ln  
Denver, N.C. 28037  
(704) 483-0419 cell: (704) 277-3226  
e-mail: martin@oakes@charter.net

Director  
Michelle Chance  
5884 Circlewood Drive  
Kannapolis, N.C. 28081  
(704) 833-4260  
e-mail: michelle@carolina.rr.com  
Elected in previous years:

Director  
Dave Chance  
5884 Circlewood Drive  
Kannapolis, N.C. 28081  
(704) 762-2878  
e-mail: icon@carolina.rr.com  
Director (and Membership Chairman)  
Edwin C. Locklin  
10812 Babbagan Ct.  
Charlotte, N.C. 28262  
(704) 546-1407  
e-mail: edlockin@charlotte.rr.net

#### Appointed:

Webmaster  
Fred Miller  
4650 Addison Dr.  
Charlotte, N.C. 28211  
(704) 394-2305  
e-mail: TractorFan@aol.com

#### Division Web site:

www.bydesigndesign.com/CSDiv

Note that space is available to host 3-4 pictures and lots of text for member's own pages

The Brass Pounder

Page 2

February 2003

#### Annual Meeting Minutes

##### Minutes of the Annual meeting – Saturday, January 25th.

10:30 Meeting called to order by Larry Lau  
Larry asked to add an item to the agenda, Fund Raising idea. Approved (moved by Miller, seconded by St. John, passed unanimous)  
Dave Chance gave the Clerk's report. Approved (Jennings, Johnson, unanimous).  
Dick Bronson announced that dues had been received in the fall from new members Tim Rumph, Fred Miller, John Trott and Derek Clerk.  
The Paymaster (Dick Bronson) reported a balance of \$305.08, \$147 in (dues), \$157.42 out (expenses for modules). Approved (Jennings, Johnson, unanimous).

##### Web Site discussion:

www.bydesigndesign.com/CSDiv. Fred Miller created the pages. Martin Oakes hosts the site on his business web site. There is ample space and members are encouraged to submit 2-4 pictures of their layouts to Fred for inclusion as "members pages". Martin owns a scanner if only hard copy is available.

Annual elections were held. Larry noted that there were only single nominations for each position, and asked for more. None were forthcoming. Larry asked for a vote for the entire slate. (Miller, Chance). The slate was unanimously approved.

##### The following were elected:

Larry Lau Superintendent, 2 years  
Jack Parker Asst Superintendent, 2 years  
Dick Bronson Paymaster, 2 years  
Martin Oakes Clerk, 2 years  
Dave Chance Board Member, 3 years

##### And appointed were:

Ed Locklin Membership Chairman  
Fred Miller Web Site Chairman  
Note: Michelle Chance (2 years), and Ed Locklin (1 year) are the other board members, having been elected in prior years.  
Ed Locklin (and Larry) gave a membership drive report. Larry reported that he had discovered the

names, and partial addresses, of some 170 Model Railroaders in the Charlotte area. 79 NMRA Members and 49 MER members. A goal of 15 visitors to the March meeting was announced. The target list was distributed. Ed Locklin has a color brochure that could be handed out, if printed. Ed committed to sending the current version in computer-readable format to Larry and Dick by Feb. 15 for a discussion of how to print it more cheaply.

##### The annual program was discussed. The meeting dates were arrived at (and are published elsewhere):

A date of Oct 18/19 was discussed as being possible. Issues were budgets – an initial cash outlay of about \$900 is required – hall, a 5,000 sq ft location for a reasonable rent (\$1,000-\$1,500) was desired (Metroina Expo is 20,000sq ft and \$5,000). Members were asked to research likely locations.

A fund raising idea was discussed: Offering to sell starter train tables to beginners. Basically a 4x8 portable layout with track, switches, power connections. The project was assigned to Bob Johnson for more work. To report back at the next meeting.

A proposed train show was discussed. A "pro-forma" budget was passed around.

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The Brass Pounder

Page 3

February 2003



1883. The 4-page edition is presented below. And, a search of *Newspapers.com* yields only this issue. It appears that only one issue was ever published.

As you read the paper, you will note the Telegraphers Union is on strike against Western Union, and the name Jay Gould shows up. That name should be familiar: Mr. Gould was not only owner of the Union Pacific Railroad, but was controlling owner of Western Union at the time and was buying up small, independent telegraphic companies forming what we know now as Western Union.

Clearly his ways were of concern to the telegraphers, as they appear to have a bitter strike going on across the country. As you read the newspaper, I cannot but think that the information contained in the newspaper was assembled from copy transmitted on the same wires owned by the company that they were striking against. I hope you enjoy the journey down memory lane...



# THE BRASS-POUNDER.

"Peace and Prosperity to the Faithful."

---

Vol. I. }
TOPEKA, KANSAS, AUGUST 16, 1883.
{ No. 5.

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## The Brass Pounder.

**OUR ADVERTISING RATES,**  
for each insertion, are as follows:

One inch space.....	\$ .25
Two inches space.....	.50
Half column.....	1.50
Whole column.....	2.00

**AT THE TELEPHONE.**

Hello-el-lo! your charming voice  
Thus strikes me every week,  
The while you ask, in language choice,  
With whom I wish to speak.  
I do not even know your name,  
Or where you go, or whence you came,  
Although I ever seek —  
I know that you are "Number Four,"  
But positively nothing more.

And when I wish to talk with Jones,  
I find that, without fail,  
I ever am, 'mid mutual groans,  
Connected with the jail.  
But never notice that, my dear,  
For I would gladly wait a year  
To hear your pretty tones:  
From any one 'twould be a bore,  
Excepting you, O "Number Four."

I wish that I could see your face,  
As you sit by your "phone;"  
I think it must be full of grace,  
But judging by your tone.  
Of course, your age I do not know —  
I think it's twenty-one or so;  
But that you would not own.  
It may be forty-five or more,  
For all I know, O "Number Four."

Well, I suppose we'll never meet:  
I hear, but wish to see.  
I would not know you on the street,  
And you would not know me.  
Thus ever was the human lot —  
To be unknown, or else forgot.  
But still we friends may be,  
Perhaps, upon the Stygian shore,  
In Charon's boat, O "Number Four."  
*Puck on Wheels.*

**GREETINGS.**

KINGSTON, Ont., Aug. 13. — This is the 26th day of the lockout, and we are ready to stay out 26 more, or until Christmas, if necessary. We have a glorious end in view and will attain that end if it takes all summer. Stand firm! Post us.

TOLEDO, Ohio, Aug. 14. — Toledo 1942 is just as solid as on the 19th of July. Brothers and Sisters, rely on Toledo! She will be the last to return, and, as a body, we are unflinching and happy as lords. Our monster parade on Saturday night was a grand success, over 2,000 in line, 4 abreast. Our Jumbo Excursion to Detroit yesterday was a grand affair. Also, notice how Gould stocks are taking a tumble. We are "getting there Eli!" Stick! Stick!!

WASHINGTON, D. C., August 13. — Reports from north, east and west very encouraging. Company state condition worse this morning than at any time since the strike.

No desertions of importance from the ranks, with the exceptions of a few from the south, who are being starved out. Contributions should be sent there as soon as possible, to keep the food up. Baltimore captures five from the W. U. since this morning. All remain firm here, and purpose doing so until the glorious end which is not far off.

CINCINNATI, O., August 14. — Cincinnati still on deck with a determined front. Although we have lost four of our members (all of whom are inferior operators), we are happy to state that the Western Union has the loss of six loyalists, three of whom have left for their country homes, two will join the Brotherhood this afternoon, and one is undecided as to whether he will drive a street car, or go fishing. The Trades Assembly will hold a large mass meeting in our behalf on Fountain Square, Saturday night. Prominent speakers engaged, and we expect to roll in wealth soon. *Alas, we can say is stand firm, and we must eventually win.*

KANSAS CITY, Mo., Aug. 13. — We greet you this morning with renewed confidence, and some "pointers" on the inner workings of the W. U. offices here. We had a man on the inside, yesterday, who reports them in a deplorable condition. He says there's no doubt of the success of the strike. *Things are in bad shape in "Ka" office which is the best manned office, (numerically) in the country. Our man says he would sooner never touch a key again than to work alongside such "scummy" looking scabs as are at work now. Stick it out, boys, we are on the eve of victory. For the love of God, don't go back defeated. If we are defeated, let it be as a body of men and women, not as single individuals.*

MILWAUKEE, Wis., Aug. 13. — Monday morning finds every man in line, with several new accessions to our ranks. *We are absolutely firmer than ever. We do not pay any attention to reports of the Brotherhood weakening in any point. For the first time in his career Jay Gould finds an element he cannot coerce. It is truth and honesty. We are loyal to the core, all over the United States and Canada. Go steady. Don't commit an act that would look like vandalism. Cut no wires. Stand as you are Brothers, firm and gentlemanly. It is a game of freeze out, and it is getting chilly for Jay and his crew. We have never had a deserter here and no weak members.*

CHICAGO, Ill., August 14. — How do we loom to-day? We loom just as large and solid as ever. Everything is lovely with the Brotherhood, as yet, and the indications are that they will continue so. No one thinks of weakening, although the W. U. papers say that the strike is ended, and strikers in various places are renouncing the Brotherhood and returning to work. Guess we know pretty nearly as much about the state of affairs in the Brotherhood as the W. U. officials do, however, and we know that the strikers are stayers. So, boys, hang together, and convince the gentlemen (?) that they are mistaken, when they say the Brotherhood is going to pieces. Keep up your end of the line as well as Chicago is doing, and fail we will not. Keep us posted.

BALTIMORE, Md., Aug. 13. — The 26th day of our struggle finds 1842 solid, confident and more determined than ever. The 3 men who deserted us last week have all returned to our ranks. We robbed the W. U. of one man to-day. Expect to get two or three more in the next 24 hours. The W. U. Night Chat hawk of this "racket", on the "fence," and will probably join us to-day; if so, his action will cause many to follow him. Every individual member of this assembly has signed a written pledge not to resume work until ordered by our "General," John Campbell. Jay Gould will soon be knocking at our doors for admittance. His stocks are tumbling at a fearful rate to-day. The W. U. is on its last legs, but still resorting to infamous lies about men returning to work. Sisters and Brothers, for the love of Heaven, do not let these reports deceive you. They are all false. By all that you hold sacred, stand firm, don't give an inch! Victory will soon dawn upon us. It's only a question of a few days. Stick!

INDIANAPOLIS, Indiana, Aug. 14. — Once more we greet you. Two more of the Western Union loyal men made a home run. Supt. Wallick and Manager Butler pronounced them their "gilt-edge" men. One of them, their night report man, is considered quite a catch. It can be truthfully said that Indianapolis is entitled to the banner. Not a man has returned to the company from this district.

We have learned from reliable sources that nearly every man in the office is being doctorated by a physician in the employ of the company. The men are played out, and require stimulants to keep them up. After the battle there surely will be a reaction, and we know that there are several in this office who will never recover from this overwork. The meals served at the office have been discontinued, also the free back rides.

Everything looks bright and cheerful. The goal is in sight, and when we do reach it, what a glorious reunion. No great battle was ever fought and won in a day. News from all quarters very encouraging. Stick it out, boys and girls. God bless you all. Indianapolis is with you. Let us hear from you all. "73."

NEW YORK, August 13. — New York City is the key of the situation, and to-day things look well. I honestly believe we are going to win. You can have no idea how hard pushed the company is, and how they are filling the press with lies to weaken our noble men. Thank God! they don't weaken worth a cent.

The strikers, by their intelligent action, have won over the New York *Herald* for labor for the first time. This alone is worth \$100,000 to the cause of labor throughout the United States.

Printed alphabets of the Morse system have been captured in some offices, showing plainly the clasp of operators employed.

I send you these reports of the situation. No business to New Orleans; hooks are piled up; some of yesterday's business on yet.

Less business to Cincinnati to-day than on any day since the strike; three to three and a half hour's delay.

St. Louis three and a half hours' delay. Buffalo ten hours behind. Pittsburgh fair, but less than half the usual business.



## The Brass Pounder.

Published under the auspices of  
**THE BROTHERHOOD OF TELEGRAPHERS**  
 ELECTRIC ASSEMBLY, No. 2328, K. of L.  
 All communications should be addressed to Box 243.  
 TOPEKA, THURSDAY, AUGUST 16, 1883.

The mayor should "stand firm," as the operators are doing, and he is bound to win.

The striking operators are thinking of going up and exchanging sympathy with the striking mayor.

To the mayor: Be on your guard. They will accuse you of cutting the electric light wires and gas pipes next.

### THE CONDITION OF THE STRIKE.

The fourth week of the most remarkable strike of intelligent operatives against aggregated capital, the world has ever seen, has passed, and there appears to be no material change in the situation. We are proud to chronicle the fact, as will be seen from our news columns, that the striking operators stand firm to a man, all over the country. Of course a few have traitorously accepted the bribes proffered by the monopoly, and returned to work, or rather to slavery. But this is not surprising, nor unexpected. All must admit that in a body of ten thousand men and women, there must, of course, be some weaklings; men utterly devoid of honor, men who consider their sacred oath of as little consequence as the ferocious man-eater considers the cries of its victim. However, where one man, (pardon the term, we suppose we must call them such) has returned to work, the Brotherhood has taken three from the ranks of the monopoly. Every day sees the mighty power wielded by Jay Gould, the most heartless and unprincipled of American capitalists, and his associates, grow weaker and weaker. One by one their stocks are tumbling; and it is only a question of a few days, nay, hours perhaps, before the great Western Union Telegraph Company, a corporation that has been sucking the life blood of its employees and patrons for the last decade, will have to capitulate and acknowledge to the world that its operators are not SLAVES, but MEN AND WOMEN, and their rights must and shall be respected, even by the most haughty and grinding monopoly of the age. In compelling this corporation to respect the rights of the laboring class of people, the operators will be entitled to, and will receive, the plaudits of the world. The strikers are going to win.

### THE TELEGRAPHERS' FIGHT WITH JAY GOULD.

The fight between the striking telegraphers and the Western Union is still going on. How it will finally end, it would not be safe to predict at the present writing.

The Western Union believes it is fighting the battle of all the corporations, and, sustained by that thought, it feels that no sacrifice is too great for it.

The striking operators on the other hand, present a bold front to the enemy. They

have as yet shown no signs of yielding, and the general belief is that if they can hold out a week or two longer, they will compel the Western Union to come to terms. If they receive from the public and the trades organizations throughout the country the financial assistance the justice of their cause entitles them to, there can be no doubt about their being able to eventually win the day.

We hope that in the interest of Labor the telegraphers will be helped with an unsparing hand, for if Jay Gould wins now, his victory will be a triumph for the corporations that will make the task of breaking their power more difficult in the future. That power must be broken, sooner or later, if the Republic is to live. So that rendering pecuniary aid to the telegraphers becomes a patriotic duty that should not be neglected.

More expression of sympathy is not enough. The men the telegraphers are fighting have back of them the millions they have stolen from the American people, and they are ready to part with a considerable amount of their stealings if by doing so they can succeed in impressing upon Labor the belief that it is useless for it to struggle against the power of the corporations. The New York *Evening Post* expresses this view when it says that "the present strike will do much good if it calls the attention of the public to the fact that the enormous number of persons employed by modern corporations, and the relations some of them bear to the public, put strikes out of the question as a mode of adjusting their differences with their servants. Whether such strikes are prohibited by law or not makes no difference. No great corporation can allow them to succeed on pain of ruin. The 10,000 or 40,000 men which some of our modern corporations now employ in telegraphic or railroad services are an army, and have to be governed on the same principles as an army."

We believe the *Evening Post* faithfully reflects the views of Jay Gould in this matter. As head of the Western Union he does not care so much about the additional expense that corporation would be put to if he yielded to the demands of the strikers, but he does care a great deal for the principle that would be asserted by such yielding, namely, that corporations do not possess autocratic power over their employees. He is determined that these "servants," to employ the phraseology of the *Post*, must learn to take the word of command from him and work for such wages as he chooses to give them.

So that, after all, it is a struggle to see whether American citizens shall be virtually the slaves of corporations that have grown into power by robbing the public. We do not see how there can be room for doubt on what side every patriotic American ought to range himself.—*Irish World*.

### THE TELEGRAPHERISTS.

From the San Francisco Truth.

In regard to the stories about wires being cut, it appears that the stories were first started on Saturday last, when in New York the company took down its signs "Subject to delay." It had discovered, through its legal representatives, that the corporation was just as liable under that condition as if it took messages under the implied guarantee of immediate dispatch. This move on the part of the company galled the public, but proved an unexpected boomerang to Mr. Jay Gould. Monday morning an immense volume of business poured into the Western Union, and the few remaining wires, that previous to the rush had been sufficient to convey all the business that came in, were over-crowded and a perfect blockade was the result. A secret report is to the effect that at 6 o'clock Monday night stacks upon stacks of telegrams were piled

up in the operating room, with no earthly chance of their being sent.

This state of affairs excited the Western Union officers, and they hardly knew what to do. They determined, of course, not to announce the present incapacity of the company, and didn't want to admit that there was not a sufficient body of linemen to be had to repair the wires, which are nearly all down. In order to blind the public they rushed excitedly around the city Monday night seeking police and claiming that they were in possession of information to the effect that the strikers had well laid plans to cut the cables and telegraph wires. This was done only to deceive the public.

The Brotherhood on Tuesday made a proposition to the Western Union that if they would even notify them officially that they believed members of the Brotherhood were cutting the wires, they would order out their entire body of linemen to repair the damages. The offer was not noticed, of course.

Thomas Edison, the well-known inventor, while in conversation with our correspondent a week ago Wednesday, informed him that the Western Union plant was an old one, and required constant care and attention, and that it could not last for a great length of time. With the small force of linemen now employed, it was impossible to have the lines properly taken care of. Our correspondent adds also: "I was in parlor A of the Manhattan Hotel, the other night, when a delegation from some union entered. The delegation was headed by a man in working clothes, which were covered with the marks of his day's work. He wore a blue shirt, and his hands were hard and grimy with manual labor. He was evidently a man not accustomed to such fine surroundings. He pulled a chair to the polished table, pulled a roll of bills from his pocket and laid it down. Around him were seated members of the committee, well-dressed, educated, intelligent men, with soft white hands. A receipt was given for the money, a few hearty words exchanged, and the delegation departed. I tell you, when you can witness such a scene as that, you can rely on it that labor is indeed organized on a true basis, and that the day of its emancipation is near at hand."

There is, in fact, no question but that the Western Union officials are endeavoring to appease the angered merchants and the public generally, by circulating reports that the strikers are interfering with their wires. They are making great show by employing men to watch their wires, and sending out officers on boats to watch their cables. The fact is, that their wires are all out of repair, on account of the linemen refusing to work. The wires need the constant attention of experienced linemen to keep them in working order. Neither the strikers or linemen have as yet disturbed property in the least.

The following from Deputy Grand Master Campbell, has been wired to the Brotherhood:

All Master Workmen:—Our members are confident and determined. Although we have lost four men in New York during the past twenty-four hours, we have captured four operators and one line-man. Reports of desertion at Philadelphia, Cleveland, Baltimore and other points are entirely unfounded. The contumists are completely worn out and almost useless. The Western Union acknowledges its helplessness to-day by informing the public its wires have been cut, preventing them from handling business. The public do not believe this statement and are indignant at the delays. Stand firm; the battle is ours.

JOHN CAMPBELL.

Let the Brotherhood keep up their courage and ignore the lies of the daily press.



**W. N. ANGLE,**  
DEALER IN  
**DRUGS, MEDICINES,**  
PAINTS, OILS, GLASS,  
TOILET AND FANCY GOODS,  
STATIONERY, ETC., ETC.  
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—ON—  
**EVERYTHING OF VALUE.**  
83 FIFTH STREET EAST, TOPEKA.

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**Druggists,**  
117 Kansas Avenue, - Topeka

#### EDISON ON THE STRIKE.

[Detroit Free Press interview.]

When about to leave it occurred to me that Mr. Edison's opinion of the telegraph strike would be interesting, so I asked him if he thought the strike would succeed.

"I think it should," he said, "and if the married men can hold out, it probably will. The strikers are getting a good deal of assistance from the labor organizations. The single men are not much worse off than when they were at work. The only danger is that the married men may have to give way."

"The operators get a good deal of sympathy, if that can help them any."

"They deserve it. It is not right that skilled mental labor should bring less pay than mere manual labor. A man who works with his head should be worth at least as much as one who works with his hands. Jay Gould made ten millions of Western Union stock out of nothing, and he wants the operators to pay for it, so the company refuses to pay fair wages."

"But is it not because there is so much of that kind of labor that wages are low?"

"No; there is no over supply of skilled labor, the kind that the company needs. The cheap kind won't do. It takes a man five years to qualify to take charge of a wire. The cheap men have been getting about \$40 a month, and a man on a line was paid \$70. When I retired from the business, my salary was \$105 a month. The men are entitled to better pay, and should get it."

#### THE TELEGRAPHISTS.

In San Francisco, four days' dispatches have accumulated in the office, and it is a matter of amused remark that the daily press are one day later in their telegrams than the Eastern exchanges which arrive by mail.

Not a single man or woman on the coast has gone back. On the contrary, there has been a decided gain since the strike. In this city 27 struck, and 35 are now out, a gain of 8 from the ranks of the men who went or stayed in to help the company. At Portland 25 struck, and 30 are now out. At Sacramento 11 struck, all yet out. At Stockton no one struck, but one has gone out since. At Yreka 3 struck; at Deming 6, and at Ogden 20, not one of whom has gone back. Honor and glory to them. May they not fail of winning!

No matter what the cost, the people of America ought to see that this battle is won.

If Jay Gould thinks that he owns this country, and can starve its people to death, he should be taught a lesson.

By telegraph and correspondence we have been enabled to get complete and trustworthy reports from our own correspondents of the telegraphists' strike from nearly 200 towns and cities. Reports have been received from more than 100 towns and cities in Pennsylvania, and a very large proportion of the places have given no account of themselves. Since the strike began, only one point in Pennsylvania, from which we have heard, has a Western Union manager, individually responsible to the company, left his post, but wherever assistant operators have been employed, the demoralization of the telegraphic service has been more than complete.—*San Francisco Truth.*

A committee of the New York Produce Exchange appointed to take steps in connection with other exchanges to organize an independent line for their private business, held a meeting during the week. A plan is being formulated for carrying out the scheme which will soon be presented to a meeting of the members of the Exchange for their consideration.

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Prices as low as market will afford. Call and see them before purchasing elsewhere.

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ED. BUECHNER, Proprietor.

CHOICE FRESH MEATS OF ALL KINDS CONSTANTLY ON HAND. FISH AND POULTRY IN THEIR SEASON.

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Manufacturers of the

**FAMOUS BRANDS**

**White-Loaf and Blue-Loaf**  
**FLOUR**

## The Brass Pounder.

TOPEKA, THURSDAY, AUGUST 16, 1888.

### ANNOUNCEMENTS.

I am a candidate for Sheriff, subject to the decision of the Republican County Primary Convention. CHET THOMAS, JR.

I AM a candidate for Coroner of Shawnee county, subject to the action of the Republican county convention, September 1. DR. J. B. HIBBEN.

I AM a candidate for County Clerk, subject to the decision of the Republican county convention, September 1. A. M. FULLER.

I AM a candidate for the office of Register of Deeds, subject to the decision of the Republican county convention. J. BURGESS.

I AM a candidate for re-election to the office of Sheriff, subject to the decision of the voters of Shawnee county, at the November election. H. E. BUSH.

I WILL be a candidate for re-election to the office of County Clerk, for a second term, subject to the decision of the Republican voters at the primaries, to be held Wednesday, the 29th day of August, 1888. GEO. T. GILMORE.

I AM a candidate for Treasurer of Shawnee county, subject to the decision of the Republican county convention. BYRON ROBERTS.

Choice celery, Packing House Market.

Headquarters for choice California Fruits at Junod's.

Oysters, Celery, and Fish, at McKay's.

A. Booth's oysters, Packing House Market.

The popular place to take your ladies for Ice Cream and Fruit, etc., is Junod's.

### Always Ahead.

The first in the field with an entire new stock of the latest designs in Hats—the Golden Eagle Clothing House, 172 Kansas avenue.

A fine box of candy or beautiful basket of assorted fruit is an elegant gift to send your friends. They can be had at Junod's.

Don't forget to call at the Topeka Parlor Furniture Co., 78 Kansas Ave., before you buy anything in the line of upholstery, such as Lounges, Easy Chairs, Parlor sets, Mattresses, etc., as it is the cheapest place in town, and all our goods are guaranteed. Remember the place,—78 Kansas avenue.

Great sale of Remnants of all kinds, beginning to-morrow at Yates', 407, North side.

Stop at Dolman & Rigdon's and see the prices. Staple goods at bed rock prices. California goods at cost.

Three hundred Ribbon Remnants at half price at Yates', 407, North side.

For the most goods for \$1.00, go to Griffith's grocery, 190 Kansas Ave.

### Notice.

Parties wishing baggage taken to the pot or delivered to any part of the city, please leave orders at Swift & Hollidrug store, 169 Kansas avenue. Carried, if desired. Prompt attention DAY and NIGHT. Telephone H. F. HARTZELL.

### THE NEWS.

TERRE HAUTE, Ind., August 15.—We still stand firm and solid here, and look for victory in a very short time. The W. U. has not had a single acquisition here, and are in the worst shape since the strike. We pay no attention to false press reports, as we know them to be untrue. We stand firmer now than ever.

OGDEN, Utah, August 13.—We loom up this morning, "a little disfigured but still in the ring." We feel as though we could hold out for a good many rounds yet. The strikers are all in training for the coming tournament, and therefore spend most of their time at the driving park. We held a splendid meeting last evening at which we initiated one new member. Our Western Organizer reports splendid success, and advices from members he has initiated confirms his report. We have appealed to the Brotherhood of Locomotive Engineers for aid, but should we not receive it, we can hold out in good shape.

### "ON THE SKIRMISH LINE."

In speaking of the telegraphers' strike, Jay Gould is reported as saying that the Western Union would never surrender, because the millionaires who control it believe that this strike is but the skirmish line of battle that, sooner or later, must be fought out between disinherited labor and the gigantic corporations that are determined to rest satisfied with nothing short of absolute power over their employees. "The present strike," says Jay Gould, "is but a skirmish line in the fight which has been projected by the Knights of Labor, of which the Brotherhood of Telegraphers is a branch. Every corporation or firm or individual that employs large numbers of men, is interested in seeing this movement defeated, for they know that its success means the success of the Knights of Labor. Owing to the great interests involved, the Western Union cannot and will not give in, no matter what our loss is or to what inconveniences the public is put."

This language is certainly plain enough, and no one after reading it can say that he fails to understand it. The organization known as the Knights of Labor, which is a confederation of all the trades, formed for mutual protection, stands in the way of the corporations' carrying out their design of forcing labor to accept the lowest possible remuneration for its services. The Knights of Labor, therefore, must be crushed out of existence before they grow too strong for the corporations. "Every corporation or firm or individual that employs large numbers of men, is interested in seeing this movement defeated, for they know that its success means the success of the Knights of Labor," is the way Jay Gould puts it. If we do not beat labor on this skirmish line, Jay says to his brother millionaires, before long we shall have to meet the main army of labor. Stand by the Western Union now, so that your turn may not come next.

So that it would appear from what Gould says, that the fight between him and the telegraphers is in reality a struggle to see whether capital can obtain supreme control over labor. It is the first time that this man, who has stolen about a hundred million dollars, has expressed himself so freely on the labor question. As he echoes the sentiments of a class that has been steadily getting control of the press, as well as of the government of the country, he accordingly outlines for us the policy that in the future is to be adopted towards the workmen. Organizations like the Knights of Labor must be crushed out of existence, whilst the combinations of capital are to be fostered.

If this policy be successfully carried out, the great corporations will have no more

trouble with their employees, and Jay Gould & Co. can go on piling up immense fortunes, without any fear of having to face labor strikers. Considering the great stake it is playing, it is no wonder that the Western Union is defending the "skirmishing line" with such dogged persistence.

But others besides the corporation are interested in this "skirmish line." Every soldier in the army of labor is looking towards it to see how the men who are defending it will bear themselves in the fight they are making against one of the many corporations that have become a standing danger to republican institutions.

But we should not be satisfied with being mere spectators. The telegraphers are fighting labor's fight, and should have not only the moral aid, but also the material assistance of their brother soldiers in the great army of industry. Money is needed to enable the striking telegraphers to hold the "skirmish lines" they are trying to defend. This money they should have without delay.—*Irish World*.

### NEW FIRM.

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AND

**COUNSELORS AT LAW.**

ROOM 12, - OFFICE BLOCK.

**WATERS & ENSMINGER,**  
**ATTORNEYS**

—AND—

**COUNSELORS AT LAW.**

OFFICE BLOCK, FIFTH AVENUE.

**D. C. HEWITT,**  
**BLACKSMITH.**

CORNER NORRIS AND JACKSON STS., NORTH TOPEKA.

**ALL WORK WARRANTED.**

**J. C. FULTON,**  
Opera House  
**DRUG STORE**

North Topeka, Kansas.

## *Upcoming Events*

**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**





# 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.

### A conversation with Roger Larmer

**Brass Pounder:** What got you interested in model railroading?

**Roger:** My first model railroad my dad gave me – my first train set. I think I was in fourth grade when he built a 4X8 table. I had that as we moved around a bit. Other than maybe a Santa Fe F3 that I think was red and silver in a gold Tyco box. That is all I remember about it.

**BP:** The Santa Fe Red and Silver is a pretty color scheme.

**Roger:** After that for a few Christmas I got a few cars or buildings that I could paint and put together. I would also do model cars too, so for the modeling part I still have a few of those things. I had no idea what a hobby shop was because none were available.

**BP:** Where was this?

**Roger:** It was in Wellington KS when I was in fourth grade. My parents got divorced that year, so I went back and forth between them.

**BP:** So you are a Kansas Kid?

**Roger:** Yep! All the way around. I moved from there to Salina. Then I moved from Salina to my dad's house in Hays. Eventually I landed here [Abilene] through High School for a couple of years. We had a lake house west of town. But, somewhere in all that the trains got boxed up and the table was gone. I don't remember when, but the table never made it into high school. I gave all the box of stuff to Brian Krizan. That's where it began

**BP:** So how has it evolved?

**Roger:** Knowing Brian and having trains,





somewhere I decided to buy some stuff. He knew another guy that I knew in Salina that had some stuff. So, I went over and bought some things that he was trying to sell off. That was like an Athern engine and some hobby grade things. Actually, I probably bought the Polar Express stuff first, and that was in 1999 and would set it up around the Christmas tree. I thought that was kind of cool and that led me to want to do something else. Then we bought some HO hobby grade stuff. Then it was off-and-on after that.

**BP:** Then you got involved with the local club here in Abilene/Salina?

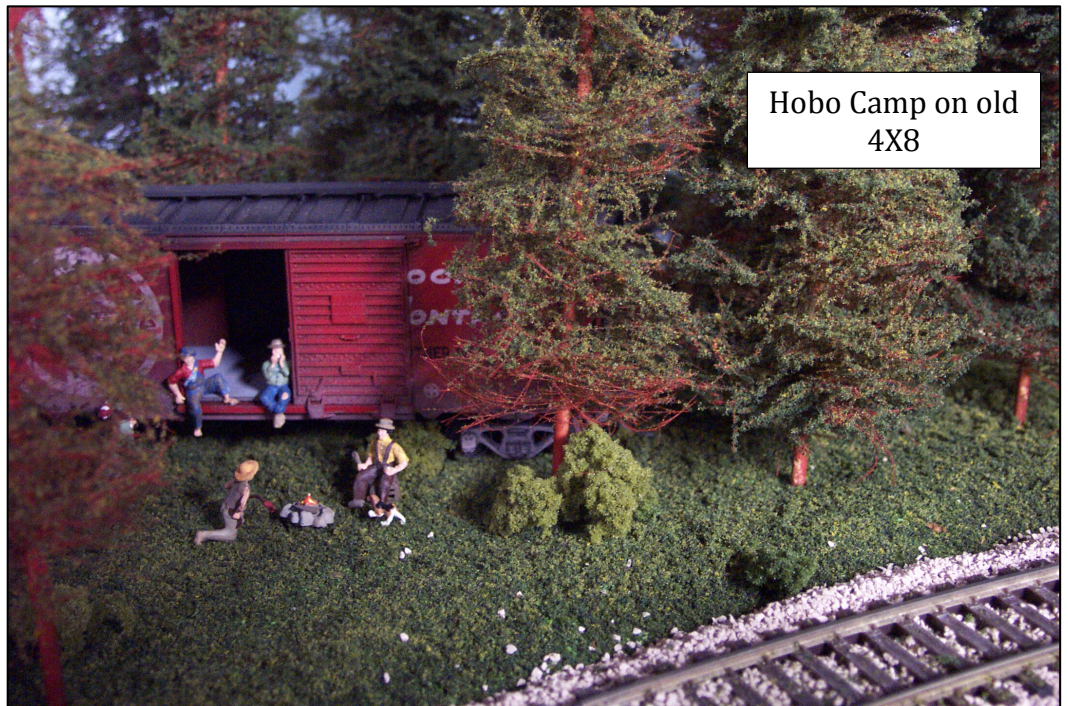
**Roger:** Yes, it was probably the 2004ish time frame.

**BP:** Were they still associated with the NMRA at that point?

**Roger:** Not that I was aware of then. They never said anything like that. So, I became a part of the group after any NMRA involvement. I don't know if I knew all the guys that were in the club then, but when I came for a few years, off and on, I got to know some of them, and now probably half of them have passed away now. I remember going to some of their houses was like going to Grandpa's house every time you went to his house, which is pretty cool. I remember Chuck Heroneme was very much like that. I think that may have been what started me. I had talked to Brian and he took me over and visited Chuck's house and it was like visiting Grandpa's basement. Gosh there was stuff everywhere. It was the coolest thing ever! It definitely made a big impression on me.

**BP:** Layouts and interest comes in many different flavors.

**Roger:** I didn't even know that these people or anything like that was anywhere around. I didn't know there was a guy that lived about a block from me that had a layout in his basement. Some of the guys knew who it was but I didn't. Other than the local group, I never heard anyone talk about the NMRA when I would go to any of that stuff for the local group. I do remember how all the information used to be on the web site. I remember I looked in years past at the members and where they were from. There wasn't a soul that was close to me. So count me out. I don't know if I am opposed to that now, but maybe travel a certain distance is what it takes to meet more people and see and do more things.



**BP:** It is the circles you run in. The trip to Downs KS by the Abilene/Salina RR group a couple of weeks ago to visit another layout was neat.

**Roger:** I really wanted to go to that, but just could not because of some personal stuff. I like listening to those guys talk and to see what they were doing. I really did want to go.

You just have to balance priorities, and with kids still at home, I needed to be with them. But,

with the model railroad stuff I am doing here at home, I can still go down to the basement as the opportunity arises. And wherever I leave things, that is where it is when I go back down. But, sometimes things move, so I know the kids have been down there. But that is all right...

**BP:** But you have fun, right?

**Roger:** Right. Been playing around with JMRI lately. I've been putting my car inventory in it. Been watching some videos. If I can get some staging on what I have, maybe I can do a little bit of running. It is not a continuous loop.

**BP:** Point to point?

**Roger:** Barely. It will handle like a 3 car train. It is servicing small rural stuff.

**BP:** Doing decoders and such?

**Roger:** I probably have a few that have not been converted. I've converted some Athearn stuff a few years ago. But I would want to do it pretty bad to do it again when you compare it to the stuff they make now that already has it in there. I do think that the new stuff vs. the older Athearn blue box stuff with the metal rails – the old stuff was pretty robust. For kids handling them, those are the ones that are not broken. You could all but drive it off the edge of the layout and it is still all right.

**BP:** So what railroad are you modeling? Are you specific?

**Roger:** I model Santa Fe mostly. I wouldn't say totally. I like a lot of stuff. When I was a kid, my dad was an engineer for the Santa Fe. So late 70's Santa Fe blue bonnet stuff is what is burned in my mind.

**BP:** So that is the connection to Wellington.

**Roger:** Absolutely. Back then I think it was the Panhandle Subdivision. I don't think it is called that anymore but I don't know for sure. We lived about a block from the Rock Island tracks, but that didn't interest me a lot. Santa Fe was the other road in town, and Grandpa and Grandma's house, which is where we lived after my parents got divorced, was about a block from the Santa Fe train tracks. We'd be out there playing on the street and a train would come into town with the guys standing on the caboose. We'd yell at them to throw some water or something at us. They probably know who I was.

**BP:** Did you get any train rides?

**Roger:** Yes. When I was young, my dad took me on a train ride. I don't remember if he offered or I asked that I ride in the caboose. But I really didn't understand what that meant. And I am pretty little. But it means that he is going to drop you off and drive off in the train and stop again. It sort of freaked me out a little bit. I wasn't prepared to stand in the middle of nowhere as the train goes away. He was probably going to a local out and back – not too far. We were out in the country. I know that. I knew I did not know where I was at, and he was leaving me.

**BP:** Did you get to ride in the engine?

**Roger:** Yes, both ends on that trip. I think it was the fireman that stood there with me on the trip.

**BP:** Diesel?

**Roger:** Yes. I have no recollection of steam. But they still had cabooses. I don't know if I remember anything else from that experience, except that I was terrified to stand there. One of the guys stood there with me. I don't remember who or what about train crews, but it had to be one of the other guys in the cab, maybe a brakeman or something. Back then they had more guys on the crew. I

know back then the crews would talk about all the towns that were south and west of Wellington and they would have apartments of whatever to stay overnight and come back. Or at harvest time, we had a camper and Dad would go out and camp wherever he was working and we would go out and see him. That was a long, long time ago.

Around 5<sup>th</sup> grade, he was working the mill in Wellington. I don't think he had seniority to keep that job, but sick and trying to get enough time to get his disability retirement. I heard my sister say that they wouldn't bump him off that job so he could keep it. Where we lived, the mill was on the other side of the tracks from where we lived. So Santa Fe would send an engine down to switch the tracks. They didn't have their own stuff. I don't know if they didn't have enough lead or what. But, the last time I looked they were tearing the mill down.

**BP:** Do you do much watching of trains here in Abilene?

**Roger:** Not very much. When I first became interested, I did. We would go down around Florence and watch BNSF. I guess I can't say I don't because if I am out and about and you see a train, I'll stop. And we get a fair amount of traffic through here.

**BP:** Through here you'll get UP, BNSF, and K&O?

**Roger:** Yes, we'll get all three. I don't know if K&O is out of Salina or out of the branch in Solomon, but we do get them. Being on the trash truck, it puts us in close proximity at different times to what is going on with the railroad here in town. Gavilon and Debruce Grain elevators here in town get in a lot of trains to load out so they have to deal with the grade crossings and breaking them up and all that stuff. They still do a lot of that here in town.

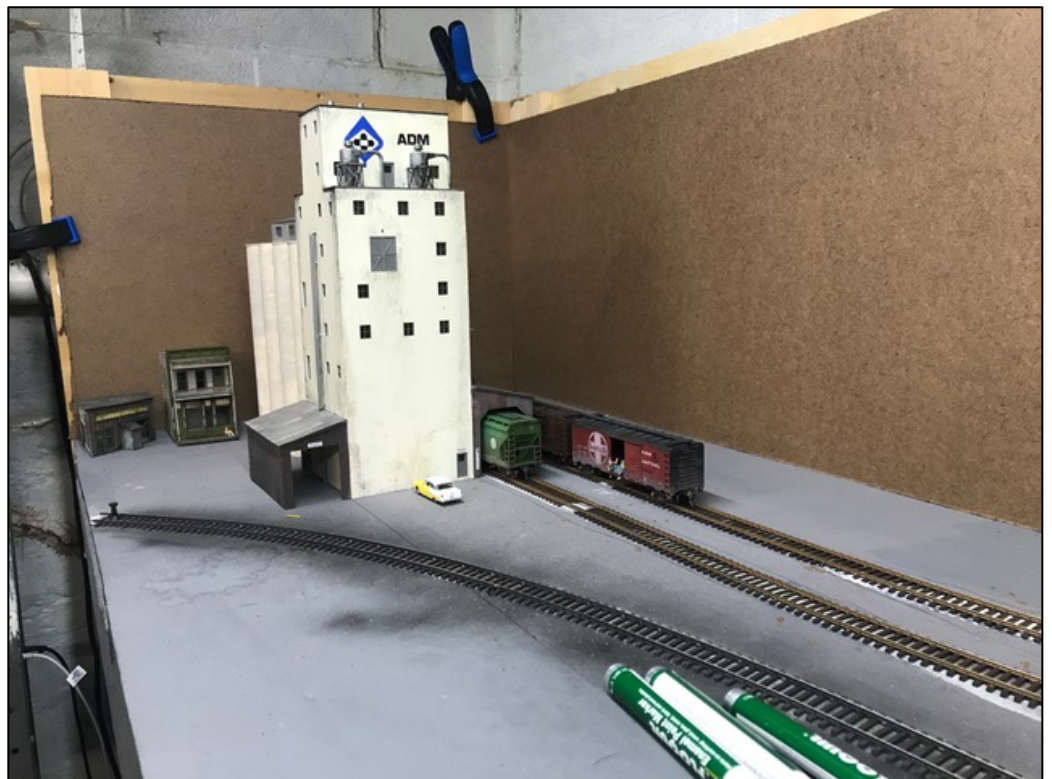
**BP:** Of course you have the Abilene and Smoky Valley Railroad and live steam.

**Roger:** You can hear it all over town when they fire that dude up. I remember the first day they took it over by the depot. They put the platform up and they let everyone get up and blow the whistle. That is all you heard all day long.

**BP:** A couple of years ago, one of the members of the Kansas Central Group (John Snell) was an engineer on the A&SVR and we met here, went into the steam shop, and crawled up in the engine. He passed away about a year ago so we won't get to do that anymore.

**Roger:** Yes, I had met him. He had the hobby shop in McPherson years ago. I met him several times. I was not aware he was an engineer with them but that does not surprise me.

**BP:** A few years ago, I rode in the





cab with him, as an extra-fare ticket.

**Roger:** We considered that. My son likes trains. He has some Lionel stuff.

**BP:** Need to have him start coming to the meetings.

**Roger:** He came once.

**BP:** In June come to my house and he can run trains. There's room for about 10 guys to run trains. You've seen it?

**Roger:** Yeah. You invited the Abilene-Salina club out. I met the guys from Downs then.



**BP:** So what all you doing downstairs.

**Roger:** Downstairs is a 2' x 12' point to point that really just has some track and some switches. A couple of grain facilities

**BP:** A switching layout?

**Roger:** Barely. No switching puzzles or anything. It has room for a little expansion. It's got a main line and a couple of sidings, and an interchange track. There are several places to interface a few cars. If I would clean the basement out, there would be all kinds of room. Don't know where I would live though. I would have to do something about the dust filtering down from the floor above before I get crazier

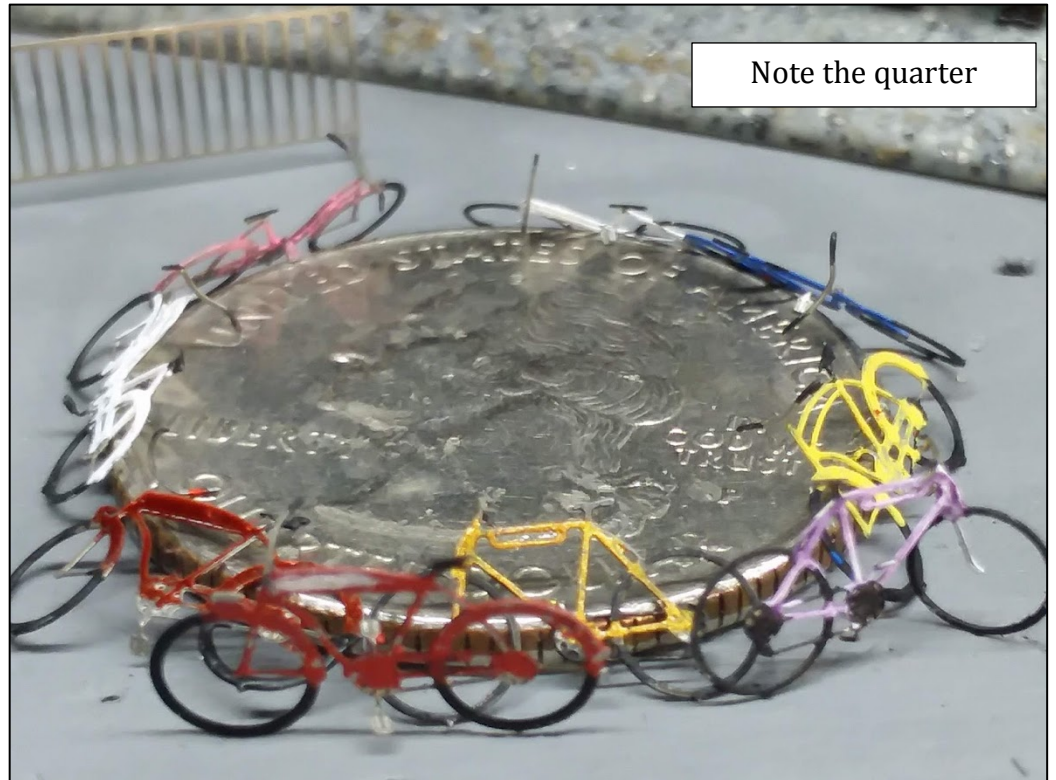
**BP:** So what are you specially interested in?

**Roger:** I like a lot of things. I haven't





scratched built anything yet. I've kit bashed some stuff but haven't scratch built anything. That is a pretty big leap. I like modeling. The thing that fascinates me is are the people that do prototype modeling and weathering. It is amazing what they can do. If I look at what I have done early on, it is improving. It is getting a lot better. Nothing will make you see your flaws like taking a photo of it and blowing it up. Then you see everything.



**BP:** That is why I do N-scale. You can't see it.

**Roger:** I have some T-trak stuff that I do on the table. I play around with that. It is N-scale stuff. I think T-trak is cool. I don't have to do the whole thing. This module can be one thing, and another can be something else. Like you can do the four seasons on four modules. It is a little piece that you can get done.

**BP:** Did you see the T-Trak stuff at the trains how in Kansas City last August?

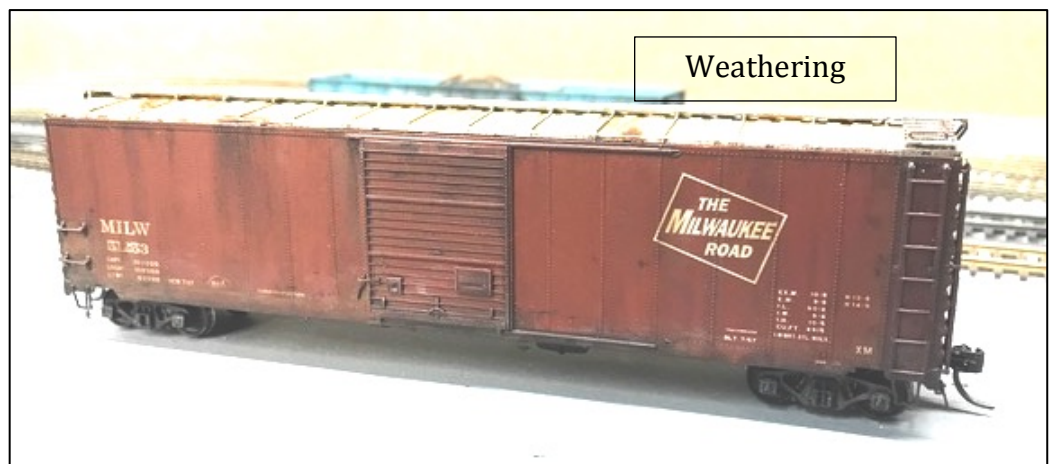
**Roger:** Yes, I saw it. I was there but missed the NMRA meeting. I saw some of the guys from the Abilene-Salina Club, but missed the NMRA meeting. The T-Trak layout was said to be a world record for modules. That really caught my fancy. It is kind of perfect because it is small manageable pieces. It is versatile – you can set it how you want. Do shelf point to point. And, you don't need a basement. You can put it on a shelf anywhere in a room.

**BP:** In many respects I wish I had made my layout modular. Right now, it goes with the house.

**Roger:** We tried to bring my 4X8 upstairs. We took all the stuff off, and it still would not come up through the doorway. So, I tried to make my modules no more than 6' long by 2' tall. So theoretically they will come up and be salvageable easily.

**BP:** Did you make these to modular standards like N-Trak standards?

**Roger:** No. I



looked into that a little, but didn't. It could probably be converted to Free-mo by adding legs etc. But the track situation would have to be realigned because I did not follow Free-mo standards. I have seen the Free-mo stuff and really like it. Maybe if it met some of those guys it would spark the interest to go that way.

**BP:** David Heinsohn, our Superintendent, has a N-scale Free-mo module that he had at the N-Scale convention in Kansas City. There are groups in Nebraska, Oklahoma and a couple in Kansas in HO and N Scale. And, Bob Simmons from Garden City has his own N-scale modular layout.

**Roger:** I have seen Bob's at the Wichita train show last month and it is really nice. I was looking at it and it appeared to be modified N-Trak standards because it looked like it could only go together one way. It really looks good. I have seen his stuff on Facebook too. It seems everybody is shifting from Forums to Facebook.

I have one guy on my Facebook group from Japan that does some incredible N-scale modeling. I think some of the stuff he puts in is photoshopped, but it is really, really beautiful stuff. Like 60's Japan N-scale. It is unbelievable.

**BP:** I have done some research for the presentation I am doing for the Herrington Days, and the British and Japanese N-Scale can be somewhat different than the American N-scale. Sometimes the Japanese model 1:150 instead of the American 1:160 for N-scale

**Roger:** At the Wichita Train show in February there was a display of the B-scale stuff. It is little, short stuff that runs on N-scale track. There was one that was running around a coke can. They said the cars were running on N-scale track but were shorter so they could make a super tight radius. And, I think they may have been battery powered. I didn't see any wires around the Coke can.

You mention the British. They have OO-scale that uses HO track. It is a little bigger than HO but uses the HO track. I watch the series "The Great Model Railway Challenge" with Kathy Millatt. It is pretty interesting how different they model things in Britain than what we do here in America. I don't think anyone has 600' of mainline over there like you.

**BP:** Well, they do, but they are commercial establishments. There are some big layouts over there.

**Roger:** Yes, there is *Minatur Wunderlands* in Germany. It is incredible, the planes and cars. It would be awesome to see that.



In-process N-scale  
building

**BP:** What do you like most about what you are doing? What is it that really excites you?

**Roger:** I would not say there is "One thing." I like modeling, although that is becoming more challenging in the last 10-15 years and requires the visors and more lighting etc. I'm trying to paint an N-scale building and starting to wonder if that is a good idea or not. Man it is small.

**BP:** So you are doing N-scale buildings but the layout is HO.

**Roger:** Yes. I'm not strictly either. I'm doing HO, and I'm doing T-Trak. I have a lot more HO stuff and I don't know if I could give all that up. If I pursue the [T-trak] modules for the N-scale it would be a lot easier to achieve I am sure. And, we could watch them go round and round. For my little 4X8 I had used car cards and waybills. I had a few sidings. It wasn't very big, but at least you could run around and add mileage by taking three laps or something. I thought that was a lot of fun and it was DCC so you could have more than on train on there. The first set I bought I still have and still use was Digitrax Zephyr and has the ability for two jump packs so I can use my old DC packs as other throttles so entry was pretty economical. Get JMRI on the interface with Wifi you could use the phone for a throttle. But, I like modeling although N scale is a challenge.

I like the sound and DCC. It is really cool. I don't know that I would ever NOT want it now.

I like the fellowship for sure and that is kind of the reason for joining NMRA to meet more people. And some really neat experiences like listening to railroaders talk. It is interesting to those guys talk and tell their railroad stories. I though man, this is really great hearing all that stuff. There is nowhere else to hear any of this.

And, it is a distant connection, a connection to my past with my dad.

**BP:** What do you want to do? What is it that you are not doing that you would like to do?

**Roger:** I want to do some operating – that kind of stuff. I know I saw it on facebook by David and Ross.

**BP:** Ross has a superb plan for operating sessions on his layout. And there is a group down in Augusta that has operating sessions on their layout and they are having an operating session at the MCoR convention in June. So there are opportunities around here.

**Roger:** Yes. That was what I did on the old 4X8. I would go around and round and after a while decide to back in a siding and pick something up or drop something off. Eventually you run car cards and waybills and now there are a bunch of ways to do it. I adds a lot of fun.

I also like a lot of the media/computer stuff. There are a lot of videos of guys that are either doing podcasts or media on the internet that shows all kinds of facets of model railroading. There are a lot of really good modelers out there on the YouTube channels.

**BP:** What kind of NMRA meetings would you like to see?

**Roger:** Actually, all of the meetings I have been to so far – I like. Meeting at people's homes is cool. That is the way the Abilene club is.

The meeting in Emporia at the museum was good. It is cool that they saved that guy's layout. Stories have been told over and over about some guy's layout that went when he did. Somebody didn't rescue it from the trash. The Emporia Museum saved a neat layout.

**BP:** We have toyed with whether to do a central location or whether to move around to people's home for the meetings. Moving around is what we are doing, but the question is whether it makes sense to go one location, or to move around.

**Roger:** I can see Pro's and Con's either way. I feel guilty about not hosting, but I don't have a lot to do if everyone showed up here to go look at the trains. It would take about 10 minutes.



**BP:** You don't necessarily have to have a train layout. There are alternatives. You could show a video. David is going to do a presentation at the April meeting as a dry run for his presentation at the MCoR convention. You could host by having everyone ride the Train here in town.

**Roger:** I've never ridden it. Guess it is too close to home...

**BP:** Do you have much rolling stock or locomotives for you N-scale?

**Roger:** I would not say much. I don't have any DCC locomotives. I've thought about buying some. But if I do that I will need a second system. Or, I would need a set of plugs to just unplug it. For what I have, the Zephyr is just fine. I bought a Bachmann GP40 – the new one. The old ones were pretty loud. The new ones are LED's and quiet as can be and a lot more detailed and a lot more nice. It had a spot for a speaker. And the board on top could be replaced with a decoder. There is no plug, but all the wires are all there. I have some older Bachmann GP40's that are not nice. In fact, I probably will not convert them to DCC. Bachmann is going to come out with some new road names but of course there will only be one road number. I like to read the internet. *Spookshow* has reviewed every N-scale locomotive that has been produced and I like to read that to get an idea of what I am buying.

**BP:** What other activities do you do beside model Railroading?

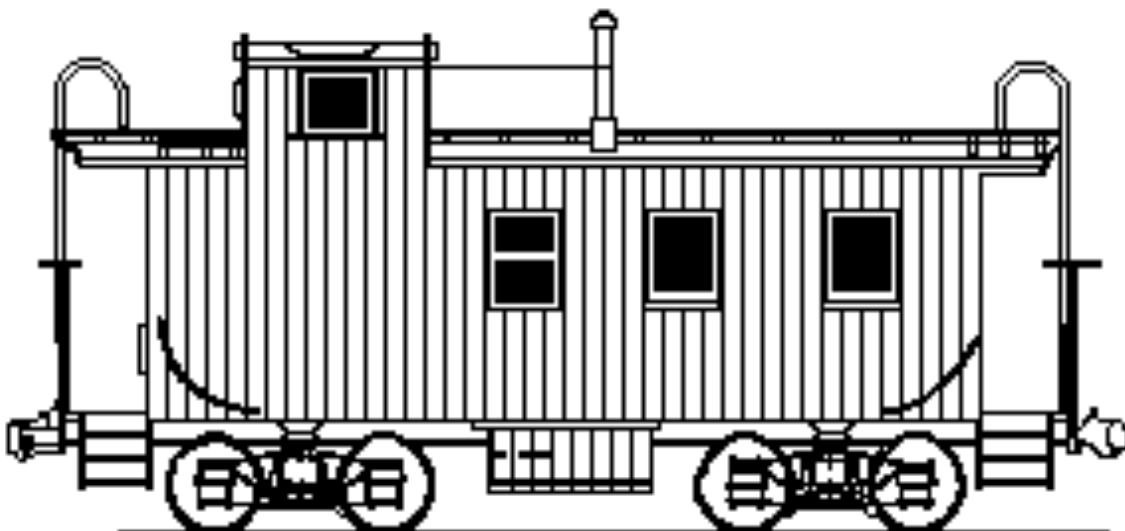
**Roger:** Motorcycles, computer, play station, bicycling. Those are probably the biggest things. It varies. That can be a problem too. Do something for a while. Then, time to change and do something different for a while. Then it comes back around. Variety.

Maybe someday when the kids are gone, I can do more modeling.

**BP:** Right now, the kids take priority. When my kids were young, model railroading was dormant.

**Roger:** Maybe someday I'll convert my whole basement to a layout. It cuts into my time and budget. Right now I'm just working on skills and building a few things. The first one had some huge, huge blunders that this one doesn't have (I hope). It is a learning process.

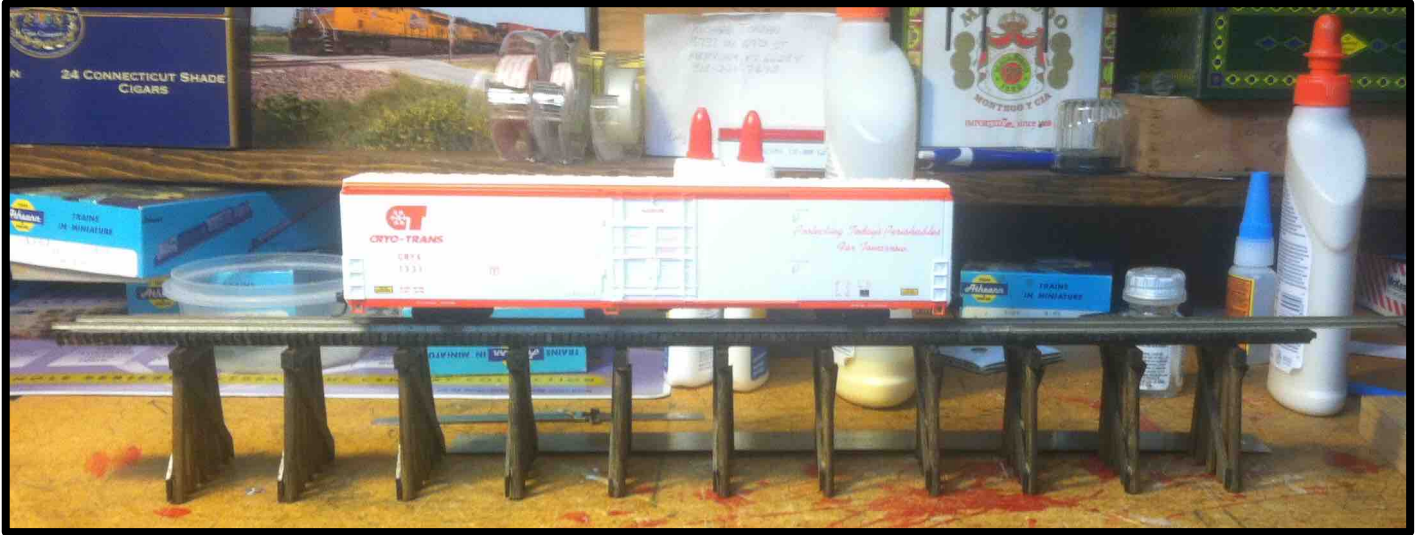
**BP:** Well, I appreciate you taking the time to sit down with me. It has been interesting to discover your railroad journey.



# KCD *Modeling* in the NModelRA

## Our Member's Modeling Activities Alan Meinholdt

In the last issue of the Brass Pounder, Alan Meinholdt had an article on how he completed the wooden structure of a railroad bridge (shown in the figure below.) That article described how he scratch built the bridge. Since that article was published, two things happened:



1. Alan finished scratch building the bridge abutments and,
  2. He entered the resulting model in the competition at the Wichita Train Show
- The result is that Alan won first prize in the "Structures" category. Congratulations to Alan.

This issue brings you the second installment of his bridge building endeavor - his efforts at building the bridge abutments. You will find interesting the selection of materials.

### Scratch Building Bridge Abutments

To finish my trestle bridge ends I used ceramic tile. The individual pieces look like large limestone blocks. You can find the tile in sheets at any home store. First I removed



each piece from the backing and sanded the glue off the back. Use 60 or 80 grit paper. Next, I laid out pattern that would fit and cut a small piece of thin underlayment plywood (1/8 inch oversize to sand



off flush to the blocks). To glue all the pieces down I used contact cement. Start on the bottom row first and use a straight edge to make sure you are straight and level. And then work your way up. After everything

dried for 24 hours I sanded the plywood flush with the blocks.

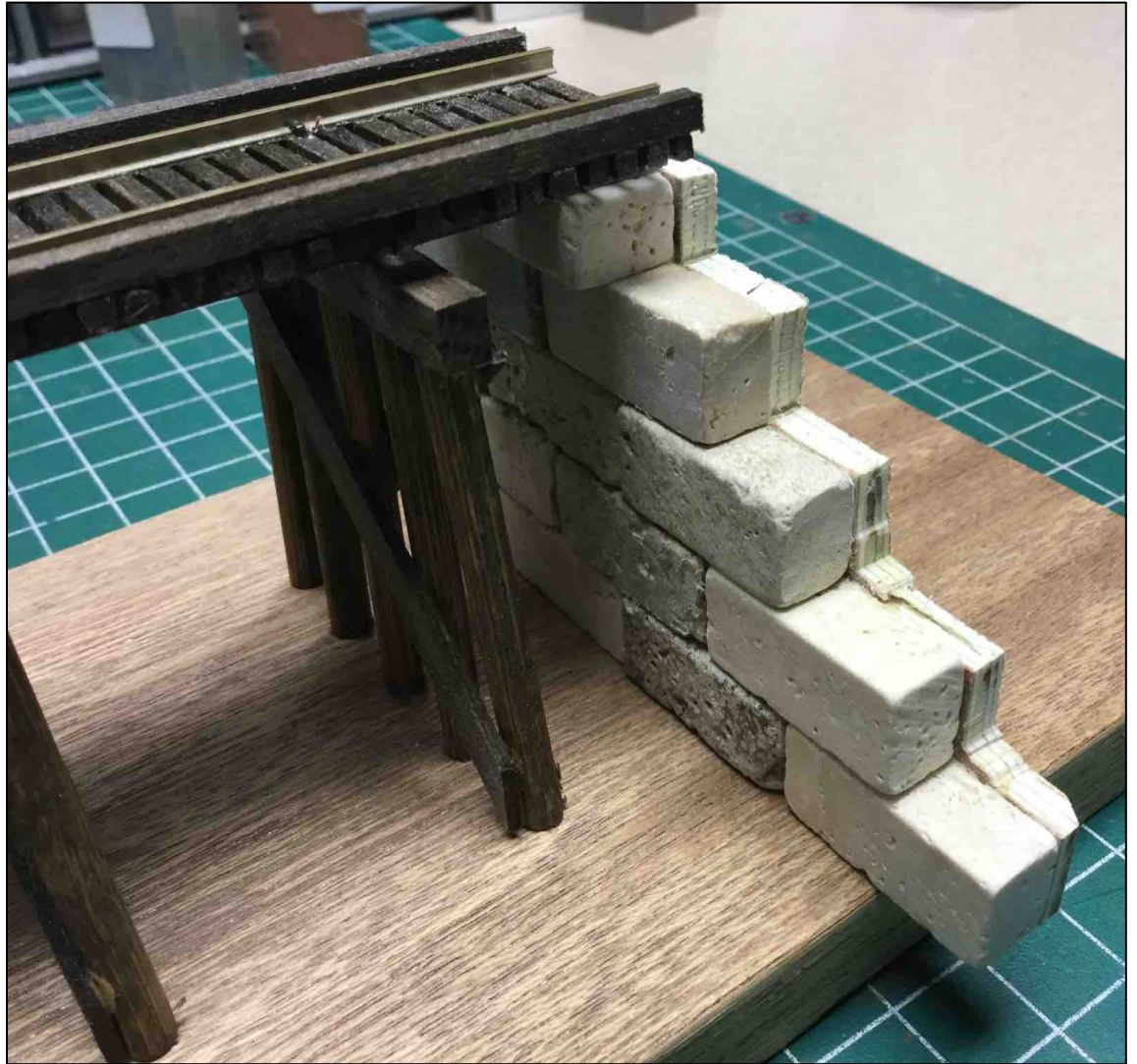
When I finished the bridge ends, this made me think of more projects for the ceramic tile. Ideas to think about would be,

retaining walls, foundations for buildings, ( you will need a small tile saw for cutting) bridge piers, culverts. Or you could create a new industry rock quarry where they cut rock into stone blocks. For awhile (so I would not loose the pieces) I found 3 empty 65-foot gondola cars and hauled them around the layout as loads.

Next time you are in one of those large home stores walk over to the tile floor section and take a look around. The biggest thing that caught my eye for using tile was the natural color and look of the tile.

Also look at the colored grout they use for tile. It can be used as a ground cover. Sprinkle it down and spray it with water. The grout hardens up after it dries. Or mix it in with plaster for added







## A Good Find at the Wichita Train Show

When talking with Alan about doing Part 2 of the Bridge Trestle article found earlier in this Brass Pounder, he mentioned that he got a good buy at the Wichita Train show. He found an Athearn DD35 that looked awful. But the price was right, and he liked to tinker.

When he got it home, he disassembled it and found that it was mechanically fine. So, with a little cosmetic cleaning, installation of the handrails, and a little paint, he now has a good looking engine with virtually no expense except for his labor.



# 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**



**June 8, 2019**

*Ray Brady's*  
"Lets Run Trains"

**August 3, 2019**

*Open*

**October 5, 2019**

*Ross Boelling's*

**December 7, 2019**

*Open*