

THE BRASS POUNDER*



**Volume
28**

Issue 4

**August
2019**

Timetable

**The next Kansas Central
Division (KCD) meeting will
be at the
Great Overland Station
701 N Kansas Ave
Topeka KS
More Information on Page 3**

Join the KCD on Facebook

Kansas Central Division-NMRA has a Facebook page. 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

You will be automatically subscribed to the group with the email address from which you sent the message. Or go to groups.yahoo.com and enter KCD-NMRA in the search window to find the group and join.

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Kansas Central Division – NMRA

Call Board

Director	Ray Brady joycove@wilsoncom.us
Superintendent	David Heinsohn Kd0r@fhrd.net
Clerk	Tom Katafiasz
Paymaster	Larry Tiffany
Brass Pounder Editor	Ray Brady
Brass Pounder Associate Editor	Christine Heinsohn

Minutes of the Last KCD Meeting

June 8, 2019

The KCD meeting of June 8, 2019 was held at the home of Ray Brady in Brookville, KS. The meeting convened at 1:03pm by Superintendent David Heinsohn. Those present and where they were from are as follows: David and Chris Heinsohn, Elmdale KS; Ross Boelling, Junction City KS; Roger Larmer, Abilene KS; Mark Schubert, Belle Plane KS (Chisholm Trail Division, NMRA); Terry Ross, Wichita KS (Chisholm Trail Division NMRA); Jimmie Pottberg, Salina KS; Ray Brady, Brookville KS and Tom Katafiasz, Salina KS. Ross motioned and Chris seconded to accept the previous meetings minutes. It passed unanimously.

The treasurer's report was given that showed a balance of \$155.50. Chris made the motion to accept the report and Ross seconded. Approved.

Under the Director's notes, Ray mentioned the upcoming MCoR convention in Wichita on June 20-23. Chisholm Trail Division is looking for volunteers for the convention. Volunteers will receive a shirt denoting them as volunteers. July 7-14 will be the NMRA Convention and Train Show in Salt Lake City, UT. Ray also mentioned the new KCD NMRA banner that was on display at the Herington Train Show. Ray is receiving 50 undecorated HO cars (seconds) from NMRA National. These could be used for various clinics such as weathering, etc. All Brass Pounder's are now on line at the MCoR website.

Ross gave a report on the Herington Train Show. Ross was disappointed and also surprised concerning the train show. The report showed the total attendance, where they came from, and the ages of attendees. It was also discussed how to improve attendance at the clinics.

David gave a Superintendent's report where he mentioned that KCD has a Facebook page. It was discussed whether to open it to non-members and organizations. Chris made the motion and Ross seconded to open it to the

above-mentioned entities with the provision that a certain question would have to be answered in order to certify them as prospective members. It passed unanimously.

David mentioned that due to upcoming travels, he would not be able to continue with the Superintendent position past the end of the year. The position is currently open for next year. (Your political affiliation is not important!).

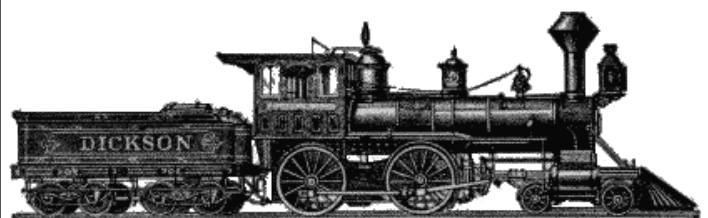
August 3, 2019 is the next KCD meeting. David also mentioned that the Augusta Model Railroad Club is hosting a 3-hour operating session during the MCoR convention.

Ross mentioned the possibility of publishing a membership list of the KCD.

Tom displayed a recently published comic strip depicting the trials and tribulations of a prospective new model railroader. The possibility of publishing it in the BP was discussed.

A motion was made by Ross to adjourn the meeting at 1:53 and was seconded by Chris. The attendees then adjourned to the layout room to operate on Ray's vast N-gauge layout, after receiving a brief overview of the layout and how it operates.

Respectfully submitted
Tom Katafiasz, Clerk KCD



Next KCD Meeting

August 3, 2019 at 1:00PM

Escorted Tour

The Great Overland Station and Rolling Stock

701 N Kansas, Topeka KS

August 3, 2019 at 1:00PM

We will be meeting in the renovated wood depot just east of the station. Enter the museum at the marked entrance, pay the admission fee, and they'll let you exit out the side door to the renovated depot.

After our business meeting we will have an escorted tour of the depot and rolling stock. The cost of admission is \$5 for seniors and \$6 for adults. Anyone who can't afford the cost of admission please contact David at kd0r@fhrd.net. We'll get you in.

Chris and David plan on having lunch at noon at C. W. Porubsky Grocery and Meats, 508 NE Sardou Ave, Topeka, KS 66608. They serve good deli sandwiches and are right on the UP line, just around the corner (track corner) from Great Overland Station.

In addition to the depot and rolling stock, the station itself is a worthwhile museum. And there is good railfanning at both the station and Porubsky's.

This promises to be a good tour. Looking forward to seeing you there.



Superintendent News



From the Kansas Central Division – NMRA

Hello All

I hope everyone is having a great summer, and not having heat problems! As I type this, Chris and I are on a ROAD TRIP, part of which will include a nice visit with our daughter and family.

I know Ray went to the National Convention; I hope some of the rest of you were able to go as well. If you did, please share stories and pictures of your adventures. Those of us who didn't make it would like to attend through your stories. In fact if you've seen something interesting on the prototype, built something, whether great or just interesting, operated on an interesting pike, or whatever, let Ray know. Your adventures can help keep the rest of us interested and burning with the desire to do more on our pikes.

Congratulations to Ray, our Director and Brass Pounder Editor on becoming the new Caboose Kibitzer editor for our NMRA Region Newsletter. He will need articles – long and short, along with photos – great and just interesting to make CK a great publication. Be sure to let him know if you want something published in both the CK and BP or just one of them.

Speaking of the road trip Chris and I are on, we expect to continue to travel extensively. In fact we expect to increase our traveling significantly over the next two or three years at least. To that end, I need to make this the last year for me as Superintendent. Please consider running for the office. It involves typing some words for Ray to publish each issue of the BP, running the meetings, saying hello to new members as we become aware of them, and working with the director on any issues with Region. It's really not hard, nor does it take up that much time. Elections will be held at the December meeting.

And, speaking of meetings, the August meeting should be interesting. We'll be meeting at the Great Overland Station in North Topeka. BUT we will not be in the main building. We'll be over in the little restored depot just to the right as you're looking at the main building. Go in through the general admissions door, pay your \$5, or \$6, and go out the side door as directed. If you can't pay the admission let me know and we have a way to cover it. After our business meeting we'll be touring the little depot and the rolling stock held by the museum. These items are not normally part of the museum tour, so it should be interesting even for those of us who have been the GOS many times.

Before our meeting, some of us will be having a sandwich at Pobrusky's to gossip and rail fan the UP. Join us for lunch before the 1:00PM meeting. See the meeting announcement elsewhere in the BP for other details.

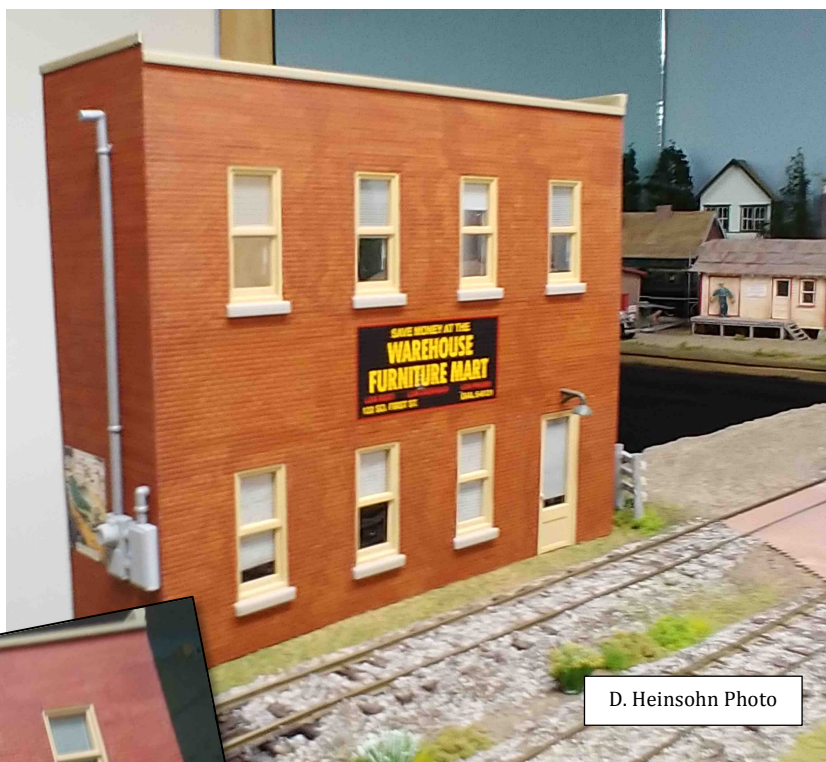
At the Region Convention it was my privilege to announce and present the Larry Long



Award to Miles Hale. The Larry Long Award is presented to an individual who strives to make model-railroading fun. Miles certainly meets that criterion. Well-done Miles!

To close, here are a couple of pictures of Chris's visit to Larry Gulick's On3 mountain railroad on the closing day of the Region Convention.

David



D. Heinsohn Photo



D. Heinsohn Photo



D. Heinsohn Photo

Director News

From the Kansas Central Division – NMRA



As I contemplate what to put in the Director's section of the Brass Pounder, I am overwhelmed with the goings-on in the Division, Region, and National NMRA. It has been a busy spring-summer season for me. How about yours?

Harrington Train Show:

It started with the Harrington Train show April 27-28. At that event, the Central Kansas Division was well represented by our members. Alan Meinhold, Tom Katafiasz, and I each presented clinics at the event.

Alan's clinic was on modeling confers. Tom's clinic was on scratch building structures. And mine was on Model Railroading (for someone that was just getting INTERESTED in the hobby.) Except for my first clinic where Ross rounded up victims, the clinics were sparsely populated. Next year we will probably have clinics *in-situ* at the Division table and engage visitors informally. My experience was that my informal interaction got the most interest, with three one-on-one presentations of my clinic.

And thanks to Ross Boelling we had a Kansas Central Division table with a new banner to display. It afforded the opportunity to meet and greet the public, and it resulted in some new model railroad friends for the KCD. Speaking of banner, we also found our banner from years past. It was "found" in John Snell's things when his daughter went through his things. We now have our vintage and contemporary banner to show ourselves off at events.

June KCD Meeting:

On June 8, I hosted the June meeting of the Division and actually made a first attempt at doing an operating session. Setting up an operating session is not trivial, and I probably spent a couple of weeks getting order to the chaos in my mind. My comments on that are found later in this issue of the BP.

Mid-Continent Region Convention:

Then, on June 20-23, the Kansas Central Division had a strong presence at the Mid-Continent Region NMRA convention. In addition to many members of the Division attending many or all of the events, we had four Division members presenting clinics.

Alan Meinhold gave a clinic on building conifer and orange trees.

David Heinsohn gave a clinic on Layout Design and another on Operations.

Dugan Frank gave a clinic on Scenery Made Easy.

And I gave a clinic on Speed Matching Locomotives.

In addition David hosted an operating session on the Augusta Model Railroad Club layout on Friday evening.

Neighbors supporting neighbors – as it should be.... I had a good time meeting with friends from other Divisions.

Director's Semi-annual meeting:

During the MCoR convention, the Region's Board of Directors met in their semi-annual meeting. In addition to the normal Region Reports and other business, I was asked to become Editor for the Region publication: the **Caboose Kibitzer**. I agreed, but only after much discussion with the Directors and Region officials.

I made it clear that the Editor of the Caboose Kibitzer could not be a one-person show. Covering a 7 state region would clearly tax my ability to create a good product. As a result, I asked for, and received support from everyone present. There will be representatives (Associate Editors) from each Division that will provide me with material from their area for inclusion in the CK. (David Heinsohn volunteered Chris for the Kansas Central Division Associate Editor). That, together with ancillary support from an Advertising Manager for retail advertising and member's pike listing, as well as a Switch List

(Upcoming Events) Associate Editor, will allow for good information to be included in the CK.

I will continue to do the Brass Pounder. I have enjoyed doing it. And, I will need you to submit material for the BP so we can have a quality publication for our Division.

Salt Lake City National Convention:

And last week I attended the National Convention in Salt Lake City. Of course I had other motives too. I visited my daughter in La Grande Oregon. Along the way to Salt Lake City and La Grande I “just happened” to follow the railroad right-of-way that “just happens” to be what I am modeling in my basement. Such hardships one has to endure.....

In all, it was about 4000 miles of railroad and scenery immersion. Check out the article below about my serendipity events at the Parachute, Colorado siding on the UP.

And the Convention was a superb mix of Model Railroad How-To's, NMRA Operations, Genealogy, Layout Tours, and Area Points of Interest (Think PROMONTORY.) In all, there were over 150 clinics offered, 50 layout tours – most of them twice. In all, I attended 37 clinics. It was a lot of sitting; but a lot of good information. Here are a few of the clinics I attended:

How-To's

Car Forwarding.

Digital Photography.

Western Pacific Railroad Photo-essay.

Rio Grand Southern Photo-essay.

Engineering the Right-of-Way.

Model Railroad Communications.

No Wire Solution Fiber Optic Lighting

NMRA Operations:

Marketing for Divisions and Regions.

Beginners Guide Using Social Media

What NMRA Members Really Want.

Genealogy

What's my Story

Where Did I Come From?

Great Sources for Family History.

And that is only 1/3 of the clinics I attended. (BTW, if you want to listen to the clinics, I recorded all that I attended. For some, I have pictures of the slides given by the presenter.) But, you really have to be there to get the full benefit.

In addition, the National Train Show was held in conjunction with the Convention. I made a comment to Deb Zucker (Spring Creek) that I had to come all the way from Salina, Kansas to Salt Lake City to buy some decoders from Spring Creek models based in Deschler, Nebraska. We all got a good laugh out of that.

While I did not do layout tours at the convention, there were a number of modular layouts at the National Train Show. And, the train show venue serves as the location where the Convention competition is held for modules. This convention had extensive modelers presenting N-scale and Z-scale layouts.

Since I am in N-scale, the N-scale Free-MoN layout was of special interest. For this convention 10 Free-MoN groups got together and pooled their modules to produce the layout shown in Figure 1. It was a fantastic set of modules. (Figure 2)

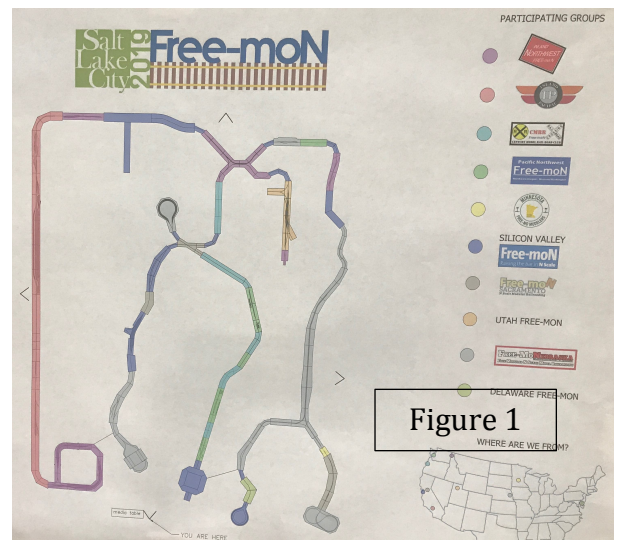




Figure 2

But what really stole the show for me were the modules from the ZoCal Model Railroading Group. They model in Z-scale and have phenomenal level of detail. In fact, they took “Best of Show”, “First Place Module”, and “Second Place Module:”. Their level of detail far exceeded that of any other group at the show. Figure 3 is their logo, and Figure 4 is the Second place finisher. And for a train ride through the First Place Module finisher, go to this YouTube link and follow a D&RG passenger train through the module.



Figure 3

<https://www.youtube.com/watch?v=-kOD4HmmbqA>

Talk about superb detail.... I wish I could do that level of detail in N-scale....

Enough for now. It has been an interesting year so far...

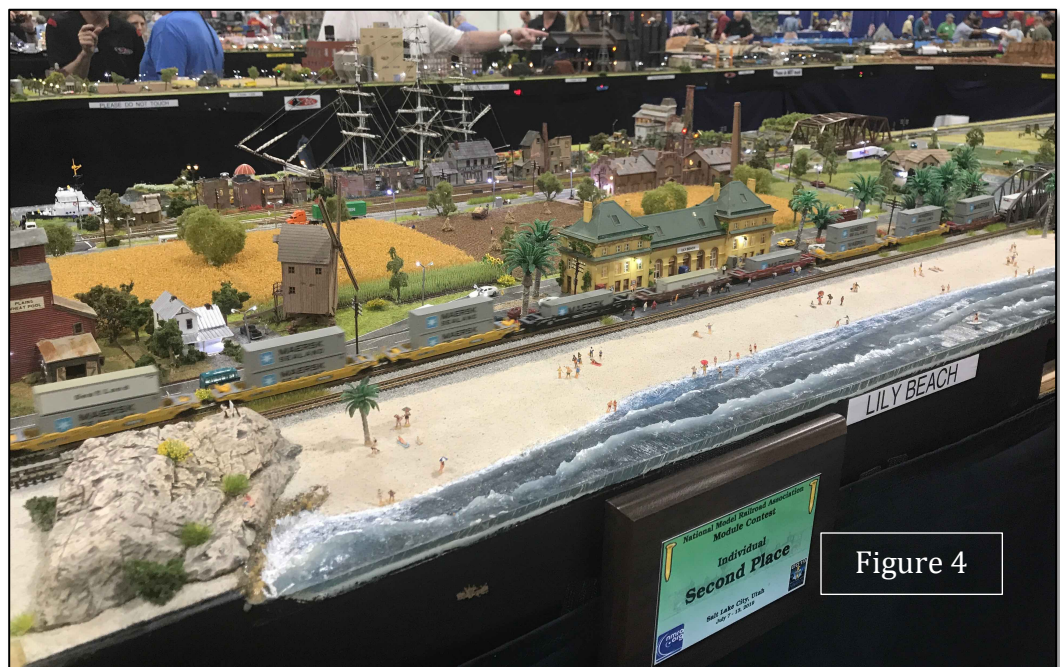


Figure 4

Musings from the Editor

From the Kansas Central Division - **NMRA**



Tales from the (Rail)Road By Ray Brady

As mentioned elsewhere in this issue, I spent 2 weeks on the road to visit my daughter in Oregon and a week at the Salt Lake City National NMRA Convention. I drove out, and got to see and experience the geology and environment along the way.

Because of my basement model railroad, my driving route took me from Salina along the KP right-of way to Denver, along the D&RG right-of way to Colorado Springs, and up Ute pass, 11-mile Canyon, through South Park to Buena Vista to Leadville and Hagerman Pass on the old Colorado Midland.

While everyone in Kansas was sweltering in the heat, I was at 10,500 ft on Hagerman Pass almost getting stuck in a snowdrift. Eat your hearts out sweltering Kansas!!

But, an interesting part of the trip was after I had dropped down Tennessee Pass and got on I-70. I sighted a freight train with 20 or so 2-bay covered hoppers headed west in Glenwood Canyon on the ex-D&RG (Now UP) line from Denver to Salt Lake City. It seemed to be a normal freight as I approached it from the rear. But, when I got to the head end, there were two GE's in BNSF colors.

"Humm! Interesting! BNSF on the ex-D&RG (now UP)? Must be either trackage rights or power payback" I thought. Didn't give it much more thought.

Fast-forward 2 weeks. While on the way back from Salt Lake City on I-70, I needed a pit stop at Parachute CO. OK, fine! I got back on I-70 eastbound and immediately I sighted a three-track yard alongside the UP mainline. I did a double take. Were those concrete ties in the yard and the spur that heads north from the wood-tie UP mainline?

Whoa!! Time to make a railroad inspection stop. What was going on with this lightly used UP line? Concrete ties in a place where UP has almost no traffic? Something doesn't make sense!

After circling back on I-70 to the siding in Parachute, sure enough the yard had concrete ties (**Figure 1**). And walking along the frontage road



Figure 1

R. Brady Photo

paralleling the yard, it became clear what was up. A sign said BNSF property (**Figure 2**).

So BNSF owns a siding and spur along the UP mainline from Denver to Salt Lake City.

Subsequent research indicates the 1996 UP-SP merger gave BNSG trackage rights from Denver to San Francisco over the "Central Corridor" which includes the D&RG through Colorado. So BNSF built a siding out in the middle of Colorado miles from its home track; and it built it to last. Concrete ties are cheaper to produce, last longer, and require less maintenance. Hence, BNSF would have lower maintenance costs by using the more durable concrete ties.

As I am photographing the siding, here comes a train backing out of the spur onto the UP main line at the wye. And, guess who is the motive power. Yep! Union Pacific! (**Figure 3**)

So, a spur/yard on the UP main line, owned by BNSF, is being serviced by a UP local. How convoluted can it get? I think I am getting dizzy.

But what does the BNSF siding and spur serve? Following the spur up the canyon from Parachute led to a



Solvey Williams plant (**Figure 4 & 5**). Google of the plant indicates that the plant used to be a heavy producer of sodium bicarbonate obtained from soda ash from a Green River WY site. Ah ha! That would give me prototypical operations on my railroad as I model the Overland Route through Green River WY too. But research on line indicated Solvey closed the plant in 2003 for economic reasons. 500,000 tons of sodium bicarbonate stopped being produced there. But it still would be a viable operations potential for modeling on my





railroad.

But now Parachute is the “epicenter” of the natural gas “fracking” of western Colorado. So the loads I am seeing being pushed by the UP are probably the sand used by the local well drillers to frack for the abundance of natural gas that the United States is currently producing. Still a viable load to model if I want current era modeling...

So, that is the story of the railroad inspection stop – almost.

When I was taking the pictures of the concrete ties, I hear a muted railroad horn at a railroad crossing (- - o -). Ah-ha! Train coming. That is the reason for the red signal on **Figure 1**. Already have the camera out. Good! ... Ready! ... Good! Here it comes!

Amtrack **California Zephyr** eastbound. So more pictures! (**Figures 6-8**)



Of note is the trailing car. It is the Silver Iris, a “nostalgic 1950’s Pullman car restored to its original splendor. Four double bedrooms, 4 roomettes, 2 open sections, 2 showers, new galley for full service in dining/lounge area with stereo, CD and XM (satellite) radio. Rear facing viewing portals added at vestibule end where smoking is permitted. Budd-built in 1952 for CB&Q’s American Royal Zephyr. Acquired by Amtrack after 1971. Retired in 1979 and used by American Association of Railroads and Department of Transportation. Has been in private car service since 1984. Come have your own railway adventure with Iris. This car is based in Oakland, California.” Capacity: Day: 10, Night: 10.

Figure 7



Figure 8



What started out to see if I was seeing concrete ties out in the middle of nowhere turned out to be a great railfan experience. Such is serendipity.

And one day, I'll take the Zephyr from Denver to Salt Lake City. The crossings either direction (east or west) through Colorado are in DAYLIGHT! What a chance to see the majesty of the Rockies and Southwest Desert.

What is your story of exploring your railroad's location – whether it be fictional or actual???

Authority

By Ross Boelling



Did you ever wonder HOW a train gets where it's going? What protections and processes are in place to make sure trains move smoothly without running into each other or any Maintenance of Way personnel working on the track? It's all about AUTHORITY. Who has it, who gives it, what it means, how is it enforced and when can someone give it up?

Conceptually, it's pretty simple. Think of a main track as a single lane roadway. The main difference is that NO ONE can be on the roadway without some sort of Authority. Well, maybe not quite so simple. What exactly is a "Main Track"? I see three tracks in my mind. They all look the same to me, yet one is a "Main Track", one is a "Siding" (maybe even a Controlled Siding), and one is "Other than Main Track". Hmmm... How do I know which is which?? What do those phrases actually mean?? And speaking of Authority, what exactly is that?? And where do I get it??

Well, let's try this. In the beginning was the word, and the word was the "General Code of Operating Rules" (or *GCOR*) and the word was good. Then the General Order said, "Make it so!" and it was.

GCOR contains rules, definitions, and practices that govern the safe operation of men and equipment on most western U.S. Railroads. A committee writes it with input from the participating railroads. There are over 300 railroads that use it as their rule bible. But it's not the only bible. There is also the *Timetable*, *System Special Instructions*, *General Orders* and *Track Bulletins* (yes there are a lot more, but we will limit our discussion to these as they pertain to Authority). And, just to make it more complicated, the bibles are hierarchical:

GCOR;

Timetable can modify *GCOR*.

System Special Instructions can modify *GCOR* or *Timetable*.

General Orders can modify *System Special Instructions*, *Timetable* or *GCOR*.

Track Bulletins can modify *General Orders*, *Timetable*, *System Special Instructions* or *GCOR*.

So, you have to be aware of everything in effect at the particular point in time you are operating so you know what the current rules are governing your operation. To continue our journey, let's start with some *GCOR* Definitions.

"Main Track": A track extending through yards and between stations that must not be occupied without authority or protection.

"Siding": A track connected to the main track and used for meeting or passing trains. Locations of sidings are shown in the timetable.

"Controlled Siding": A siding in CTC or interlocking limits where a signal indication authorizes the sidings use.

"Timetable": A publication with instructions on train, engine, or equipment movement. It also contains other essential information.

"Special Instructions": Instructions contained in the timetable or other publication.

"Track Bulletin": A notice of conditions affecting train movement. It may also authorize movement against the current of traffic where rule 9.14 (movement with the current of traffic) is in effect.

Suffice to say, the water gets muddy pretty quickly with all the rules and regulations governing

a specific piece of track. Lets make things a bit simpler to start.

Timetable

The Timetable tells us what is Main Track, where the stations and sidings are located and the "Method of Operation" or what AUTHORITY is used. For our example, we will use a portion of the Arkansas City (ArkCity) Subdivision Timetable page (Figure 1). This is a very similar format to that formerly used in Timetable/Train Order operations, except that there are no train symbols shown. There are eight columns of information in the timetable. We will only concern ourselves with a few of them.

This basic information tells us a whole lot about the ArkCity Sub. The Mile Post column tells us (reading down the timetable from east to west/top to bottom) that it runs from MP185.3 to MP263.4. The Station column lists the order of the stations. The Length of Siding column tells us where sidings are located and their length. We are most concerned by the "(Type of Operation)" column. This is where we see how Authority is controlled. Central Traffic Control (CTC) governs the entire ArkCity sub. It has a combination of single main track, 2-Main Track and 3-Main Track. And, since CTC is the method of operation, any siding listed is a Controlled Siding.

There is an entire chapter in GCOR that governs CTC operations. For a train to be on the main track in CTC, it must have Authority to operate. In CTC that is primarily by 1) signal indication at a control signal; 2) Verbal authority to enter the Main Track given by a dispatcher; or 3) Track and Time authority issued by a dispatcher.

Signal Indication

Did you know there are different types of signals? If a signal has a number plate affixed to it, it is an intermediate signal. If a signal has no number plate, it is an absolute signal. If an intermediate signal is red or dark, the rules permit a train to go by it in certain situations. If an absolute signal is red or dark, a train cannot pass that signal until a dispatcher or control operator (junior dispatcher) gives the train verbal authority to do so.

Let's look at the Timetable again. Between West Mulvane and Udall, there is approximately 11 miles. A westward train moving from West Mulvane to Udall will see a controlled signal at the West Mulvane control point, then 4 intermediate signals and another controlled signal at East Udall. When the dispatcher requests a signal at West Mulvane, he is giving the train a proceed AUTHORITY to travel

TOC Home

Length of Siding (Feet)	Station Nos.	Mile Post	Arkansas City Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
Adjoining Sub: La Junta Subdivision Boundary: Arkansas City, MP 185.3 / La Junta, MP 185.3 Information for Newton is located in the La Junta sub timetable.							
	61100	185.3	NEWTON	JPTX(2)	CTC		0.3
		185.6	FIRST ST.		3 MT		2.4
	54740	188.0	McGRAW				3.2
6,695	54735	191.2	PUTNAM		CTC		4.0
7,464	54730	195.2	SEDGWICK				6.6
6,635	54725	201.8	VALLEY CENTER				6.0
		207.8	CP 2078				1.3
	54700	209.1	WICHITA	P			0.3
		209.4	CP 2094	X(2)	CTC 2 MT	7400	1.3
		210.7	CP 2107	X(2)			2.5
		213.2	WICHITA SOUTH JCT. Adj. RR. WUT, MP 213.3	JX			4.2
6,692	54630	217.4	CONNELL		CTC		5.6
6,805	54640	223.0	DERBY				2.3
		225.3	EAST MULVANE				1.9
		227.2	MULVANE JCT. Adj. Sub: Emporia, MP 227.2	JX(2)	CTC 2 MT		0.8
Between Mulvane Jct. and Bridge St. the Emporia sub timetable governs.							
	54620	228.2	BRIDGE ST. Adj. Sub: Emporia, MP 228.2	JTX(2)	CTC 2 MT		0.7
		228.7	WEST MULVANE				10.1
6,156	54660	238.8	UDALL				10.9
	54895	249.7	WN JCT. Adj. Sub: Douglas, MP 249.7	JX(2)		7400	0.1
9,294	54900	249.8	WINFIELD		CTC		6.3
8,023	52720	256.1	HACKNEY				6.8
		262.9	CP 2629	X			0.5
24,288	52700	263.4	ARKANSAS CITY	PT			78.1
Adjoining Sub: Red Rock, Red River Division Subdivision Boundary: Arkansas City, MP 263.4 / Red Rock, MP 263.4 MP 261.2 to MP 263.4 is under the jurisdiction of the Red River Division							

Other Radio Ch
Wichita - KORR
Winfield - SKOL
Dispatcher Info
Newton to, not i
Fax 913-551-23
East Arkansas
Fax 817-352-70
1. Speed R
See lter
speed
1(A). Speed
Main Tr
MP 185
MP 228
Other T
MP 209
1(B). Speed
MP 18
MP 18
MP 20
MP 21
MP 21
MP 22
MP 22
MP 22
MP 22
MP 22
MP 22
MP 22

Figure 1

westward to the next absolute signal at East Udall. The dispatcher does not directly control the intermediate signals.

Verbal Authority

Verbal Authority is just that – spoken and acknowledged. For example, the Boeing job working at Spirit Aviation off of the siding at Connell has finished its work and is ready to enter the Connell Siding and head east. There is no controlled signal for the dispatcher to request; the train will enter the siding from a hand-thrown switch. But, before they can do that, they must have AUTHORITY from the Dispatcher.

A verbal authority transaction might sound like this:

Conductor Smith: *“Dispatcher, we have finished our work at Connell and are ready to head for Newton. We would like authority to enter the Connell siding at the Spirit Aviation switch and proceed east. Over”*

Dispatcher: *“BNSF 4795: you have AUTHORITY to enter the Controlled Siding at Connell at the Spirit Aviation Switch for Eastward Movement. Over”*

Conductor Smith: *“I understand the BNSF 4795 has AUTHORITY to enter the Controlled Siding at Connell through the Spirit Aviation Switch for Eastward Movement. Over”*

Dispatcher: *“BNSF 4795: that is correct. Out”*

This only gives the train AUTHORITY to occupy the siding. Any further movement out of the siding towards Newton is governed by Signal Indication at the control points.

Track And Time

Track And Time is a verbal authority issued to trains and maintenance of way to occupy the main track within CTC where they are working between two Control Points. If a train needed to move back and forth between Sedgwick and Valley Center while they were dumping ballast, they would need Track and Time Authority to do this since a normal CTC proceed signal only allows them to only move in one direction.

A Track and Time transaction may sound something like this:

Dispatcher: *“BNSF 1234 I have Track and Time authority for you. Who is copying and what is your location? Over”*

Conductor Smith: *“Conductor Smith on BNSF 1234 at Ark City Sub Milepost 197 ready to copy Track and Time. Over”*

Dispatcher: *“Make this Authority Number 17-100 granted to BNSF 1234 on Main Track between East Valley Center and West Sedgwick. Over”*

Conductor Smith: *“BNSF 1234 understands it has Authority Number 17-100 granted on Main Track between East Valley Center and West Sedgwick. Over”*

Dispatcher: *“BNSF 1234, Authority 17-100 is okayed at 2038, Dispatcher RKB.”*

Conductor Smith: *“BNSF 1234 understands Authority 17-100 is okayed at 2038. Dispatcher RKB. Over”*

Dispatcher: *“BNSF 1234 that is correct. Out”*

The train then holds Track and Time until they release it back to the dispatcher. If you hear the phrase “Give away the track.” that is what this is. The Dispatcher has relinquished the track to whoever holds the track and time.

Summary

These are fairly typical examples of how a train can occupy the main track in the ArkCity Subdivision. Believe it or not, there are about 6-10 different methods of operation and Main Track AUTHORITY. This is but one. If there is interest, I can continue with the other types in future articles.

So, the next time you go across a crossing, I hope you have a better understanding of what that track is, and what all is involved in figuring that out.

Dead Rail Model Railroading

By Larry Tiffany



Before going to OS Omaha 2019 the second weekend of June, I had only heard of Dead Rail model railroading. However, that all changed with this trip to Omaha. My last layout that I operated on was a Dead Rail layout.

The concept of Dead Rail model railroading is that one doesn't need power supplied to the rails to operate their layout. One still uses radio controlled throttles to run the trains just like on DCC layouts. The one different thing about this type of operation is that there are no shorts when operating the layout.

The limitation to Dead Rail layouts is the life of the batteries that are used to run the locomotives. The operating time on these batteries is about three hours.

With that in mind, the layout that I operated on had small free-lanced locomotives with basically a 0-4-0 wheel arrangement and train lengths of no more than six cars long. With all of that said, the trains are short, the curves are

sharp, and the switches even sharper.

The operation was fun for four operators with three of them taking a train each to a different city and the fourth operator does the switching in the main yard. When the road operator finishes their jobs and return to the yard, they take over the yard job and the yard operator takes a train out. This allowed rotation of the jobs by the four operators.

Battery operated model railroad layouts may well be the wave of the future for larger locomotives and sound once batteries are developed that can handle the larger required current draws of larger locomotives.

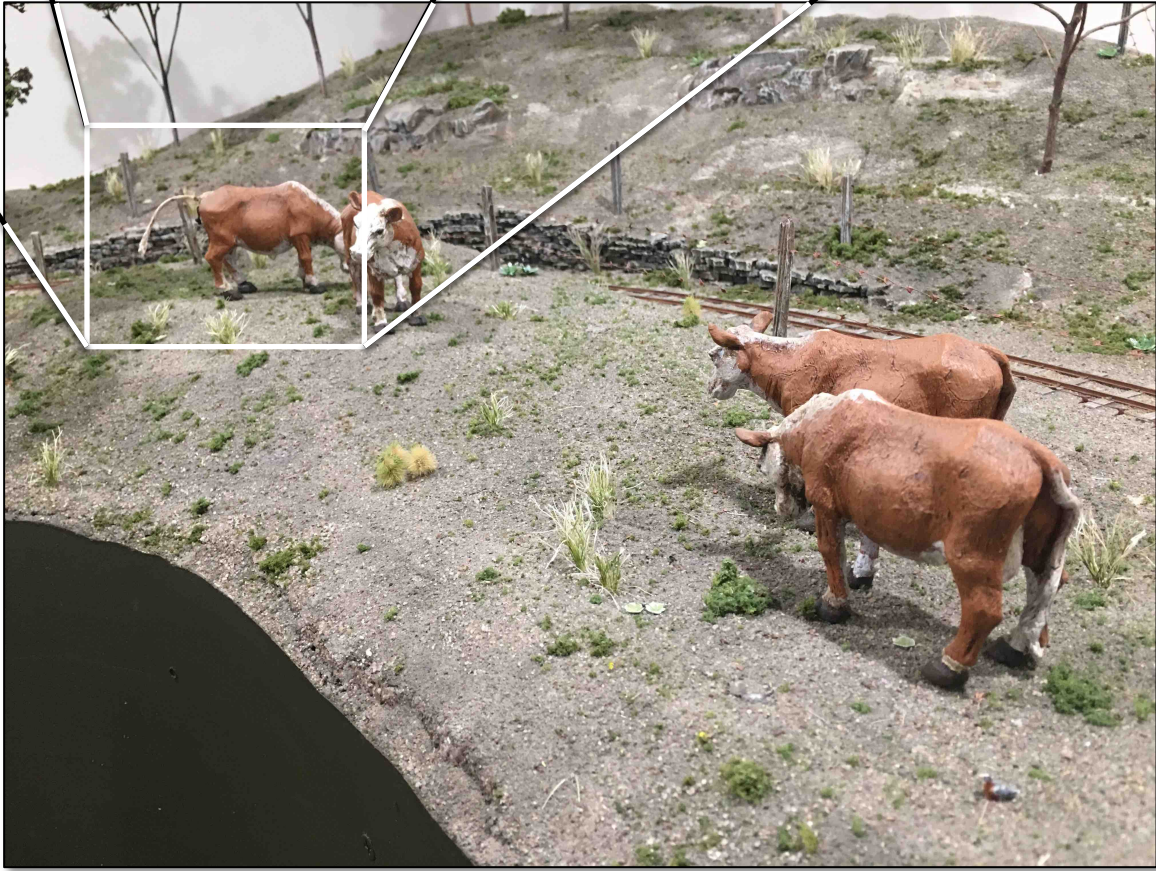
I have provided some photos of the model railroad I operated on to show you what you can do with a battery operated model railroad layout that has building made from cereal boxes. This HO_n3 layout had incredible detail as you can see from the pictures.



We'll
Get-er
Going



Cows
Will
Be
Cows





Bringing
Maintenance
Supplies to
the Track
Gang





Out and About

By Alan Meinhold



Figure 1



Nancy and I took a trip to Denver to visit our two daughters. Then we took an extra day to drive to Pueblo and spent a day with a former member of the Emporia Club. He showed us around the Santa Fe Depot (**Figure 1**).

At the Wichita train show I received a Central Valley bridge kit. One 150-foot truss bridge and three 72-foot plate girder bridge kits. I have challenged myself to finish them for the Wichita show in 2020. Construction has slowly started. (**Figure 2**)

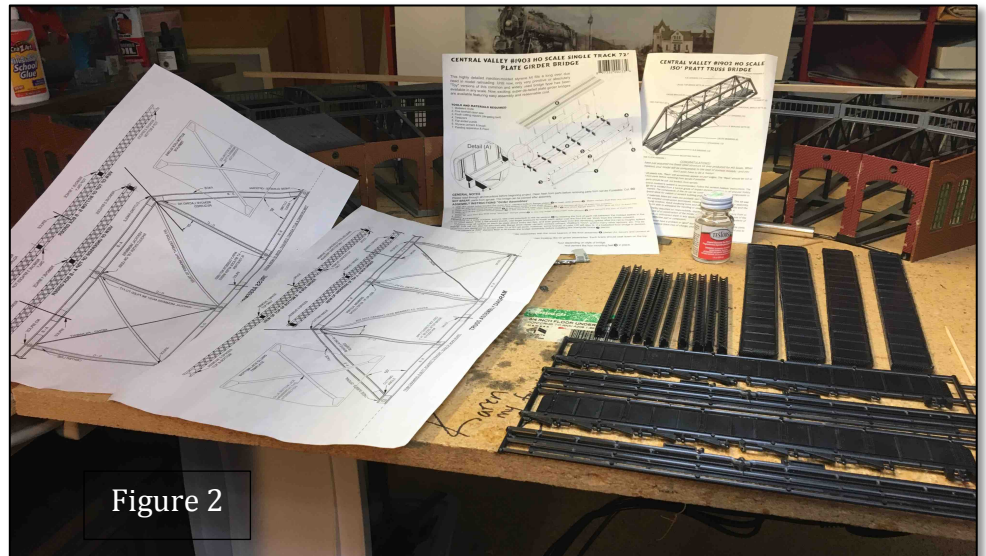


Figure 2

Next I bought a painting at the Harrington train show (**Figure 3**). I have a copy of the original picture take in March of 1948 which is of the California Limited westbound in Hutchinson KS. The story is that the painting was done for the 2004 Santa Fe Historical Society Convention. But instead of the 2700-class Northern in the photograph, the Society wanted a 3700 class because that is on display at the Great Plains Transportation Museum on Douglas Avenue in Wichita. **Figures 4 and 5** compare the picture with the painting. It is a very nice depiction of Hutchinson with the 3700-Class locomotive superimposed.



Tales from the KCD June 2019 Operating Session on My Layout

By Ray Brady



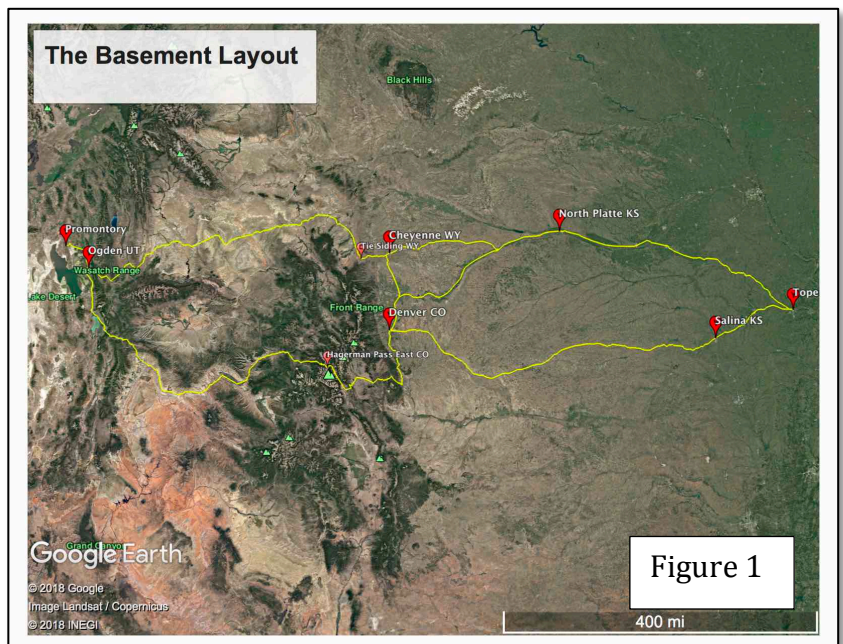
When thinking about what to do for my “Clinic” for our June 2019 Kansas Central Division meeting, it became apparent that completion of the North Platte yard put 3 yards in operation on the layout. That would allow to/from operations that could be pseudo-prototypical between Topeka, Salina, and North Platte. And, together with the 13 passing sidings between yards, the double mains through the future Denver, Cheyenne, and Ogden yards, and the turning “Y’s at Topeka and Promontory, out-and-back operations with switching at “industries” for eastbound and westbound trains would be possible.

This was the first opportunity for my layout to have something close to a real operating session. I have had the Kansas Central Division - NMRA, Topeka N-Trak, and Abilene Model Railroad Club folks over in the past. But train running has only been running-in-circles. The layout has not been complete enough to allow trains to run under organized directions. The running had only been “run your train round-and-round.”

One restriction remained – that of a dispatcher (communication to trains) or timetable (TT & TO) to control the train movement. I decided that time table or dispatcher operations would be a later development, as the free-form running that the groups have been doing has really **NOT** led to chaos or constipation on the layout. With all the passing sidings, everyone can visually “plan ahead” to ensure that they could take passing sidings to avoid conflicts. We would just do the Train Orders this time to get experience with them. So, I set out to organize the layout to run trains under Train Orders. Walk before running...

To do the Train Orders, it became obvious to me that the physical understanding of geography of the layout would be important to the engineers. Previous running had been running-in-circles and just relied on looking ahead to see if the track was clear. Now, directions (east-west), locations would have to be burned in everyone’s mind (Topeka, Salina, North Platte, Denver-Cheyenne, Ogden, as well as point in between). The engineers had destinations to think about. Also, the real railroads have Subdivisions, so I needed Subdivisions to identify the directions out of yards. And, the many yard tracks would need to be identified so that the operators would know where to pick up or tie up their trains. To that end, I put together an orientation session. It consisted of:

1. Figure 1: A map of the geography of the prototype I was trying to model.
2. Figure 2: A simple schematic of the layout. Yard locations, Subdivisions, Passing Sidings, and Directions (E/W) were identified.
3. Figure 3: Yard Track



arrangement with the tracks labeled.

4. Figure 4: Identification of the 12 trains and 34-engines/11-consists for the motive power staged on the layout. (I used 4 road names to cater to our different railroad preferences)

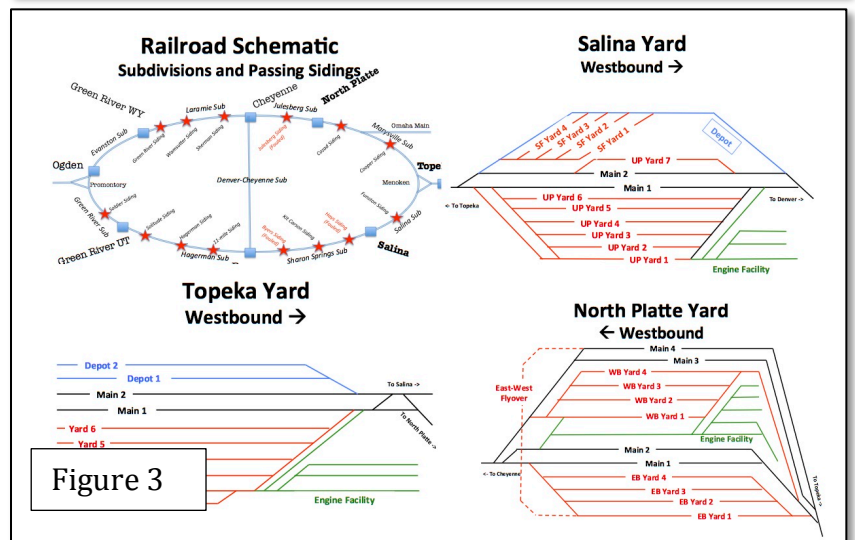
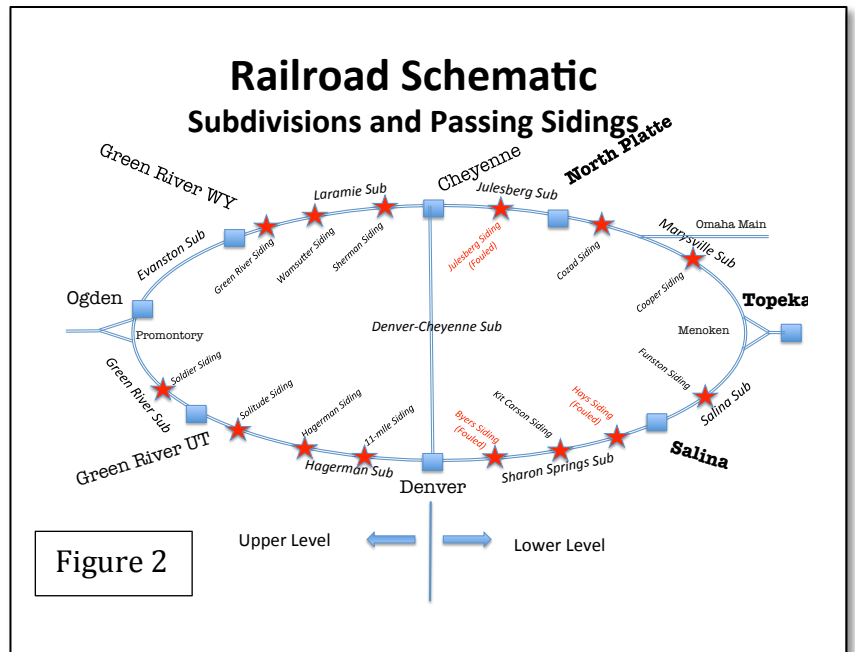
5. Figure 5: And finally a sample Form 19 Train Order to show what the operators would be expected to do during operation.

The Form-19 train order used for my operating session is modeled on a "flimsy" used by the Union Pacific. But rather than being written on the "flimsy" onionskin paper of the prototypes used, I printed my Train Orders on 5.5 X 8.5 120-lb card stock for durability. And, because of the unfamiliarity of the crew to the layout and yards, I printed the schematic of the layout, a schematic of all three yards, and the locations of the sidings on the back for reference. The intent was for the train crew to have a complete description of the work they were to do as well as the description of the layout in their hands.

So the operating session began. A survey of the crews indicated that:

1. One crewmember had many years dispatching for a couple of major railroads. I was apprehensive about whether I would pass muster in setting up the railroad's operating scheme.
2. One crewmember was experienced in setting up operating sessions for a model railroad club. Again, I was apprehensive about whether I would have a satisfying experience for him.
3. The remainder of the 6 participants had little or no experience in formal operations on a model railroad.

From what I could observe, all had a good time. But, there were events during the operations that could have led to a possible embarrassment. However, my rail fanning with my radio scanner put



34 Engines/11 Consists On the Layout

Road	Engine Type	Road Numbers	Location	Train Order #
• UP	SD40T-2	4047-4972-2875	Topeka	7
• D&RG	F3 ABBA	5541-5541-5541-5541	Topeka	2
• UP	SD70ACe	1988-1996-8453	Topeka	6
• UP	SD40-2	3017-3011-3401	Topeka	8
• UP	Challenger	3977	Topeka	4
• SF	F7 AB	017-017	Salina	11
• UP	M-10000	1000	Gibbon	3
• SF	F7 AB	325-325	NPlatte	11
• UP	E8 ABB	932-921-907	NPlatte	1
• D&RG	SD40T-2	5367-5359	NPlatte	10
• SP	SD40T-2	9194-9273-8517	NPlatte	5
• UP	SD40T-2	8798-4965-4397	Nplatte	12
• UP	SD40-2	4213-3379-4202	NPlatte	9
• UP	MP15DC	1310	NPlatte	

When Running:

Turn Off Lead Engine Headlight Before Changing Directions (Road Numbers)

Figure 4

some of that anxiety to rest.

As an example, as I was circulating around the layout to see how everyone was doing, one engineer reported: "I think I went out of North Platte the wrong way. I'm at Cheyenne, and I should be headed towards Topeka."

I responded: "Yes, you should have headed east to do your work setting out and picking up cars on the way to Topeka. But let me tell you of an experience I had rail fanning up at Gibbon Junction where the UP's Marysville Sub joins the double-main Overland Route and becomes a three-line main westbound into North Platte. I was sitting at the junction watching to see what a stopped Marysville freight was doing. It was waiting to come out onto the westbound main when I heard the conversation coming from the scanner that sounded something like this:

"Dispatch to UP1234: Let's see if we can figure this out. Go out and read the car numbers from the first three cars in your manifest and give me a call back. Out!"

..... I wait.....

"UP1234 – Dispatch: The cars are 9XXXX, 8YYYYY, and 7ZZZZZ. Out!"

..... I wait.....

"Dispatch – UP 1234: I think we have this figured out. You are on an El Paso train. You should be headed for Tucumcari. (Hesitation) I'll give you a warrant to Hastings [NE] while I start the paperwork to get you back to Topeka. Which direction is the DPU headed on your train? Out!"

"UP1234 – Dispatch: The DPU is nose out. Out!"

"Dispatch – UP1234: That makes it easier. But, we'll probably have you do a run-around so you won't have to walk the length your train to get to the new head-end. But you will have to switch your front-end power in behind the DPU as they are headed in the wrong direction. Hang on a minute. Out!"

Such is the life in the real world. Sometimes the big boys make mistakes too. I never heard the resolution to the real life situation as I headed down the track towards North Platte, but I'm

FORM 19 UNION PACIFIC RAILROAD COMPANY FORM 19

TRAIN ORDER No. 5 June 8, 20 19

To NPSLNP Local (North Platte-Salina-North Platte)

At North Platte

Train NP-SL

- Consist-9194 Depart North Platte EB Yard 3 on Marysville Sub
- Arrive Hastings
- Burton - Pick up and deliver 1 Boxcar
- SSD Oil - Pick up and deliver 1 Boxcar
- Evans Drum - Pick up and deliver 3 Boxcars
- Depart Hastings EB
- Arrive Topeka
- Yard-1 - Pickup and deliver 2 Boxcars
- Depart Topeka on Salina Sub
- Arrive Salina Yard-3
- Run Power Around Train To Opposite End and Refuel

Train SL-NP

- Consist-8517 Depart Salina Yard-3 on Salina Sub
- Arrive Topeka
- Yard-1 Pick up and deliver 2 Boxcars
- Depart Topeka on Marysville Sub
- Arrive Marysville
- Kidd Marshmallow - Pick up and deliver 2 Boxcars
- Depart Marysville WB
- Arrive North Platte WB Yard-2
- Consist-8517 to Engine Facility

Figure 5



sure someone heard about it somewhere... I told my engineer to just take your train into Cheyenne and do a run-around and head back to North Platte.... It'll work out...

The main thing is that I think everyone had fun simulating "real" jobs on my layout. And, it was rewarding to see that the layout could function like a real railroad...

So, until next time.....



Whistle Stop Station, Belvidere, NE

By Tom Katafiasz



The idea for the Belvidere Whistle Stop Station in Belvidere, NE, population 48 (census of 2010, 24 males and 24 females) was hatched in 2011-2012. In 2011 Union Pacific 844 on its Midwest tour stopped in Belvidere and the town was amazed that a crowd of 500 was there to view the locomotive.

The Woman's Club with Linda Hudson as president decided to take advantage of their location on the Union Pacific double track mainline between Gibbon, NE and Topeka, KS and establish something that would attract visitors to their town. The idea for the viewing station was born.

Grants were written and submitted to the Union Pacific Railroad and a Nebraska Power Co. It was estimated that the project would cost \$25,000. Grant money was received and in 2012 the viewing station was completed. The depot from Alexandria, NE was moved to Belvidere and the Union Pacific donated a caboose and boxcar for the static display. In 2012 Belvidere was named to Union Pacific's registry of TRAIN TOWN USA, only one of six towns at that time.

Another significant attraction for the viewing station is the location of Spring Creek Model Trains in Deshler, NE, which is the "Holy Grail" of Midwest train stores. Customers will frequently travel the 15 miles from Deshler to Belvidere to visit the Whistle Stop Station.

Ongoing improvements are being made at the station such as concrete sidewalk, etc. A 501-c3 account for the viewing station has been established at the Bruning State Bank in Bruning, NE and donations are always welcome.

Anyone visiting Spring Creek Trains or traveling on US Hwy 81 should take the time to stop and visit the Belvidere Whistle Stop Station for a few minutes or hours of relaxing train watching. Who knows, if the time is right, you may be treated to some homemade cookies!





Free Boxcar Shells

By Ray Brady



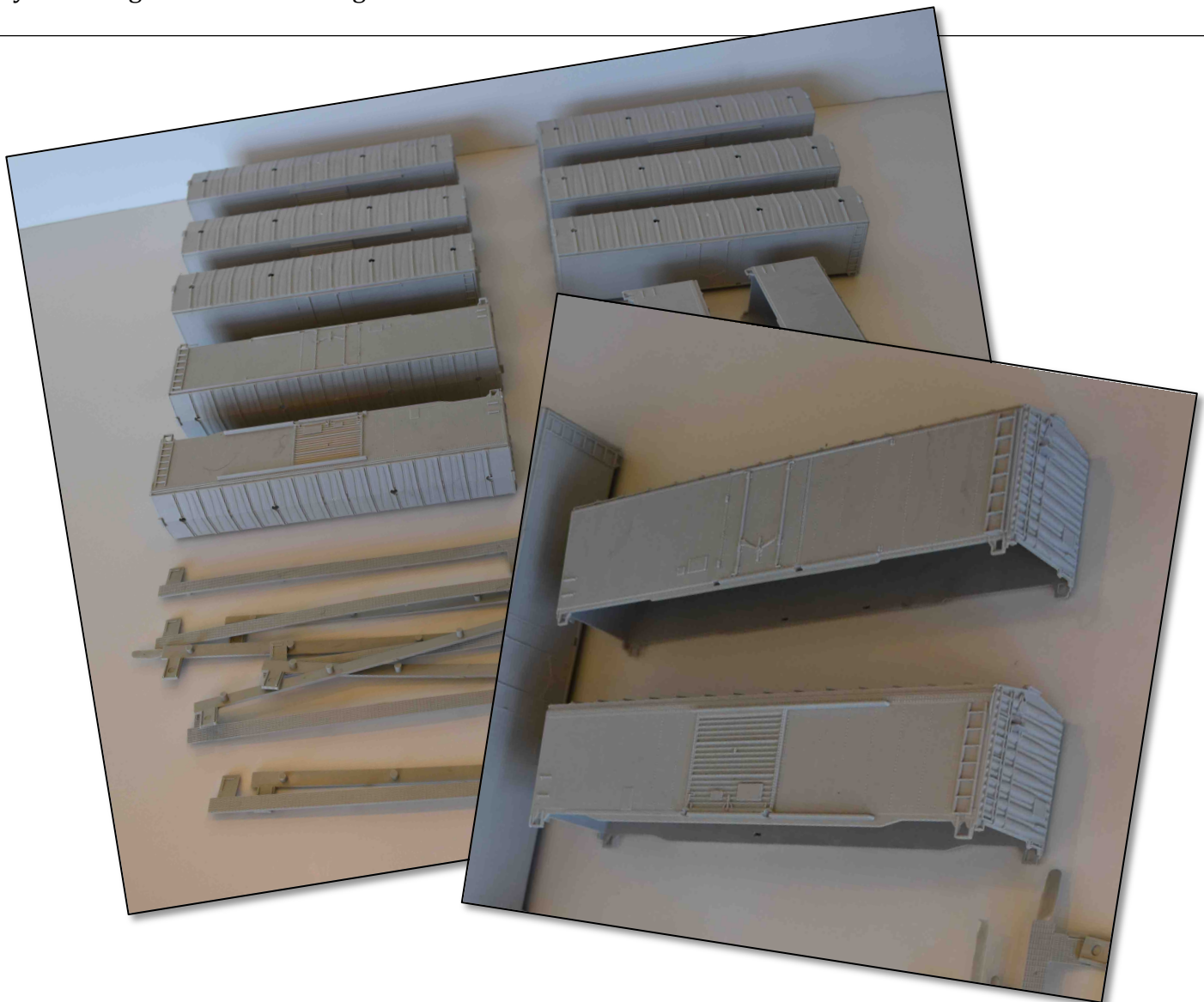
Some time ago, the Mid-Continent Region President NMRA solicited the Division Directors on whether they would like some **FREE** boxcar shells that a manufacturer had donated to the NMRA. Although I did not have as specific use for them in mind, I requested 50 of them. I figured we could figure out something to do with them.

They are in HO-scale, and there are 25 plug doors and 25 sliding doors. Included were the roof-walks, but no floor or undercarriage. The opportunity now is to figure how we want to use them.

Possibilities include painting clinics, weathering clinics, kit-bash clinics, diorama competition, or something else. The objective is to generate an educational opportunity to do something with them. After all, they are free; all we need is some creativity.

Pictures of the cars are shown below. I am not a rolling stock expert, and I am not in HO-scale, but this is an opportunity for us.

Think about what you see here, and let Superintendent David Heinsohn or me know of what your thoughts are about using them.



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October 2016	At David and Chris Heinsohn's with Edutrain presentation on Operations, followed by operating "Timenook".
December 2016	At McPherson Museum, followed by meeting at Tom Frankenfield's home to view his layout.
February 2017	At Larry Tiffany's with airbrushing, followed by operating his layout.
April 2017	At Alan Meinholdt's with clinic on making conifer trees.
June 2017	At Ray Brady's operating his layout.
August 2017	At Abilene and Smokey Valley Railroad with engine house tour followed by Ride on ASV Train.
October 2017	At David and Chris Heinsohn's , and Dwight Wedell talked about his plans for a train observation tower in Peabody, followed by a clinic on building a quick-and-dirty loading dock .
December 2017	At Larry Tiffany's with airbrush demonstration.
February 2018	At Wichita Train Show.
April 2018	At Ray Brady's operating his layout.
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October 2018	At the Lyon County History Center Viewing the J. Warren Brinkman Layout.
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February 2018	History of the MCoR Region	Dean Windsor	Fall 2000
April 2018	The Little Engine That Did	Larry Long	December 1991

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 Kansas Central Division Line



-Mark Your Calendar- Future Kansas Central Division **NMRA** Meetings



October 5, 2019

Ross Boelling's

December 7, 2019

Open