

THE BRASS POUNDER*



D. Heinsohn Photo

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2020

Timetable

The next Kansas Central Division (KCD) meeting will be February 1 at 1:00PM at the

**Wichita Train Show
Cessna Activity Center
2744 Geo. Washington Blvd.
Wichita KS**

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

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

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

News Alert

On the night of December 24-25, the North American Aerospace Command (NORAD) lost contact with St. Nicholas. As you know, they traditionally keep track of him to let the children around the world know of his progress.

NORAD contacted the local Civil Air Patrol and the local Emergency Management Unit in the area of their last radar observation. These agencies quickly located him. He was OK and in good health.

It seems he is taking a short break as he neared the end of his exhausting, multi-stop, around-the-world flight. He was located in Tom Katafiasz's family room outside Tom's model railroad layout room.



Minutes of the Last KCD Meeting

December 7, 2019

The December 7, 2019 meeting in Herington was cancelled.

January Herington Railroad Days Update

I'm working on buying advertising right now. I've contacted last year's vendors and have heard from several of them. It looks like we will have 4-5 layouts – N, HO and G scale commitments so far. We need to get serious about our contest efforts. I'm looking forward to a great 2nd show and am glad Kansas Central Division NMRA is going to help with success for all of us!!

*Ross Boelling, Coordinator
Herington Railroad Days*



**2nd Annual Herington Railroad Days
and
Kansas Central Division, NMRA Meet
Saturday-Sunday May 2-3, 2020
Herington Community Building
800 S Broadway, Herington, KS 67449**



- Operating HO and N Scale Layouts.
- Special *Silver Flyer* Abilene & Smoky Valley Railroad Excursions departing right from the Community Building! Ride the ASVRR rails from Woodbine to Pearl.
- Lots of Vendors with lots of Railroad merchandise just for you!
 - Drive a Locomotive!
 - NMRA tabletop Clinics
 - NMRA sponsored Contests!!
- Visit the Herington Historical Society and Museum's Railroad Annex.
- Ride the Rock Island Mini-Train.



Admission by donation.
support the Herington
Historical Society and Museum.



Superintendent News



Hello Fellow Modelers:

The holiday season has come and gone. I hope you got everything you needed under the tree and that you didn't suffer too much from indigestion.

We spent Christmas on our boat about 100 yards from a CSX bridge. We didn't have a perfect view of the tracks but we could see them. There were six Amtrak trains a day over that bridge as well as CSX freights. We were amazed at the size of the Autotrain. Our rail fanning continues, even if we're not actively modeling at the moment.

As I started typing this up, our daughter sent us a short video of her husband demonstrating a set of crossing signals on an oval on their banquet table. They've been away from modeling for too long and it's nice to see them doing something again. I hope the Season provided a spark for your modeling as well.

By the time you read this, the voting for my replacement, the clerk, and revisions to our Constitution and By-laws will have ended. The official results will be announced at the February meeting. The change this year was the result of due diligence on the part of Ray. My thanks to him! And I hope you will give the new Superintendent lots of support.

This year's National NMRA convention is in St. Louis. That's not such a long drive from our Division. Now's a good time to start making plans and blocking out time. In addition to the social aspects and seminars, St. Louis has a nice Operations group. This convention would be a good time to try your hand at model operations.

The last St. Louis Regional convention was my first chance to try operations and the folks in STL made me welcome. If I'm able to get to the convention (Our boat, Mollie, can be demanding), I hope to operate on one of the layouts I operated on at that first convention. This time I'll take on the dispatcher's job if it's not otherwise spoken for.

There will be many clinics and seminars,

the Board of Directors meeting, a supper, a contest room, tours, and lots of time to just hang out with your fellow modelers from all over the world.

The National Train Show is held in conjunction with the convention. It's a great place to see the latest-and-greatest new stuff, to pick up that thing you just have to have, and see several nice modular layouts. Here's the link to the convention web site.

<https://www.gateway2020.org/>

Oh! There'll be no Regional convention since the National is in the Region this year.

Chris and I plan on spending lots of time on Mollie touring the wet parts of the Eastern USA and bits of Canada over the next few years. As a result we'll not be at most of the Division's functions. None-the-less, we look forward to seeing what's going on in the Division and when we can – attend Division events.

One of those events that should be fun this spring is the Herrington Railroad Days. Kansas Central Division is co-sponsor for this show. Ross is coordinating. Please give him as much support as you possibly can. Who knows, our treasury might even get a bit of a boost from the show.

Whatever you are doing related to modeling or railroads, take a second to pull your phone out of your pocket and snap a picture. Then share in on the Facebook page and send it to Ray for the Brass Pounder so we can all enjoy it. What you're seeing or doing might seem mundane to you, but may be very new to other members.

Thank you for letting me lead the group these last few years.

*David Heinsohn
Superintendent,
Kansas Central
Division, NMRA*



Director News

By Ray Brady

The 2020 Winter Director's meeting was held January 11, 2020 in the Kansas City Area. All that attended the meeting had a lot of fun! I say that tongue in cheek, as the meeting was held on a weekend that experienced a very heavy ice/snow storm that kept some of the Director's at home. Your KCD Director was one of those that chickened out. And, those that attended indicated that the driving was treacherous at best.

However, I can report on some of the business that was conducted:

- Brad Slone, the new MCoR President, will be making an emphasis to get those Divisions/Areas within MCoR that have open slots for officers to become better represented.
- Craig Drenkow from the Cowboy Line Division in Nebraska has replaced Brad Moreau as Region AP Chairperson. Marty Vaughn has agreed to assist him. Craig will be soliciting the Divisions for Deputy's to assist throughout the Region. We will need his help in the Herington convention.
- The Region is investigating involvement in the National Convention in July 2020 in St. Louis, unlike the lack of representation at the 2018 National Convention in Kansas City.
- MCoR is in discussions with the Lone Star Region for holding a joint 2021 Region Convention in Tulsa, OK.
- Discussions were had about doing teleconferencing for the MCoR Board of Director's meeting to avoid the hazardous weather driving that surrounded this meeting. This will be looked into.
- Boundaries between Divisions that correlate to Counties instead of the current Zip Code boundaries is still to be addressed.

Ray Brady

Director, Kansas Central Division

Musings from the Editor

By Ray Brady

As I write this column on January 12, I am remembering that the balloting for the CY2020 officers and for the Constitution/Bylaws revisions ends tomorrow, January 12. I heard from Larry Tiffany yesterday that he had received voter ballots back from 7 of the 28 members of the Kansas Central Division members. I hope there will be last minute voters. The Kansas Central Division depends on our members to participate in this process.

Looking to the future, the KCD members at our meeting at Ross Boelling's in October voted to co-sponsor the Herington Days on May 2-3, 2020. We strategized that by offering clinics and a model contest, it would be a good thing for the Herington Railroad Days and also a good thing for the Kansas Central Division. It will give us visibility in the north central Kansas area and also offer opportunities for modelers within and without the Division the opportunity to participate in model railroad activities. As we get closer, we will be looking for clinic material to make available to discuss with visitors, and I know there are many within our group that have expertise to offer.

As of December 2019, I have gradually gotten to know of many modelers in our area. Believe me, it has taken some time to discover where everyone is hanging out. It is my hope that by making our presence known, we will attract modelers that want an experience with other modelers.

And, as we continue into 2020, the Brass Pounder continues to need subject material to include in its pages. What ever interests you is a subject that would be of interest to the rest of our members. As you are doing your modeling, think about sharing your activities with the rest of us. Your activities are important...

Ray Brady

Editor, The Brass Pounder

Press Release

Lyona Valley Railroad

By Ross Boelling

Lyona Valley Railroad Management is pleased to announce train movement has resumed over the WalkAss Bridge. After four attempts at building a successful bridge, Management went back to the drawing board for try #5. After getting consulting expertise from Kansas Central Division NMRA members at a recent meeting, several design changes were incorporated into the new bridge.

LVRR Management went with a wood structure to replace the all-metal "version-4 bridge. It also redesigned the track work to make it a single main track instead of a main track/siding to reduce derailment opportunities. Another suggestion taken in the redesign was to have straight track at the bridge-to-layout connection, including a thru-girder bridge with guide rails and track alignment pins. The final design change was to make the bridge swing-up instead of drop-down.

Initial bridge test runs indicate success at track speed!

While the bridge was out, MOW also rebuilt the west end of LA staging. The "high tracks" (M2 and staging 6-10) have been rebuilt with #8 Atlas switches to smooth operations – replacing the Peco medium and large curved switches

(Note: Management "found" about these Atlas code 83 #8's purchased earlier, packed away, and forgotten... So to maintain CEO (matrimonial) peace, Management thought it'd better use them.)

New yard switches added 1-5 additional car lengths!

Management now anticipates some new run-through KC-El Paso auto business.

Life is good!

Details On the Next 3 Pages!

Now for some winter weather so Management will be stuck at home and forced to work on the railroad.

LYON VALLEY RAILROAD



The New Bridge Construction



Open for Human Traffic

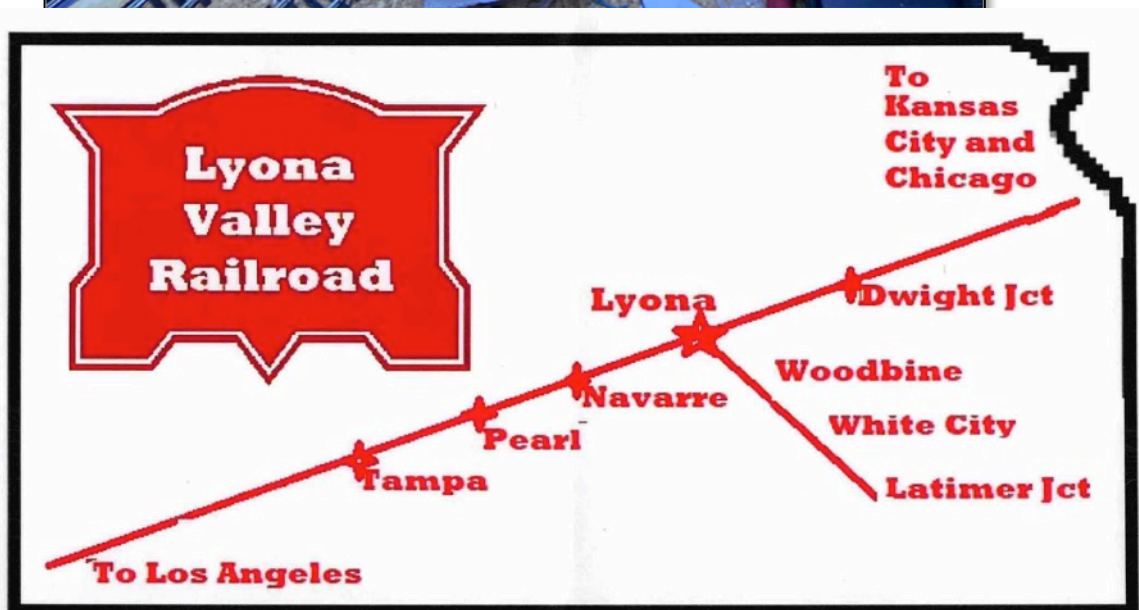
LYON VALLEY RAILROAD



LYONA
VALLEY
RAILROAD



The New West End Staging



Chasing Union Pacific's 4014

Big Boy

By Alan Meinholdt

Who would think I would see a Union Pacific 4000 Class steam engine running through the Flint Hills of Kansas? On November 17, 2019, an all day trip for Nancy and I begins in Rose, KS south of Yates Center, KS on the Coffeyville Sub. It was a bright sunny morning with a small crowd listening for that sound we do not hear very often – the sound of deep-throated steam whistle. Looking down the tracks a mile away you could hear the first sounds of the engine and then a few seconds later a headlight comes around the corner. What an amazing sight as 4014 starts basting away on the whistle as the engine passes by us. After 6 years of following the progress of 4014's restoration and seeing all the YouTube videos, seeing it up close and running makes all the difference.

Now the day started moving a little faster. 4014 made a stop in Durand, KS. I was shocked to see the crowd of people waiting. I was able to get a few pictures of the engine stopped.

Then we went on to Garnett, KS where the crowds of people were getting bigger. Seeing the engine roll by real slow gave you feel on how big these locomotives are – not just the height, but also the length. About 15 minutes into the stop the pressure relief value went off. It did this twice. That was a sound you will not forget. The steam shot into the cool crisp air. After about 45 minutes, 4014 left in a cloud of steam and long, loud whistle.

Then on the road to Martin City, MO and another very large crowd! With the sun setting, 4014 comes around the corner. The timing could not have been better. With a long whistle and moving very slow through the crossing you could get a good view of the side rods and valve gear working.

The last stop of the day was Union Station, Kansas City, MO. When we came around the corner the place was packed with people waiting. We parked on the second level in the parking garage that wasn't even full. As the night fell, the air was getting colder and there was no wind. Off in the distance 4014 made its presence known to us. The whistle sounded very different within the city – much sharper and clearer with echoes off the tall buildings. With no wind, the steam shot up in a tall plume and under the fire box you could see the fire flickering and making shadows. After about an hour of switching out cars, 4014 was parked for the day. But we still had a two-hour drive back to Emporia.



But wait there is more. On Wednesday, November 20 I had trip number 2. I picked up my Dad at 6 o'clock in the morning and headed to Wamego, KS. After we made a stop at McDonalds for breakfast, we staked out spot 3 miles east of town in open fields where we could see a long ways down the track. The day was a lot warmer and windier than the previous day. As the engine rolled by, standing back about 50 feet you get a very good view – plus the open fields help a lot. Also the cars following the engine on 24 HWY was just as exciting to see. We waited awhile and drove to Manhattan, KS. We were able to get ahead of the train just in time to see it cross the Blue River Bridge. Railfan cars were following the train and traffic was backed up at all the stoplights that ran close to the tracks. Knowing my way through town, I took a different way across town with no problems. We found an overpass just west of town by the airport and waited for the train to pass by.

Our last stop was Abilene, KS. The train stopped for about half hour where Dad and I got our pictures taken by the engine and another chance to see the engine up close. As 4014 left town, I was able to walk along side the engine for about a half block about 30 feet away from it. There you could get a feel for the size and watch the side rods and value gear in motion. As 4014 left town and hearing the whistle blowing one last time made for a great two days.

Some facts about the trip: We drove through 16 counties, two states, over 550 miles, and paid \$10.00 for parking, saw the engine 9 times and took several priceless pictures. For late November the weather was more than perfect.



Steam on the Iron
Alan Meinholdt



Chasing Union Pacific's 4014

Big Boy

By Ray Brady

My excursion chasing 4014 involved following her for a few miles west of Salina on Thursday, November 21, 2019. I managed to catch her at Kanopolis, KS and at Wolf siding, west of Ellsworth, KS. The pictures that follow are a series at each location as she passed by.

Of interest is that while listening to the dispatcher on the scanner, 4014 only received a track warrant out of Ellsworth to go the 15 miles or so to Wolf Siding. There she had to wait on the main track for an eastbound freight to arrive Wolf and take the siding. One would think 4014 would be the priority train and everyone else stops, but I guess \$\$-revenue takes precedence over the railfan....



Approaching Kanopolis, KS





Approaching Kanopolis, KS





Slowing to a stop on the main
at Wolf Siding





Slowing to a stop on the main
at Wolf Siding



Railroad Emergency

By Ross Boelling

"Emergency, Emergency, Emergency."

This phrase can change your whole day. The train crew broadcasting and the dispatcher hearing it suddenly feel a quickening heart rate and focus to the tasks at hand. In past articles, I have tried to explain Main Track authorities and what that means. Several recent derailments at Kootenai, ID and Le Clair, IA brought remembrances of the numerous emergency situations I dealt with over my 22 years as a train dispatcher and four years as a public safety dispatcher. This month, I will try to explain how emergencies affect the Main Track.

By rule, that specific phrase **"Emergency! Emergency! Emergency!"** is to be broadcast over the radio by a train crewmember when something unusual occurs that causes the air brake system to be placed into emergency status causing the train to stop as soon as the physics of train movement allow it to happen. Sometimes it is just a separated air hose between cars that causes the train to stop; sometimes it is a derailment; sometimes it is a crossing or trespasser; or sometimes it could be caused by floodwater, landslide, tree or bridge-out.

When an emergency brake application occurs, the physics of a big, heavy, lengthy train can cause load shifting or a derailment. That is one reason why crews broadcast it on the radio, so other trains and personnel on adjacent tracks or operating in the vicinity of the train are aware of the situation and use heightened awareness in case something is amiss. Once it is determined that the train "is all on the rail", aka "not derailed", the train crew investigates and makes repairs to allow the train to continue. In this case, the Dispatcher is made aware of the situation so the DS can make appropriate routing decisions.

BUT, just imagine two opposing trains approaching each other at 70mph on a 2-Main Track territory. Suddenly train A goes into emergency and when train B rounds a curve, they see a lot of dust and lots of railcars

bouncing sidewise onto their track. The extra 60-90 seconds of warning given by this broadcast allow Train B to slow their train and stop short of the derailment. The dispatcher answers the emergency call.

NOW WHAT??

The dispatcher has three primary functions at this time: **collect, protect, and notify.**

The very first thing the dispatcher must do is **collect** initial information – like a newspaper reporter... Who, What, When, Where are critical questions to be quickly answered.

On a busy desk with 20-30 trains operating, the DS must identify which specific train is involved. Where it is located? What has happened? What emergency services (police/fire/EMS) (if any) are necessary? Are any roads blocked? Are there any HAZMAT leaks involved? Is there any fire? Of course, the very first questions relate to the crews status is whether they are okay and do they need emergency care. Many times the DS is the first and only contact with the train crew. It is vital for the DS to remain (or at least sound) calm on the radio. The train crew(s) is/are often excited or upset over what has just happened and the DS must take the time to make sure the crew is OK and is sufficiently calm to provide vital information so help can be quickly dispatched.

Once this brief conversation is finished, the DS must immediately **protect** the area where the incident is located. This is done typically by contacting each close, approaching train and have them stop immediately.

The DS then **protects** the track by placing "blocks" on the equipment to prevent allowing any other trains into the affected area.

The DS **notifies** the desk's supervisor so they can begin planning traffic changes or reroutes. Depending on the severity of the incident and the impact on railroad operation, notifications up to Vice-President or higher may

occur.

When the area is secured, depending on the RR protocol, the DS **notifies** local emergency services (for small railroads) or the railroads emergency operations/RR police center that translates railroad mileposts into locations the local emergency services can identify. The DS gives them a brief synopsis of the situation and answers any questions.

NOW WHAT?

After taking a quick gulp of coffee, the DS **contacts** the train crew to keep them focused and to gather any other information that is now available. How many cars are derailed? What is the car number of first car derailed? What is the car number of first car behind the derailed cars? The DS can review the train list and approximate the number of derailed cars, identify any HAZMAT or dangerous cars derailed and where they may be. Does the crew have any further updates on locations, crew situation?

OK, thinking back to previous articles, what is next?? From strictly a rules perspective, the train is now occupying TWO main tracks isn't it? But, you can't be on a main track without authority. The DS will eventually issue verbal authority to the train that protects the track it occupies. This is issued with a special "joint" option. "Joint" authority allows multiple trains and maintenance of way personnel to occupy the same section of track at the same time. This permits everyone to work together within the derailment area. In our scenario, Train B will also be issued joint authority so it can operate with Train A in case it needs to move, backup, or use it's locomotives to pull cars out of the derailment area.

Once this is done, the DS can attend to other areas of the railroad that have stopped while this emergency was handled.

Once Maintenance-of-Way show up, the DS will give them joint authority and then they pretty much take over the derailment recovery. The MOW Supervisor in charge now basically

owns the scene. Other MOW personnel may need to get their own main track authority, but the MOW supervisor controls their actions once they receive their authority. In some instances, the train crew releases their authority when they are relieved, as they are no longer considered a train without a crew onboard.

Another option available for derailment recovery is for the MOW supervisor to declare the Main Track out of service. The MOW supervisor gives the DS the limits of out of service i.e. MP 165.5 to MP 170.5. The DS then issues a track bulletin similar to **"Main Track Out Of Service XYZ Subdivision between MP165.5 to MP170.5 Account Derailment. Access Can Only Be Authorized by Road Master Smith or Designee."** Once this is issued, the area is no longer Main Track and can be accessed for recovery as necessary without any DS interaction. Main Track is placed back in service when all the work is completed.

So Main Track Authority remains in play even during a derailment or emergency. Personally, I liked it when they took the Main Track out of service! After I took care of parking all trains affected, I could just sit back and wait until the track opened.

When derailments occur, railroads pull out all the stops. I know of one railroad, when a major mainline derailment occurred in central Kansas, was making decisions affecting trains from LA and Chicago before derailment cleanup had even started.

Major derailments can cost millions of dollars per hour in lost revenue and additional crew and recovery costs. As such, there is significant pressure to get the Main Track(s) opened up. **Hulcher** and **R.J. Corman** are major derailment cleanup experts in the western US. Railroads have contracts with them to have crews and equipment standing by in several different locations for immediate dispatch to derailments. Railroads consider this a small price to pay to have quick response to

derailments.

I recently watched a YouTube video that contains the audio of the January 3, 2020 Le Clair, IA. CPRR derailment. It is a good example of how the professional communication occurs between the DS and the train crew when an emergency happens. I am familiar with this territory as I dispatched this territory when I was a Montana Rail Link Manager of Train Movement that dispatcher the IMRL back in the late 1990s. Here is the link:

<https://www.youtube.com/watch?v=93MHhj3zAl0&feature=youtu.be&fbclid=IwAR2wTuTNuINtF5dXtokMlsqdnnywQbY6R4WvJxDATU7D5N1kVipVKWPPn9I&app=desktop>

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Timetable

A Look Down the Line

-Mark Your Calendar- Future Kansas Central Division NMRA Meetings



February 1, 2020:

Wichita Train Show

Cessna Activity Center

2744 Geo. Washington Blvd.

Wichita KS

April 4, 2020:

Ross Boelling's

May 2-3, 2020

Herrington Days Train Show

June 6, 2020:

Open

August 1, 2020:

Open

October 3, 2020:

Ray Brady's

December 5, 2020

Open