

THE BRASS POUNDER*



D. Heinsohn Photo

Volume 29
Issue 2
April 2020

Timetable

The next Kansas Central Division (KCD) meeting scheduled for April 4 has been
CANCELLED

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

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Kansas Central Division – NMRA

Call Board

Director	Ray Brady joycove@wilsoncom.us
Superintendent	Ross Boelling rkboelling@gmail.com
Clerk	Tom Katafiasz
Paymaster	Larry Tiffany
Brass Pounder Editor	Ray Brady
Brass Pounder Associate Editor	Christine Heinsohn

Superintendent News

By Ross Boelling

Greetings from Lyona Kansas! Ages (well at least a few decades) ago at one of my jobs with the Kansas State Fire Marshal in Topeka, I bought a Kansas Department of Transportation Kansas map that was 4ft x 8ft. I hung it on my wall and often used it when looking for a town and a route (Oh, those pre-Google days!!) I was amazed at the many tiny bergs that existed in Kansas.

Fast forward to today. As I drive along Kansas's highways, I see a lot of green and white signs pointing me to towns I know nothing about. You can bet most of them were created because of a Railroad. I'd even bet if we'd get out historical Kansas maps of our Kansas Central Division counties, we'd find over a hundred towns that existed in our past. Many are gone completely; some gone except for a foundation or two; some remain as a small collection of homes; some still have a few businesses; and some have thrived. Why?

The successful ones have adapted to change better than others. Some are lucky to still have railroad service to support agriculture and businesses. The ones that didn't adapt have shriveled and died.

As I grab the throttle of the Kansas Central Division as your Superintendent, I'd prefer our group thrive rather than die. Kansas' demographics continue to change. The population is drawn to high paying jobs and available services. Over the next 20 years, there will be a significant shift of population to a handful of urban areas. Rural areas will continue to struggle day to day.

The population of our Division will grow in some areas and shrink in others. We already have difficulty getting everyone together for our meetings. How are we going to meet the needs of our existing members and entice others to join our organization? I readily admit that driving several

hours for a two-hour meeting then driving back home is not a very enticing reason to attend. Last year, our meeting at Ray's home included an extended operating session on his great railroad, and, as I recall our attendance increased. But it is difficult to accomplish that type of draw at every meeting.

What is the best way for us to inform other model railroaders of our existence and the benefits of belonging to the NMRA? I was at a recent club meeting (where six of us were KCD members). We had a brief discussion about benefits of the NMRA. One benefit that I think we take for granted is the NMRA Standards and how they contribute to the interoperability of equipment, DCC decoders, rail, switches, and on and on. Without the activity of the NMRA, we'd be faced with the unwieldy problem of making things work together. I'm glad to belong to the NMRA to support that activity. There are other benefits from membership, including insurance and education.

An upcoming activity that I am excited about is the 2nd annual Herington Railroad Days on May 2-3. One, this is my project as a fundraiser for the Herington Historical Society and Museum. Two, as the new Superintendent of KCD, I am excited about the visibility KCD will get for co-sponsoring. Plus, KCD will gain something for our bank account. I've already heard of a lot of interest in Herington Railroad Days at the various train shows I've attended. We've already got at least four modular layouts, and vendors are signing up at a steady pace. I hope the building is big enough!! KCD is holding a modeling contest where the public will vote for their favorite model.

And, we will have several "tabletop clinics." Last year, we tried scheduled clinics but found we actually had more impact with the show attendees when the clinicians were outside the clinic room

just talking to folks walking by. We will do this instead of scheduling formal clinics.

We will also have a table with our banner and NMRA membership info for folks to sign up (and the switching layout if we have someone to run it). I want to have a lot of NMRA Rail-Pass forms on the table to get our foot in the door. I'd like to see us double our membership!!

We need KCD members to commit to help with all these activities!! The more of you that can help means that all of us will have more time to browse the show and spend your hard earned money on a "have to have" treasure. We have more information later in this issue of the Brass Pounder.

If we gain members, then we will need to provide an environment that keeps them (and you)

actively participating in KCD. I see a lot of younger modelers on various Facebook model railroading and railfan pages. Quite a few are more talented than I am. I hope we can grow KCD into an inclusive group where a model railroader of ANY age or skill level feels welcome. There are so many facets to this hobby, just as there are many facets to modelers!

Wrapping up, (If you haven't noticed, I tend to be wordy!) I look forward to serving you this next year. I want the KCD to continue to grow and thrive and NOT become just a memory of an empty foundation in some abandoned town somewhere in Kansas. KCD has been growing (Thanks David!!), and I want this to continue. I look forward to hearing your ideas for our organization and to your participation in Herington Railroad Days!!! Feel free to contact me via email at rkboelling@gmail.com or at 913-449-3066.



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

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.

Minutes of the Last KCD Meeting

October 12, 2019

The December 7, 2019 meeting in Herington was cancelled.

Kansas Central Division meeting came to order at 12:30pm February 1, 2020 at the Wichita Train Show. Members who attended were Alan Meinholdt, Larry Tiffany, Pat Boltz, and Roger Larmer.

With only a few members present, the minutes from the October 12, 2019 meeting were approved (no meeting in December 2019.)

The annual officer balloting from December and January passed. Ross Boelling was elected Superintendent, Tom Katafiasz was reelected Clerk. And the ballot for the updating of the Constitution and Bylaws was approved.

The paymaster report was approved.

We decided that the mini clinics at the Herington show will be set up and run all day based on interest of the public.

After all the business was talked about, the new business was about the train show and what everybody was looking for or had bought.

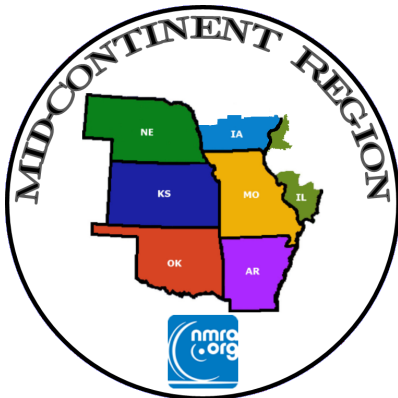
The meeting was adjourned, and back to the show for everyone.

Alan Meinholdt
Acting Clerk

Director News

By Ray Brady

As you will see in the minutes of the BOD meeting of January 13 in the Caboose Kabitzer (about to be released), the Directors voted to have a reception on Wednesday night, July 15 for members of the Mid Continent Region during the National Convention. The event will be held at the Kirkwood Depot in suburban St. Louis County. The reception will



include dinner and drinks and will also be the venue for the annual MCoR membership meeting. In addition to the meeting and dinner, the Depot is an excellent location for railfanning. This will be the KCD member's opportunity to meet other modelers from the Region. More details to



<https://www.gateway2020.org>

Kansas Central Division

At

Herington Railroad Days

Kansas Central Division is embarking on something new (in my history with the group.) I have been in Kansas Central Division for 10 years, and this is the second event that I have been involved where we reach out to the public. Our effort will be to partner with the Herington Railroad Days to bring exposure to our Division of model railroading in general and our NMRA presence in particular in North-Central Kansas.

In October 2019, KCD voted to participate with Herington in their train show. To that end, we envision having 4 major offerings at the show: Informal Table Top Clinics; A Model Contest; A Timesaver Switching Puzzle, and an Information Table.

The next few pages cover what we envision, and the opportunity for each of our members to bring their expertise to the table to support the Division.

Opportunity # 1

Model Contest

At NMRA “Meets,” the tradition is for modelers to bring their own models to the event and have them judged, either formally by NMRA Achievement Award judges or by popular vote from the general public attending the event.

This year, we are starting with a general public “popularity” judging. It will involve contestants bringing their model(s) and displaying them in the contest room. The public will receive a ballot and will circulate through the models and cast their vote for their favorite.

The models are in 14 different categories as shown on the ballot to the right. As you can see, it covers the spectrum of the types of things we can do as modelers.

Our opportunity, as KCD members, will be to:

1. **Bring your model(s)** to the show and have them judged by the public. I know that all of you have something to bring, whether it is a building, piece of rolling stock, or whatever.
2. **Staff the contest room** on a rotating basis. The task will involve checking models in, monitoring the room, and checking them out at the end of the show.

Popular Vote Ballot

Please vote for your choice of the best exhibit in each category.
Write the Model Entry Number of your selection on the line provided.

- _____ 100 Steam Locomotives
- _____ 200 Diesel/Other Locos
- _____ 300 Passenger Cars
- _____ 400 Freight Cars
- _____ 500 Cabooses
- _____ 600 Non-Revenue Cars
- _____ 700 Tongue-in-Cheek
- _____ 800 Structures
- _____ 900 Dioramas
- _____ 1000 Modules
- _____ 1100 Photos-Prototype
- _____ 1200 Photos-Model
- _____ 1300 Youth
- _____ 1400 My Favorite Train

Best of Show (Choose the model you like best from any one of the categories.)

Opportunity # 2

Table Top Clinics

Last year we offered three clinics at Herington Railroad Days:

Alan Meinholdt offered a clinic on making conifer trees

Tom Katafiasz offered a clinic on scratchbuilding

Ray Brady offered a three part series on “What is Model Railroading.”

The lesson learned at that show indicated that most of the attendees were novice modelers – or were not even modelers at all. A formal clinic was **not** something that appealed to them. In addition, as the clinicians circulated around the show and engaged in conversation, an informal approach to the clinic material seemed the most effective in engaging the public.

Thus, we are going to try the “Table Top” approach to clinics this year. We will need some KCD members to offer to display some aspect of their modeling at a table and to be willing to sit and talk with the attendees about what they are doing, how they are doing, etc.

Think about what you can offer from your modeling can let the general public know more about what model railroading is about. After all, the National Model Railroad Association is chartered as an educational organization. With the 28 or so members in the Kansas Central Division, we offer a lot of diversity in interests, skills, etc. that allows us to educate the community. We will discuss this further at the April KCD meeting at Ross’.



activities that

Opportunity # 3

TimeNook Layout

Like last year, we will have the use of David Heinsohn's TimeNook to allow visitors at the show to run trains.

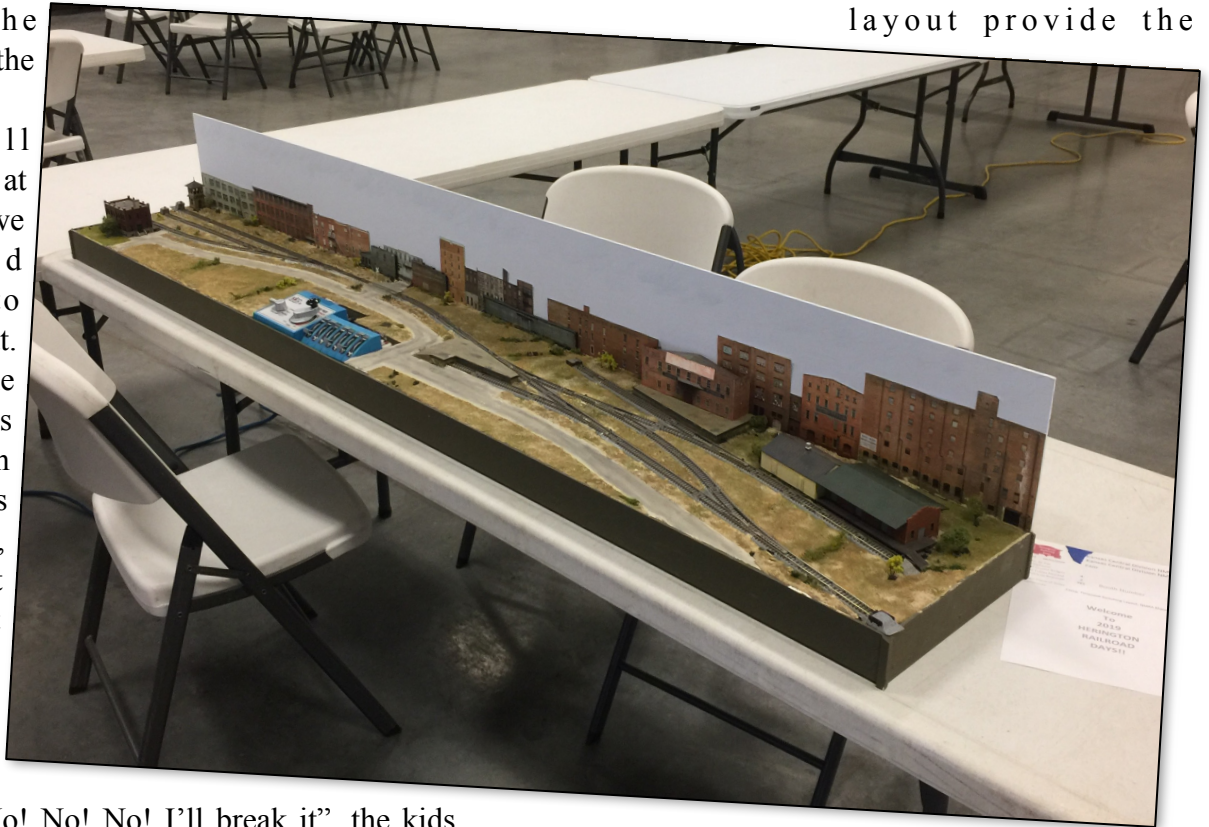
David's layout is based on John Allen's TimeSaver and allows modelers to run switching puzzles on a small layout. It is an excellent tool for demonstrating running of a model railroad and emphasizes one aspect of the "work" that a model railroad actually is in business for. It allows a train to come into town, switch in and switch out cars at various industries. And it allows the user to plan moves just like the prototype engineers.

The accompanying picture shows David's layout. Accompanying car cards are placed on the layout provide the instruction for the operator.

We will have the layout at the show and we will need someone(s) to staff the layout. From what the Editor has observed when David had this at train shows, the most excitement generated is from the kids. Whereas the adults that

walk by say "No! No! No! I'll break it", the kids jump right in and have a great time. You need to see the sparkle in the kid's eyes as they run the locomotive, switch the switches, and couple/uncouple cars.

If your interest is in switching moves on your layout, think about how you can help at the Time Nook table. We'll discuss this at the April KCD meeting at Ross'.



Opportunity # 4

NMRA Table

One of the best ways to promote the NMRA is to do “meet and greet” at public events. This is where our NMRA table at last years Herington days provided a way to increase membership. It was a place where show attendees could get information about the NMRA, learn what the Kansas Central Division was doing, and to just talk “Model Railroad.”

Last year was the also the introduction of our new banner that not only presented our rediscovered patch/shield (thanks to KCD founding member Marty Vaughn) but also graphically showed the geographic boundaries of the Division so people knew where we were. We also had information from Chisholm Trail Division outlining their activities.

We will be needing members to staff this table and chat with the public. More at the April meeting.



New Acquisitions

By Alan Meinhold

There has been a mix of old and new for model trains so far this year. I will start with the old first.

After Christmas I made a trip to Greeley CO to the model train museum. I was busy looking at the model trains when Nancy noticed a sign at the museum about them selling their donations of model trains to other model railroaders.

Looking through their collection I found an old Athearn 200 ton crane with metal trucks in very good shape. Plus my next good find was a brand new Walther's neon sign. Also I found several old Athearn freight cars that will take very little time and a few extra parts to get rolling.



At the Wichita and Lawrence train shows I found a few old Athearn blue box kits – no engines this time. With more past items from about 2005, I have one of Walther's Corner Stone Series kits – the Sterling Consolidated Dairy.



The kit contains several buildings. For some odd reason I really did not finish the kit 100%. The past month I pulled it off the layout and started back working on it a little each evening and a few parts at a time. My plan now is to put the neon sign on the roof of the building for advertising.

I have a large collection of 50-foot milk cars – express refers that will look real nice along sidings next to the dairy buildings. My biggest enjoyment in model trains is finding old cars and engines to take apart clean up and put it back together with new wheels, trucks, and couplers.

Now for a new item for me in model trains: It is

still new to me and I see a big learning curve ahead. I do not have much to



write about yet but I made the jump to DCC. Right now I have two engines with built-in DCC – a U.P. SD60M (this one has the 3 piece windshield) and Big Boy #4019 (I think this was the only Big Boy with smoke lifters). Plus I have worked on one DCC project. I took one of my Athearn rotary snowplows and installed a decoder in it. I still have a few bugs to work out but it works and runs. Right now I just have an



Musings from the Editor

By Ray Brady

*Your Caboose Kibitzer Editor recently saw the following article in the January issue of **Locomotive Today** and thought it relevant to the model railroad community. It appears there is a revolution underway in locomotive technology that we, as modelers, will have*

January 15, 2020 **Locomotive Today**
(Reprinted by Permission)

Recently Seen on the Rails

News reports out of the Association of American Railroads [AAR] at their Transportation Technology Center, Inc. [TTCI] in Pueblo, CO indicate a joint venture is underway with the Japanese rail manufacturer TOMIX on a new High Efficiency, High Adhesion Locomotive. This locomotive is reported to be a mix of new technology energy sources and conventional slug technology.

It is reported that the new energy source is derived from the use of Lithium Metal Hydride [LiMH] battery technology scaled up to the demands of heavy locomotives in Class 1 long distance service. This demand poses a severe challenge because of the deep cycles, and because of the need for quick "refueling" of the battery minimizing the down time when the locomotive is serviced. For the new approach to be effective, TTCI is designing the cycle time for charging the batteries to not exceed the current refueling time for conventional diesel power.

In addition, these new locomotives will be dual purpose. Slug truck technology is built into the locomotive so that it may be used with conventional diesels via connecting cabling. The excess horsepower from the parent locomotives can be used to charge the LiMH batteries in the new locomotive when the demands of the route assignment do not call for full horsepower from the main locomotives. This allows the conventional locomotives to run at base power full time, thereby maximizing fuel usage and reducing the number of life-limiting "cycles" associated with high-low-high power throttle cycles of the conventional locomotive, while at the same time allowing the excess power to charge the High Output locomotive batteries.

The trucks used under the hybrid will look very much like conventional 4-axle rolling stock as it rolls by. However, there are some significant differences with these trucks:

1. The wheels are reported to be high strength cobalt-nickel based material currently used in the turbine rotors in industrial gas turbines.

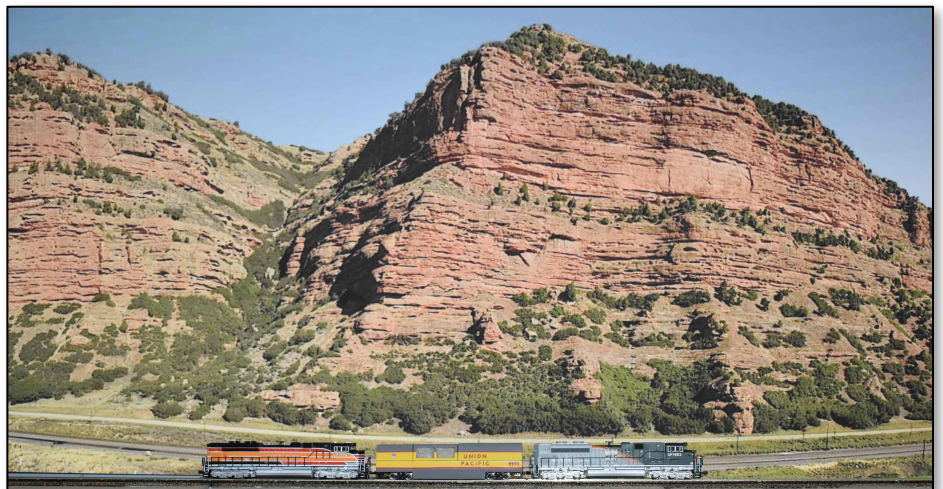
This material allows for high rotational speeds and low radial growth in a harsh environment. Because these materials have allowed the industry to push the limits of the gas turbine designs to be lighter and more efficient, this material is being rolled over to the rail industry and will lead to smaller diameter wheels. This will allow a given torque on the axle to exert higher traction forces at the wheel-track interface. This was the case with the 2-8-8-2 Mallet steam engines back in the early 1900's when they were introduced into coal drags in mountainous grades. They exhibited excellent slow speed performance on steep grades. But unlike these earlier steam engines, higher speeds are possible because of the new alloys and the lack of pounding of the rails caused by the steam engine's rods. This was also the principal used by the 13" and 14" automobile tires in the 1970's and 1980's. Unfortunately, automobile tires were not able to stand up to the higher rotational speed and increased temperatures that were produced. So the auto industry has reverted back to 18-20" tires.

2. Also, the traction motors are newly patented designs that use super-conductor technology that allows the overall package to be significantly smaller than conventional traction motors for a given torque capability. Thus, the super-conductor technology compliments the reduced diameter wheel technology mentioned earlier.

Taken together, the trackside observer will be hard pressed to recognize that the trucks are powered.

Also of note is the low body clearance with the rails as seen in the pictures that follow. The aerodynamics of the locomotive is much improved by the low clearance body. This lesson was learned from the reduced drag (and hence the demonstrated reduced fuel burn) for the intermodal cars currently in use in transcontinental service. This concept is also being copied by the trucking industry with the skirts seen on so many trailers on the nation's highways. It will also allow for increase train speed for a given fuel burn.

Some observant industry watchers have actually seen the prototype test vehicle in action at





26th Annual Train Show

(Largest train show west of Lincoln and east of Denver)

SPONSORED BY THE NEBRASKA WEST-CENTRAL DIVISION OF THE NATIONAL MODEL RAILROAD ASSOCIATION

LOCATION: D&N EVENT CENTER

501 East Walker Road

North Platte, Nebraska

APRIL 18th AND 19th, 2020

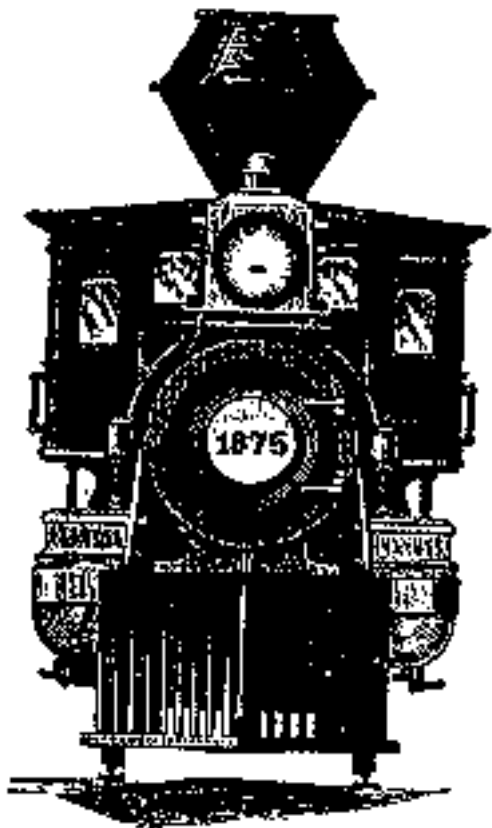
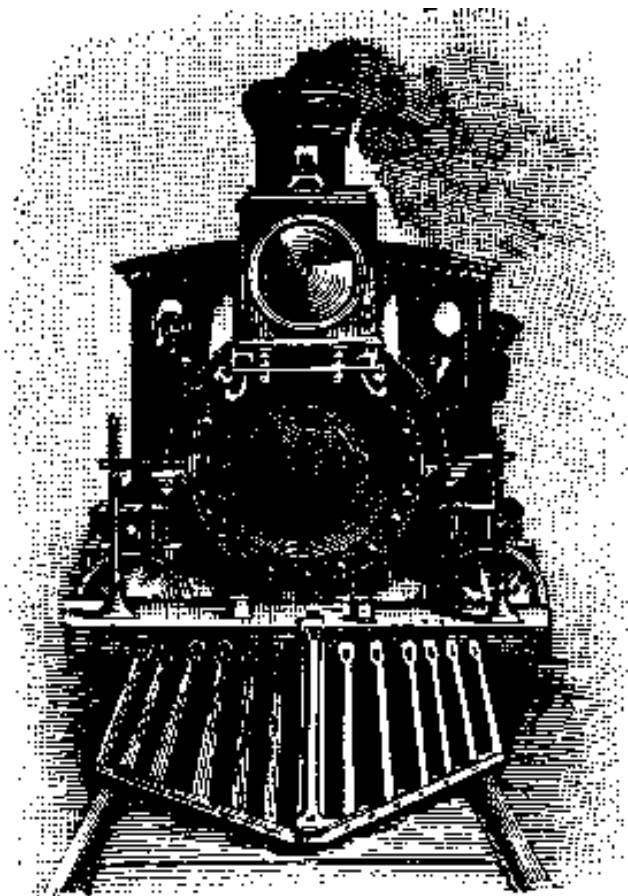
HOURS: 9:00 A.M. - 5:00 P.M. SATURDAY THE 18th

10:00 A.M. - 4:00 P.M. SUNDAY THE 19th

ADMISSION: \$4.00 CHILDREN UNDER 12 \$1.00 (under 5 with paid adult free)

FOR ADDITIONAL INFORMATION CONTACT:

Gene Tacey P.O. Box 485, Sutherland, NE 69165 308-386-2489



You are Cordially Invited to the First Ever Red River Railway Prototype Modelers Meet

Modular Layouts, Craftsman Displays, Clinics, Manufacturers & Layout Tours

For the modelers who recreate the prototype
Bring your favorite railroad models to display

Saturday, June 27, 2020
10:00 AM-6:00 PM

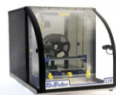
Forest Hill Civic Center
6901 Wichita Street
Forest Hill, TX

Admission \$20

Presented by the Texas Railway Modeling & Historical Society,
And the Cowcatcher Division of the National Model Railroad Association

TRMHS.org

Facebook: Red River Railway Prototype Modelers Meet



Sponsored in part by PolyPrinter
Polyprinterfab.org

Featured Vendors



Timetable

A Look Down the Line

-Mark Your Calendar-

Future

Kansas Central Division **NMRA Meetings**



April 4, 2020

May 2-3, 2020

June 6, 2020

August 1, 2020

October 3, 2020

December 5, 2020

Cancelled

Herrington Days Train Show

Open

Open

Ray Brady's

Open