

THE BRASS POUNDER*



***Official Publication of**

**Kansas Central
Division NMRA**

**Mid-Continent
Region NMRA**

**National Model
Railroad Association**



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Upcoming Meetings via ZOOM

Turntable

Wednesday, September 16

@7:30PM

Business Meeting and Clinic

Saturday, October 3

@1:00PM

(See page 4 for details)

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Join the KCD on Facebook

Kansas Central Division-NMRA has a Facebook page and is for NMRA members only. It is a place to share model railroading adventures, post pictures, tell tales of woe in building your empire, post obstacles you have overcome, and ask questions. Have Fun. Simply enter "KCD" in the Facebook search block and select "request to join". See you there.

Join the KCD Yahoo Group

Kansas Central Division has a Yahoo Group. To join the Group, send an email to:

KCD-NMRA=subscribe@yahoo.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.

Superintendent News

By Ross Boelling

Greetings captives! I hope you are enjoying lots of Layout time on your empire! I admit I have been focused on tracking Kansas statistics for COVID-19 and how it affects Kansas Seniors 65+ since mid-May. I update my data every Monday, Wednesday, and Friday when KDHE updates their website data. I started tracking for my own interest, but now publish and distribute to about 75 people plus my Ross Boelling-SHL Facebook page. As the Dickinson County Silver Haired Legislator, I feel compelled to let Kansas Seniors know how COVID-19 is affecting us. It has almost taken on a life of its own and now requires a couple of hours each update cycle to study and interpret what the data says.

Honestly, I am almost starting to feel like Ray with all the work he does on the various publications he produces for KCD and MCoR NMRA folks. And now I am the Woodbine Lions Club President for this year. Suffice to say the Lyona Valley Railroad has not seen much progress this summer. Management is not too happy with my work ethic. Fortunately, I am already retired so they cannot terminate me like the 1,200 managers the UP fired a few days before I write this.

I hope you have been able to take advantage of all the NMRA online offerings, YouTube videos, and other online events and activities during the Pandemic. There have been a lot of great offerings available this summer, including the NMRA Virtual convention. While it is NOT the same as being there in person, they do help break up the COVID-19 self-isolation of our current existence.

I have been excited about the multi-Division virtual meetings we have been invited to participate in over the past few months. I hope you enjoy them as well. It is cool to be able to see and visit with folks (some are well known in the hobby) from around the country AND the world. While I missed the last ZOOM, I understand

someone from Scotland participated in it.

Our own KCD Turntable is gaining momentum. Within a few days, the September 16th Turntable will be happening. I hope you can participate in it. For those who have not "attended" before, I hope you consider it. It is a GREAT way for us to connect 1) during this time of COVID-19, and 2) without having to drive several hours to attend a meeting.

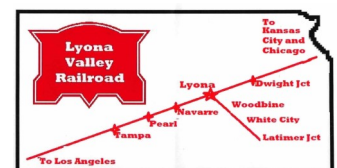
Our next bi-monthly meeting will be held October 3rd at 1PM via ZOOM as well. We hope to have a clinic to share in addition to the regular business meeting. If you are interested in presenting something, please let me or Ray know so we can plan time for it and help you with any technology issues/questions you may have. I hope we can meet in person again this year, but with Kansas COVID-19 numbers trending up the way they have been recently, I think, at best, it will be December or later before things calm down.

KCD member (and Brass-Pounder proofreader) Christine Heinsohn has had a tough summer with some major health issues. A shout out for her to **GET BETTER SOON!!** I am afraid David may move the furniture out of the living room and start a layout there!! I appreciate reading David's daily report on her good progress. I hope she is soon able to return home (or to Molly) or both!

I look forward to seeing you on ZOOM Wednesday, September 16 at 7:30PM for our next Turntable, Saturday October 3rd for our regular Meeting and Clinic, and again for an October 14th Turntable at 7:30PM.

Be COVID-19 safe and Railroad On!!

Ross Boelling,
Superintendent
Kansas Central Division
Cell (913)-449-3066



Director/Editor Comments

By Ray Brady

First, we wish Chris Heinsohn all the prayers and best wishes on a speedy recovery. She is currently in rehab and progressing. In fact, she has progressed to the point of proofing this issue of the Brass Pounder. Yea!!! Let's hope she can move her office from St. Luke's in Marion to Elmdale or onboard Molly shortly.

Director's report:

Putting on my Kansas Central Division Director's hat, the Mid-Continent Region held a Board of Director's meeting last Saturday, August 29, via ZOOM. 19 folks were in attendance. You will read the full preliminary summary of the meeting in the 4Q 2020 Caboose Kibitzer – due out about the same time this issue of the Brass Pounder is released. But, an item of interest to the KCD members would be that the *Pike Registry* section of the Caboose Kibitzer is increasing in popularity with Region members. And, the format is changing from the traditional business card format that has been the norm since the beginning of the CK to a narrative format where the pike owner can give a paragraph summary of what their layout is all about.

This will allow the member to provide a teaser to other NMRA members about their layout, as well as an implied invitation to come visit the layout (pending the member's comfort with lifting COVID-19 restrictions) and have Railroad conversations. And, the pike registry will be offered free to NMRA members. Since the publication and distribution of the Caboose Kibitzer by the Region has no costs, the inclusion of Pike Registry material by the NMRA members is now being offered at no cost. So, if you have an interest in letting other Model RR people know about, or have others that are passing through the area over to view or run your layout, consider letting the Caboose Kibitzer editor (*i.e.*, me) know.

Also of interest is that the 2021 MCoR Region Convention planning proceeds toward a

June 6/17-20, 2021 date in Tulsa OK as mentioned in the last Brass Pounder. As a joint convention with the Lone Star Region, it should prove to be a great event. Currently, they have plans for at least 20 presenters for clinics, as well as 14-17 model railroads for tours. They may also have some operating sessions – the Indian Nations Division is known for hosting many high quality OPSIG events in the past. (I know! David, Chris, and I have attended them in the past.)

And finally, the 2022 National Convention will be held in St. Louis. Originally scheduled for this year in St. Louis, the folks at National have just “postponed” St. Louis’ bid to 2022. Hopefully the COVID-19 pandemic will be cleared up by then.

Editor's Comments:

Once again, I thank the members that have offered articles for inclusion in the Brass Pounder. This provides a great insight into what each of us is doing as well as giving us information we can use in our own model railroad world. While the reports are starting to come in that a vaccine is progressing well, it is hoped that we can put the COVID-19 self-isolation behind us and begin gathering together again to see the progress each of us have made with out RR empire. While the self-isolation has not been that hard for me, being retired and having a couple of good “hobbies” in which to engage, I am beginning to miss the social interaction with others. Macy, my calico feline, is not much of a conversationalist (although she can express her feelings...)

So, as they say, keep the cards and letters coming.

Ray



Minutes of the Last KCD Meeting

August 1, 2020

The August 1, 2020 meeting of the KCD was a virtual "ZOOM" meeting due to Covid-19 limitations. The meeting was called to order at 1:09pm by Superintendent Ross Boelling. Those in attendance were Ross Boelling, Larry Tiffany, Ray Brady, Alan Meinholdt and Tom Katafiasz.

Ross mentioned that Chris Heinsohn was currently hospitalized in Emporia with back problems and a blood infection.

Larry moved and Tom seconded to approve the July meeting minutes. Motion carried. Larry gave the treasurers report which showed \$113.00 balance. Ross moved and Larry seconded to accept the report.

Ross mentioned that the next inter-regional "ZOOM" meeting will be on August 15th. He will sign up all KCD members for the meeting.

Ray gave a Directors Report. The 2020 Region Convention will be held June 17-20, 2021 in Tulsa OK and will be a joint convention with the Lone Star Region. It will be at the Embassy Suites in Tulsa. Early booking rates are \$106.00

for a king and \$111.00 for a double. Visit the Mid-Continent Region web page for further information. Ray indicated that David, Chris, and he attended an Operations Convention sponsored by the Tulsa Division in 2018 and they have excellent layouts. They are sure to be on the 2021 Region Convention Tour...

Ross mentioned the KC terminal and that BNSF's Argentine yard will be closed and will move incoming traffic to Newton! Ross thought this was a "brilliant" move!! Ha!

Larry mentioned that he has been busy painting railroad models; Ray is working on the Cheyenne area on his layout, Alan is building a bridge with wooden bents and steel spans, and Tom is working on scenery.

Our next Turntable meeting will be on Sept. 16th at 7pm; and the next Regular meeting will be on October 3rd at 1pm. The meeting was adjourned at 1:33pm.

*Respectfully submitted,
Tom Katafiasz, Clerk KCD*

Next Two Meetings—ZOOM

September 16, 2020 @ 7:30PM and October 3, 2020 at 1PM

Because of the Covid-19 virus, KCD will teleconference our next two meetings are via



For those that have not used it, ZOOM uses the internet to allow us to see and talk to each other on a split screen. All that is needed is:

- A Mac or PC computer, or an iPhone or Android phone.
- The Zoom Application on your device. (<https://zoom.us/download>)
- A highspeed internet connection.

Once you download the ZOOM Application, you are good to go. Ross will be hosting the session and will be sending out the internet connection via email. He will provide the Attendees (all of you) with a meeting ID and a pass code. The second level of security will be as follows: once you enter the passcode and press "join meeting" you will be placed into the waiting room. When Ross sees you in the waiting room, he will authorize your request to join the meeting, thus weeding out any unauthorized guests.



A Wife's Perspective

By Tom Katiafasz

This little project began with photo number #1, which shows a less-than-ideal scene in need of help. The original scene was once completely done with grass, bushes, and trees.

I had assembled several picnic tables for another uncompleted scene which were lying around at various places on the layout.

Evidently my wife had come into the train room and noticed the picnic tables. Thinking that a picnic table would look better at the location of photo #1, she placed one there in the original scene.

I noticed the scene with the picnic table and thought "that's not a bad idea."

I also thought a wrought iron fence would add something to the scene and perhaps become a place where rail fanning could take place. I used an Atlas hairpin fence, item #774, for the fence. I removed the trees and leveled the area where the fence would be. Photos #2 & 3 depict the end-result.

Sometimes a woman's view of things helps to improve a certain situation!



Photo 1



Photo 2



Photo 3

Railfanning on the main



Save the Date!

THE TULSA UNION CONVENTION

2021 Mid-Continent & Lone Star Region NMRA

June 17-20, 2021

Embassy Suites

3332 South 79th East Ave.

Tulsa, OK 74145

King Room-\$106.00/Double Room-\$111.00

The 2021 Tulsa Union Convention is the joint production of the Mid-Continent and Lone Star Regions, NMRA.

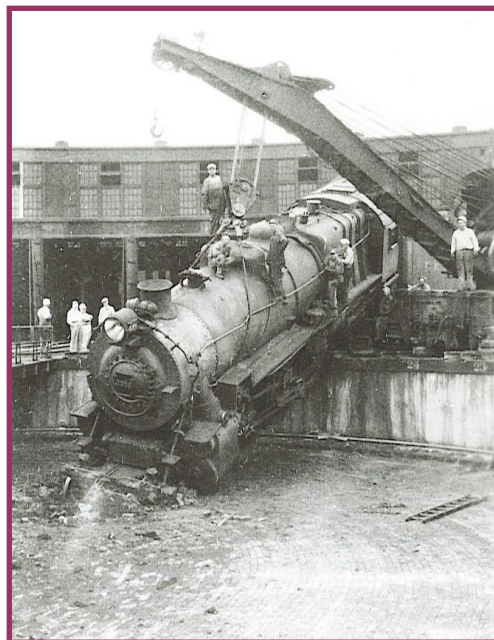
The Convention will feature operating sessions, layout tours, clinics, contest room and "non-rail" activities. Watch for an announcement of the web site address which will include additional details as they become available.

**Watch for Future Announcements-
More to Come!**

Our Next KCD ZOOM

Turntable

September 16 at 7:30PM



Double Track Bridge Bents

By Alan Meinhold

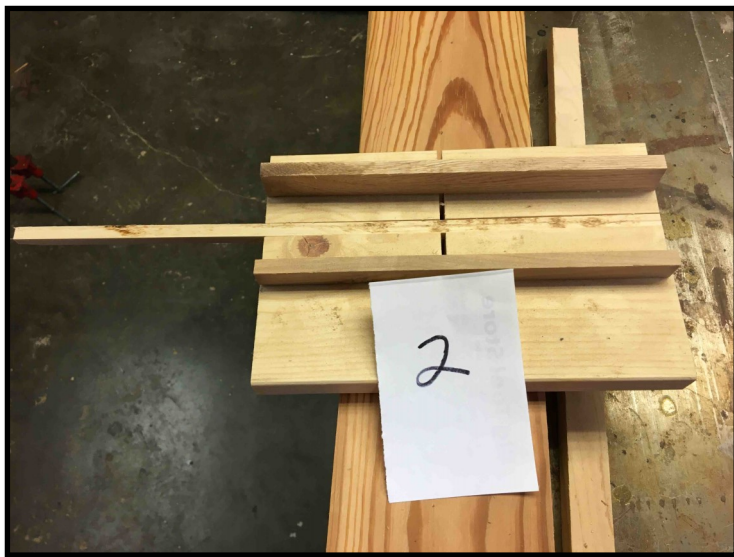
For my next bridge project, I wanted to use my woodworking tools. My idea was to build a wooden trestle with a double track main line.

The project started early last spring at work when some pallets showed up that were heavier than most. I took a second look and the slats were Oak and White Oak. Perfect! The first step was to take apart the pallets and plane down the slates to about 1/4 inch (that would be 22" HO scale.)

In **Picture #1**, I made a zero-clearance table with a rip fence. I set this up on my table saw. On the right I used a fixture to hold the wood against the fence on the left. This helped to keep my hands far away when cutting. When I was cutting the pieces, I used a push stick. Always keep safety in mind when cutting small thin wood on any type of saw. They did design these tools for model train projects. I cut the wood into pieces that are a scale 22" square. When I was cutting the pieces out, the blade was leaving burn marks. There was no need to do any staining – the burn marks became my weathering.



Picture #2 shows a small cross-cut sled to cut the headers to the same length.



Picture #3 shows a fixture to cut the angles for the two outside timbers. For this step I used my radial arm saw.

In the fixtures in **Pictures 2 and 3**, I set up my dado blade to cut a groove in the wood so all the pieces would inset.

Picture #4 - I made a jig to assembly all the pieces. Look on the side you will see a triangle shape piece of wood.



After I finished cutting the angle pieces and while I still had the saw set up, I cut them for the assembly jig, and the same for the bottom cross brace at the bottom of the bent.

After the glue dried, I pulled the bent out of the fixture. Sometimes I had to use a putty knife to pry it out very carefully. After each one came out, I took a piece of sandpaper and sanded off the glue that might have oozed out.

Picture #5 - in this fixture I flipped over the



bent and glued the bottom brace and first angle brace on. Look on the left-hand side of the header. I put a small black dot on to use as a reference. This way I will keep all the bents facing the same way. After the glue dried, I flipped the bent back over to glue the second angle-brace.

In **Picture #6**, I used this jig on my radial arm saw to square off the bottom and get my lengths all the same. Notice I put a black dot on the fixtures to make sure everything is facing the same way.

In **Picture #7**, I show some of the tools I used for the assembly process.

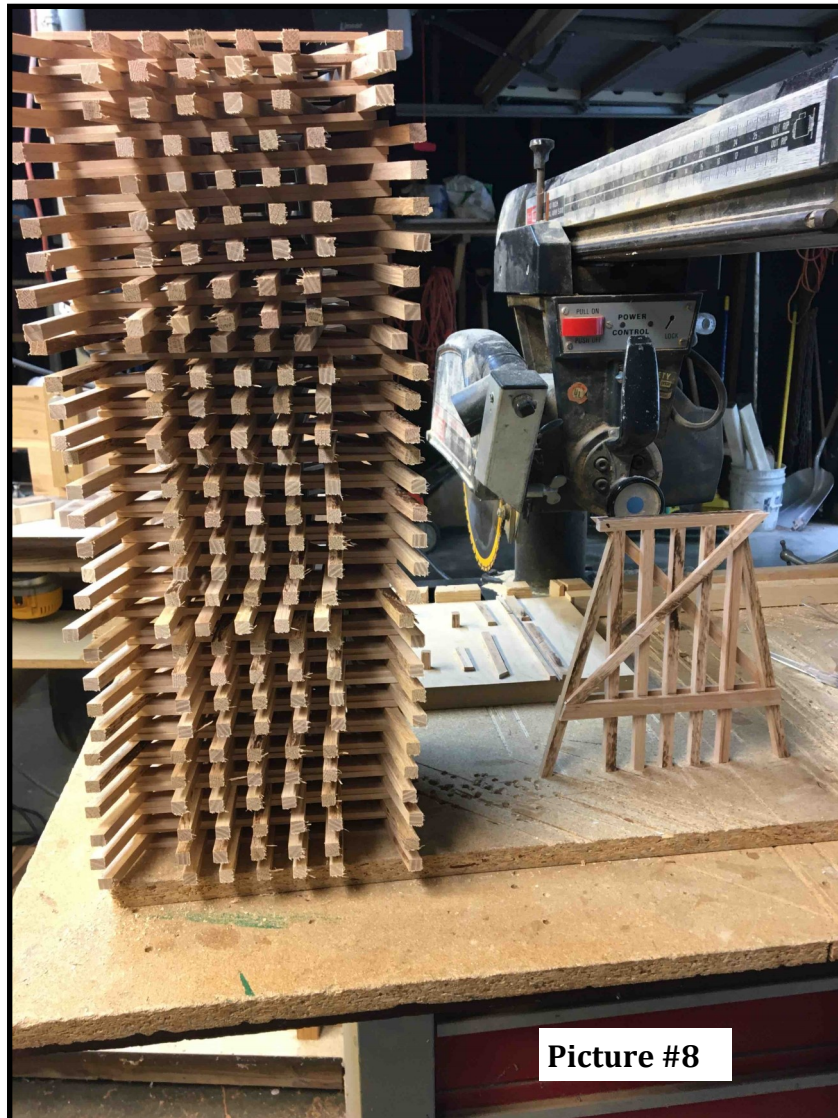
All together I made 30 bents. **(Picture #8)** The bents are a scale 50' tall and 50' wide at the base. I will place the bents on a scale 15' (about 2" inches) apart. This is just one part of my bridge project. I will have a 150" steel girder span in the middle with 15 bents on each side. Once I get the bents cut to length, I will make a fixture to assemble six smaller bents (3 on each end) to hold up the steel girders.

There is a bridge just east of Cassoday on the Santa Fe Line that I kind of got my ideas from (but shorter in height and length). For this project I did not follow any real plans for the bridge. I just looked at some pictures of trestle bridges with steel girders for the longer span and came up with my own ideas..

Dream It, Plan It, Build It.



Picture #7



Picture #8

Double Shelf Couplers

By Ray Brady

Double Shelf Couplers!!! Double Shelf Couplers??? What the heck is a shelf coupler?

The other day while I was perusing Model Railroader in my Magazine Reading Room (aka Throne Room), I saw a reference to "double-shelf couplers." I probably had seen reference to them before, but reading those words – this time – brought me to an abrupt stop. I really had no idea what the author was talking about. What are "double shelf couplers?"

Of course, that sent me off on a voyage of discovery as I am known to do. (Case in point – last month's article in the Brass Pounder on the MU "cans" on locomotives inspired by Tom Katafiasz, that led to the collaborative effort with Tom, Ross Boelling, and Don Boelling (his son). So, here is what I have learned about double shelf couplers...

As you know, couplers have undergone a change from the early days of railroading (I mean early...). The original railroad couplers (**Figure 1**) were link and pin and had issues associated with them.

They were dangerous. The car man had to physically get between moving cars to lift a link and let it slide in a pocket, while at the same time drop a pin in to capture the link in the pocket. This led to many missing fingers, if not entire lives, when the car being coupled was pushed too hard or the trainman's timing was off. But, these couplers persisted from the 1840's into about 1885. Other disadvantages for the link and pin were:

1. It made for too much slack action between all the cars in the train.
2. There was no standard design and crews spent much time just getting links and pins to fit.
3. Links and pins were pilfered for their scrap value.
4. Railroads began operating with trains too heavy for the links or pins to withstand the stresses.

This led to the development of other types of couplers, one of which was by Eli Janney, patented in 1873 (**Figure 2 and 2a**). By 1893, the ICC Annual Statistics listed 55 types of couplers – variations on the Janney coupler – in use on American railroads. But, in 1893, President Benjamin Harrison signed the Safety Appliance Act that made the Janney-type automatic coupler the standard for the railroads and mandatory for use. (The act also made the Westinghouse air brake system mandatory, but that is another story...)



UNITED STATES PATENT OFFICE.

ELI H. JANNEY, OF ALEXANDRIA, VIRGINIA.

IMPROVEMENT IN CAR-COUPINGS.

Specification forming part of Letters Patent No. 138,405, dated April 29, 1873; application filed April 1, 1873.

To all whom it may concern:

Be it known that I, ELI H. JANNEY, of Alexandria, in the county of Alexandria and State of Virginia, have invented a new and useful Improvement in Car-Couplings; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawing and to the letters of reference marked thereon.

This invention consists mainly in the combination of the hook and catch with a guard-arm, and in certain details of construction, which, in connection with the foregoing, will be fully described hereinafter.

In the drawing: Figure 1 represents a top-plan view of my improved coupling; Figs. 2 and 3, plan views of the parts reversed; Fig. 4, a transverse sectional elevation; Fig. 5, a side elevation, partially in section; and Fig. 6, a side elevation.

To enable others skilled in the art to make and use my invention, I will now proceed to fully describe the construction and manner of operation thereof.

A represents the draw-head, which may be constructed generally of any proper form. It is essentially provided, however, with the extension *e* and guard-arm *a'*, and also with recess *a'*, and slot *a'*. B represents a rotary hook, consisting of the head *b*, and arm *b'*, the same being united to the extension *e* by means of a pivot pin, as shown. C represents a lever resting in the slot *a'* of the draw-head, and suitably pivoted at its lower end as shown.

The operation of my invention is as follows: When it is desired to couple the cars, one of the couplings should have its rotary hook in the position shown in Fig. 1. Then as the cars come together the arm of the hook is necessarily struck by the head of the adjacent hook, and is consequently forced back into its recess, the spring-lever yielding sufficiently for this purpose, in which position it will be securely locked by the return of the lever to place by the action of spring *c* after the arm has passed it. The cars are then se-

curally coupled, and cannot be disconnected except by pulling back the lever.

The essential parts of my invention are the rotary hook, guard-arm, which serves also as a guiding-arm, and the catch-lever for holding the arm of the hook; but certain other minor details of construction are also deemed of importance.

The arm of the hook is made to project at *s* for the purpose of insuring its being forced back into the recess by the entrance of the other hook, even if it does not approach in a straight line. The faces of the hooks where they bear against each other are made curved, the purpose of permitting the parts to have the necessary play upon each other as the cars rise and fall unequally, and also to adapt the faces to each other when not in the same vertical planes. The rotary hook is provided with a suitable stop, *p*, Fig. 4, by means of which its movement when opened is properly limited.

A cap, of any suitable construction, is employed to cover the slotted opening in the draw-head, the same being slipped over the lever, as shown at *q*, in Fig. 5, by means of which the entrance of snow and ice is effectually prevented. Any form of spring may, of course, be employed in connection with the lever, which latter may be arranged, if desired, to project from the side instead of the top of the draw-head.

The advantages of the described construction are numerous. It will couple readily under all circumstances if one of the hooks is open but will not couple if both are closed. It is adapted for use upon cars of different heights. It has no lateral or longitudinal play, but moves freely vertically. It is impossible for it to become uncoupled unless the cars leave the track. By means of the hole *a'* a link can be used to connect it to the ordinary draw-head. It is uncoupled at any time without the least difficulty by simply pulling back the lever. If desired, a key or wedge may be placed in the slot before or behind the lever to hold it either out of contact with the arm of the hook or to lock the latter in place.

The arm *a* is adapted for three different

Figure 2

The Janney coupler still was not without problems logistically. While the coupler face dimensions were fixed and cars always coupled together correctly, the “how do we get there from here” led to different internal part dimensions on coupler parts while still achieving the proper interface with the mating coupler. This led to major maintenance issues. So in 1916, the “type D” coupler design was adopted that alleviated the major interchangeability maintenance issues. Further refinements occurred which led, in 1933, to the “type E” Janney coupler that is in use today. Thus, all type E couplers built today will have parts that interchange with a 1930 coupler.

Over time, specialized couplers were developed for special applications, such as passenger cars using interlocking Type H couplers (to minimize slack action) and rotary dump cars using Type F couplers – all modifications of the basic type E coupler.

This leads us to the development of shelf couplers.

Per the American Association of Railroads, all hazardous material cars must be equipped with couplers having a top and bottom shelf projecting from head end front faces. These couplers are designed to resist vertical disengagement of the coupler during train derailment and thereby minimize the potential for tank car puncture (**Figure 3**). These couplers address the safety issues associated with the material being transported. The benefit of having the shelf couplers is shown in **Figure 4**. In 2014, Montana Rail Link had a loaded gondola make a low speed impact with a string of empty tank cars. As can be seen, the tank cars string-lined on their side, but the couplers did their job in not

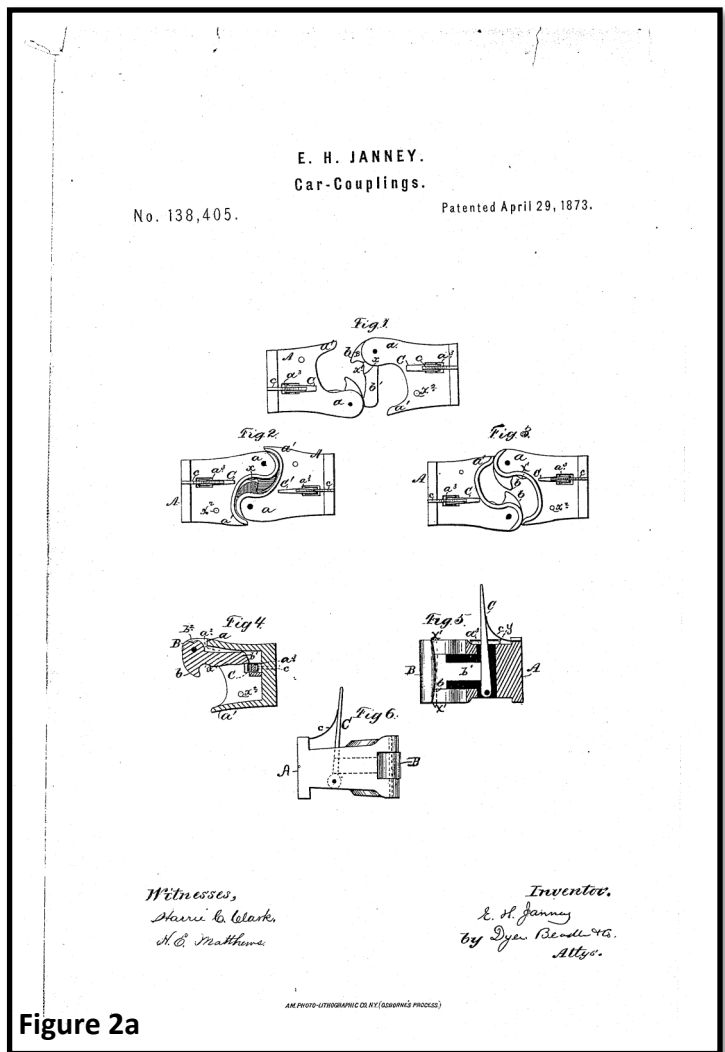


Figure 2a

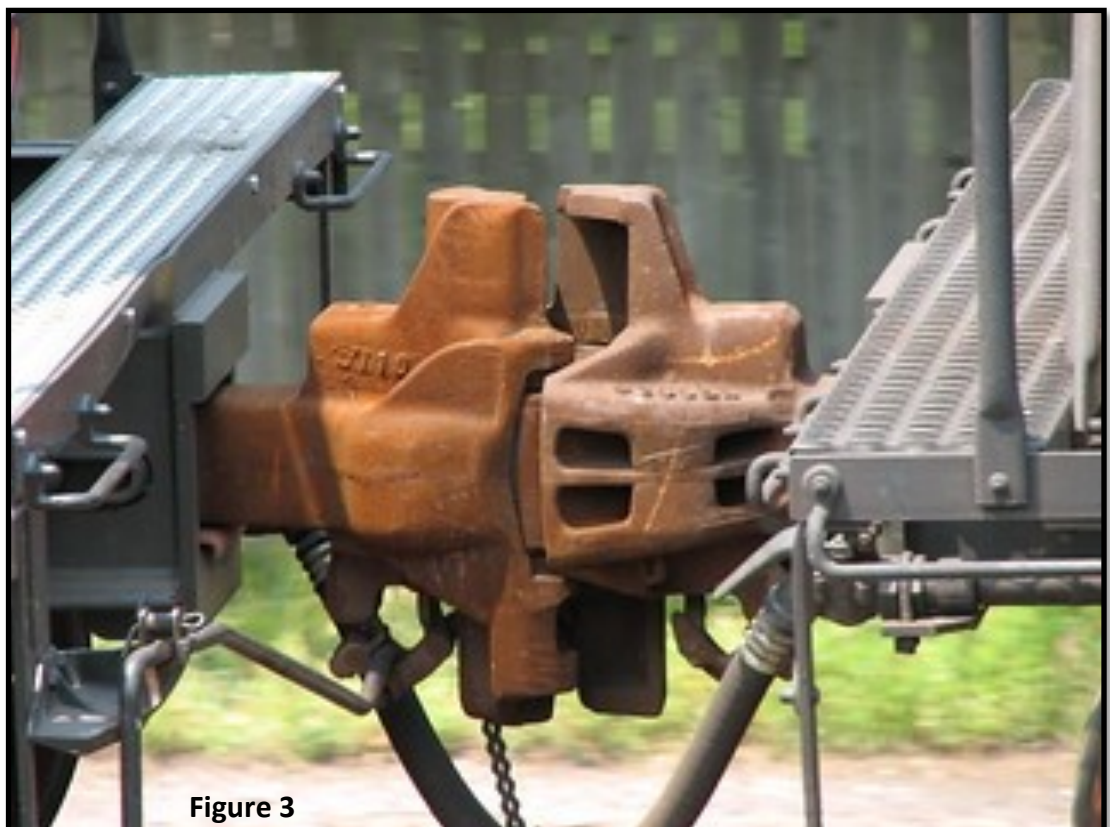


Figure 3

allowing cars to be punctured. (Is that Ross supervising in the lower right corner of the picture?)

So what does that mean for us modelers?

For us N-scale people, not much. We have not gotten that prototypical with our couplers yet because of size and functionality. Most N-scalers would argue that MicroTrains couplers are the defacto standard,

although McHenry, Kato, and others have their following. And, they are really not all that prototypical. ScaleTrains does use a semi-prototypical coupler, but they are not compatible with other couplers, and they have a little spring that likes to fly off to somewhere else in the universe, making the coupler non-functional (more on that later...)

HO folks have a better opportunity to use shelf couplers. Sergeant Engineering produces both single shelf and double shelf couplers that look pretty good (**Figure 5**). There may be other manufacturers that produce

prototypical single or double shelf couplers for the modeler that want that level of accuracy. A google search indicated Atlas appeared to be poised to introduce shelf couplers in 2004, but I don't know what became of that effort. And, I see Kadee has a double shelf coupler.

I cannot comment on the larger scales, but I suspect that shelf couplers are available, as larger

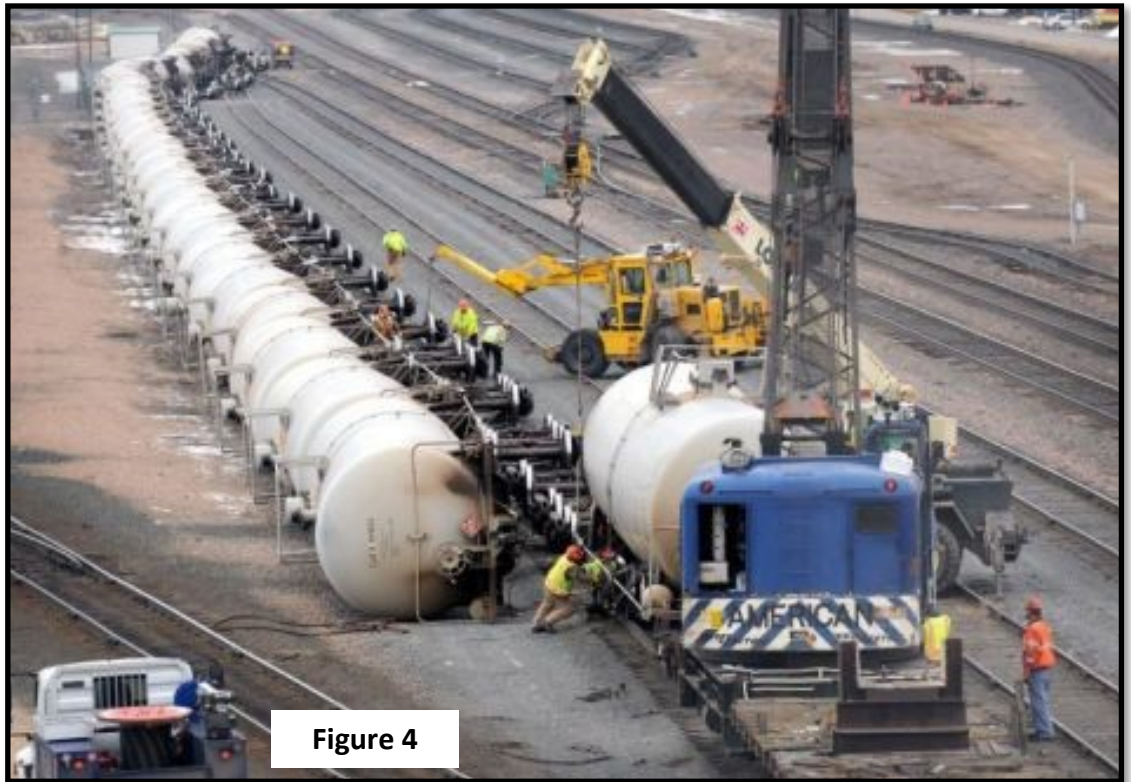


Figure 4

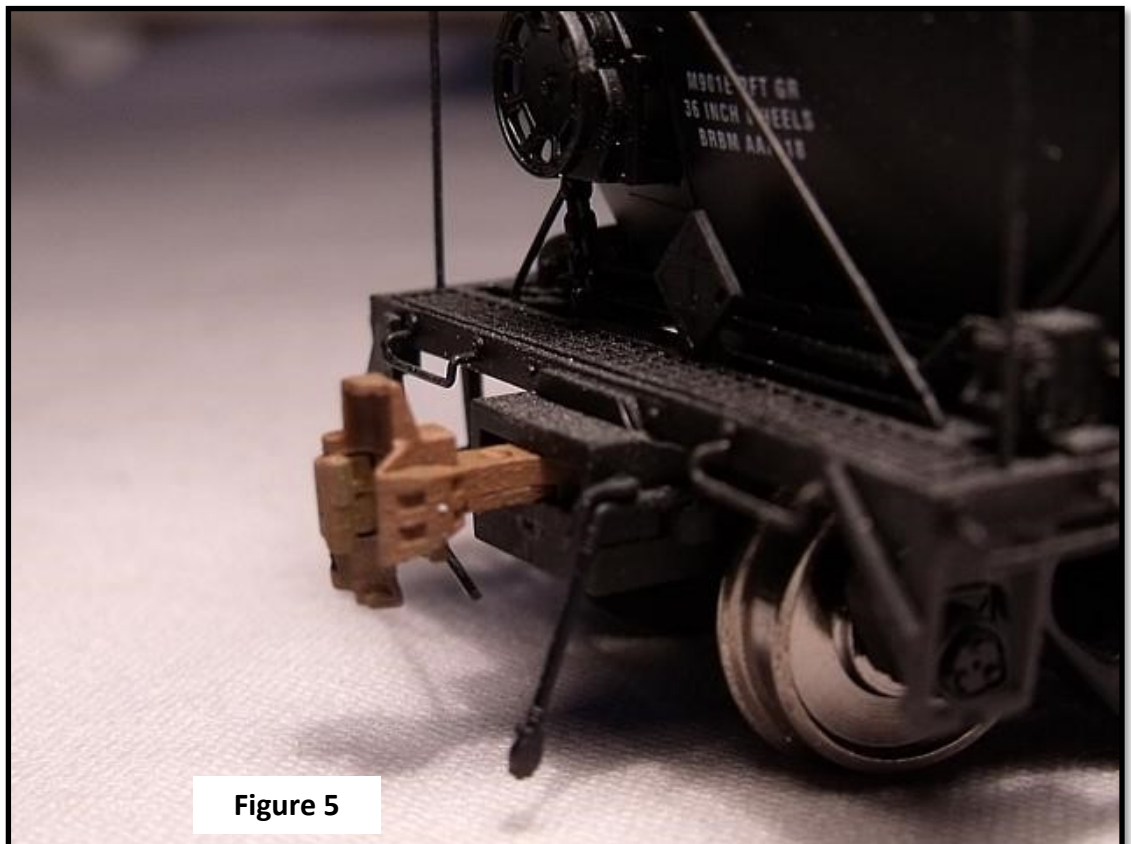


Figure 5

scales offer more opportunity for faithful reproduction of prototype characteristics.

Now, about the ScaleTrains comment earlier. I recently had dialog with David Heinsohn about whether I was going to preorder the new ScaleTrains offering of the “N-scale Standard Turbine.” I responded that I probably would not, because:

- a. I was not happy with the sound of the “Big Blow” turbines I got from them in 2017. They use a Loksound decoder, and the sound file is not faithful to the industrial turbine sound. They must have used a commercial aircraft engine sound with too much high frequency fan whine and no low frequency turbine roar. Having spent 30 years in the jet engine business, I want the right sound... The Soundtraxx decoder turbine sound file is much more prototypical, but that decoder is not available from ScaleTrains as a factory installed option.
- b. And I was not happy with the spring-loaded couplers that ScaleTrains uses on their N-scale models. Coupler change-out to MicroTrains couplers happened immediately after I got my Big Blow units and the springs had gone flying into the far parts of the universe. Why pay big bucks for a model when it needs to be modified upon entry into the layout room?

But then I got to thinking. The MicroTrains couplers are a \$5 replacement each (less in bulk if you assemble them), and the new standard turbines can be ordered without a decoder—that I can add later.

So David, you should know that I have standard turbines on order now..... After all, my dream is to have the following UP turbines on my railroad:

- a. The Big Blow Turbine. (Done)
- b. The Standard Turbine. (On Order)
- c. The Veranda Turbine. (Available as a 1979 release from Con Cor – slightly oversized, but I already have a decoder hardwired in one unit with more to do...)
- d. The initial Double Cab Standard Turbine.
- e. The 1938 experimental Steam Turbine.
- f. The 1962 experimental Coal Turbine.

And, of course the train built by the people where my retirement check comes from:

- g. The United Technologies TurboTrain (with a P&WA PT6 aircraft turboprop gas turbine engine modified and built by P&WA-Canada.) – recently released by Rapido.

Having spent 30 years around turbines working for Boeing and P&WA, as well as modeling the Union Pacific Railroad, turbines on my layout are a must. Who knows! Scratch-building items d, e, and f may be in my future – maybe even for an NMRA Motive Power Achievement Award attempt.....



Lyona Valley Railroad Operations Plan

Ross Boelling, General Manager



The Lyona Valley Railroad (LVRR) was founded in the mid-1920's when the Chicago, Rock Island and Pacific Railroad (CRI&P) was looking to establish a secondary route through traffic-rich Kansas. The Lyona Valley was spun off as a wholly owned subsidiary of the Rock Island in the early 1960's when they were looking to hide assets from the Union Pacific's merger managers. While the Rock Island's mainline through Kansas suffered from poor management and even poorer track and equipment maintenance in the late 60's and early 70's, the Lyona Valley Railroad prospered. In the mid-70s, the Lyona Valley Railroad finds itself positioned well with quite a few lucrative online customers.

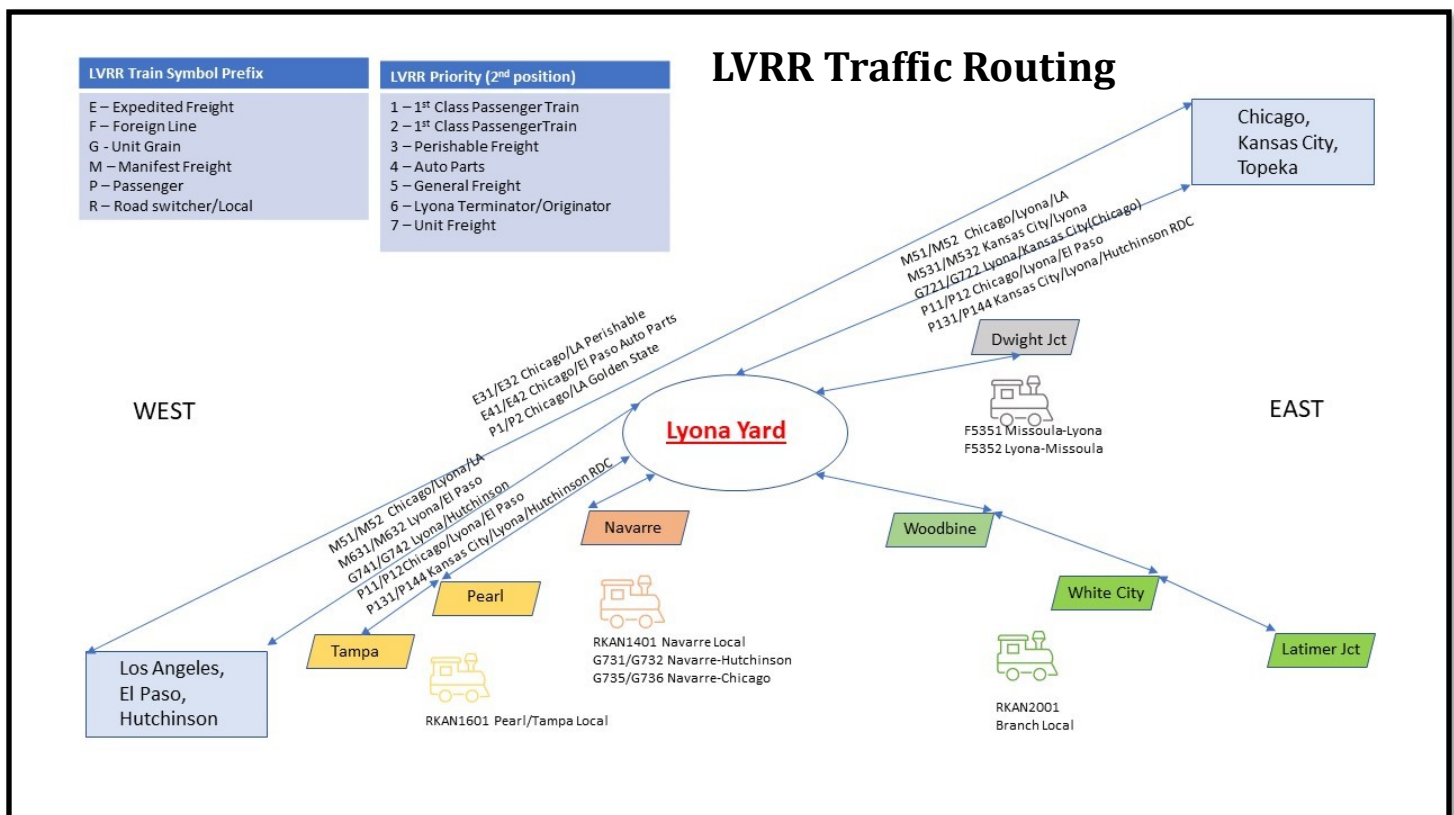
The LVRR branches off from the old Rock Island mainline near Dwight, KS. It meanders through the Kansas Flint Hills to Lyona, KS where

its major yard is located. From Lyona, it continues to Navarre, Pearl, and Tampa where it rejoins the Rock Island mainline. A branch line from Lyona runs to Woodbine and White City. Because of very astute, forward-thinking, and well-paid company lawyers, today the LVRR maintains trackage rights from Chicago to Los Angeles.

In the late 50's, LVRR hammered out two beneficial interchange agreements. The first is with Montana Rail Link (which permits trainload and carload interchanges with the LVRR at Dwight Jct. The second is on the branch line where LVRR has carload interchange agreements with Rusty Beames' KCS Western Kansas Division and with the Union Pacific Railroad at Latimer Jct.

LVRR traffic pattern revolves around Lyona Yard. Several through freights stop at Lyona and set out and pickup traffic before continuing to their eventual destination. There are several manifest trains which originate or terminate at Lyona. Area customers are worked by three road-switcher (or local) trains.

The RKAN1401 road switcher services the



Navarre customers. The ten-car Continental Grain complex, eight-car NCRA Refinery complex, Acme Scrap, and the local petroleum jobber provide lots of traffic. Navarre has a two-spot team track that offline customers can use. Continental Grain takes in storage grain and ships grain to both coasts as well as supplying the Pillsbury mill at Tampa. LVRR is experimenting with new “unit” trains of only grain from Continental Grain to various customers; these trains originate at Navarre. All other Navarre traffic goes back to Lyona Yard where it is switched and sent on to its destination.

The RKAN1601 road switcher services nine customers at Pearl and Tampa. The biggest customer is the Pillsbury Mill at Tampa that keeps the switcher busy with grain, bulk and bagged flour, and supplies. There are several smaller Tampa customers: Byers News, Woods Electronics, Schneider Avionics and Gonzales Liquor Warehouse. Tampa also has a two-spot team track. Pearl has a small local elevator that deals in specialty grains as well as a livestock feed mill and warehouse. All traffic to/from Pearl and Tampa is handled through Lyona Yard.

The branch line (Latimer Subdivision) and its ten customers are served by the RKAN2001 road switcher. The largest customer is the Wonder Bakery complex at White City that takes deliveries of flour, sugar, gluten, and related supplies; and ships a variety of baked products. The second largest customer is Beames Cement at Woodbine that takes deliveries of cement and aggregate. Other customers at White City include Thompson Lumber, Steenwyk Micro-Brewery, Mel’s Cupcakes, Ben’s Machine Shop, Becca’s Books, and Redmon Propane. A variety of cars can be seen at the Latimer Jct. interchange track as well. Woodbine and White City both have team-tracks to service other local customers. All traffic to and from the branch line customers are handled via Lyona Yard.

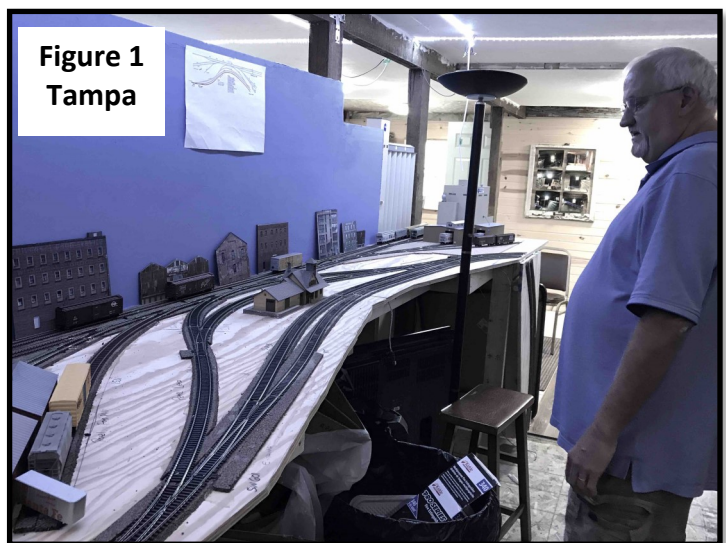
Passenger trains still make an appearance on the LVRR. Everything from non-stop, limited-stop (Lyona only), and milk run RDC cars may be found operating on the LVRR. Grain Products are a LVRR mainstay. Bulk grain goes in and out of the ten-spot Continental Grain at Navarre. Some of the grain goes back to Lyona Yard and then to Tampa to the Pillsbury Mill where it is turned into flour. Once back at Lyona, some of the flour goes to

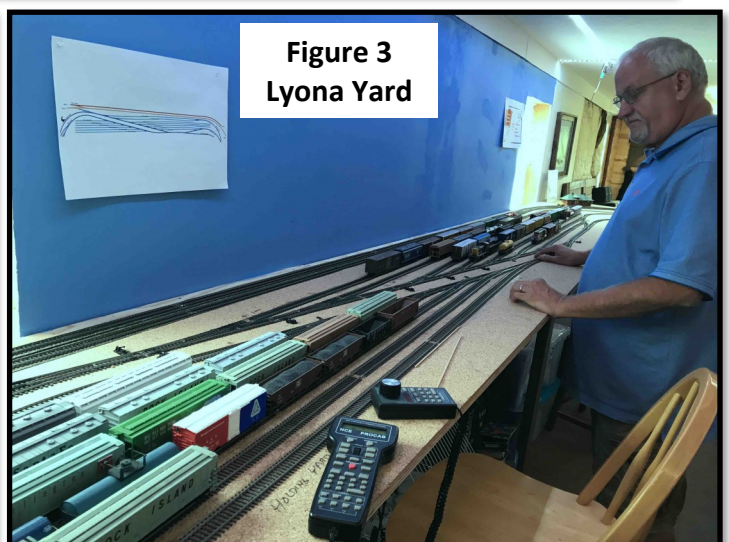
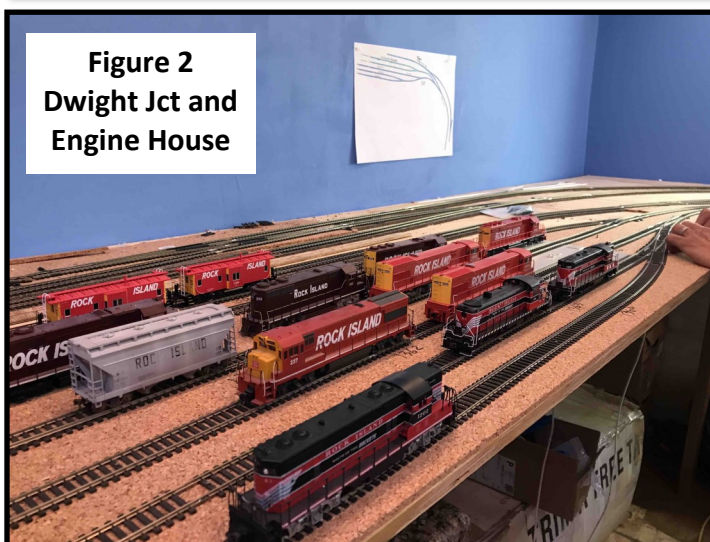
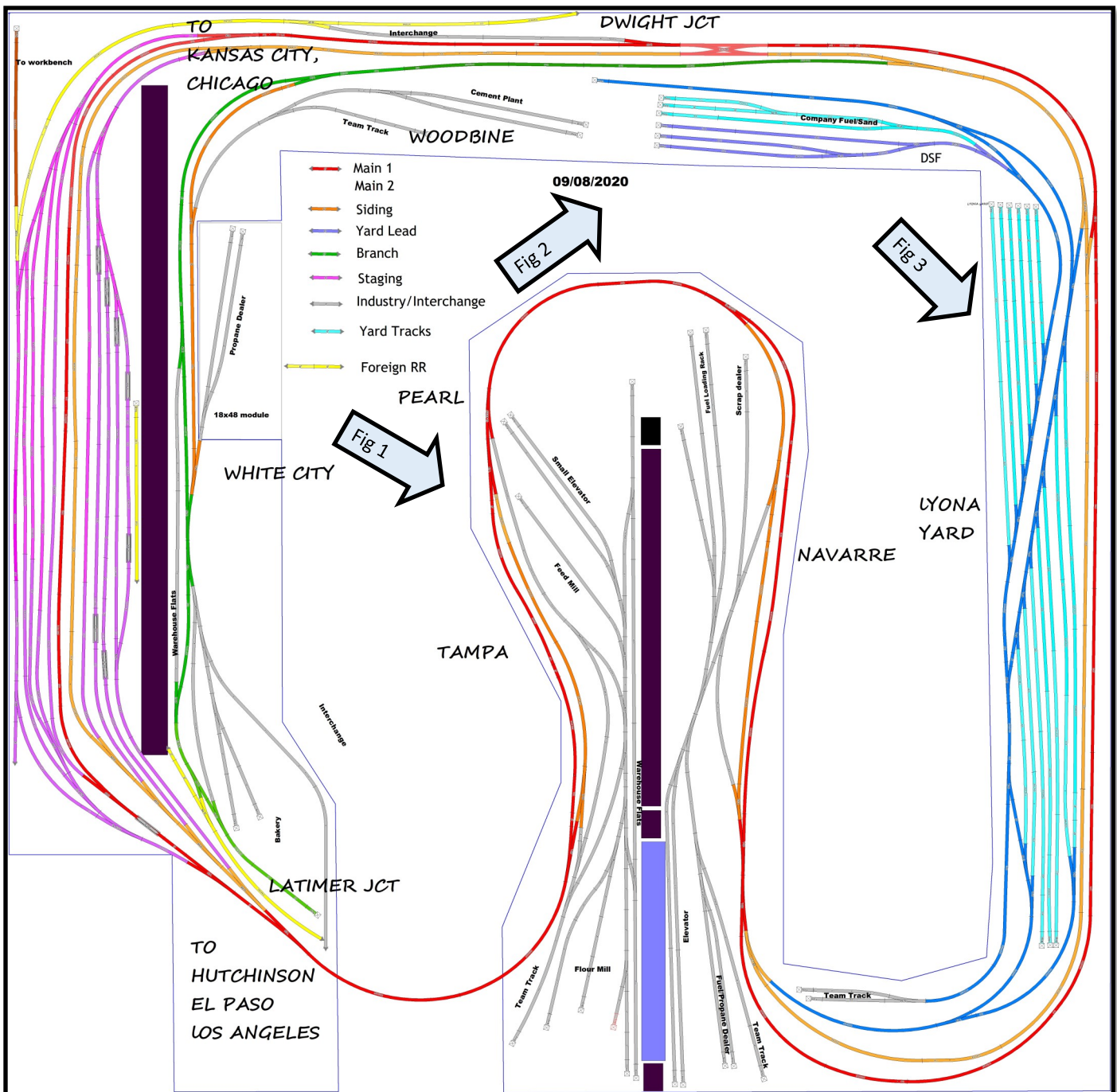
Wonder Bakery and Mel’s cupcakes where it is turned into wonderful baked products. Refined fuels are also important to LVRR. The NCRA refinery at Navarre ships refined fuels, propane, butane, and other products across the Midwest. The coke left from their refining process is shipped out via rail too. Online fuel jobbers at Navarre and White City require regular shipments of fuel and propane.

The yard jobs at Lyona Yard are kept busy switching inbound setouts and getting pickups ready for the several through freights that stop at Lyona. They also are busy building the various road switchers and taking in the road switchers and switching their cars to keep them moving to their proper destinations. Lyona Yard also has some tracks designated as a holding yard so there is adequate supply of loaded and empty cars to service our larger customers. Finally, there is a Lyona team track for local customers as well as fuel, sand, and company materials that need to be spotted at the Lyona Yard diesel facility.

Currently, COVID-19 has adversely affected LVRR operations. Due to the state and local restrictions, operations have been greatly reduced. Management is hopeful that business will take off again when restrictions are eased sometime in late 2025, but hopefully before that!!

Attached are the current Lyona Valley track plan as well as a chart highlighting current LVRR Traffic routing.





Timetable



-Mark Your Calendar-

Future

Kansas Central Division **NMRA** Meetings

September 16, 2020	7:30PM	ZOOM Turntable
October 3, 2020	1:00PM	ZOOM Business Meeting and Clinic
October 14, 2020	7:30PM	ZOOM Turntable
December 5, 2020	1:00PM	ZOOM Business Meeting