

THE BRASS POUNDER



Volume 29 Issue 6; December 2020

Upcoming Meetings

Interdivisional ZOOM

Sunday, November 22, 2020 @ 12:00PM

Business Meeting and Clinic via ZOOM

Saturday, December 5, 2020 @ 1:00PM

KCD Turntable ZOOM

Wednesday, January 13, 2021 @ 7:00PM

(See page 4 for details)

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.

***Official Publication of**

**Kansas Central
Division NMRA**

**Mid-Continent
Region NMRA**

**National Model
Railroad Association**



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Superintendent News

By Ross Boelling

I don't know about you, but I've just about had enough reality for 2020. I think it's time to retreat to the Lyona Valley Railroad and sit for a spell. As I write this, we're suffering a contentious election, a pandemic that won't go away, PLUS we just lost Alex Trebek and Sean Connery.... Enough is Enough.

I'm ready to get back to workin' on the railroad!

Not a lot to report this month.

We have been invited to participate in another Multi-Division ZOOM meeting on November 22 at noon.

Our regular December KCD Business meeting via ZOOM is on December 3rd at 1PM and our January ZOOM meeting is January 13th.

I hope you are able to participate in one or

all of these.

The holidays are fast approaching. It will be interesting to see how COVID affects our family gatherings this year. I want to wish you each a very Happy Thanksgiving and (in our case) Merry Christmas or Seasons Greetings to you and your families. I wish we could get together for a Christmas meeting, but I'm afraid that is not in the cards this year (pun intended). It's really not necessary for you to get me an expensive gift this year, but you each do have my permission to purchase a shiny new locomotive for Santa to leave under your tree.

Here's to a MUCH, MUCH better 2021!! I am still optimistic for Herington Railroad Days on May 1st and 2nd next year. Peace and good health to you.

Ross

Multi Divisional ZOOM Meet **Sunday November 22nd** **12 pm -2 pm CST**

Layout Tour

Chuck Ellis - Austin TX - LSR Division 4
The Great Northwestern and Pacific Railway

Clinic

Dallas TX - LSR Division 3
Duane Richardson MMR and (possibly other presenter)

KCD Division Railroad Updates

Ross Boelling - Q&A on reopening Abilene and Smoky Valley Tourist Line

NMRA X Update

Divisions Participating:

Kansas Central Division
Wise Division (Milwaukee WI)
Rock River Valley (Rockford IL)
Arizona Division, (AZ)
Los Angeles Division (CA)
San Diego Division (CA)

PS. Here's some Kansas Railroad trivia for you from the American Association of Railroads (2017 data).

Number of Railroads: 24th with 13 railroads.

Number of Rail Miles: 6th with 4,675 miles.

Originating Tonnage: 23rd with 22,900,000 tons.

Terminating Tonnage: 29th with 21,000,000 tons.

Originated Rail Loads: 23rd with 405,6000 carloads.

Terminated Rail Loads: 22nd with 385,400 carloads.

Rail Tons Carried: 7th with 314,400,000 tons.

Rail Carloads Carried: 9th with 6,189,800 carloads.

Freight Rail Employees: 10th with 4,955 employees (I was one in 2017!).

Freight Rail Wages: 10th with \$437,800,000 wages (average \$88,355.20).

Retirement Beneficiaries: 13th with 13,314 retirees.

Retirement Payments: 15th with \$297,600,000 (average \$22,352.41).

Director/Editor Comments

By Ray Brady

As I write this, Chris Heinsohn is recovering and doing well from home. Each facebook report I read indicates she is improving. Yeahh!

Once again, time for another Brass Pounder, and a FAST approaching holiday season. I can't believe we are in the 2020 holiday season already. Time flies when you are having fun.

Speaking of flies, yes it is Cluster Fly season too! I don't know if I brought them with me from Maine 10 years ago when I moved back to Kansas, or if they are natural residents of Kansas (I don't remember them when I was growing up in Wichita). But I know they are thick inside my house this October/November. Come on cold weather.... And, come back cleaning lady!

In this issue, we have a potpourri of important information about things NMRA. First, I have had dialog with NMRA National folks concerning our interactions with "At-Risk" individuals. While this is a subject "**not** talked about much" in many circles, it is a subject that we need to bring to the forefront and have a corporate awareness about. The written NMRA Policy is included in this issue on page 5. We need to be responsible and vigilant at the Herington Railroad Days....

Also coming up, at the December meeting we will be taking nominations for Paymaster for a 3-year term. The election will then be done electronically between the 3rd Saturday of December and the second Monday of January. Results will then be tabulated and presented to the membership at the February 2021 meeting. Our KCD Constitution and Bylaws are set up so we have the Paymaster elections this year, next year we have elections for Superintendent and Director, and in 2022 we have elections again for Clerk. With the Paymaster election this year, it will be up to the Clerk to conduct the online election to preclude "conflict of interest..."

Our Division interactions continue via

ZOOM. Four Division events are on the schedule between now and the February meeting. And, other events, regional or otherwise, will be published as they become known. Case in point is a multi-division event organized by James Knabb that is scheduled for November 22 at 12:00PM and discussed on page 9. That is the Sunday before Thanksgiving. So far, AZ, CA, IL, NV, and WI have been identified as participants. With the COVID sheltering in place that some of us are adhering to, this is an excellent opportunity for us to interact with others from around the country and hope the little infectious virus thingies haven't figured out how to move electronically over the internet...

We again have a fine pictorial essay from Alan on his travels to Denver in October, and hopefully you will find my travel article(s) on the ATSF McPherson Branch interesting. Sometimes my mind (what little I still have) wanders around as I explore the interconnectedness of events, places, and people. And that leads from one inter-related subject to another.

And, of course, your railroading (model or prototype) travels are of interest to me and to the members of the KCD. Even though you may not think that you are special, we each have a story to tell. And your story of railroading is of interest to all of us. Please share your "journey" as we journey the NMRA trail together.

I remember one meeting where a suggestion was made about content in the Brass Pounder. My response was that the content depends on the members. We each have our own "unique" way of "model railroading" and each is valid. There is no right or wrong way. It is YOUR way. So, please consider sharing YOUR way with the rest of us through the Brass Pounder....

Ray



Minutes of the Last KCD Meeting

October 3, 2020

The October 3, 2020 ZOOM meeting of the KCD was called to order at 1:03PM by Superintendent Ross Boelling. Those in attendance were Greg Schneider, David and Chris Heinsohn, James Knabb, Larry Tiffany, Alan Meinholdt, Ray Brady, Ross Boelling, and Tom Katafiasz.

Under old business, Ross discussed the Herington Railroad Days, which will be held on May 1st and 2nd. Possibly by December we will have more information; and advertisements will begin by January or February. The treasurer's report showed a total of \$115.00. Everyone seems to enjoy the Turntable meetings. There were no Director or Superintendent's reports.

Under new business, nominations for the next 3-year term of Treasurer will be accepted at the December meeting. Our next meeting will be on December 5, at 1pm.

The meeting adjourned at 1:11pm.

A clinic was presented by James Knabb, titled "Next Generation of Model railroaders 14-25". James is a member of the Trinity River

Division of The Lone Star Region (NMRA). He divided his presentation into four parts: Modeling Preferences, Technology, Layout Design, and Questions and Answers. Modeling preferences would include pre-built structures vs. kits, easy track vs. hand laid track, etc. Technology would include 3-D printing, DCC, phones for controllers and Arduinos. It begs the question of "Will electronics be the future of model railroading?" Layout design would include CAD, animation, and possibly Photoshop and GIMP would be included here. Layout size would be modular, small size (4x8) and also what gauge to model. He concluded by asking what the next generation of modelers can do: use more social media, virtual groups, blogs/YouTube and Instagram. There have been attempts to use virtual meetings as operating sessions and as teaching moments. The possibilities are unlimited as to what the next generation of modelers will conceive. Stay tuned; it will be an interesting ride!

Respectfully: Tom Katafiasz, Clerk

Next Three KCD Meetings—ZOOM

November 22, 2020 @ 12:00PM; Interdivisional

December 5, 2020 @ 1:00PM; KCD

January 13, 2021 @ 7:00PM; KCD

Mark your
calendars

Mark your
calendars

Because of the Covid-19 virus, KCD will teleconference our next four meetings via ZOOM. For those that have not used it, ZOOM uses the internet to allow us to see and talk to each other on a tiled screen. All that is needed is:

- A Mac or PC computer, an iPhone or Android phone, or an iPad/tablet.
- 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. If you do not have an internet connection, talk to KCD members in your area about "carpooling" if you are comfortable with that much social distancing...



“At-Risk” NMRA Policy

By Ray Brady

Recently, I received a letter from Pete Magoun, the NMRA President, in the mail. While that may not seem too surprising since we receive mailings all the time, it was the manner in which I received it. It was not “just another letter” from the NMRA; it was a 2-page letter directed to officers of NMRA divisions and stuffed inside a standard #10 envelope. And that envelope was inside another 11X17 oversized, padded mailing packet with a tracking label - you know, the kind on USPS package that allows the sender to follow the package’s progress to the recipient. The NMRA clearly wanted to know that I received the package.

I have to assume that the NMRA sent it to me because I am KCD Director and that it was also sent to all Directors in the Mid-Continent Region and beyond.

The contents of the letter was an announcement of a Policy for the NMRA relative to Youth or Persons with Legal Guardians. With the abuse occurrences that have lit up the news in various organizations recently, the NMRA, in executive session, crafted a “Youth Policy” to be followed by the NMRA.

That led me to the NMRA website to download the Policy to see what it said. The policy is reproduced following this article. My read of this Policy left me with many questions about our co-sponsorship with the Herington Days event on April 30-May 1, 2021, which prompted me to send the following e-mail Pete Magoun for clarification.

“The Kansas Central Division has plans to co-sponsor a “Herington Railroad Days” in Herington KS for April 30-May 1, 2021 in partnership with the Herington Historical Society. The intent is to offer educational opportunities to those interested in model railroading as well as railroading in general. Offerings will be vendors, clinics, modeling contests, and railroad-associated events (both historical and contemporary) in the area. Target audience will be all persons of all ages – including “at-risk” persons as indicated in your letter.

- a. Admission will be charged and the Division will receive a portion of the profits.*
- b. Clinics and contests will be in separate rooms off the main hall with doors to minimize the noise distraction.*
- c. Vendors and exhibitors will be from the region, including some from outside Kansas.*

My questions are:

. Is this event one that is precluded from being sponsored as an NMRA Division event as described in the new policy?

. How is this different from the NMRA National or Regional Conventions? Will the policy even allow the NMRA to hold conventions in the future?

. If the event is not allowed by policy, could the co-sponsorship continue as a NMRA Division-sponsored event if the Kansas Central Division purchased special coverage insurance?

. If this is an allowed event, for those at-risk persons without a parent or guardian present, will we need to disallow them from entering the show? Or can we admit the at-risk person only if they present an affidavit as described in the new policy?

. If the event is allowed, what constraints/requirements should be placed on the vendors relative to the at-risk issue? Do they need their own special coverage insurance? How is that handled at National?

After being referred to the NMRA General Counsel, and after a few more questions and requests for clarification, I received an answer that indicated that since our event is open to the public, it is **not** excluded by the policy. **We, Kansas Central Division, can go ahead as planned.**

The distinction that the new policy introduces is that the NMRA cannot sponsor an event that “targets” (ie. is organized specifically for) the “at-risk” individuals **and** that they will be the only

individuals present. Thus, if our Division set up an event at a school where the only people present are school kids, or a Merit Badge course where the only persons present are the “at-risk” Boy Scouts or Girl Scouts - these would be events prohibited by the policy. In our case, the Herington Days will have general admission, so that means we are not “targeting” the “at-risk” individuals.

The policy is also clear: we are not precluded from doing things **as individuals** to support another organization’s activities designed for “at-risk” individuals. We just cannot do it under the NMRA banner.

However (isn’t there always a “however”) that does not mean the we can be oblivious to things happening at our event that would put “at-risk” persons at risk. Morally, we need to be cognizant of what people around us are doing and “just be observant” about what is happening and whether that behavior is abusive.

Some organizations go at long-lengths to organize and educate members on safeguarding individuals (I am reminded of the Methodist church’s “[Safe Sanctuaries](#)” policy and process infrastructure). Obviously the NMRA is avoiding the issue by just not exposing itself to events. But, each of us needs to be cognizant.... **Be Alert!!!**

NMRA AT-RISK PERSONS POLICY

The NMRA has developed a policy with regard to persons who are at-risk.

1. Definitions:
 - a. NMRA shall mean the National Model Railroad Association and its internal organizations, the regions and divisions.
 - b. At-risk persons are those persons under the age of the majority or those persons who have legal guardians.
 - c. Programs are any formal or informal activity by an NMRA entity aimed at at-risk persons.
 - d. Student Membership is a membership category in the NMRA is not a Program.
 - e. A Legal Guardian Designation Affidavit is a document in which the parent or legal guardian:
 - i. States the name of the at-risk person;
 - ii. States the name of the legal guardian or parent;
 - iii. States the parent or legal guardian is designating a person as their legal designee able to make all decisions for the at-risk person;
 - iv. Acknowledges that the legal designee must be physically present with the at-risk person at all times.
 - v. The parent or legal guardian signs the document; and,
 - vi. Has the signature of the person or legal guardian notarized.
 - f. Other organizations shall mean organizations other than the NMRA, its regions or divisions, such as, but not limited to, the Boy Scouts or 4H clubs.
2. The NMRA shall have no programs directed towards at-risk persons.
3. Student members shall have a parent or legal guardian physically present with them at all NMRA activities at all times.
4. Persons with legal guardians shall have a legal guardian physically present with them at all NMRA activities at all times.
5. A parent or legal guardian may designate a person to be physically present at all times and responsible for the at-risk person by means of a Legal Guardian Designation Affidavit.
6. The parent or legal guardian or designee authorized by means of the Legal Guardian Designation Affidavit who accompanies the at-risk person need not be a member of the NMRA but the person is entitled to and must be physically present with the at-risk person at all times regardless of the fact the person is not an NMRA member.
7. The policy does not prohibit individual NMRA members from participating in programs or activities of other organizations directed at or its exposure to at-risk persons on their own initiative.
8. The policy encourages NMRA regions and divisions to provide material support (e.g. kits, tools, money) to the extent a region or division is able, to other organizations so those other organizations may operate their programs directed to at-risk persons. However, such material support shall not be deemed to be a NMRA program but donations to other organizations only.
9. The policy permits the NMRA to publish requests for volunteers for railroad or model railroad related topics or activities by other organizations directed at or with exposure to at-risk persons. However, those volunteers must be directed to a contact person with the other organization.
10. The NMRA shall not organize or direct or otherwise control persons who volunteer for other organizations.
11. 100% NMRA Clubs are not a part of the NMRA or its regions and divisions. It is an insurance program to support model railroad clubs whose entire membership are NMRA members against personal injury lawsuits, only.

AFFIDAVIT

STATE OF _____)
) SS
COUNTY OF _____)

Before me, the undersigned authority, personally appeared _____, who, being by me duly sworn, deposed as follows:

1. My name is _____, I am of sound mind, capable of making this affidavit, and personally acquainted with the facts herein stated.
2. I am making this affidavit under the penalty of perjury.
3. I am the person legally responsible for _____.
4. I am hereby designating _____ (designee) as the person legally responsible for _____ when in attendance or participating in activities of the National Model Railroad Association, Inc.
5. My designee is aware and understands that he or she must be physically present and able to observe _____ at all times.

Further affiant sayeth not.

In witness whereof, I have hereunto subscribed my name and affixed my official seal this _____ day of _____, 20____.

Name

Seal

The Tulsa Union Convention

By Marc LaChey and Ken Ehlers

The Lone Star Region and the Mid-Continent Region of the NMRA are coming together for the first time for a joint regional convention. The convention, to be hosted by the Indian Nations Division, will be held June 17-20, 2021 in Tulsa, Oklahoma.

Regional Convention Chair, Marc LaChey of the LSR and Ken Ehlers MMR of the Indian Nation Division of MCoR, will serve as Co-Chairmen of the convention. Many from LSR Division 8 will remember Ken as an outstanding modeler of the Rio Grande Southern. Ken was a member of Division 8 before retiring to Tulsa.

Tulsa has gained a strong reputation as a "hot spot" for operations over the past several years. Convention attendees can look forward to opportunities to both operate and visit more than a dozen layouts in Tulsa during the convention. Plan on visiting Sammy Carlile's Santa Fe Hereford Subdivision layout, recently featured in the September issue of Model Railroader. Check out the web site for photos of Steve Campbell's Cherokee Sub Frisco layout in HO. Marc and Ken are also working toward having a local Tulsa N-scale modular layout set up in the lobby of the convention hotel.

One of the reasons that we are excited to provide a joint convention with the Mid-Continent Region is that it presents an opportunity for LSR members to attend clinics given by MCoR members.

For example, LSR member, Pete Leach MMR, will be giving a hands-on clinic on backdrop painting (extra fare). MCoR member, Dean Smith, will present a clinic on Operations on the East Tennessee & Western North Carolina Railroad. And with some encouragement, Dallas area modeler, Lloyd Keyser MMR will be presenting a clinic on Flat Land Strip Mine Coal Loaders. These are just a

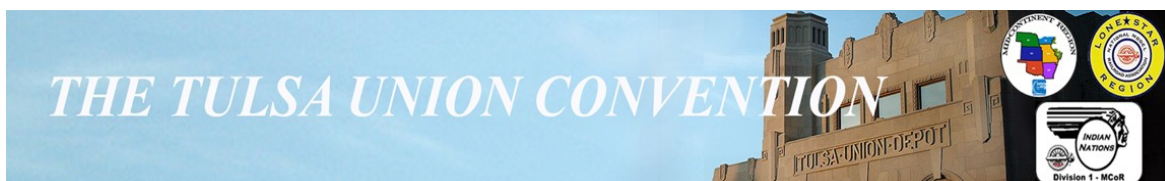
sampling of the clinics that will be available to convention attendees.

And of course, what would an NMRA convention be without a Celebration of Models, Photos & Crafts (a/k/a The Contest Room). Attendees are encouraged to bring models, photos, & crafts for entry in the contest room. Models entered in the Contest Room will be judged using Achievement Program criteria. And there will be an opportunity for attendees to have models judged for the Achievement Program without being entered in the Convention Contest if preferred. Regardless, now is the time to start working on models, photos or crafts for the convention. See the convention website for details!

Lest we forget, Non-Rail attendees may plan on a visit to the Thomas Gilcrease Institute of American History and Art, along with several other activities.

Regular convention attendees may take advantage of an early registration rate of \$60.00 until March 1, 2021. Regular convention attendee registration will increase to \$75.00 starting March 1. Non-Rail attendee's registration has been set at a rate of \$30.00, with no early discount.

Arrangements have been made with the Embassy Suites, 3332 South 79th East Ave. in Tulsa to host the convention. Attendees who book before May 16, 2021 may take advantage of the group rate of \$106.00 for a King room and \$111.00 for a double room. And as it customary, the Embassy provides a free, made-to-order breakfast and a complimentary evening reception. And the hotel offers plenty of places for attendees to sit and visit with old friends and make new friends. Check out the convention website for the Convention Code and telephone number to use when making your reservation.





THE TULSA UNION CONVENTION

2021 Midcontinent & Lone Star Region NMRA

June 17-20, 2021

Website is now available!

<http://www.2021tulsaunion.com/>

*Please visit the website for details on hotel, contest, clinics, layout tours,
operating sessions and non-rail events!*

Among the layouts you can visit and operate will be Sammy Carlile's Santa Fe Hereford Subdivision. This HO scale layout occupies 2.5 bays of Sammy's 3 car garage. All the trackwork and scenery is complete. Sammy's layout has been featured in Model Railroader (September 2020), Railroad Model Craftsman and the Cowcatcher.



Riding the Denver RTD Light Rail Trains

By Alan Meinholdt

In early October, Nancy and I made a trip to Denver CO to see our two daughters. One lives in Highlands Ranch south of Denver and the other lives in Thornton north of Denver. The Regional Transportation District (RTD) light rail stations are close to where each one lives.

So one day I left Highlands Ranch on the C Line and traveled north. Along the way the train went along the Joint Line and I was able to see a few BNSF trains. I had to stop and change trains at Denver's Union Station and take the N Line north to Thornton.

On the way north I was able to see the facilities for BNSF and UP. Both had engines in the same yard. The overall experience on riding the light rail was good. The same evening we took the N Line back to Union Station for dinner. Luck was on my side that evening. Our dinner reservations were for 8 O'clock. That gave me just enough time to watch #6, The California Zephyr, back into the station.



BNSF Diesel Shop



BNSF Diesel Shop

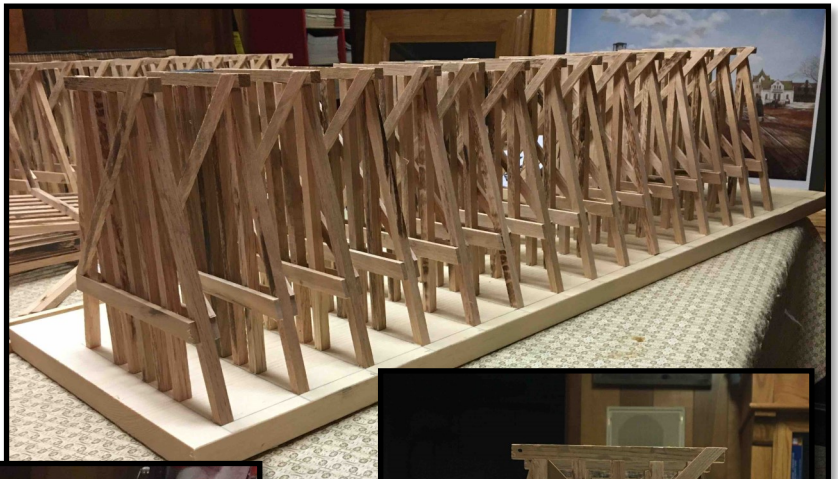


California Zephyr

Double Track Bridge Bents—Part 2

By Alan Meinholdt

The construction on my trestle bridge is moving along. I have all the bents glued and spaced on 15-foot centers (about 2 inches). The next part is putting together the deck. I have been cutting ties to length and staining them. I have templates taped down and transfer tape on to hold the ties in place. Then I glue the stringers on. After the glue dries, I very carefully pull everything off and my deck for the rail is all in one piece.



ATSF McPherson Branch Surviving Depots

By Ray Brady

Recently, a member of the Topeka N-Trak posted a picture on Facebook of a Santa Fe coaling tower along the, now BNSF, mainline in Marceline MO. I responded that there was a similar Santa Fe coaling tower still standing in Great Bend KS on what is now property owned by the K&O. Merge that with:

- My historical research into the 4 railroads that served McPherson when I was designing the track plan for the Mid-Kansas Model Railroaders layout at the McPherson Historical Society facility.
- Observations of used and once-used railroad structures I have seen in central Kansas in my meandering,
- The memory of the excellent driving history tour that one of the Topeka N-Trak members organized along the BNSF TransCon between Emporia and Cassoday, and
- The genealogical research that leads me to believe that :
 - My Grandfather Nelson (age 16) and his sister (age 14) probably arrived in McPherson via the ATSF McPherson Branch when they emigrated from Sweden by themselves in 1892, and
 - My Great-Grandfather Brady probably arrived in Little River via the ATSF McPherson Branch when he and 2 cousins came from Kentucky to homestead south of Little River KS around 1883.

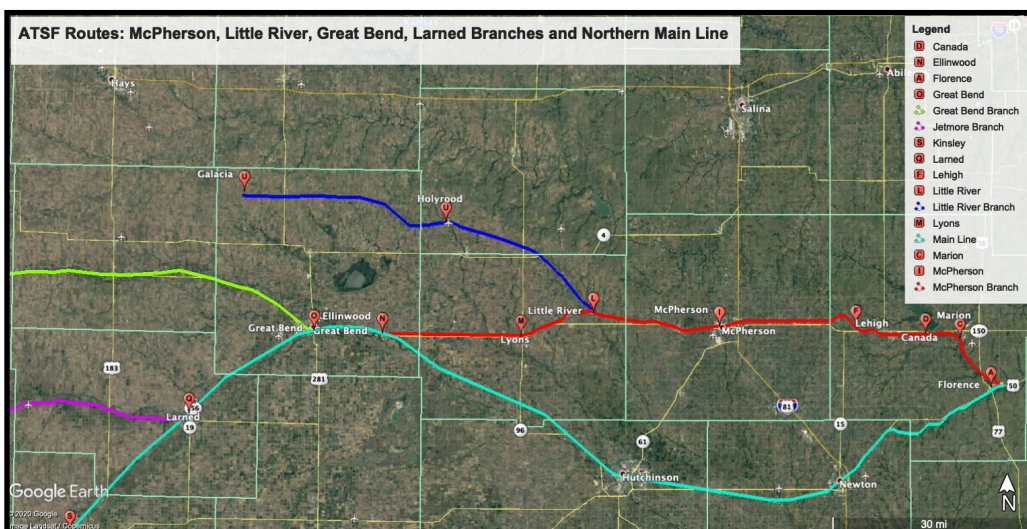
With that, I started thinking about the Santa Fe's McPherson Branch from Florence to Ellinwood and beyond, and surviving structures from an earlier era when my Grandfather(s) arrived in a new land. While I realize that this is a departure from my normal Armour Yellow and Harbor Grey that I normally chase, sometimes a person has to branch out to something different - in this case the pre-Warbonnet, Bluebonnet, or Yellowbonnet scheme in an earlier time...

With social distancing in play, I entered my alternate self-isolation Covid-19 bubble called a Chrysler 300 and set off along the Santa Fe McPherson Branch right-of-way from Florence to Ellinwood and beyond to Kinsley KS, as well as the Little River Branch that angles off to the northwest of the McPherson Branch at Little River. What follows is a picture tour of some surviving Santa Fe structures along that route.

This, in no way, is an exhaustive search. I concentrated on the surviving Depots between Florence and Kinsley as well as the surviving coal tower in Great Bend. Other repurposed structures probably exist along those lines, but that is left for another day. I hope you enjoy, and are inspired to do some research for your own pike and build of some structures that take your fancy ...

The area that I focused on is the route of ex-Santa Fe as shown on Figure 1. Some of this route

is now abandoned, and some has been spun off to the K&O. The red shows the route of the McPherson Branch. The blue is the route of the Little River Branch. The green is a portion of the "Northern" Main Line as indicated on a 1891 employee timetable. The yellow Great Bend Branch and the purple Larned Branch are also shown.



Florence Depot

Let's start with the eastern-most depot on the McPherson branch at Florence. The picture at right from the Kansas Historical Society shows the Florence depot in an earlier time. In the distance is a coaling tower much like the one we will see later that is still surviving in Great Bend.

The depot, in 2020, still exists as shown in the other three pictures on this page—but is in disrepair. The BNSF mainline still goes past the depot, but passes it by.

In 1891, 20 trains stopped at Florence on the main line. Ten were First Class passenger trains, three were Second Class fast freight, and the remainder were Third Class freight. In addition, the McPherson Branch originated two trains westbound from Florence — one passenger and one freight—and terminated two trains eastbound — again one passenger and one freight. Their times are shown on the tables on the next page.



The Florence depot had a 24 hour telegraph operator, and the Florence ATSF complex had a capacity for 872 cars on the sidings.

Because of the timely connection of Train 1 from Chicago with Train 431 to McPherson in the 1891 timetable, it is highly probable that changing trains in Florence would have been my grandfather(s) first footsteps in Kansas when immigrating from Sweden.

In an earlier 1883 ATSF timetable, Florence is listed as having twelve trains with schedule stops, including two trains that are listed as **Emigrant — Trains 7 (WB) and 8 (EB)**. They were Second Class trains. The westbound “Emigrant” originated in Kansas City as Train 27, arrived in Topeka where the train number changed to Train 7 for the remainder of the trip through Kansas and beyond. A little more research indicates that, in 1884, ATSF offered emigrants “free” sleeping car accommodations on Express trains for travelers heading to California, Arizona, New Mexico, Utah, Nevada, and Old Mexico. How long this practice was offered could be the source of further interesting research...

Another interesting observation is that by the time of the 1910 timetable, only 12 trains had Florence as a scheduled stop. Passenger trains 2, 3, 4, 9, 11, and 12 passed through without stopping. possibly due to steam engine endurance improvements or a decline in



Main Line At Florence KS in 1891

Train Number	Name	Class and Direction	Departure time
32	Missouri River Fast Freight	3rd Class East	2:35AM
31	Denver Fast Freight	2nd Class West	3:44AM
3	<i>Mexico & San Diego Express</i>	<i>1st Class West</i>	<i>3:50AM</i>
7	<i>Colorado Express</i>	<i>1st Class West</i>	<i>5:00AM</i>
35	Colorado Fast Freight	3rd Class West	6:25AM
37	Texas Freight	3rd Class West	7:10AM
33	Mexico & California Fast Freight	2nd Class West	7:40AM
39	Freight	3rd Class West	8:10AM
114	<i>Kansas City Express</i>	<i>1st Class East</i>	<i>10:46AM</i>
42	Way Freight	3rd Class East	10:46AM
4	<i>New York Express</i>	<i>1st Class East</i>	<i>11:13AM</i>
41	Way Freight	3rd Class West	11:58AM
113	<i>Wichita Express</i>	<i>1st Class West</i>	<i>2:20PM</i>
1	<i>Texas and Pacific Express</i>	<i>1st Class West</i>	<i>2:45PM</i>
2	<i>Atlantic Express</i>	<i>1st Class East</i>	<i>3:55PM</i>
5	<i>Denver & Utah Limited</i>	<i>1st Class West</i>	<i>4:35PM</i>
34	Chicago Fast Freight	2nd Class East	6:05PM
38	Stock Express	3rd Class East	6:25PM
8	<i>Missouri River Express</i>	<i>1st Class East</i>	<i>11:45PM</i>
6	<i>Chicago Express</i>	<i>1st Class East</i>	<i>12:18PM</i>

McPherson Branch At Florence KS in 1891

Train	Name	Direction	Time
487	Way Freight	Depart	8:30AM
436	Passenger	Arrive	11:55AM
431	Passenger	Depart	3:05PM
488	Stock Express	Arrive	5:20PM

passenger demand. Florence went from ten daily mainline passenger stops to six.

Florence was already seeing the decline in demand for services as the railroad’s travel and shipping preferences were changing.

Marion Depot

The Marion Depot still exists, and currently houses the Marion Library and is nicely landscaped. An addition has been built on the south end which expands the floor space of the library.

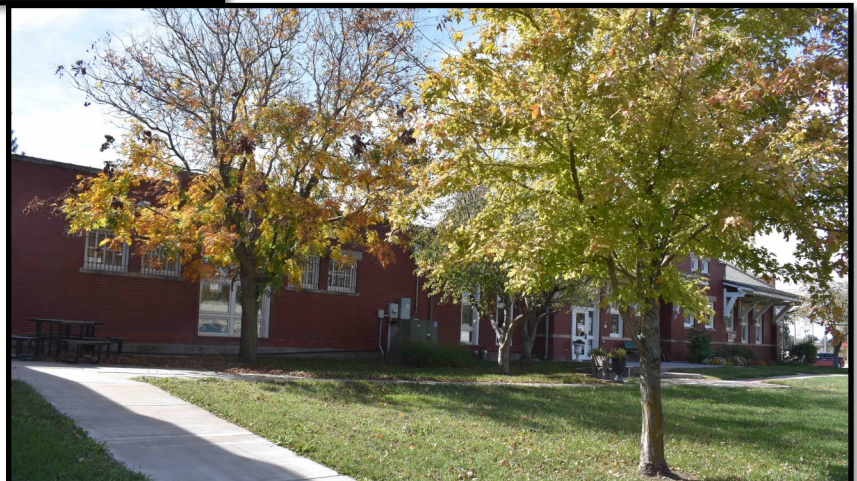
In its heyday, it clearly was a bustling location for the residents of Marion and vicinity. As can be seen in this vintage picture to the right from the Kansas Historical Society, much activity occurred around the Depot.

Four trains would have passed through Marion in 1891, two passenger trains daily and two freights daily except Sunday. The Marion station had a daytime telegraph operator, and a siding capacity of 121 cars.



McPherson Branch Marion Depot—1891

Train Number	Time	Direction
487 Way Freight	9:15AM	Depart WB
436 Passenger	11:27AM	Depart EB
431 Passenger	3:30PM	Depart WB
488 Stock Express	5:20PM	Depart EB



McPherson Depot

The McPherson depot is shown in the vintage picture from the Kansas Historical Society at the right. Parts of the structure still exists and have been heavily modified by the current K&O RR owners, as shown in the other two contemporary pictures. The aerial view at bottom-right shows the still-visible footprint of the depot.

At one time McPherson had four Class I railroads in the city with three diamonds. ATSF and Union Pacific arrived in 1879—UP from Salina to the north and ATSF from Florence to the east. MP arrived in 1886, and CRIP arrived in 1887. ATSF divested it's holdings to K&O in 1992 and UP acquired the CRIP holdings in 1997 after abandoning the Salina-McPherson branch in the 1950's.

In 1891, ATSF's McPherson Branch had four trains— two passenger daily, and two freight daily x-Sunday. Timing was such that the westbound freight and the eastbound freight had a "meet" in McPherson at noon. More on that later. The depot had a daytime telegraph operator, and a capacity of 244 cars in the siding.



McPherson Branch McPherson Depot—1891		
Train Number	Time	Direction
436 Passenger	9:53AM	Depart EB
487 Way Freight	12:45PM	Depart WB
488 Stock Express	1:00PM	Depart EB
431 Passenger	5:00PM	Depart WB

Lyons Depot

The Lyons Depot was a joint-use facility for the ATSF and the Frisco railroads. As we have discussed, the ATSF was an east-west line connecting to Florence on the east and Ellinwood on the west. The SLSF was a north-south line connecting Valley Center on the south with Ellsworth on the north. In 1892, the ATSF had a daytime telegraph operator, and a capacity of 132 cars in the siding.

In addition the Missouri Pacific came through Lyons—another north-south route—but did not share a common depot.

The Lyons depot still exists, but is no longer used. The exterior is boarded up, but much of the pedestrian brickwork is still in place around the depot. The rails are still in place at the station but are not used. The ATSF (now K&O) no longer uses that trackage, and Frisco line has been abandoned.

As a result of the three railroads, two diamonds would have existed in Lyons. But timetables for the Frisco or the Rock have not been researched, to determine crossing times. The ATSF train departures at Lyons in 1891 are shown in the table below.

**McPherson Branch
Lyons Depot—1891**

Train Number	Time	Direction
488 Stock Express	5:40AM	Depart EB
436 Passenger	8:42AM	Depart EB
487 Way Freight	3:10PM	Depart WB
431 Passenger	6:10PM	Depart WB



Ellinwood Depot

The Ellinwood Depot was at the west terminus of the McPherson Branch. Two of the trains discussed previously on the McPherson Branch originated in Ellinwood in the morning, and two trains terminated in Ellinwood in the evening. The schedule is shown on the table at the bottom –right on this page.

Ellenwood was also a depot along the ATSF Main Line from Emporia to Dodge City so saw heavy traffic from many of the trains mentioned in the earlier Florence Depot discussion. Trains such as Train 1, 3, 5, and 7 westbound, as well as trains 2, 4, 6, 8 eastbound daily passed through Ellinwood. Hence, there would be opportunity for the traveler to make McPherson Branch connections to points to/from the west in Ellenwood.

In its day, Ellinwood housed a full time telegraph operation, and the site had a 515 car siding.

The depot survives and houses the American Legion Post 320. While today's trackside photo's of the depot would only show clutter at the depot, K&O still maintains two active tracks by the depot. But I'm not criticizing the "clutter". The historical structure still exists...



Image courtesy KSHS "[Kansas Memory](#)"



McPherson Branch Ellinwood Depot—1891		
Train Number	Time	Direction
488 Stock Express	4:30AM	Depart EB
436 Passenger	7:55AM	Depart EB
487 Way Freight	4:45PM	Arrive WB
431 Passenger	6:55PM	ArriveWB

Great Bend Depot

The Great Bend Depot still exists, although it is in extreme disrepair. Built in 1911, its architecture differs from the normal early 1900's ATSF depots in that it uses white brick instead of the normal ATSF red brick. It is a very distinctive structure and I did a double-take the first time I discovered it in a drive-by.

At Great Bend, the ATSF Mainline went east to Ellinwood (7 trains) and west to Larned (5 trains). To the northwest, the Great Bend Branch (2 trains) went to Scott City and points beyond into Colorado. In 1891, the depot had a 24 hour telegraph, and the siding was capable of 277 cars.

K&O still maintains tracks by the depot from Ellinwood, a yard to the west of the depot (where a cement coaling tower still stands and will be discussed shortly) and tracks both westbound to Larned on the old ATSF Mainline and northwest to Scott City on the ex-ATSF Great Bend Branch.

Currently sandwiched between grain elevators on the north and south, the depot is clearly in an industrial area. Restoration of this depot is unlikely because of its location.



Larned Depot

The Larned Depot is still standing and houses a local bank.

In 1891, the Larned depot, on the ATSF mainline, would have seen a 24 hour telegraph and a 187 car siding.

Also, the Larned Branch headed west to Jetmore KS. Like Great Bend, the Larned station would see 7 eastbound trains, 5 west bound trains, and 2 trains on the Larned Branch to Jetmore.

Today, K&O still serves Larned, but the old ATSF mainline ends 11 miles west of Larned at Garfield and no longer connects to the current BNSF mainline through Kinsley.

The Larned Branch to Jetmore ends at Hanston and the K&O still services the grain elevators in Rozel, Burdet, and Hanston.



Holyrood Depot

The Holyrood depot still exists in its original location on the Little River Branch, although the tracks have long disappeared. It has been restored by the town and is in use.

Built in 1887, the depot originally was the termination of the Little River Branch and originated a once-daily (except Sunday) train 489 to Little River, but eventually the branch was extended to Galatia KS sometime between the 1910

Image courtesy KSHS "[Kansas Memory](#)"

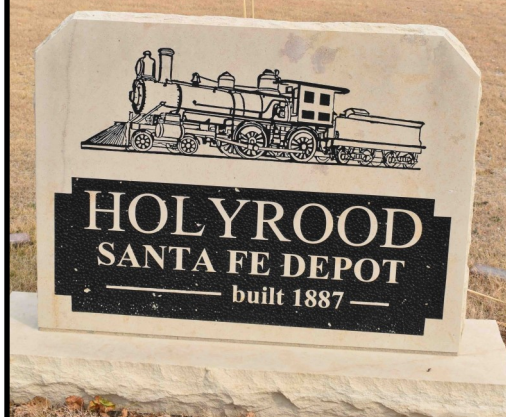


Image courtesy KSHS
"[Kansas Memory](#)"



and the 1937. In 1891, the Holyrood Branch Trains 489 and 490 would have been serviced by one engine out and back from Little River—the same one used for Train 488 from Ellinwood.

However, two engines appear to be in use when looking at the 1937 timetable—one in each direction between Little River and Galatia with a meet in Holyrood.



Great Bend Coaling Tower

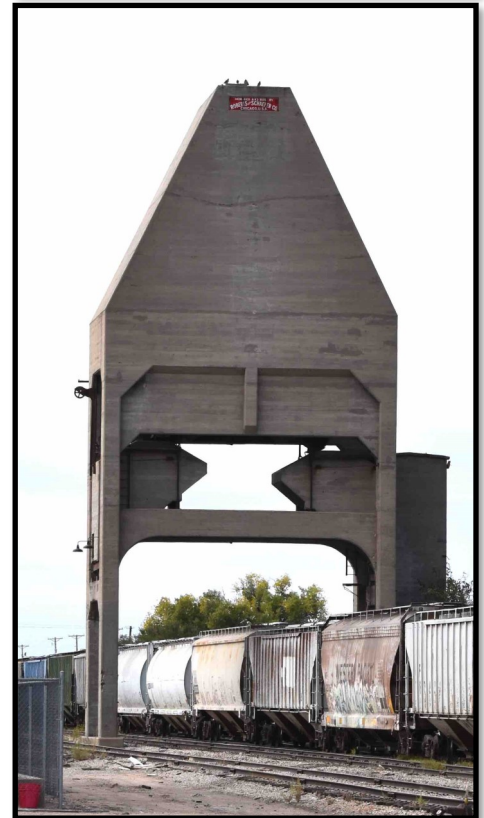
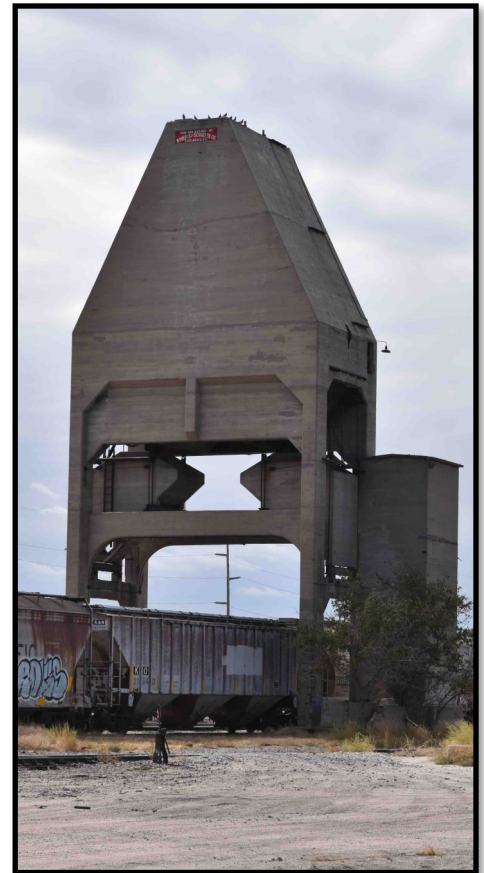
This is the ex-ATSF 300 Ton capacity coaling tower in Great Bend KS and the last coal tower surviving in Kansas according to Wikipedia. It is what triggered this article about the past when my Topeka N-Trak friend published his road trip picture of the coal tower in Marceline MO.

According to Wikipedia, this tower was built by Roberts & Schaefer Company.

Wikipedia lists 20 other towers by Roberts & Schaefer still standing around the country as of Wikipedia's edit date, although there are close to another 75 that are listed without the builder being identified. Counting towers built by other companies, there are probably 200 coal towers still surviving around the country.

Most on the list in the United States are located east of Kansas, although Colorado has 2 (Cumbries and Toltec in Osier and Rio Grande Southern at Vance Junction), Nevada has one in Ely on the Nevada Northern, and Oklahoma has 2, one in Cushing (ATSF) and one in Bartlesville (MKT).

The vestiges of an earlier age, they are slowly deteriorating as age and weather take their toll.



One final note: throughout this article, depot pictures have been inserted that are from an earlier age. They were obtained from the Kansas State Historical Society website "[Kansas Memory](#)" and have been artificially "Sepia-ized" to emphasize the vintage nature of the images. All "True-color" pictures are contemporary (October 15, 2020) and were taken by the author for this article.

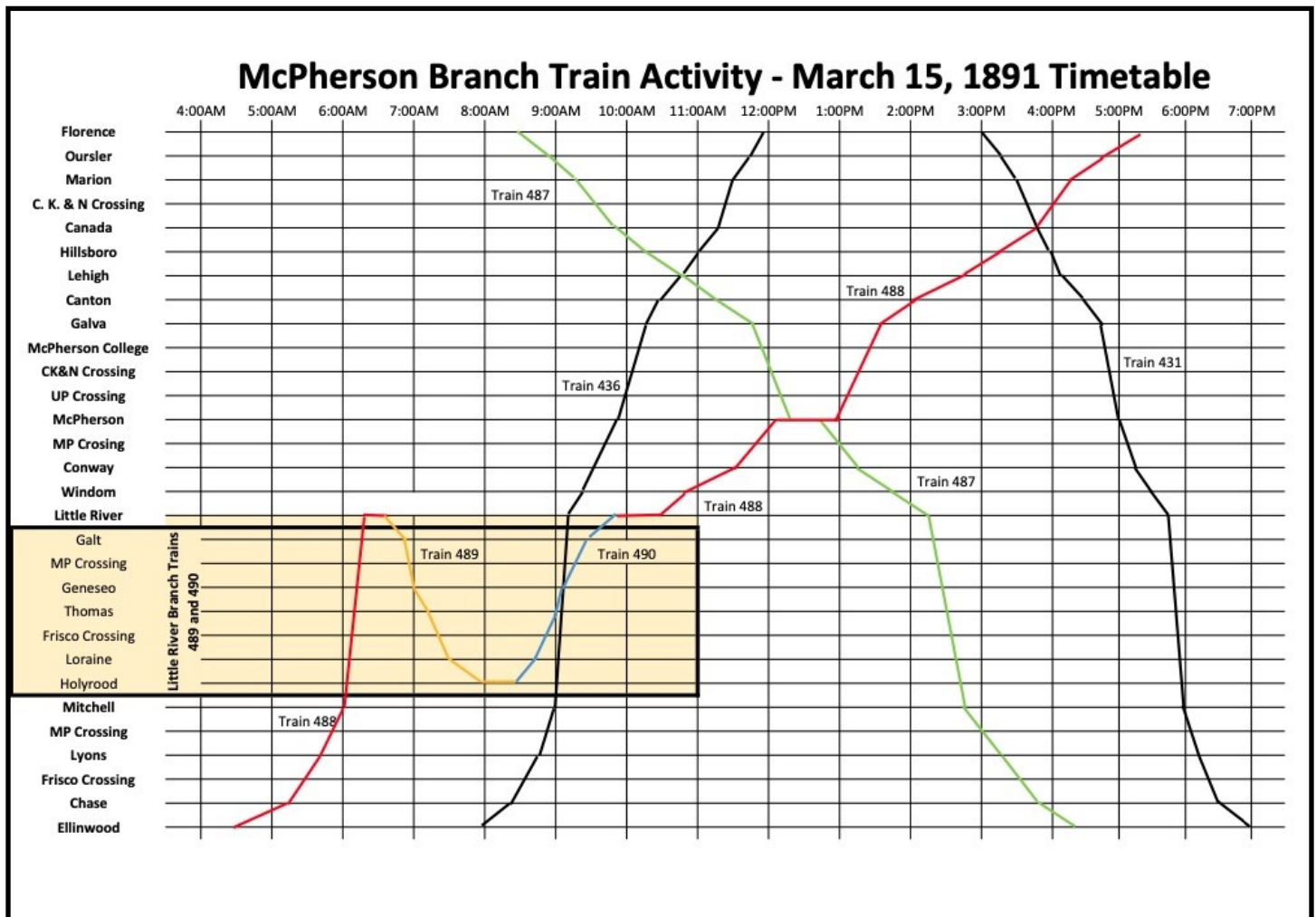
ATSF McPherson Branch Operations in 1891

By Ray Brady

And now a discussion about the McPherson Branch operations. At the KCD October Turntable ZOOM meeting, Ross talked about what he had been doing lately on his layout. Further, he has always indicated he wanted the layout to be operations oriented, which led me to think about how a string diagram represents operations, particularly if timetable and train orders are used. I have done a little for my layout to get a sense of things, and it demonstrates a layout's possibilities. String diagrams are a good way to visualize how trains will interact with each other, and help define the need for motive power and cars to service the railroad.

But, what does a string diagram look like in real life—for example the McPherson branch in 1891? I put a string diagram together for the McPherson and Little River Branches based on the 1891 Employees Timetable that has been the subject of this article. It is shown below. It was easy because of the linear nature of the McPherson and Little River Branches, and it is instructive how much information it revealed about the route.

1. The McPherson Branch needed three pieces of motive power.
 - A. One locomotive would be used for passenger Trains 436 and 431. The crew would leave Ellinwood as Train 436 at 8:00AM in the morning, reach Florence by noon. It would then turn and return to Ellinwood as Train 431 by 7:00PM that night. The crew would have a 11 hour day and could sleep in their own beds every night.
 - B. One locomotive would be used for Train 487 from Florence to McPherson, drop its cars in



McPherson, turn, pickup 488's cars, and return to Florence as Train 488. The crew would have a 9 hour day, and could sleep in their own beds every night.

- C. One locomotive would be used for Train 488 from Ellinwood to McPherson, drop it's cars in McPherson, turn, pick up 487's cars, and return to Ellinwood as Train 487. On the way east, they would break off Train 488 in Little River, pickup cars as needed for Train 489 to Holyrood, make the run to Holyrood, turn, and return to Little River as Train 490. They would then pickup the cars for Train 488 and proceed to McPherson. The crew would have a 12-hour day, but the crew would sleep in their own beds at night.
2. Florence would need 1 engine to service the McPherson Branch, and Ellinwood would need 2 engines to service both the McPherson and Little River branches.
3. There would be a meet between Train 436 and Train 487 in Lehigh Station at 10:38AM (the station siding holds 95 cars—see map on page 15).
4. There would be a meet between Train 488 and Train 431 at Canada Station at 3:43PM (the station siding holds 57 cars—see map on page 15).
5. Obviously, maintenance would be an issue for the three engines used on the Branches. Since their home stations would be along the ATSF Main Line, (Florence and Ellinwood) backup power could be easily brought in.
6. Exploring an earlier time, the 1883 McPherson Branch Timetable, does not show that the Little River Branch was in existence yet. After all, Kansas was just being settled, land was being homesteaded, and the ground broken for agriculture. Hence the timetable reflected totally different needs for this "new" form of transportation.
7. And by 1937, the Little River Branch had been extended to Galacia and the Timetable reflected that the Little River Branch had its own dedicated engine based in Galacia.

So, Timetables and Train Orders were constantly changing, particularly in the time period of the late 1800's and early 1900's when railroads were rapidly expanding service through the nation's heartland.

Two ATSF McPherson Branch Travelers Stories

By Ray Brady

Passenger traffic played a major part in the activity of the railroads throughout the west in the early days. Even before the events at Promontory in 1869, the nation's leaders had a vision for connecting the east and west coast by rail and opening up the nation to settlement.

As we know, the Union Pacific was the first to connect the nation by rail—first with the golden spike at Promontory connecting the UP and the CP on May 10, 1869, and finally the final spike on UP's Kansas Pacific Division at Strasburg Colorado on August 15, 1870 when a continuous link of iron rail finally stretched from the Atlantic to the Pacific. (the first rail bridge crossing between Council Bluffs and Omaha did not occur until March 27, 1872.)

The ATSF followed the UP in transcontinental service through the southwest with the connection with the Southern Pacific in March 1881 in Deming, New Mexico. But during this time the ATSF had competed the McPherson Branch from Florence to Ellinwood in 1879, opening up land for settlement between the ATSF Newton to Ellinwood Main Line corridor and the Union Pacific's Kansas Pacific Division corridor between Salina and Hays.

James K. Polk Brady came to Kansas from Kentucky sometime around 1882, along with two of his cousins, and homesteaded on a farm 6 miles south of Little River. Since the ATSF had built through Little River in 1879, James probably arrived by train from Kentucky on the ATSF. In the 1883 Timetable, Train 73 departed Florence at 6:15AM and arrived in Little River by 1:27PM. So there was a

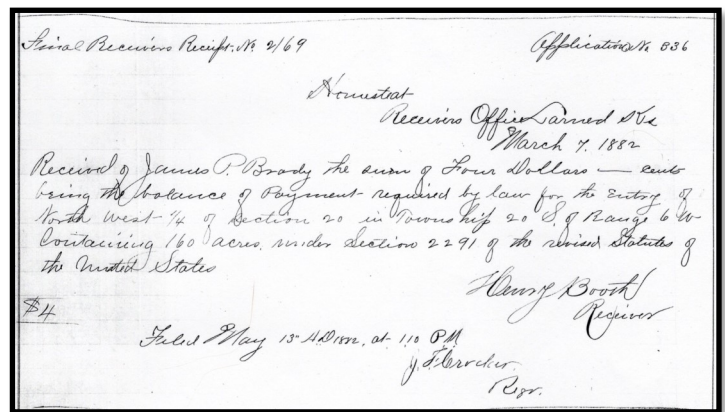
train connection from the east via Kansas City. James was the first to homestead the land (ironically precisely on the Santa Fe Trail) and had to journey to Larned to take out the necessary Federal Homestead papers.

There were two ways for James Brady to journey from Little River to Larned to file his papers. One would be by horseback/buggy, and the other by train.

First: horseback or buggy: The distance from Little River to Larned to the west is approximately 55 miles each way. With a normal travel distance per day of 30 miles by horseback or buggy, James Brady would have had 4 days on the trail minimum, with need for provisions, feed for the horse, and a place to sleep along the way just to complete the homestead register for the Little River property.

Second: by train—see the table on the right. The route of the previously discussed McPherson Branch and North Main Line—which also happens to follow the old Santa Fe Trail that the ATSF forced into the history books—would take him to Larned. In 1883, James would have had to leave Little River at 1:27PM in the afternoon on ATSF Train 73, and would not have arrived in Larned until 12:44AM that night on Train 9. The return trip by train would have required him to leave Larned at 5:26AM on Train 2 with arrival at 11:05AM on Train 74. Since he would have needed time to go to the land office and pay his \$4 for the homestead (see figure to the right), he would spend a full day in Larned cooling his heels to be able to do his business at the Federal land office.

ATSF Timetable—Little River to Larned—1883			
West to Larned		East to Little River	
	Train 73		Train 74
Leave Little River	1:27PM	Arrive Little River	11:05AM
Arrive Ellinwood	4:00PM	Leave Ellinwood	8:20AM
	Train 9		Train 2
Leave Ellinwood	10:41PM	Arrive Ellinwood	4:12AM
Arrive Larned	12:44AM	Leave Larned	5:26AM



So, by which method did James travel? Unknown! But, in 1882, it would have taken 4-5 days to make the 110 mile round trip to Larned. By contrast, the pictures I took for the article about the depots consumed one travel day, traveling from my home down to Florence, over to Larned (actually further west to Kinsley), and back home.

ATSF Timetable 1891	
Station	Time
Chicago Train 1	6:00PM
Ancona	9:15PM
Ft. Madison	1:08AM
Marcilene	4:45AM
Kansas City	8:30AM
Topeka	11:10AM
Emporia	1:30PM
Florence Train 1	2:45PM
Florence Train 431	3:05PM
McPherson	5:00PM

ATSF train travel evolved rapidly from it's incorporation in 1859. In 1883, the ATSF had no lines east of its namesake Atchison. By 1891, the ATSF was in Dearborn Station in Chicago. Thus, the ATSF, in 1891 would have offered a timetable from Chicago to McPherson as shown on the table to the left.

Another traveler, **Andrew Nelson**, probably traveled from Chicago to McPherson in May, 1892 on the ATSF. He was an immigrant from Malmö, Sweden, leaving on April 28, 1892 and arriving in Philadelphia on May 17, 1892. The trip from Philadelphia's Pier 51 would have taken him and his sister to Chicago via the Pennsylvania Railroad. In Chicago, he probably transferred to the ATSF for the trip to McPherson KS. Thus, their time from Chicago to McPherson would have been less than 25 hours, as seen in the Timetable to the left.

Thus, a little insight that the railroads played for my people making their home in central Kansas. How about your story??

Timetable



-Mark Your Calendar-

Future Kansas Central Division NMRA Meetings

November 22, 2020	12:00PM	Interdivisional ZOOM
December 5, 2020	1:00PM	ZOOM Business Meeting and Clinic
January 13, 2021	7:00PM	ZOOM Turntable
February 6, 2021	1:00PM	ZOOM Business Meeting and Clinic