

# THE BRASS POUNDER



Volume 30, Issue 3; June 2021

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## \*Official Publication of

Kansas Central  
Division NMRA

Mid-Continent  
Region NMRA

National Model  
Railroad Association



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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.

## Looking Ahead

### In-Person or ZOOM KCD Business Meeting and Layout Operations

Saturday, June 13, 2021 @ 1:00PM at Ray Brady's

### KCD Zoom Turntable

Wednesday, July 14, 2021 @ 7:00PM

### KCD Business Meeting

Saturday, August 7, 2021 @ 1:00PM

### KCD ZOOM Turntable

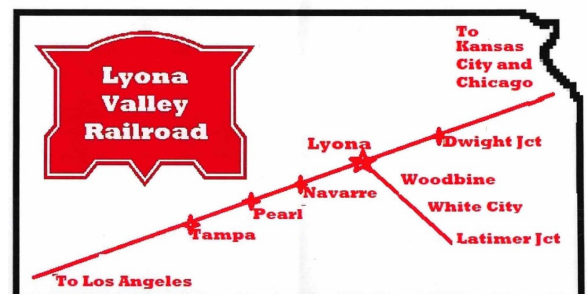
Wednesday, September 15, 2021 @ 7:00PM

### MCoR Region Convention

October 6-10, 2021, Tulsa OK

## By Ross Boelling

Ross, Supt



# Comments

By Ray Brady

## Potpourri

If you look up the definition of **potpourri**, the online Merriam-Webster dictionary defines potpourri as *"a mixture of flowers, herbs, and spices that is usually kept in a jar and used for scent."* Browsing further into the internet, the DIY Wedding Flower Blog gave the following about how to make potpourri in 5 easy steps.

- . Gather your supplies
- . Prepare your flowers
- . Add in oils and extras
- . Bake for two hours
- . Add a fixative, more oils, and mix it up.

Well..... Guess Ray has lost his marbles..... We have suddenly gone from rails to rosebuds.

Well, not really. In looking back at my archived computer files, I see that I have put out 27 previous issues of the Brass Pounder. And, in looking at the content of those issues, there has been a mixture of **"flowers, herbs, and spices"** from the members of the Kansas Central Division that have been **"put in a jar"** called the Brass Pounder and, taken together, can be used for the various **"scents"** that each of us are following in our individual model railroad journey.

Yes, there have been many articles from our KCD members that show the diversity of this hobby called Model Railroading. I captured part of that diversity in the presentation I made at Herington Days back in 2019 where I indicated that our opportunities for enjoyment and learning in the model railroad world involved: Dreaming; Looking at history; Designing, Being a Layout Electrician, being a Mechanical Engineer, Carpenter, Geologist, City Planner, Room

Electrician, Layout builder, Trains Selector.

But, it does not end there. If you look at the various Achievement Awards for Master Model Railroader, it breaks down into 11 categories. Of course, these 11 categories involve much more than what the name suggests, because for each of us, our creativity is needed to express each of our interests.

In my case, the journey has evolved with time. Starting out, I was consumed with the concept of "What did I want to do - what was my vision?" Then came "What space do I have to do what I want to do?" which quickly became "Where do I want to do it?" which led to moving back to my Kansas roots. And, the result is the layout I am working on in my basement. And, the journey continues with Cricut, etc.

So, where am I heading with this article?

Each of us is different in our Model Railroad Journey. Each of us has a different story to tell about our model railroad journey. And, **your** story adds to the potpourri of fragrances that come from **our** KCD jar called the Brass Pounder of what model railroad is all about. We all grow and feel better when we breathe in the fragrances from the various KCD flower or spice varieties.

The backlog of articles for the Brass Pounder has diminished in the last few months. For our potpourri to continue to be pleasing, the KCD needs you to:

- 1) Gather your thoughts,
- 2) Prepare your examples,
- 3) Add the oils to show us what you are doing,
- 4) Put it in the oven of your mind for a while, and finally
- 5) Add a fixative by writing it down on paper for all of us to enjoy.

I look forward to hearing from you.

Ray Brady



# Minutes of the Last KCD Meeting

April 10, 2021

The April 10, 2021 meeting of the KCD was a virtual ZOOM meeting due to Covid limitations. The meeting was called to order at 1:03pm by Director Ray Brady. Those in attendance were Greg Schneider, Larry Tiffany, Alan Meinholdt, Ray Brady, Jim Marlett and Tom Katafiasz.

Larry Tiffany moved and Greg Schneider seconded to approve the previous meetings minutes. Larry Tiffany reported that we have \$113.00 in the treasury. Greg Schneider moved and Larry Tiffany to approve the treasurer's report.

April 21<sup>st</sup> is the date of our next visual "Turntable" ZOOM meeting.

The next KCD business meeting was scheduled for June 5<sup>th</sup>. However, since several members had conflicts on that day, the meeting has been rescheduled for Sunday, June 13<sup>th</sup> at 1pm at Ray Brady's home.

Greg Schneider stated that he is on a

panel for railroad history from the University of Missouri at St. Louis. The subject will be "where the Rock Island ran and why". Greg also mentioned a ZOOM meeting to be held on April 17<sup>th</sup> at 1pm dealing with the subject of "why did the Rock Island collapse". Anyone interested can contact him for the necessary information.

We adjourned the business meeting at 1:20PM

Jim Marlett from the Chisholm Trail Division then gave us a visual layout tour of his HoN3 model railroad which is currently under construction. The room measures approximately 25 ft x 25ft. It is a two-level layout with a helix. Jim showed some of the construction methods employed in the building of the layout. Hopefully, we will be shown more progress on this impressive model railroad at a later date.

*Respectfully submitted  
Tom Katafiasz, Clerk, KCD*

Mark your  
calendars

## Next Two KCD Meetings via ZOOM

**Turntable on Wednesday, May 12, 2021 @ 7:00PM**

**In-person Business Meeting and "Operating Session" on Sunday, June 13, 2021 @ 1:00PM**

Mark your  
calendars

**Note that at the April meeting, the group agreed to start meeting in person. The next meeting will be at Ray Brady's on SUNDAY, June 13. We will also carry the business meeting live via ZOOM and, if we can figure out the logistics, have a roaming video of the subsequent "operating session".**

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>) and highspeed 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 meeting ID and pass code via email. 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...





# On the Road Again

By Alan Meinholdt

Over the Easter weekend, Nancy and I made another trip to Denver. This time we changed things up a little. We went out K-96 through Great Bend, Rush Center, Ness City, Scott City, Leoti, Tribune, and Eads CO and then up to Limon CO. We followed a lot of the old Santa Fe Line west to Scott City and then the MOP to Eads. In Scott City, I found an old Jordan Spreader. This Spreader is an ex-Central Kansas Railway now owned by the Kansas and Oklahoma Railroad—a part of the Watco Companies.





On Good Friday, we drove up to Cheyenne WY for the day. I got to see the steam shops and the roundhouse where all the magic takes place. In the pictures, there are a few pieces of equipment I recognized when the steam engines are out on the road. Also, I made time to visit the depot and the museum.





In the afternoon, before we left town, we stopped at Holiday Park to see 4004. Back in 2019 when 4014 was out, I do not know if anybody noticed one different thing on the engine compared to the other steam engines. The drivers on the Big Boys have hollow axles. So I took a picture of one of the drivers on 4004 so you can see right through the center of the axle.



On our way back to Denver we drove south on HWY 85. Going through one of the small towns sits a UPRR bay window caboose. Some one or group did a very good job on the painting; it looked really great.

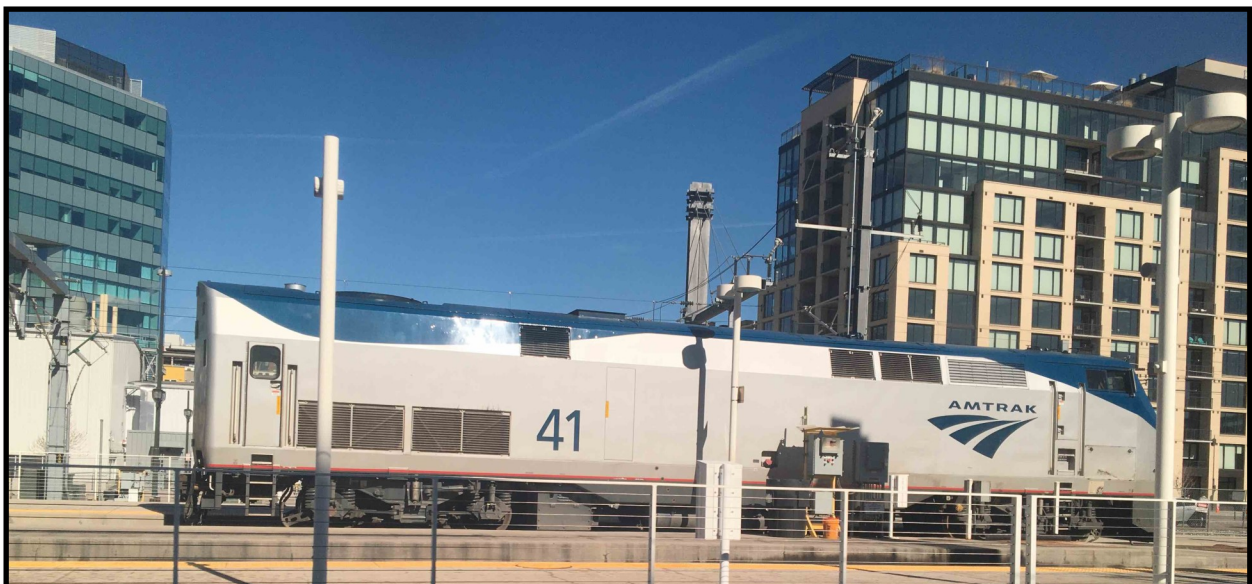




On Saturday, Nancy and I rode the light rail across town from Thornton to Highland Ranch to see our other daughter. On the way passing the BNSF Shops, if you look close in the background there is another Jordan Spreader in black and yellow. This one looks to be in a little better shape than the one in Scott City.....



We had to change trains at Union Station. Amtrak had an engine sitting there.





# Opening-Bridges on a Railroad

By David Heinsohn

As many of you know, Chris and I live part of the year on a boat now. On a recent return to Kansas, we were asked to publish an article explaining how various bridges worked from the perspective of the boats passing through them.

What's the problem? While cars and trucks can easily climb up a rather steep incline to get over a body of water, train don't like inclines. For a ship to pass under a bridge, the vertical clearance needs to be on the order of 250 feet. Some means is needed to allow water traffic to pass while not requiring a steep incline for the railroad to get across the waterway. Thus, the need for bridges that open. It's worth noting that there are many opening-bridges for motor vehicles as well as railroads. In fact, there are some that carry both rail and vehicle traffic.

There are three basic types of opening bridges: **Swing**, **Bascule**, and **Lift**.

**Swing** bridges pivot horizontally, usually on a center island, opening two channels in the body of water. Having two channels means that water traffic can pass in both directions easily. The opening bridge span is usually mounted on a pivot at the balance point. The bridge operator and operating equipment are located at the pivot point. If you've ridden the *Southwest Chief* to Chicago you've gone across a swing bridge over the Mississippi at Fort Madison, IA. This bridge, shown at right, is an example of a rail and vehicle bridge, with the rail on the lower level.

**Swing** Bridge at Fort Madison, IA  
Photo by Iowa Road Trip Facebook page.



**Bascule** Tower Bridge. This is a vehicle bridge, but could also be a rail bridge. Photo from <https://www.britannica.com/technology/bascule-bridge>



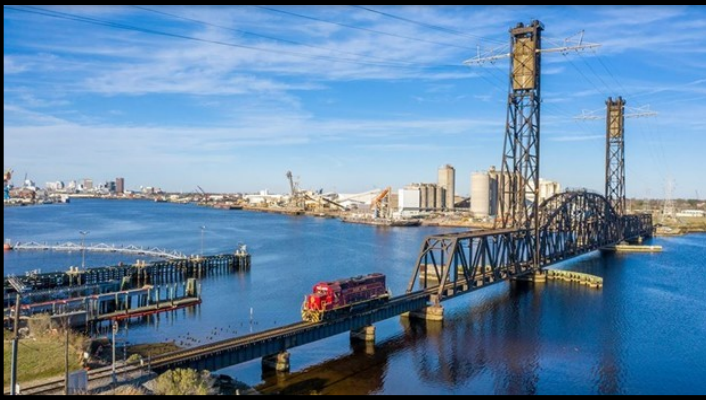
The Joseph B. Strauss **Bascule** Bridge, carrying the Wheeling and Lake Erie Railroad over the Chicago River. Photo from <https://www.structuremag.org/?p=14194>



The second type of opening bridge is the **Bascule** bridge shown on the previous page. A bascule bridge pivots vertically from one end of the span. Two-leaf bascule bridges split the span into two pieces and raise both pieces. Each movable portion of the span must have a counterweight to balance the load on the lifting equipment. These counterweights may be hidden in a structure like the famous Tower Bridge in London; or may be exposed like the Joseph B. Strauss Bridge over the Chicago River.

The final type of opening bridge is the Vertical **Lift** Bridge. In this type of bridge, the opening portion of the span remains horizontal and is lifted vertically to provide clearance. Counterweights are required at both ends of the opening span and may be exposed or contained in a structure. One disadvantage of this type of bridge is that, even open, the vertical clearance for boats is limited to the height of the lift.

The Elizabeth River **Lift** Bridge, Norfolk, VA in the closed position. Notice the low vertical clearance from the water to the bridge in the closed position. Photos from bridgehunter.com



The Elizabeth River **Lift** Bridge, Norfolk, VA in the open position. Photos from bridgehunter.com



If you choose to model a working opening-bridge you need to know how it would operate, in terms of when it would be open and when it would be closed. Also, what the trains and water craft have to do to get an opening.

In general, railroad bridges are open to boat traffic unless a train is approaching, while vehicle bridges are closed to boat traffic unless a boat is coming. Vehicle bridges may operate on a fixed schedule or on demand. In some areas with heavy commuter rail traffic, the bridges may have closed hours during rush hours, then open on demand for boats.

How does a boat get past a closed bridge? Since rail bridges are normally open for a free flow of water traffic, the usual procedure for a boat is to just wait out the closure until a train passes. Vehicle bridges and those rail bridges that are normally closed require the boat to contact the bridge operator by some means to request an opening.

Before the widespread use of radio, both sound and visual signals could be used to request and acknowledge an opening of either a rail or road bridge. To request an opening, the boat operator would sound one six-second blast on the boat whistle followed by a one-second blast. If the bridge would be opening promptly, the same signal would be sounded by the bridge tender. If the draw could not be opened promptly, or was closing promptly, the tender would sound five one-second blasts. The boat would acknowledge by sounding the same signal.

Today whistle signals are seldom used as radio allows better coordination. In general, all the bridges in a wide area use the same VHF Marine radio frequency. The bridge frequencies are published in various marine publications and are usually shown on large signboards on the bridge. On approaching a closed span or a span that might close, the boat contacts the bridge by name to request an opening, or in the case of a closed railroad bridge, to inquire as to the expected time of opening. The operator generally tells the boat to either:

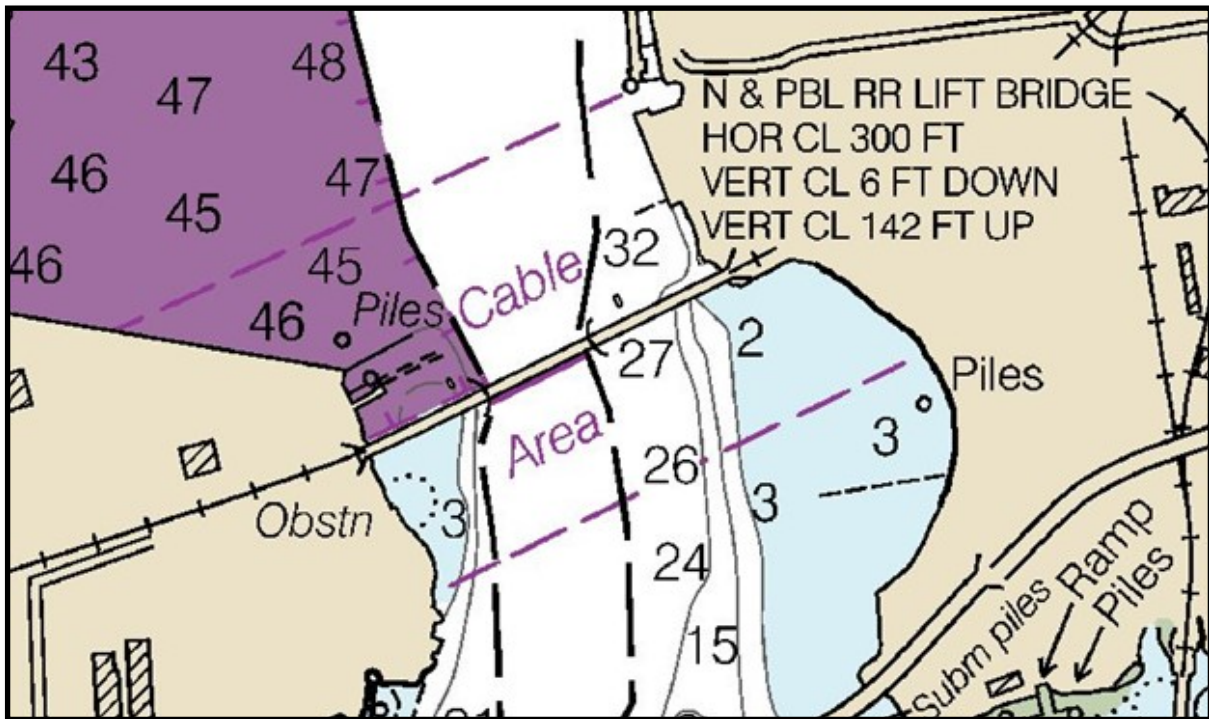
- a) continue and contact them again at a specified point, or



- b) to continue and the bridge will open for them when they get closer, or
- c) that the bridge will not be opening until some later time.

The advent of radio allows some bridges to be operated remotely, so no bridge tender is required.

A question that mariners have to ask themselves—and answer—is how wide and high is this bridge when closed, and for lift bridges, when open. The traditional way to answer the question is to consult the nautical chart that covers the area. Today, these charts are available at no cost online, and through various electronic services. Additionally, other online sources provide bridge information, sometimes in far more detail. As an example, *Waterway Guide* covers bridges among other bits of information.



Shown above is a snip of the Norfolk, VA area chart. The bridge in the center is the Elizabeth River bridge shown in the earlier photos. In the upper right corner you see the bridge clearance information. The opening is 300 ft wide, only 6 ft of vertical clearance when down, but 142 ft when up. Our boat, with a 28 ft vertical clearance requirement, will certainly not fit under when the bridge is closed, but no problem when it's open. Chart segment from <https://www.waterwayguide.com/explorer?latitude=36.811360912313035&longitude=-76.29079293903686&zoom=15.445884830481834&mode=marina>

Why do the watercraft generally have the right of way over vehicle and rail traffic on bridges? It's not really for benefit of those of us who operate pleasure craft on the waterways. Rather, it's the ability of some watercraft to maneuver. As an example, the Mississippi River can have currents of over 4 mph. A downbound towboat with a string of 15 barges 90 ft long filled with bulk cargo equivalent to many train loads may not be able to stop for a closed bridge. The earlier picture of the Fort Madison Bridge shows a towboat with a single barge going through. Imagine a tow with three barges across and five long. The stopping distance for a load like that makes the stopping distance for a train seem short. Additionally, trains and cars are Johnny-come-latelies to the waterways of the world. So, the marine industry was able to say, "you want to cross this waterway? Fine we still get preference, and you can't block the waterway."

Modeling a bridge is one of the requirements of the Structures AP. That bridge need not be an opening bridge. But if it is, and you choose to make yours operational, you have the option to add realistic operation of the opening-bridge to the operation of your pike.

# Addendum to David's Opening-Bridges Article

By Ray Brady

Life is really serendipitous. Just when you least expect it, something new and great appears.

After I had downloaded, inserted, and formatted David's article on **Opening-Bridges** in this issue of the Brass Pounder, I did my usual shower and went to bed. As I normally do, I looked at YouTube videos for a while before I turned out the light and went to sleep.

On this night, my YouTube wanderings turned up a video about the Ft. Madison Swing Bridge across the Mississippi that David used as an illustration on page 9, and the video offers insight about how the bridge operates in the prototype Railroad World.

From this video, one may infer:

- a. This is an interlocking (remember Ross' article on interlockings back in October 2019) I am sure somewhere off-camera are signals that give the engineer an **ABSOLUTE STOP** signal if

the bridge is open to water traffic...

- b. An example of *positive* control on avoiding a catastrophe on the bridge (but still some damage) in the form of an automated derail.
- c. Information about the prototype time it takes for things to happen.....

This would be an added realism for those modeling railroads with Opening-Bridges to model the interlocking that occurs around this structure. Obviously, in the model railroad world, one would prefer to have a power disconnect in place of a derail to stop a train from entering the plunge off an open opening-bridge.

A link to this video is here:

<https://www.youtube.com/watch?v=9RM7REpOjvc>

While only 4:26 minutes long, it offers a wonderful example of prototype railroad operations.





# Medford Oregon Railroad Park

By Ross Boelling

If you have any interest in railroads, Medford (Oregon) Railroad Park is worth a visit. While it is currently mostly closed because of COVID-19 restrictions, I was able to snag a tour of the facility thanks to Bruce Kelly. I was able to contact Bruce as the result of a pre-trip email I sent to the NMRA Pacific NW Region Division 1 officers. While they are not meeting because of COVID-19, I was able to meet up with Bruce at the Medford Railroad Park on March 23.

[Railroad Park City of Medford \(medfordoregon.gov\)](http://medfordoregon.gov)

The Medford Railroad Park is really a one-stop railroad stop. Its footprint contains static-display Full-scale equipment, 7.5" gauge Live Steam, outdoors G-scale, an HO-Scale building, and a soon to be N-Scale building. The park is overseen by Medford Parks and Recreation, but there are four rail groups that actively maintain and operate the park. A fifth, a group retired Railroad Telegraphers, are no longer active as they have died or are unable to participate because of advanced age. I was told there is an N-Scale group that is going to add a building and layout on the site, but I do not have any information about it.

Here are links to the four active groups.

Southern Oregon Railway Historical Society: <https://www.soc-nrhs.org>

Southern Oregon Live Steamers: <https://southernoregonlivesteamers.webs.com>

Rogue Valley Model Railroad Club: <https://rvmrc.net> and

Medford Garden Railroaders: <http://medfordgardenrailroaders.org>

I was impressed with the combined efforts of these groups to put together a great park.





# Telegraphers Building and Museum At Medford Railroad Park





# Shay Locomotive Restoration At Medford Railroad Park



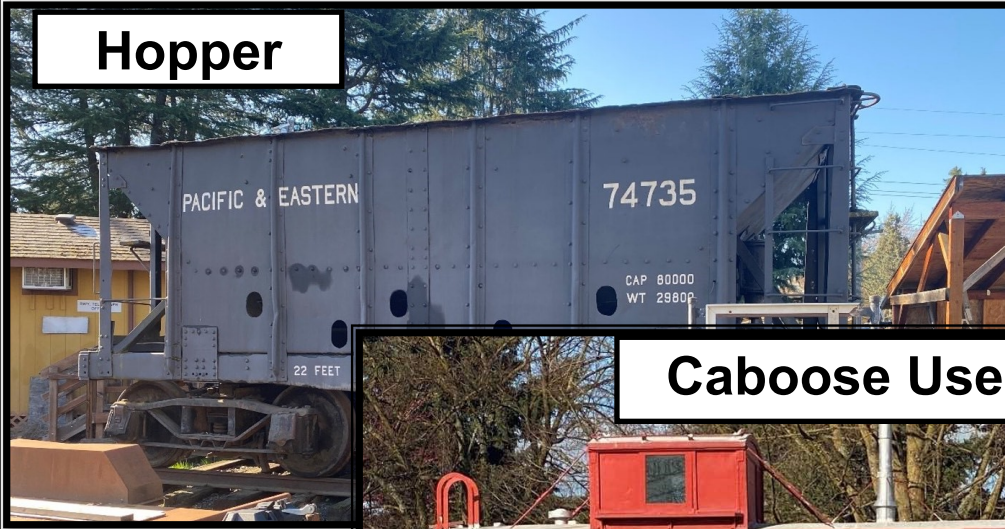
**Hoping To Use It For Excursion Service**



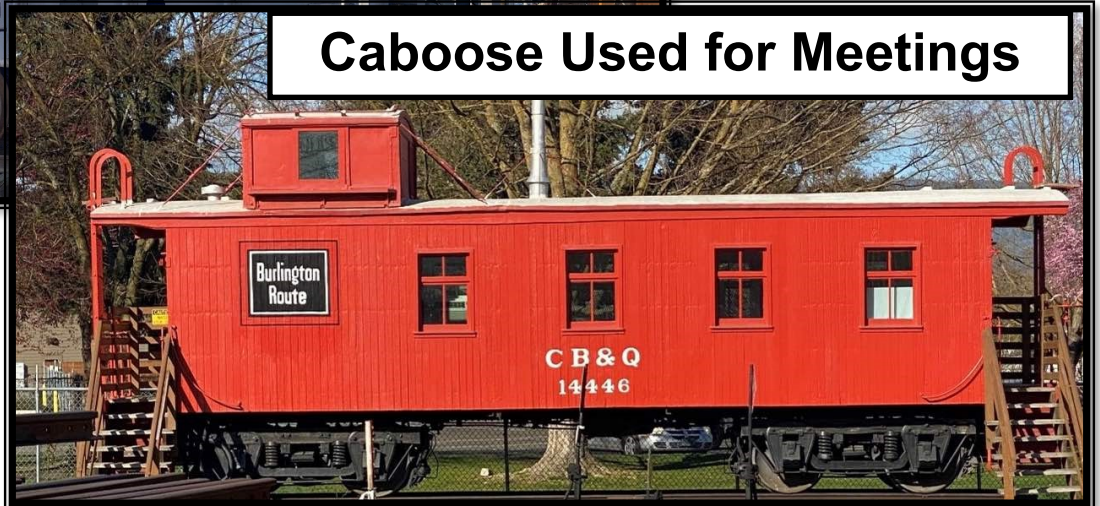


# Rolling Stock At Medford Railroad Park

## Hopper



## Caboose Used for Meetings



## Restored SP Caboose





## G-scale Outdoors at Medford Railroad Park

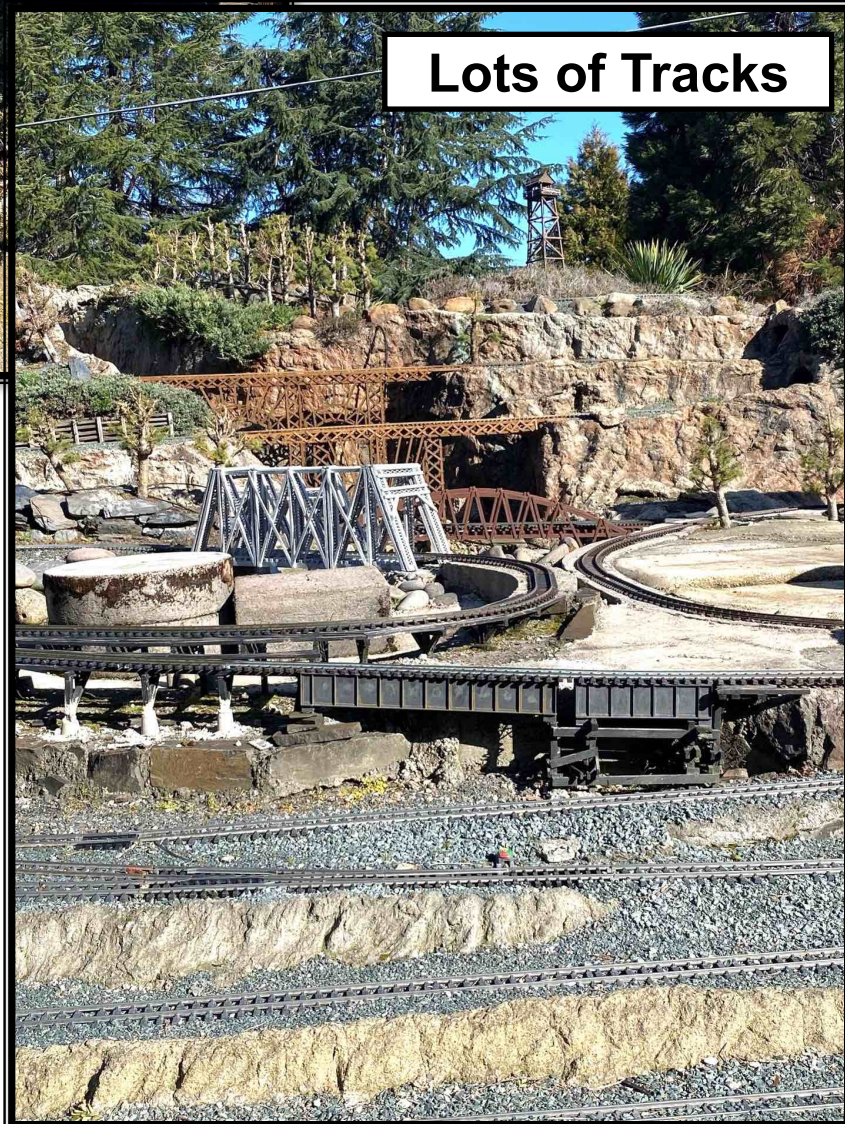




## G-scale Outdoors at Medford Railroad Park

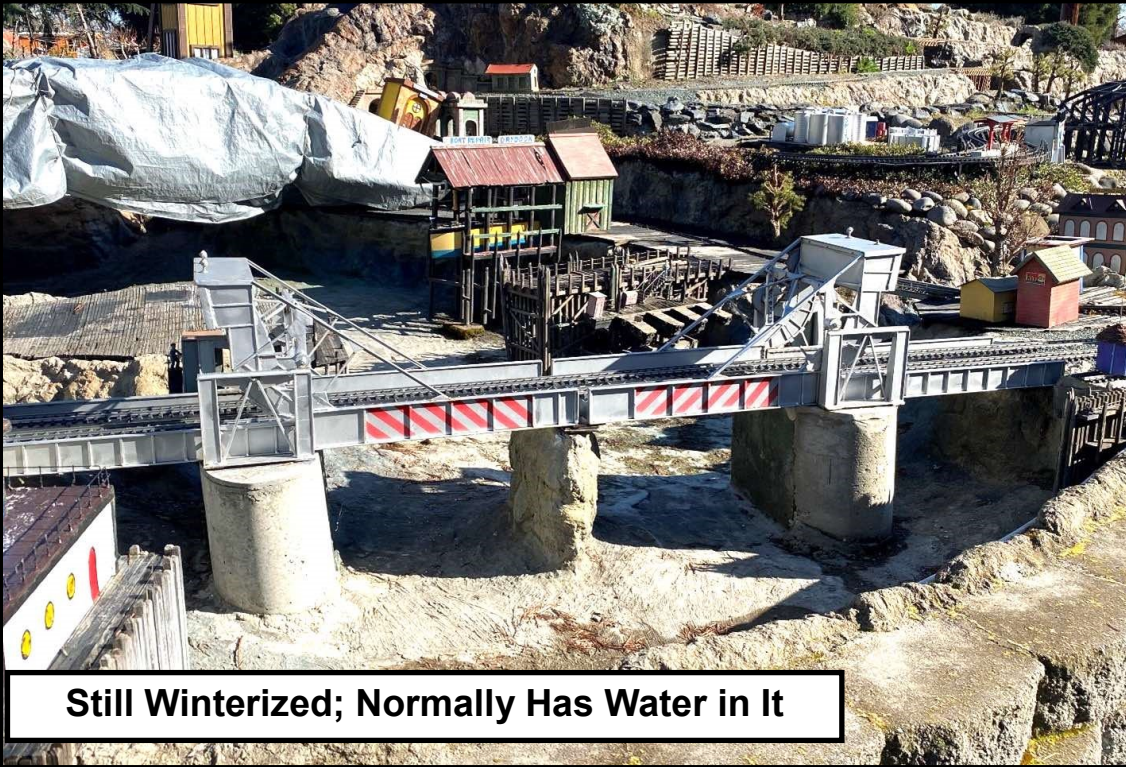


**Lots of Tracks**





## G-scale Outdoors at Medford Railroad Park



Still Winterized; Normally Has Water in It





## HO Layout Building at Medford Railroad Park



**Digitrax Powered**



# HO-scale Industries and Operations

Operations Draw Sheet

## PACIFIC AND EASTERN RAILROAD

INDUSTRY OR SIDING		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
<b>Medford</b>											
Medco											
Lumber Shed	Box Cars	4	4	5	3	4	4	5	3	5	4
Open Loading	F/BH/CB	3	4	3	4	3	4	3	4	4	4
Plywood Building	Box Cars	4	4	3	4	4	3	3	4	4	3
Chips	Chip Gons	3	3	3	3	2	3	2	3	3	3
Termite (Logger)	Log Flats	Determined by train crew									
Rogue River Orchards	Reefers	2	1	2	1	3	2	3	2	2	2
<b>Team Track</b>											
Pape' Cat											
Equipment	Flat	1		1		1			1		1
Supplies	Box		1		1		1		1		1
Crater Meat Packing	Reefer	1		1	1	1		1		1	1
De-Icer for Airport	Tank Cars	1	1								
<b>White City</b>											
City Transfer	Box Cars	1	2		1	1	1	2		1	1
<b>Boise Cascade</b>											
Lumber Shed	Box Cars	2	2	2	1	2	2	1	2	2	2
Open Loading	F/CB/BH	1	1	1	2	1	1	2	2	1	1
Chip Track	Chip Gons	2	1	2	2	1	2	1	2	2	1
<b>R.V. Polymers</b>											
Dry Chemicals	CH/CFH	2	1	2	1	1	2	1	1	1	1
Liquid Chemicals	Tanks	1	2	1	2	2	1	1	2	2	2
<b>Sessler</b>											
Scrap Yard	Gondolas	1	1	1	1	1	1	1	1	1	1
Recycle Shed	Box Cars		1	1			1		1		1
<b>Sabroso</b>											
Frozen Goods/Shipping	Reefers	2	2	3	1	2	2	3	2	1	2
Incoming Supplies	Box Cars		1		1				1	1	
<b>Timber Products</b>											
Lumber Dock	Box Cars	2	2	1	3	1	3	2	1	3	1
Veener Loads In	BH/CB	1	1	2		2		1	2		2
<b>Burrill Lumber</b>											
Lumber Shed	Box Cars	3	3	4	3	4	3	4	2	3	4
Chip Track	Chip Gons	2	2	1	2	1	2	1	2	2	1
<b>Tru-Mix Cement</b>											
Cement	CH/CFH	1	2	2	1	1	2	1	2	1	2
Ash	CH/CFH	1			1	1		1		1	
<b>Eagle Point</b>											
Antelope Cedar											
Open Loading	Thrall Doors	2	1	1	2	1	1	1		2	1
Open Loading	F/FBH/CB		1	1		1	1	1	2		1
Log Yard	Log Flats	2	1	2	1	2	1	2	1	2	1
<b>Team Track</b>											
Farm Feed	CH/CFH	1		1	1		1	1	1		
General Freight	Box Cars		1		1		1			1	1
Suburban Propane	Tank Propane	1	1			1			1		1

Derby

Rock Quarry

Switched by Eagle

Butte

ML Pitt Timber

Lumber Shed

Open Loading

Chip Track

Team Track

LCL

Firewood Loading

Fuel Oil Delivery

Oil Distributor

Mill Spur

Equipment

Blue Star Propane

Wye Fertilizer Delivery

Medco Wood

Equipment Delivery

Equipment Removal

Fuel Delivery

Fertilizer

Klamath

Columbia Plywood

Plywood Building #

Veneer Building #

Chip Track

D&L Reload

Lumber Shed

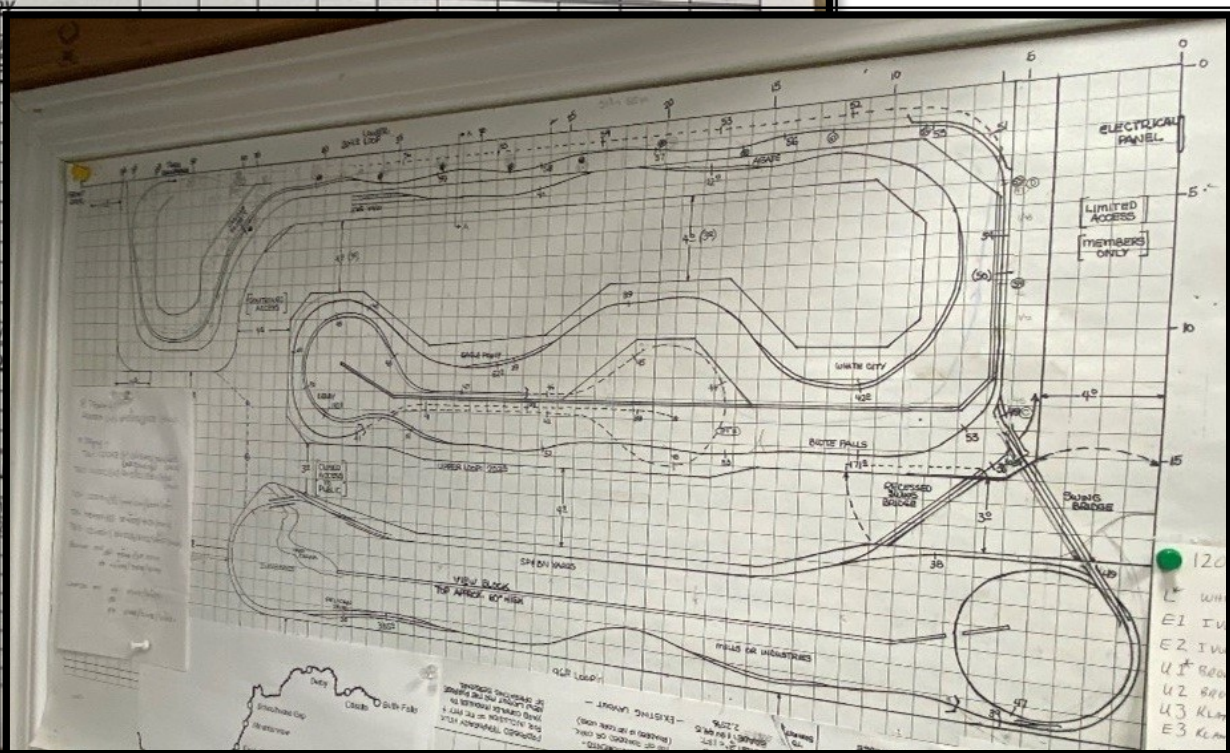
Open Loading

Sturdi-Craft

Suburban Propane

Company Fuel

Company Sand

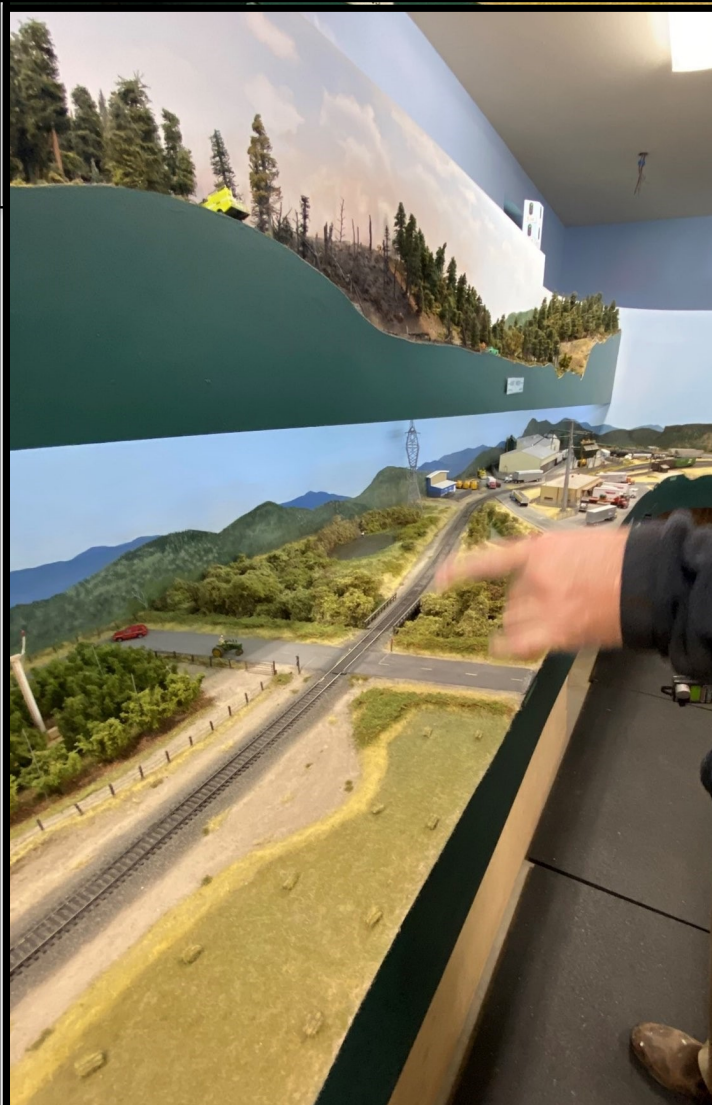




# Prototypical Scene Research







**Some Areas are Two-Level**



## Engine Terminal





# Logging Operations





## Historical Medford



**Lots of Scratch Built Buildings to Represent Actual Locations**



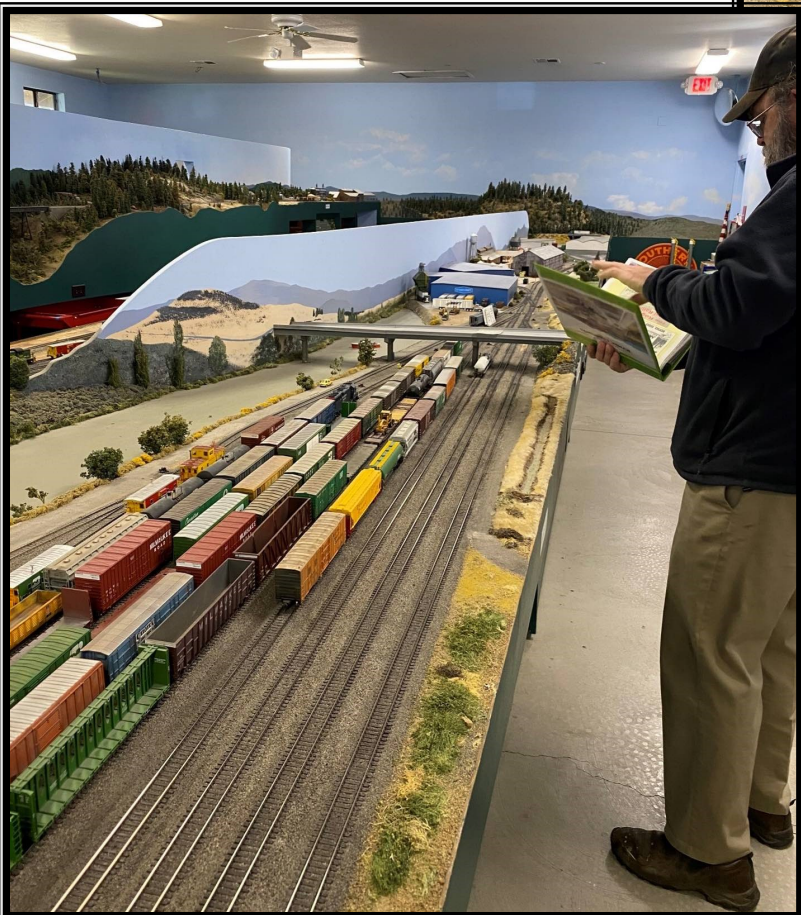
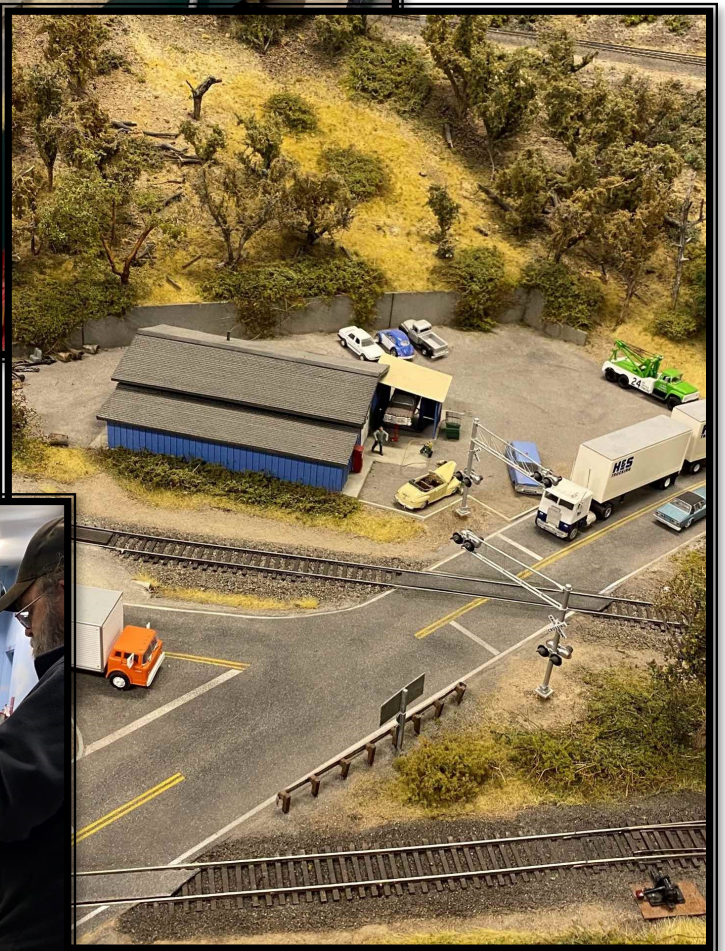
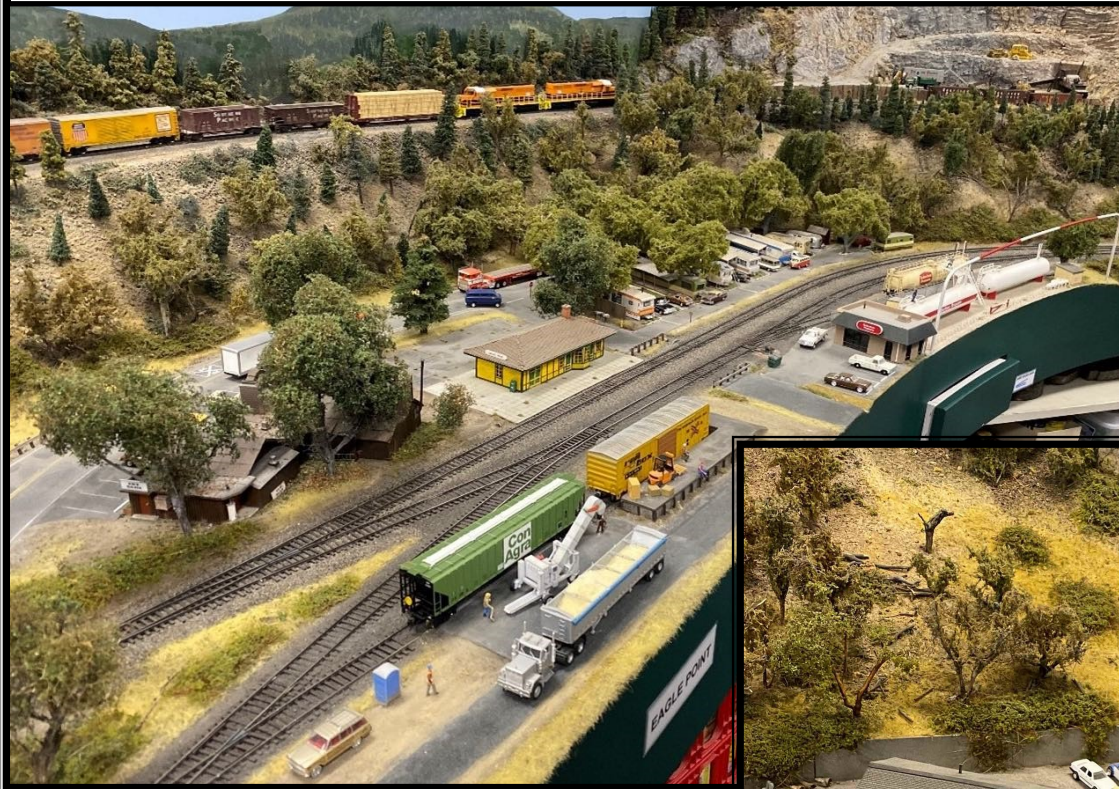


# Timber-Related Industries





# Railroad Operations



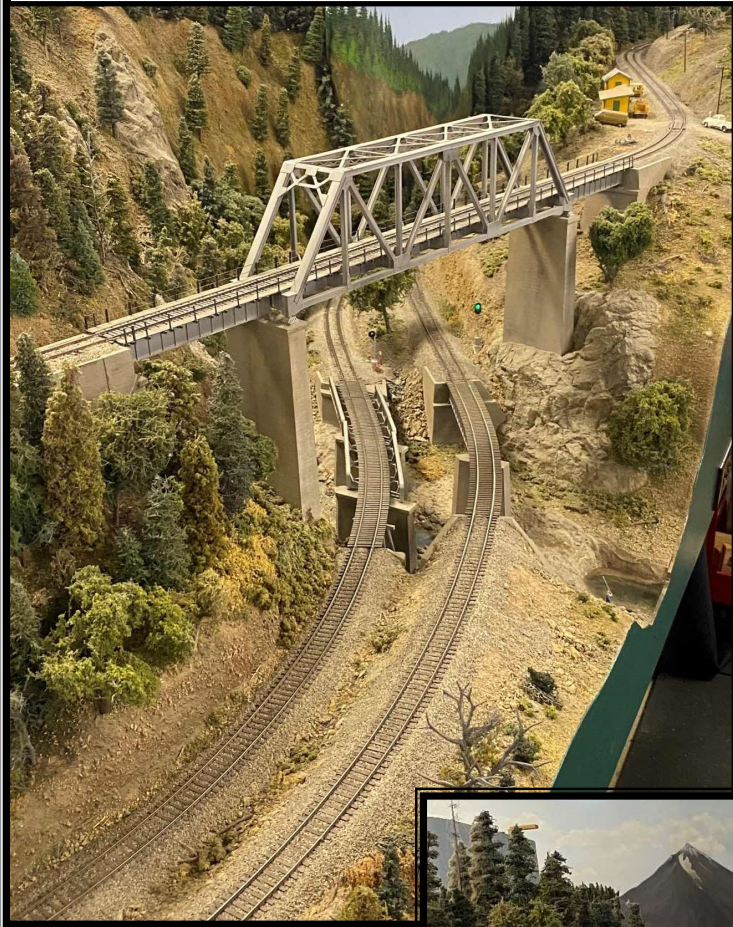


## More Industries





## And Superb Scenery





# 2021 TULSA UNION CONVENTION

[Home](#)
[Clinics](#)
[Layouts](#)
[Contests](#)
[Non-rail](#)
[Timetable](#)
[Register](#)
[Hotel](#)
[Contact](#)
[Updates](#)


The Convention will be held at the

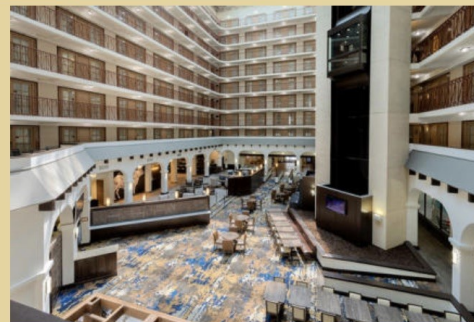
## Embassy Suites

by Hilton Tulsa I-44

3332 South 79th East Avenue

Tulsa, Oklahoma 74145

(918) 622-4000



### Convention dates are October 6-10, 2021

Note: Group Rates are available starting October 6, 2021 for those planning to arrive early

If you made hotel reservations before February when the event was rescheduled, your reservations will be transferred to the new dates.  
(you may get a confirmation email from the hotel - else it doesn't hurt to call and confirm for yourself)

**Group Rates for Convention Attendees are:** Double Bedroom Suite: \$111.00 King Bedroom Suite: \$106.00  
Plus local tax and fees of 13.517%

Convention attendees can reserve their own rooms by calling: 1-800-EMBASSY and using the booking code TRN  
or by asking for the "2021 Mid-Continent & Lone Star Regional Convention Model Rail Association" group rate.  
Or you may click the 'Book Now' link below to make reservations on-line.

Convention attendees must book their rooms before September 6, 2021 to secure the group rate.

Embassy Suites Tulsa is conveniently located by I-44 and Hwy 51. As an all-suites, full-service hotel, signature amenities include a complimentary breakfast buffet, complimentary high-speed internet, evening reception with complimentary cocktails and free parking.

**Book your room with the group discount**

Visit to the hotel website for other details

Access Google Maps for hotel location

**BOOK NOW**



**Note the new date. The MCoR convention has been moved to the fall, and hopefully the Fauchi Ouchi will have been administered to all of us and we can feel comfortable attending. Tulsa NMRA members have some fabulous Layouts that are being opened up for viewing and for operating sessions.**

The 2021 Tulsa Union Convention will feature a number of home layouts that will be open for touring. Many of these layouts will also be open for "operating sessions. Plans call for layout tours to be scheduled on Thursday, Friday, and Saturday afternoon. Operating sessions are expected to run Wednesday, Thursday, Friday evening as well as Thursday, Friday, Saturday, and Sunday morning.

While layouts open for touring will be open to all registered convention attendees, operating session slots will be assigned based on the date of registration. Those wanting to participate in an operating session can express their layout preference during the registration process. Our plan is for the assignment of operating session slots to begin approximately 60 days before the convention, roughly August 10, 2021.

Tulsa area model railroaders have become known for being a hotbed of operating model railroads. The Tulsa model railroad community host weekend long round robin operating sessions annually. So, the 2021 Tulsa Union Convention wants to provide an opportunity for serious operators to run on these great layouts. At the same time, this will also be an opportunity for those wanting to operate for the first time. As we contact folks to discuss the assignment of operating session slots, be prepared to let us know your experience level so that we may best match your experience to a particular layout.

Operating sessions slots will be assigned on a  
first come, first served basis using your date of registration.

Assignment of slots will begin approximately August 10, 2021.

	Dale Baker	Tulsa Port of Catoosa RR	HO
	Steve Campbell	Cherokee Sub Frisco	HO
	Sammy Carlile	Santa Fe Hereford Subdivision	HO
	Steve Davis	KCS 3rd Subdivison	HO
	Kenneth Ehlers	Pandora & San Miguel Rwy	Sn3
	Tom Fausser	South Brooklyn Terminal	HO
	Steve Gillett	Spaendahl Yamanee & Densum	N
	Lane Littlefield	Tennessee Central Railway	N
	Jon Pansius	Tulsa Junction Railway	HO
	Allan Roecker	Kansas Central Div - Coffeyville Sub	HO
	Dave Salamon	Deep River Southern	N
	Sam Simons	Connell Northern	N
	Jim Sinclair	Southern Pacific	HO
	Randy Smith	Rio Grande Southern	Sn3
	David Steensland	Silverton & Lake City	HO n3



## Updates

Sunday, Oct 10

9:00am Operating Sessions

9:30pm Registration Closes  
Contest Room Closes

9:30pm Registration Closes

7:30pm Awards &amp; Desert Event

7:30pm Clinics

8:30pm Clinics

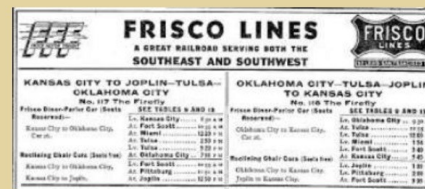
9:30pm Registration Closes

tentative Timetable:

Check back in the months before the convention for possible revisions.

Page updated: 2/4/21

Page updated 2/4/21



Fuzzy Anstine	Getting those classic shelf sitter engines back to running
Bob Barnett	Competition for the cotton and oil trade
Al Boos,III, MMR	Skidders and Yards
Steve Davis	Planning for Operations
Steve Davis	CTC Detection & Electronics
Ken Ehlers, MMR	Prototype Track Planning
Richard Fisher	title to come
Mark Juett	Setting up for operations
Mark Juett	Getting started in JMRI car forwarding
Lloyd Keyser, MMR	Flat Land Strip Mine Coal Loaders
Pete Leach, MMR	Backdrop Painting ( hands on & extra fee )
John Lowrance, MMR	Setting the Scene
Ryan Moats, MMR & Duane Richardson, MMR	Judging Models and completing the paperwork

*Bring your models,  
bring your photos,  
show off your work  
in the Contest Room !*



Arts & Crafts categories:  
Arts & Crafts General  
Arts & Crafts Railroadiana  
Arts & Crafts Needlework  
Arts & Crafts Theme

## NMRA Judging Guide

NMRA Write Up Tips

Note: read the appropriate rules and entry forms for more details

**Bring your contest entries in on Thursday afternoon or Friday before 6pm, when the Contest Room closes for judging to start.**



# Timetable



## -Mark Your Calendar-

### Future Kansas Central Division NMRA Meetings

**In-Person or ZOOM KCD Business Meeting and Layout  
Operations**

**Saturday, June 13, 2021 @ 1:00PM at Ray Brady's**

**KCD Zoom Turntable**

**Wednesday, July 14, 2021 @ 7:00PM**

**KCD Business Meeting**

**Saturday, August 7, 2021 @ 1:00PM**

**KCD ZOOM Turntable**

**Wednesday, September 15, 2021 @ 7:00PM**

**MCoR Region Convention**

**October 6-10, 2021, Tulsa OK**