



Photo by David Heinsohn

THE BRASS POUNDER



Official Publication of the
Kansas Central Division
Mid-Continent Region of the [National Model Railroad Association](#)

Volume 26
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Timetable

The February KCD meeting
will be at the Larry Tiffany's
On February 11, 2017

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 Kansas Central Division - NMRA in the Facebook search block and select request to join. See you there.

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Join the KCD Yahoo Group!

Kansas Central Division has a Yahoo Group. To join the KCD Yahoo Group, send an email to KCD-NMRA-subscribe@yahoogroups.com. You will be automatically subscribed to the group with the email address from which you sent the message. Or, go to groups.yahoo.com and enter KCD-NMRA in the search window to find the group and to join

<i>Call Board</i>	Director David Heinsohn Kd0r@fhrd.net	Superintendent John Snell jsnell@cox.net	Clerk Tom Katafiasz	Paymaster Larry Tiffany
	THE BRASS POUNDER Editor and Publisher Ray Brady		THE BRASS POUNDER Associate Editor Christene Heinsohn	

Minutes of Last KCD Meeting

December 3, 2016

Superintendent John Snell called the meeting to order at 1:12pm at the McPherson Museum in McPherson, Kansas. Those in attendance were David and Chris Heinsohn, Ray Brady, John Snell and Tom Katafiasz.

John mentioned that Ray, as the new editor of the Brass Pounder, is doing a fine job. Ray mentioned that he is currently mailing five (5) copies of the Brass Pounder. David introduced a motion stating that a charge of ten(10) dollars be assessed to any member outside of the division who wishes to receive a hard copy of the Brass Pounder. The motion was seconded and passed unanimously.

Any member of the KCD outside of the division can continue to receive an e-mail issue. Gary Hoffman has moved outside of the KCD to the Turkey Creek Division and attempts to contact him have been unsuccessful.

David mentioned that the next regional Board of Directors meeting will be held in January and if we have any issues or questions we should let David know.

The AP author requirements were discussed.

John Snell discussed the museum layout, what it represented and how it has proceeded.

The meeting was adjourned at 1:55pm and the members then proceeded to Tom Frankenfield's home where we viewed his autumn themed layout. Tom also demonstrated how he made cardboard mockups of the buildings that he constructed for the museum layout.

Respectfully submitted, Tom Katafiasz, Clerk, KCD



Above: Entrance to McPherson Museum Model Railroad (Described in December 2016 Brass pounder)

Right: Tom Frankenfield

Bottom: Tom's Autumn-season Layout

Left: KDC members at the meeting



Kansas Central Division - NMRA
Agenda for February 11, 2017 Meeting

Short Business Meeting

Followed by

Overview of Airbrushing

Break

View and run trains on Larry's Layout



Superintendent News

From the **KCDivision NMRA**

From the Superintendent's Desk

Greetings and Happy New Year to all of you in the Kansas Central Division. I hope your holidays were days of relaxation and merriment. I had no choice but to take it easy over Christmas because I had knee replacement surgery on December 14. But I am pleased to report that I am progressing very nicely and am walking without help from a walker or cane. I have been able to get downstairs in my workshop to do some modeling and back into my shop to repair instruments!

Our next meeting is scheduled now for February 11 at Larry Tiffany's place in Topeka. If you have not seen Larry's HO layout you might want to make it a day and go. You will

not be disappointed. I think Larry will let us run a bit on the pike but I also know that he is putting together a little clinic on airbrushing for us. If you have ever been mystified how airbrushing works or frustrated with your efforts, then I strongly suggest you join us for this meeting. If you live in the western part of our division and would like to carpool, give me a call at 620 241-5557 and maybe we can work something out. I would like to see stronger turnouts for our meetings so, please, if transportation is a problem, don't be shy about calling and I'm sure we can work something out.

That's all for now. Hope to see many of you there!

John Snell



Director News

From the **NationalMRA**

David asked me to attend the January meeting of the Mid Continent Region NMRA (MCoR) Board of Directors on January 7. I picked up these items of interest for the Kansas Central Division folks.

MCoR's 2017 convention is being organized for Ames IA on May 18-21, 2017 in conjunction with Thousand Lakes Region. They are combining the good things from each Division during their discussions. Thousand Lakes does an all-inclusive fee for the convention - which includes all tours and layouts. Over 2-dozen clinics are planned. A train show will have over 70 tables. Layout tours and prototype tours are planned.

Both Tulsa and Chisholm Trail Divisions indicated a strong interest in hosting the 2019 region convention. Thus, our previous KCD discussions about hosting that convention now has other takers. Chisholm Trail seemed to indicate they might solicit our involvement if they were selected to host it.

As a follow up to a comment Turkey Creek made about mailing/emailing out their division "Brass-Pounder-type" publication to

"anyone," I explored that subject further. The emphatic consensus by all Divisions present was that the publications were not only a benefit of membership, but also a recruiting and awareness tool for the community. They felt that the benefits of distributing the publication outside the division membership far overshadowed making the publication an exclusive benefit of the members only.

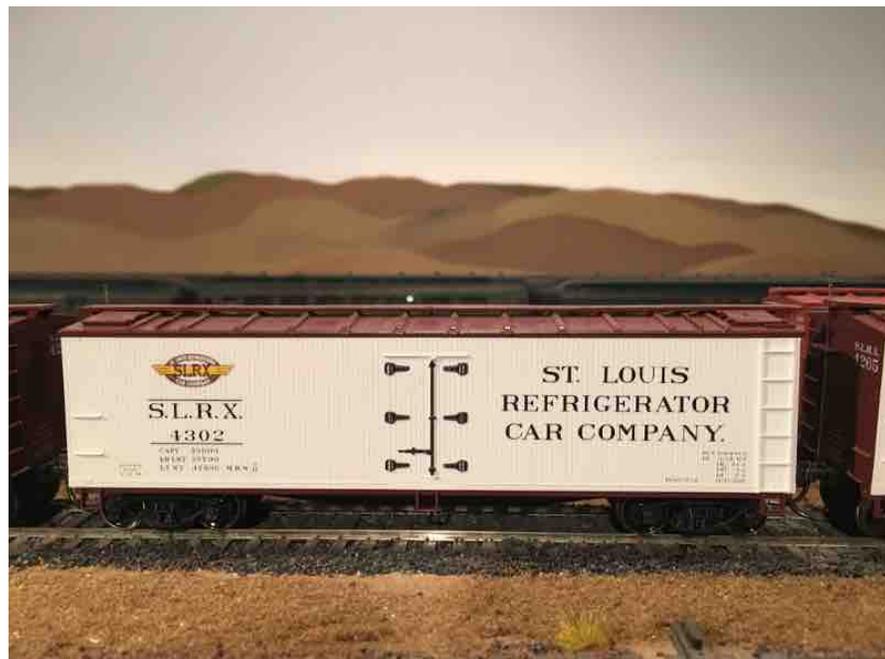
The Region still has 120 special run HO reefers of the St Louis Refrigerator Company remaining to be sold (see below). There are 19 complete sets (6 car numbers), with 6 other cars available singly of mixed. Cost is a graduated \$23-\$25 each, depending on the number of cars purchased. Information may be found here:

<http://www.mcor-nmra.org/Regional-Car-Kit.php>

Caboose Kibitzer is looking for more "pike" advertising. If anyone wants to publicize his or her pike in the Caboose Kibitzer, let David, John, or myself know.

Respectfully submitted, Ray Brady

**HO
reefer
available
from
MCoR**



An Editors View



A VIEW LOOKING OUT

Hello 2017. Is everyone looking forward to what this year will bring?

This is my 3rd issue of The Brass Pounder as editor and the first for 2017. I am finding the job rewarding even though it does mean allocating a sizeable block of time. But, it is a chance to get out and meet fellow model railroaders in their own home turf. The interests and skills of my fellow model railroaders are incredibly broad.

Every journey in this hobby involves many decisions and disciplines - decisions including "What railroad to model," "How much space to allocate," "What location," "What era," etc. Then, the construction starts and the disciplines start rearing their head. Disciplines such as designer, carpenter, metal worker, electrician, electrical engineer, geologist, painter, artist, surveyor, track layer, lighting engineer, disassembly and assembly worker, photographer, historian, collector, landscape architect, and much more. My hat is off to all of you as you journey to your model railroading dream.

As you read in the December issue of the Brass Pounder, the schedule for our regularly scheduled meetings have been established for the Even Months. We have clinics on airbrush painting, tree building and landscaping. And, we visit the Smokey Valley Railroad in Abilene. Plus, there are opportunities for Odd Events throughout the year, whether it is operating sessions, historical tours, or just rail-fanning. The possibilities are endless. We look forward to seeing you out to the Division's events.

I have found doing the interviews that have been published in The Brass Pounder to be a very rewarding experience. I hope you enjoy the interviews too. It has given me a chance to

get to know a little about other NMRA members, and to share part of their journey with the group through the pages of the Brass Pounder. I have a number of people lined up to do more interviews in the future, including one with the founder and organizer of the Kansas Central Division - Marty Vaughn. Marty no longer lives in the area, but still wants know what we are doing.

As you will read in Chris's article that follows, the Heinsohn's and I had a road trip to North Platte to visit the UP's Bailey Yard. It was a relaxing trip, and very informative because of the Golden Spike Tower birds-eye view of the yard and the docents that answered our every question.

But, the trip did point out that I needed to get busy and get more Armor Yellow and Harbor Grey onto my layout. Last year I completed the mainline track so can now do continuous running. But, now I need to populate the layout with motive power. And, after seeing all the plethora of engines in the engine facility, servicing facility, switchers, and through trains at Bailey Yard, I am seriously lacking in Yellow and Grey on the layout. I have to get busy!

As a result, the time since the trip has been spent in speed matching my locomotives at the expense of doing the track work in the 5 yards (I have a lot of steep grades that need multiple power units). I plan on a BP article on how I speed match since I have taken a somewhat unconventional approach. More later!

But I ramble. Time to publish!

Happy railroading! Ray Brady

*Editor's
Errors*

I'm starting a new column based on necessity. Sometimes I have a lapse of memory and forget to include some very important information in the Brass Pounder. Last month's issue was no exception.

In reporting on the October meeting at David and Chris's, I left out a very important image of the meeting. So, here it is...

**See
what
you
missed
if you
were
not
there!!!**

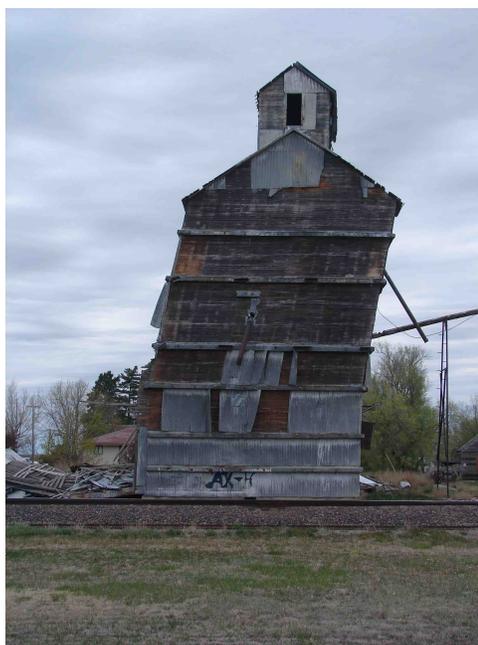


*STRUCTURES
THAT JUST
BEGS TO BE
MODELED*

**Elevator at Walker
Kansas along the
UP's Sharon Springs
Sub**

As seen in 2011

Now Gone....



Looking North



Looking South

KCD Associates in the NMR Association

Activities and Interests of the Division's Members

As a way of introducing each of us to each other, the Brass Pounder is talking to members of the Kansas Central Division about the exciting things that each is doing in the Model Railroad world that would be of interest to all the membership as a whole. We hope you enjoy reading about what other model railroaders are doing.

On Jan 6, the **BRASS POUNDER** sat down with **Tom Katafiasz** at the Salina Olive Garden over an Italian lunch (notice a pattern developing here for the interviews - **food**) and talked about model railroading and trains in general. What follows is Tom's journey as a model railroader.

Brass Pounder: Tom, thank you for talking with me about your model railroading. Let me start off by asking what got you into model railroading?

Tom: There is probably a two-part answer. First, when I was a youngster, my uncle had a layout at their home in Pittsburg which was up in the attic. It was hot in summer and cold in the winter. It was a 027 gage Lionel. And they would take me down to watch trains. Then, rail fanning wasn't in existence. Every once in a while an engineer would throw an orange or an apple down to me and I thought that was pretty great. And, then they had entered a contest. Jack Armstrong had a radio show at that time and there was a contest to name his monkey. My uncle sent in a name and they won. The first prize was a Lionel Yankee Flyer passenger train. So he gave that to us and it became the train to run around the Christmas tree every year. Whatever happened to it I don't know, but I wish I had it.

The second part of the answer is that when I was a couple of years away from retirement, my wife called me at work and said "If you were to get back into model railroading, what gage would you chose?" I thought this was kind of strange, but answered "HO" and dismissed it from my mind and didn't think anything more about it. Well at the next Christmas, the postman delivered this long oblong box that she presented to me. I opened it up and there it was. She had been watching QVC and they had a Bachmann Norfolk and Western Class J 4-8-4 in a display case and that is what it was. That reignited my interest in model railroading.

BP: Had you been talking with her about Model railroading?

Tom: No, not really. She knew I had an interest in trains, but as far as expressing an interest in building a layout, or that it may be a good hobby when I retired, nothing had been said. That is why it surprised me when she asked me that question that day. But, that really ignited the fire for doing a model railroad.

BP: So, what you have built is only in the last few years?

Tom: Sad to say, I have been building my layout for about 10 years. I probably work on it for a few days every month since other things come up. In summer you have outside things to do around the house. Winter is the basic time to work on the layout because you are restricted on what you can do outside. But, for 10 years I go down and look at it and ask myself "Am I ever going to finish it before I die?"

BP: There are many different aspects to the hobby. What have you found most enjoyable so far?

Tom: Something I have enjoyed very much is going to the conventions. I like the camaraderie

and the friends. We have friends we have stayed in contact with from my first convention in 2001 and that is one aspect that I really enjoy. Also, I would say that in 2007 I went to the last Loy's Toys DCC camp down in Arkansas and that was an eye-opener. It really opened up the possibilities for what was available. I was a complete neophyte as far as decoders, what you did, what was available, etc.

BP: Had you already started to build you layout?

Tom: Yes, I probably had the basic framework up.

BP: So, you already had DCC on it?

Tom: I'm trying to think whether I had already bought the system yet or not.... I don't think I had. At that time that may have been the reason I went to the camp to see what was out there and what the comments were for each system.

BP: What did you conclude from that?

Tom: I had heard comments that Digitrax was very hard to understand because of the instruction manual that went with it. I went with EasyDCC from CVP. NCE was also one I considered, but I chose EasyDCC. And it has been easy – I have no problem programming any sound decoders in locomotives. So EasyDCC has worked well for me.

BP: So it has the flexibility that you need?

Tom: Yes. I am very pleased with the system.

BP: What other aspects of the hobby appeal to you?

Tom: Like I say, making friends. Just meeting people that have the same interests in the hobby is fun. I like to be able to talk the same language.

BP: You are into Union Pacific. What led you to pick that railroad to model?

Tom: I model the modern era and UP is the railroad that runs through Salina. I see it every day and I am more familiar with it. My wife's two cousins have also worked for UP. One was a telegrapher and the other one worked on the steam program up in Omaha. About 5 or 6 or 7 years ago I got a call from my cousin and he says "How would you like to ride the 844 from Fairbury Nebraska to Kansas City?" I said that would be great. He said there was a chance we could maybe even ride up in the cab out of Marysville and that the conductor will let us know. We drove up to Fairbury, stayed in a hole-in-the-wall hotel up there, and got on the train the next morning. When we got to Marysville, the Conductor came back and said that if we wanted a cab ride, go on up. So we rode in the cab from Marysville to Topeka. That was a hoot: I really enjoyed that. I don't know if the company would let us do that now or not. I have a picture standing outside the locomotive with Lynn Nystrom who has since passed away.



BP: I suspect that rides on the steam program may be optional. When 844 was here in

Salina after I moved here, we both were in the concession car and the person selling products suggested that if we wanted to ride the concession car to Russell the next day that we could.

Tom: Also, an interesting side story. We had a computer guy out of Wichita that serviced our company computers that had an interest in RR. He asked me what I modeled. I indicated UP, and he said "oh yes I know that - **Unlimited Power**. I thought that was good.

BP: Interesting that you model UP because that is what you see here in Salina. But you see other roads names out there too.

Tom: You do! You do! And that has got me thinking about introducing other names on my layout because all of my locomotives are UP. I am thinking you can include CSX, KCS or NW and there are even some Santa Fe locomotives parked up there when they are pulling a grain train.

BP: Yes, I have even seen a BNSF on the lead going west out of Salina on the UP line to Denver. A CSX was the #2 locomotive, and a UP was the DPU at the tail end of the train. I was surprised...

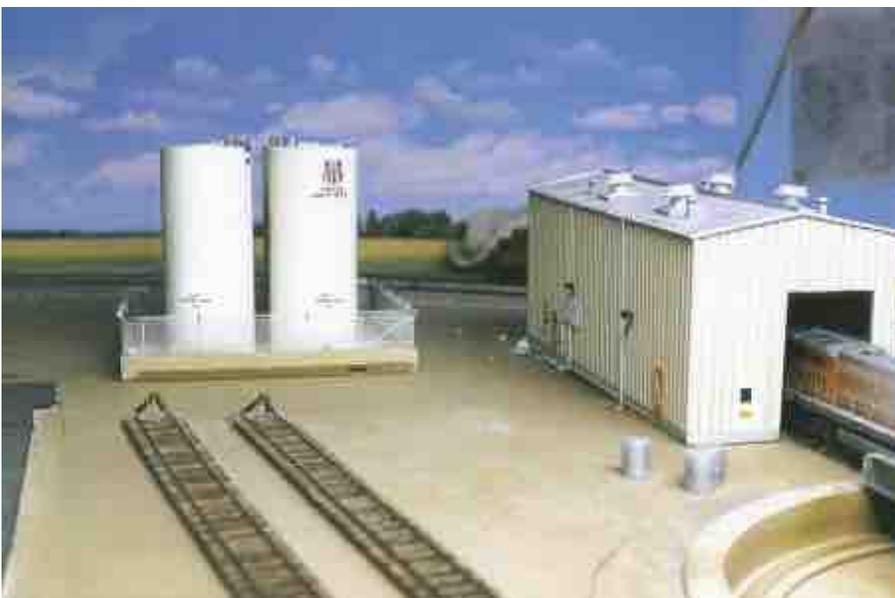
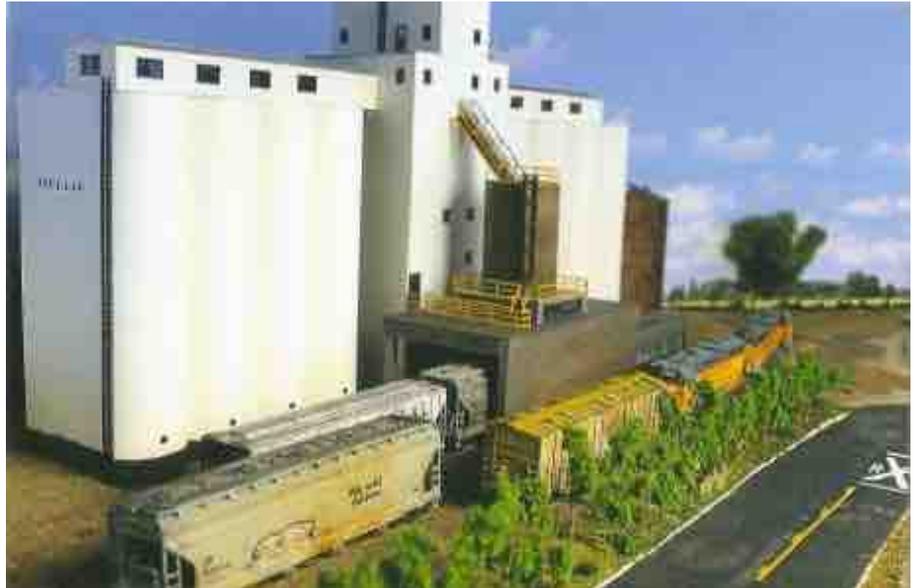
Tom: Yes, that is very surprising.

BP: Why did you pick HO scale to model?

Tom: O scale - I did not have the room. N scale - I thought it would be a little too small. At this time with the area I have I might reconsider N scale but at the beginning I considered HO to be my preference as a happy medium.

BP: So you model Salina?

Tom: Yes, I model Salina. I built a model of the grain elevator east of town, and I have built a model the oil tanks in the yard and the engine house. That brings up another point. One time my cousin was here, and I took him down to



the layout and asked him if "this" looks familiar and he immediately says "that is the engine house here at the Salina UP yard." That made me feel good.

BP: Tell me about your layout.

Tom: It is in the basement and has been under construction for about 10 years. Some areas have scenery. The DCC is up and running but I only have one block since it is not that big - about 9 X 22, something like that. If I add more power, I may need to split it up

into more than one block.

BP: How many locomotives do you have on the layout?

Tom: I probably have 6 or 7 on the layout right now, with 2 or 3 with sound. I probably will not put sound in more. I know some guys do, but I think when you are running a Consist, one locomotive with sound is plenty.

BP: That is probably something to experiment with. How about volume? What have you found there?

Tom: I need to turn the volume down. One is pretty loud – it is a locomotive straight out of the box and right onto the layout. I have been just putting it off.

BP: Are you using JMRI or something like that for programming?

Tom: No, but it is something I would like to try. I do use a “speedometer” to do speed matching. It uses two optical sensors about as foot apart and the sensor uses the time interval traversing the distance to calculate the locomotive speed.

BP: Do you have any problems with variability with the locomotive speed?

Tom: There are some locos that you have to play around with the CV’s to get the speeds to match. I try to match three speeds - low, medium, and top speed - and I feel you are pretty much in the ballpark. That brings up another point. For locomotives that are used primarily for low speed, I really like TCS decoders. I have two switchers that I can get them to run 1 mph with no problems. I also have some Digitrax decoders. What is your experience?

BP: I have different brands. Each has its own idiosyncrasies. For example Digitrax has their own method for Consisting, so I have to make adjustments in the CV’s for my NCE system. But we digress.

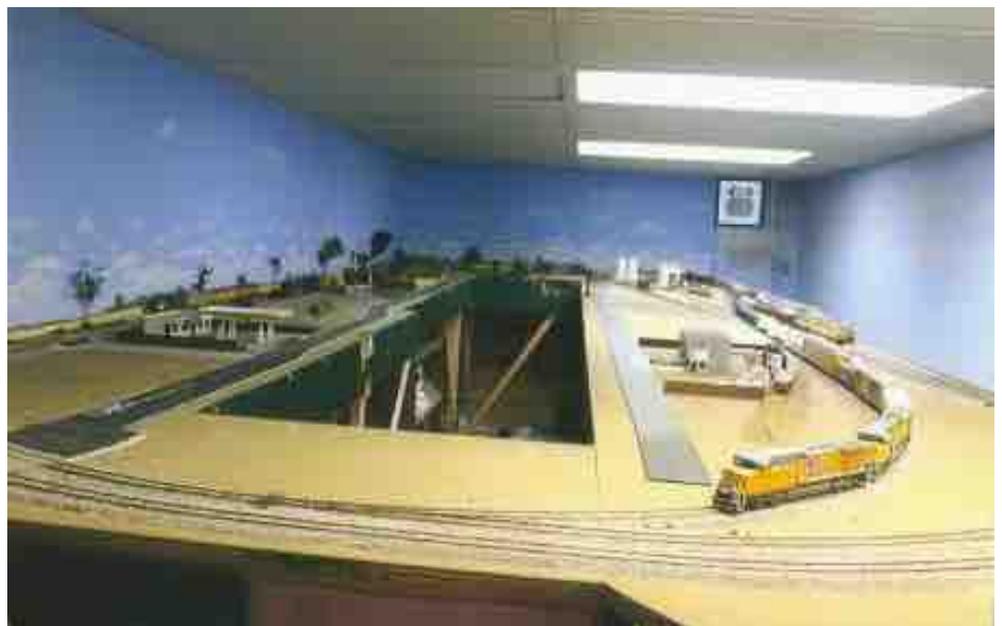
Tom: I have Soundtrack because they came as original equipment in the locomotive whereas the ones I have installed have been TCS with some Digitrax in the Kato locomotives where they had the room in the fuel tank for a speaker.

BP: Have you tried other speakers with the Digitrax because I have heard that the sound might be improved with different speakers.

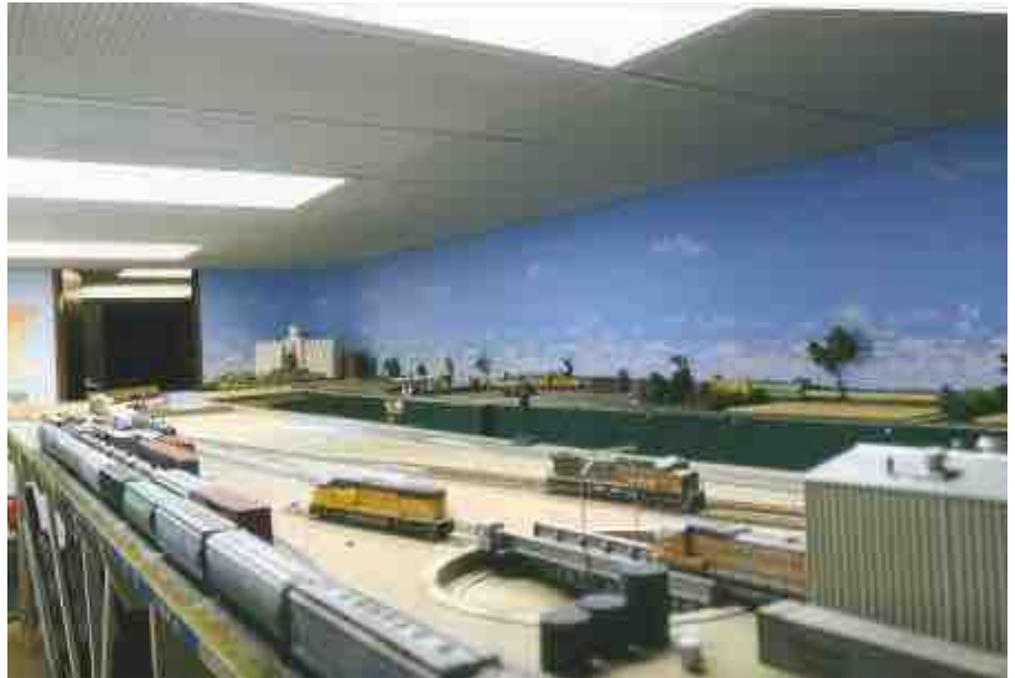
Tom: No, I have been happy with the Digitrax speakers. And, some say that the downward sound sometimes gets muted. But, I don’t see any problem.

BP: What would you do different next time?

Tom: NO DUCK-UNDER!!! For me it is not a problem. I am still in pretty good shape. But others may have a problem. That is the one thing I would eliminate if I were to do it over. What I wanted when I built the



layout was to have as broad a curve as possible. So I had to stretch the layout width as much as possible. And, I wanted to run passenger trains so needed broad curves to make them look good. If I did not have had the duck-under, I would probably have had 18-22 inch radius, which is much too sharp for HO scale. I am running 30-32 inch radii with what I have, and that is stretched out to the very edge of the layout. With the room I have, maybe I would have been better off with n-scale.



BP: But, you are having fun with what you have. That is what is important, right?

Tom: Of course it is. That is the room I go down to when I want to get away from everything.

BP: Do you have others over to run trains?

Tom: No, I really haven't. A couple of guys will come over if they have problems. But, as far multiple people running trains, I only have two controllers, so that limits me to how many can run on the layout. They are all radio - I never considered tethered. And, I have 4 switches on the far side of the layout that I have installed with stationary decoders so I can control them from the throttle and not have to go under the duck-under. They are also lighted so I know from a distance which way they are thrown.

BP: It sounded like when we talked earlier, you meet with groups other than the NMRA.

Tom: Oh yes, there is a group from Abilene/Salina that is not NMRA. Some of the members were at one time, but something happened and they separated off. Whenever I bring up the NMRA, they get a negative attitude.

BP: It would be interesting to know why they have that feeling - in knowing what happened - why they left.

Tom: That is a good point. We will be having the next meeting at one of the member's houses here in Salina. I'll inquire as to the history. Would you want to attend too?

BP: Sure! It would be good to get the feedback to know what we did to trigger that kind of response so we can avoid and take corrective action. From the KCD standpoint, we need to know what happened.

Tom: I think I heard something about "rivet counters," but these guys are just interested in running trains. They will pull something straight out of the box and run it. For example, one of the guys WILL NOT weather his cars. He wants them to be factory fresh. Meanwhile, his father-in-law used to weather everything. Everything he has IS weathered.

BP: How many are involved with that group?

Tom: Maybe up to 10 from the Salina-Abilene area if everyone shows up.

BP: That is a sizeable group that seems to be alienated from the NMRA. Any other groups that you are involved with?

Tom: You know about the McPherson group. They have the layout in the McPherson Museum where we had the December KCD meeting. And, I belong to the UP Historical Society. That is completely different from the NMRA. It compliments what the NMRA offers.

BP: What is it that draws you to McPherson?

Tom: Just associating with other modelers; and being able to pick up pointers, too. It is the exposure to other people and places.

BP: What could we do to make our meetings more interesting?

Tom: And, I think if you do a clinic or do something different each meeting. It would be nice to have hands-on clinics. For example the NMRA library has numerous clinics that we could do at the meetings. We need to build up people's interests so they want to come back to the next meeting.

BP: How do you support the NMRA activities?

Tom: Well, I am the clerk of the KCD and take the minutes of the meetings. And, I have been to 6 national conventions and, I think, 3 regional events. If you haven't been to the national convention, it is really worthwhile - if nothing else for the clinics that they offer. There are many and varied subjects that they cover. And, you get to meet a number of neat people and go on layout tours. You have to pick and choose because of the many things that are offered.

BP: What other activities do you do?

Tom: Well, I have talked about the UPHS. And, I do go out and watch the trains down at the Salina yard. I have two binders about 6 inches thick of pictures I have taken. And, I look for locomotives I have. Out of the 18-20 locos that I have, I have pictures of maybe 25% of them. And, I have ridden the scenic railroads in North Conway NH and the Cumbres and Toltec out of Chama NM. Those are neat railroads. And, I am in the process of restoring my 1968 Charger. My wife questions that, since it is in storage, but I am looking to have the transmission rebuilt.

BP: We have pockets of member in Topeka, Emporia, Salina, with a few members scattered in between and beyond. What do you think about our meeting locations and attendance?

Tom: I read what Larry said in the last issue and Herington was mentioned because it's a central location. That would be hard, as there is nothing in Herington. The problem with KCD is the distances that separate us. It is a big area that we cover. It is not an easy solution for how to get the membership out. We miss the members in the Topeka and Emporia areas that we haven't seen for a while.

BP: For me, the main thing is having something that will draw people in. We must have a program that is "inviting." We need to look at various options.

Tom: We could do something like a Christmas party to vary the agenda. Why don't we get the names of the guys in Emporia, go down there, have lunch, and find out what they want for meetings? I would be willing to do that with you.

BP: Good idea. Let's work on it.

BP: Well Tom, thank you for your time. You have some good comments and insights. I appreciate your taking the time to talk to me.

Tom: Thank You!

KCD Modeling in the NModelRA

Our Member's Modeling Activities

Road Trip: Golden Spike Tower

By Chris Heinsohn

My spouse, David, and I have discussed visiting the **Golden Spike Tower** in North Platte, Nebraska for a few years now. The long Thanksgiving weekend this year presented a great opportunity for us. We asked our modeling friend, Ray Brady, to join us. He agreed. Plans were made.

David and I arrived at Ray's shortly after 9 AM on the Friday after Thanksgiving. We transferred the cameras and luggage to Ray's car and headed toward Deshler, Nebraska. Why Deshler, well, **Spring Creek Models**, of course! Ray had visited them several times, but David and I had never been to their retail location. Several times we had purchased items from Spring Creek at Train Shows so knew of the diversity of their wares.

We spent about an hour looking around the store and combing through the stock for those special items. All of us found a few things we just could not live without. We also found out that stopping by the store occasionally is a good idea as not all the stock has made it into the computer system. I would say that during the hour we were there, the clerk received a dozen phone calls for orders. She had a stack of items that she needed to box up for shipping. She did all this while answering our questions. Deshler is not on the beaten path, but there still were probably four other drop-in shoppers during our visit. Black Friday shopping at its best! The image to the right is the n-Scale section of Spring Creek Models.

With shopping completed, we headed out for lunch. The only restaurant in Deshler was not open so we headed to Hebron and had lunch at Mary's. A typical mid-western menu was available. The rolls were homemade.

Next on the trip plan was to make progress toward North Platte via Interstate 80. At Kearney, we chose to veer off to US 30 so that we could parallel UP's tracks to rail fan. Much anticipation arose in the car, but that anticipation was not rewarded. We saw one train in the one hour and forty-five minute trip.

In North Platte, we planted ourselves at the Comfort Inn and had dinner at Whiskey Creek. Plans were made for meeting at breakfast at 8 AM the next day as the Golden Spike Tower opened at 10 AM. There was a little apprehension that we had chosen a low train traffic weekend which might make for a boring Saturday at the tower, but only a little.

After nourishing ourselves with the hotel-supplied breakfast, we headed to the Golden Spike Tower driving north to the center of town and then paralleling the tracks westbound. When we turned west onto Front Street, there were only the two main tracks. Within two blocks, a third track was added. A few more blocks and the center track split into six more. And the yard grew and grew and grew!

The Golden Spike Tower is about two miles west of the center of North Platte. It is on the south side of Bailey Yard, the World's Largest Classification Yard. I was amazed at the size of the yard. Little



did I know what I was focusing on from the ground was just a small part of the yard. We paid our entry fee, which allowed us to spend the day at the tower; we were offered coffee and given the welcome spiel by the young woman behind the counter. We took the time to watch the introductory video - which can be found here.

<https://www.youtube.com/watch?v=0ceOsEMKWJU>

It gives a brief overview of Bailey Yard. Then up we went up the tower to the eighth floor observation area via elevator. The elevator opens onto a view of a North Platte residential area, but as you circle around the central core of the tower the view of the yard appears. My jaw dropped.

Bailey yard covers 2,850 acres and stretches 8 miles east to west. There are 17 receiving tracks and 16 departure tracks. The eastbound “hump” yard has 64 tracks in the bowl; the westbound bowl has 50 tracks. UP says they handle 139 trains a day. 14,000 cars pass through the yard daily. 3,000 cars are classified a day. The hump yards can each classify four cars per minute. The yard includes engine repair facilities and an in-line car repair facility.

The majority of the yard can be observed from either of two floors of the Golden Spike Tower. The platform on the Seventh floor is open to the air and has no glass to obstruct the camera lens. However, during our visit, it was a bit nippy to be out for more than, say, 20 minutes. We spent most of our time and took the majority of our pictures from the environmentally controlled 8th floor observation area. The 8th floor is also where the docents are located. The docent staff is made up of volunteers who “work” shifts of a couple of hours. All were knowledgeable to the yard’s operations, railroads in general, and had stories to share. Some of those stories seem a wee bit tall. We asked lots of questions and they were most willing to provide answers. Their experience ran from being the manager of the EMD parts depot at Bailey yard to road engineer to a trainer of engineers.

**Engine
Facilities
West
End
Of
Bailey
Yard**





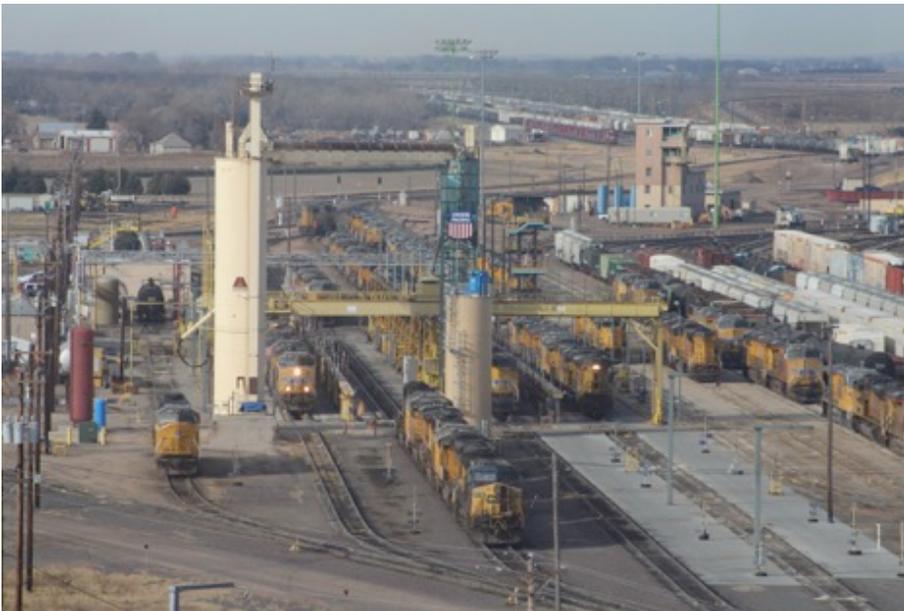
**Bowl
Tracks
Of
Eastbound
Hump
Yard**

**More of the Bowl
tracks for the east-bound
hump. Note the coal
drag in the background
is on one of the main
through tracks.**



**Maroon locos are leased.
Coal drag is in the back
along the horizontal
centerline of the picture.
There is a train being made
up from several of the bowl
tracks. It really did
take quite a bit of time
to make up a train. Cars
could not come off the
hump destined for a bowl
track that was in use by the
trimmer. Imagine programming
that software!**

Westbound hump with tanker on its way to the bowl tracks. Your eyes are not deceiving you; cars roll east off the westbound hump. UP wanted to have the cars headed west to roll west into bowl tracks, but the cost of engineering a hump to do that would have been in excess of five million dollars. This is due to the eastward slope of the local terrain.



**“Can I check
the oil,
sir?” The
engine service
line.**

**In the upper right,
8 cars with three
white tanks each.**

**Those were pushed
over the hump to
their spot in the
bowl and then
separated.**





**Nice
Graffiti!**

Meal planning for a group of three folks who like food can get involved. In the picture you can see Chris and Ray consulting their mobile apps in an effort to find a place for lunch. We were checking out the recommendations provided by a couple of the docents. We decided upon the Mexican restaurant that had been suggested. The meal was good and the prices were reasonable.



After lunch, Ray drove us out to Buffalo Bill Cody's home where his Wild West Show wintered over. It was closed

for the season but we were able to see the buildings and the grounds. We then headed over to Cody Park to view a couple of locomotives, which unfortunately were behind a locked gate. Bummer! Ray had promised we could climb into the cab of the Challenger. We need to plan a trip during the tourist season! We meandered back to the Golden Spike tower to see what the afternoon would present us.

Over the course of our visit in the tower, we were able to watch cars being classified in the east and west yards, trains being trimmed (made up), engines being wrangled, and through trains transiting the yard. It occurred to me that Bailey Yard was a one-to-one scale, dead rail layout. The work of trimming trains and moving cars over the hump are all done by radio controlled motive power. At the hump, the engineer is on the ground with his remote control rig for an engine that pushes the cars to the proper position on the hump where he uncouples them. Once the car is uncoupled, it rolls down the track to the correct location and at the proper speed for to gently impact the car it meets. This control is achieved via an ID chip on the car that contains the manifest data. That data is used by the yard's computers to determine where to route the car and how much to employ the retarders to control the speed. Usually, only on car at a time is released, but based on the routing and weight of the cars more than one may be released together. We got to observe a situation where a string of pressure tank cars were pushed to the correct location by the engine rather than being released at the hump. The docent indicated that there were probably restrictions about humping the cargo.

All in all we spent four hours observing the operation of the yard. That's longer than any other visitor that day. But we all found things of interest to observe, questions to ask, pictures that needed to be taken and notes about modeling made. I think all of us would visit again, maybe with specific intent. I want to go back with a camera, just to take pictures of graffiti and rust on cars.

The next morning we headed back home. We departed North Platte via US 30 headed to Kearney. This highway parallels the mainline. There was such a dearth of trains in the first five miles that a mood of disappointment settled in the car. That did not last long; over the next hour we were treated to fifteen trains. Most were headed west to Bailey. About 8 miles east of North Platte we saw three trains waiting. That appears to be the point where the Yard Master releases the trains into Bailey. We were even able to see a meet of an east bound and a west bound. Ray paced the eastbound train for several miles. We traded waves and horn toots with the engineers. You would have thought the car was filled with 10 year olds based on the laughter and glee expressed.

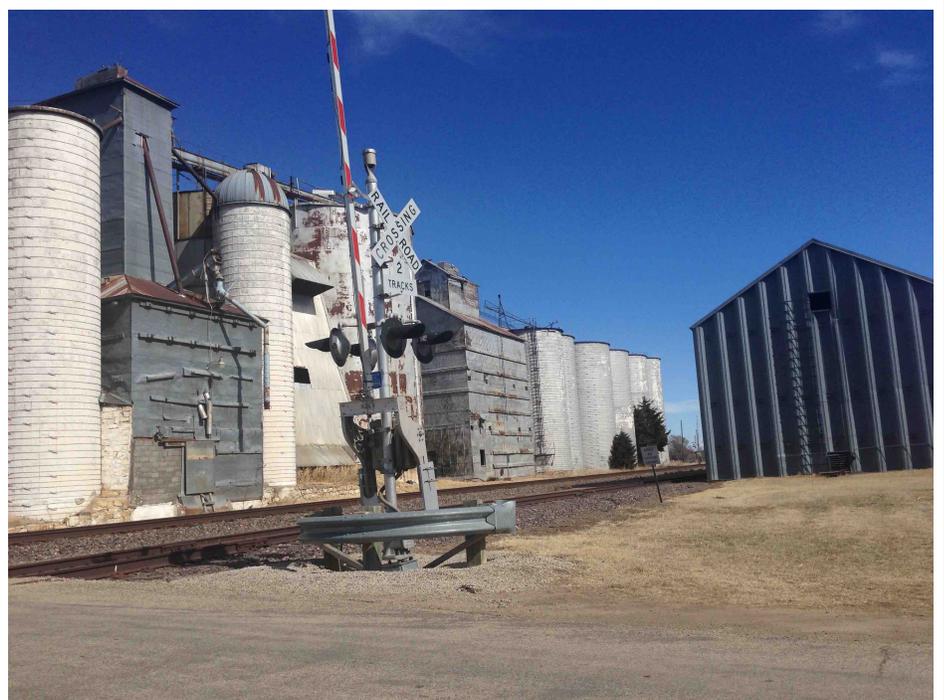
At Kearney we headed south to Minden where we caught a view of Prairie Village, which looks like an interesting place to visit if one had some time to spend and it was in season. It boasts 12 historic buildings, an "iron horse", and lots of artifacts. In Minden, there is also an attractive railroad station now serving as a BNSF section office. That station was the last of the interesting train related sightings of the trip. We lunched at Napoli's in Hastings. The Italian food there was better than most places in the mid-west.

After lunch Ray drove us back to Brookville, where David and I again transferred our goods to our vehicle, said our goodbyes and headed home. It was a refreshing trip. Ray was a fantastic trip host. He provided water and snacks to have during our travels. I think David and I owe him a big bag of M&M's. But, in addition to that, Ray has an extensive knowledge of that stretch of UP's trackage as he has been studying for his layout. He generously shared his knowledge with us - he greatly enhanced the trip for both David and I.

The Golden Spike Tower has been on my bucket list. I can now cross that one off my list! Bailey Yard is an awe-inspiring site.

*STRUCTURES
THAT JUST
BEGS TO BE
MODELED*

**Elevator
Complex in
Wilson
Kansas
along the
UP Sharon
Springs
Sub**



KCD *Modeling in the* NModelRA

More Member Modeling Activities

From the Caboose Kibitzer, Volume 41, No. 1 * March 1991

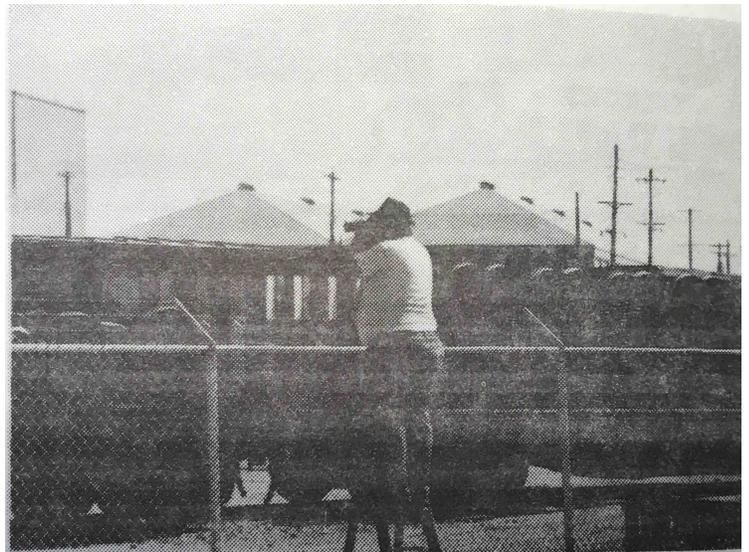
Chain Link Filters

By Marty Vaughn

When it comes to photography I'm no expert like David Halpern, but I do know a good idea when I see one. At one time or another I expect that this problem has happened to all of us. You are out to photograph some new prototype down at the yards but you can't get permission to get on the property, or you've found an old steam engine on display in a park. But in both examples you're on the wrong side of the eight-foot high chain link fence.

Like most people I've tried shooting through the links, but I either can't get the entire subject in the frame, or it's blurred by the chain links that I can't quite shoot around. I've often remarked that the one filter I need most in my camera bag is the one that filters out the chain links!

Coming back from the MCoR Convention in Omaha, the group that I was traveling with stopped in Lincoln to see what was happening there in the BN yard. Those of you that have been there know that the main yard area is surrounded by the required chain link fence. I groused about still not having a chain link fence filter when one of my companions jumped out of his truck with his camera bag and said "No Problem!" As you can see from my photograph, the only one that got any good railroad prototype photographs that day was Richard Napper.



While this isn't exactly a camera filter and won't fit in everyone's camera bag, it does get the job done! Like I said at the beginning, I know a good idea (and a DEDICATED rail fan) when I see one.

Soldering Brass

By Richard Yungclas

Many articles have been written about soldering electrical connections. You always hear "clean parts and use rosin core solder" and such things. We are now talking about brass, so put the previous items back in the file for future reference.

When soldering intricate parts, first tin the part with a thin film of solder and apply some liquid flux to the joint. Then put a dab of solder on the tip of the iron and touch the tip to the joint. The solder on the tip is an added heat mass that envelops the joint and instantly solders it.

The liquid flux is usually a zinc chloride solution. Different brands though have different level of acidity while Staybrite has a hotter acid level. I have had good luck with both by neutralizing them

with water. Don't neutralize them too long, as it is the acid that etches the brass for a stronger bond. After making the joint, dunk a Q-tip in some water and wash the joint. This will neutralize the leftover acid. If not, you will have green brass, super glue won't stick, and you paint will curdle on contact. The cup of water is also handy for cooling the fingers that you have soldered and, or toasted by picking up hot parts.

Now, let us talk about solder. Generally speaking, the higher the melting point of the solder, the stronger the joint is. Silver bearing solder (5%) melts at 430 degrees and is stronger than *Tix*, which melts at 275 degrees. To apply multiple details on the same area, start with one area and work down to the other end. The first part shouldn't get hot enough to fall off before you get to the second one done and so on. Remove the iron as soon as you see the solder flow as not to bring the rest of the pieces up to the melting point. Watch the part carefully. When the solder starts to look like bright silver you're about 2 seconds from the solder flowing.

Ersin multicore is the best of the cored solders. It has excellent flow characteristics and doesn't eat up soldering tips like some of the cheaper solders. I prefer solid wire solder obtainable at most electrical supply stores.

On soldering irons, use the biggest iron you can comfortably handle. The size of the pieces you can solder is determined by the size of the tip. A large piece of brass will cool a small tip because the brass acts as a heat sink and dissipates the heat. By the time it heats up the brass to the melting point, everything around it will also heat up and eventually suffer terminal meltdown.

A controlled industrial iron is a wise investment. It is built to hold its temperature to very close tolerances and to do it consistently. You get consistent results and don't have to replace the iron or tip for many years. My small iron is a 60-watt unit. A *Weller W60P* costs about \$55.00 and there are comparable irons on the market.

Torches are great for taking things apart and filling joints in brass plates, but they are expensive. A good torch will cost about \$450 with tanks. I once tried one of those \$39.00 mini outfits. (Make me an offer.)

Resistance soldering units are the least known method. They use electric current and the resistance of the metal being soldered to create heat. The heat is intense and quick so it stays localized and prevents meltdowns of large pieces. Resistance units will vaporize detail parts if you are not careful and they require some practice. The two I'm familiar with are in the \$200 range. If you are going to do quite a bit of brass work, they are worth every penny.

Remember, soldering and brass work are a can't-lose proposition. Even if everything goes wrong and you really goof up, it will make a marvelous junk load.

*STRUCTURES
THAT JUST
BEGS TO BE
MODELED*

**Great
Overland
Station
Topeka
Kansas**



Timetable

A Look Down the Line beyond the February 2017 Meeting

Mark Your Calendars
April 1, 2017
1:00 PM



**The April Meeting of the
 Kansas Central Division – NMRA**

Hosted by
Dugan Frank

Scenery, Trees, etc

The KCD meetings for remainder of 2017

<i>April 1</i>	<i>Dugan Frank</i>	<i>Salina KS</i>
<i>June 3</i>	<i>Tom Katafiasz</i>	<i>Salina KS</i>
<i>August 5</i>	<i>Abilene and Smokey Valley Railroad</i>	<i>Abilene KS</i>
<i>October 7</i>	<i>David & Chris Heinsohn</i>	<i>Elmdale KS</i>
<i>December 2</i>	<i>John Snell</i>	<i>McPherson KS</i>

Plus, there may be some ODD MEETINGS throughout the year