

THE BRASS POUNDER*



**Volume 28
Issue 6
December
2019**

Join the KCD on Facebook

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

Join the KCD Yahoo Group

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

KCD-NMRA=subscribe@yahoo.com

You will be automatically subscribed to the group with the email address from which you sent the message. Or go to groups.yahoo.com and enter KCD-NMRA in the search window to find the group and join.

Timetable

The next Kansas Central Division (KCD) meeting will be December 7, 2019 at 1:00PM at the Herington Historical Museum 800 S Broadway Herington KS

Table of Contents

Call Board	1
Minutes of Last Meeting	2
Editor Musings	3
Superintendent News	4
Director News	6
KCD Constitution/Bylaws News	7
New Member News	8
Block Signals and Signal Progression	10
Rock Island Bridges	12
Tales from the Road – Piedmont WY	13
UP Salina Yard Office	14
Number Boards on N-scale Locomotives	15
Timetable	19

Kansas Central Division – NMRA

Call Board

Director	Ray Brady joycove@wilsoncom.us
Superintendent	David Heinsohn Kd0r@fhrd.net
Clerk	Tom Katafiasz
Paymaster	Larry Tiffany
Brass Pounder Editor	Ray Brady
Brass Pounder Associate Editor	Christine Heinsohn

Minutes of the Last KCD Meeting

October 12, 2019

The October 12, 2019 meeting of the KCD was held at the home of Ross Boelling. Superintendent David Heinsohn called the meeting to order at 1:05PM. Those in attendance were asked to introduce themselves and mention what they were currently doing. Ray Brady (NMRA publications), Jimmie Pottberg (layout ready for cork), David and Chris Heinsohn (sailing), Ross Boelling (layout), Tom Katafiasz (scenery), Alan Meinholdt (modeling), and his guest and father Frank Meinholdt (Frank had worked for the Rock Island and also K-Dot.)

Ross moved and Chris seconded the approval of the minutes of the August meeting. Treasurer's report shows a balance of \$153.00. Ross moved and Chris seconded to accept the treasurer's report.

Question was brought up as to what to do with the supply of the boxcars donated to KCD by the NMRA. It was suggested to possibly engage with Turkey Creek or Chisholm Trail members for a weathering clinic - maybe at a Topeka meeting or at the Herrington Days event.

Under new business, Ray passed out a map of the Mid Continent Region Division's boundaries (approximate). Also was a map of the counties where current KCD members reside. Of the current 28 KCD members, Shawnee County has the largest number with 14 members. Ray related that the Region Board of Directors is redrawing the Division boundaries to reflect County boundaries instead of the current Zip Code boundaries. The impact on the Kansas Central Division is being evaluated. More info later as this develops!

It was also discussed how to get into contact with non-members in order to promote the NMRA. Ross had a meeting with the Herrington Museum group concerning a possible Kansas Central Meet (not a convention)

during Herrington Days on May 2-3, 2020. Chris moved and Ray seconded that KCD co-sponsor the event with the Herrington Days committee. Approved.

The election of a new Superintendent will be necessary beginning in 2020 because of the resignation of David Heinsohn. Ross Boelling has agreed to be nominated to the position.

Ross also mentioned that the Abilene and Smoky Valley Railroad may attempt to have their Steamer on display beside the UP main when the Union Pacific Big Boy stops briefly in Abilene on its tour west through Kansas on November 20.

The KCD meeting schedule for the future was discussed and is tentatively as follows:

December	2019:	Herrington Museum
February	2020:	Wichita Train Show
April	2020:	Ross's
May	2020	Herrington Days Train Show
June	2020:	Topeka
August	2020	Open
October	2020	Ray's
December	2020	Open

David moved and Ross seconded to adjourn the meeting at 2:34pm.

Ross took us on a tour of his layout showing what he had done and the proposed sites that would be incorporated into the layout in the future.

Respectfully submitted, Tom Katafiasz, Clerk



Musings from the Editor

By Ray Brady

Greetings, and Happy Holidays. This issue of the Brass Pounder has a lot of diverse fun, and a lot of Division business in it. Things are happening in the Kansas Central Division.

About the fun!!

First, in this issue we hear from a new member, Greg Schneider who has recently moved into the area. It is good to hear what new member's interests and activities are doing.

Second, we hear what four of our members are doing:

1. Alan is building bridges using materials found in a number of unexpected places. He keeps reminding us to keep a watch out for alternate uses of materials that we can use on our model railroad. All it takes is a little thinking outside of the box. Read about his work starting on page 12.
2. Tom is scratch building the UP's Salina Yard Office – taking inspiration from the real world as he brings his layout closer to completion. Read about his work starting on page 14.
3. And my scratch-built engine number boards on N-scale locomotives takes us down an alternate path of improving the detail on older, used locomotives that have lost some of their parts by the time we got them – and at the same time maybe improve their overall detailing in the process. Read about it starting on page 15.
4. And fourth, Ross gives us more insights into the operations that occur on prototype

railroads. His article starts on page 10.

About the Business!!

Our Superintendent, David Heinsohn brings us news that sometimes we reinvent the wheel. It seems that our corporate memory got lost somewhere in the past, and we lost track of our Division's Constitution and Bylaws. We probably all knew that they were out there – we just didn't know enough to ask. After all, we are a 501(c)(3) organization and those rules would have been required for us to exist. Your Division Officers have reviewed these "found" documents and have put together updates that should improve our operations and make us more contemporary. Read more about it on page 7 in this Brass Pounder.

And, another item of business from the Mid-Continent Region is the redefinition of Division boundaries based on "Counties" instead of "Zip Codes." The Region Board of Directors has been tasked to make it happen. Read about it on page XX of this Brass Pounder.

Both of these issues deserve your attention. All of us will be voting on the Constitution/Bylaws changes.

But, more importantly, HAVE FUN with whatever subjects interest you in the WIDE WORLD OF MODEL RAILROADING. And don't forget that **your** interests are important in the pages of the Brass Pounder, but **you** will need to write something to let us know where your interests are taking you. This is a communal publication.

Happy modeling...Ray Brady



Superintendent News

From the KCDivision **NMRA**



Hello All! There's quite a bit going on in the Kansas Central Division this time around. Please see my article on the upcoming elections and modifications to the KCD Constitution and bylaws.

Chris and I purchased a boat to do extended



travel over the next few years. This is not a boat for fishing on the Kansas lakes, but one on which we will be living for months at a time. We intend to cruise America's Great Loop among other places. So while we'll be paying attention to railroading and the railroad history around us, we'll not be in a position to attend many meetings or other events. We hope to keep in touch and up to date with KCD via the various electronic means. I hope to see lots of your activities posted to share. We will share anything we think you'd enjoy.

It's getting cold out there!!!!!! That means that the yard work is almost over, the fishing involves lots of heavy coats, and the Nationals have won the World Series. It's time to move back into the nice warm house and enjoy a more active modeling season. It's also train show season! As we've done the past few years we'll be having our February meeting at the Wichita Train Show and Swap Meet. I hope lots of you will make it to the show and to the meeting while you're there.

There are plenty of other train shows coming up as well. Keep an eye on Robert Simmons' posts in the Regional Facebook page for some of the activities.

At our last meeting, the Division voted to co-sponsor the Herrington Railroad Days weekend



**Herrington
Railroad
Days**

Save The Date!!!

2nd Annual
HERINGTON RAILROAD DAYS

Herrington Community Building
810 South Broadway
Herrington, KS 67449

Saturday May 2, 2020 - May 3, 2020

HerringtonRailroadDays@gmail.com

785-258-2842

We Hope To See You AGAIN!!!

Sponsored by Herrington Historical Society & Museum, Inc

in May. Ross is the committee chair for that event for KCD as well as for the Herrington Railroad Days. The reports from last year's event were good overall with some new opportunities identified. One of the things that will likely happen is that there will be a model and photography contest. If that pans out, it will also be a good chance to have non-contest models evaluated for AP Certificates. Get out your glue and paints. You have plenty of time to put something together for either the contest or for evaluation. And go through your photographs. Chris has pointed out several photos that have appeared on various Facebook groups that need to be printed and entered in photo contests. The photos need not be of model railroads. They can also be of prototype scenes. They can be in color or black and white. In any case, get your models and photos ready for Herrington or Wichita.

Back to our boat, **Mollie!** Chris has a nice space or two to set up and do some painting. She paints in watercolor now. I've been pondering how I might set up a space to build a few

structures, what tools I'd need, what paints I'd need, and how to store and use them. Don't have an answer yet, but it's fun to think about.



One fun fact! When I started messing around in model railroading in 2011, it was only I. But as we would drive around, Chris and I would talk about what we were actually seeing and how I might model it. That led to two things:

1. Chris became interested in model railroading again. She'd wanted a model train when she was a kid, but her Dad said trains were boy-toys and would not get her one. So she had a previous interest that my interests rekindled.
2. As we tried to develop our vision of the world around us for modeling purposes, she

began to mess around with colored pencils. That led to her current interest in painting with watercolors. She's really quite good and getting better. More importantly, she really enjoys doing it. So my getting involved in model railroads lead to Chris having a couple of enjoyable hobbies of her own.

Congratulations to Ray on taking over the Regional publication *Caboose Kibitzer*. Ray put out a great issue last quarter. You can look forward to the CK in your inbox every quarter now that he's at the throttle. You know that area on *Mollie* that I mentioned earlier that I want to set up to build structures? Well, Ray and all of us would like to see some in-progress pictures of what I will be doing – and of what you are doing too. Maybe tell us a bit about what you're doing different, the prototype your modeling, how you aged it, or what ever made it an interesting model to you. Tom's comments and picture in the last *Brass Pounder* of finding the concrete chicken to put in front of the Brookville Hotel is an example of a fun little item.

I hope you will all enjoy the balance of this issue of the Brass Pounder. Please carefully consider the Election Ballot, and the Constitution Revision ballot you'll be receiving soon. I hope to see you online in the near future.

David Heinsohn, KCD Superintendent

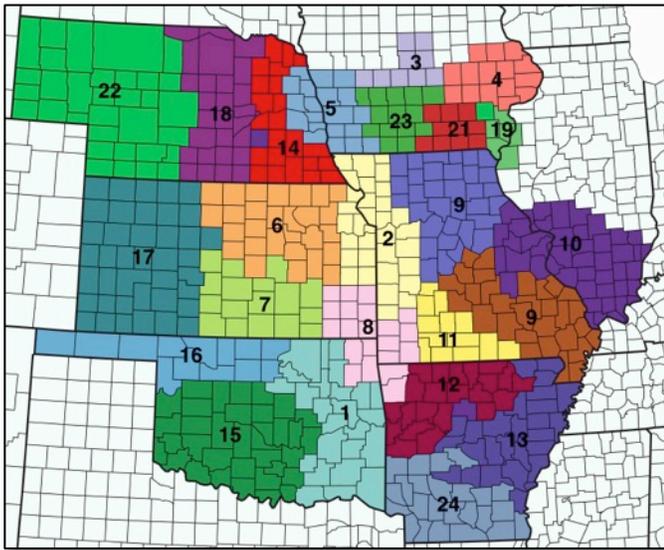


Director News

From the KCDivision NMRA



The Mid-Continent Region is made up of 21 separate Divisions, of which our Kansas Central Division is a part (**We are Division 6 in the figure below**). Currently these Division boundaries are defined by Zip Codes. This is the method used by National for years to define Division Boundaries. However, this has led to



some unwieldy situations where it is unclear to which Division a member belongs, and has made it awkward to carry out Division business, etc. And, it is virtually impossible to draw a map that lets members – old or new – know where the Division boundaries are (The above map is approximate.)

Therefore, the MCoR Board of Directors is undergoing a redefinition of the Division boundaries based on **County of Residence**. This will make it clear when someone looks at a map which Division they belong.

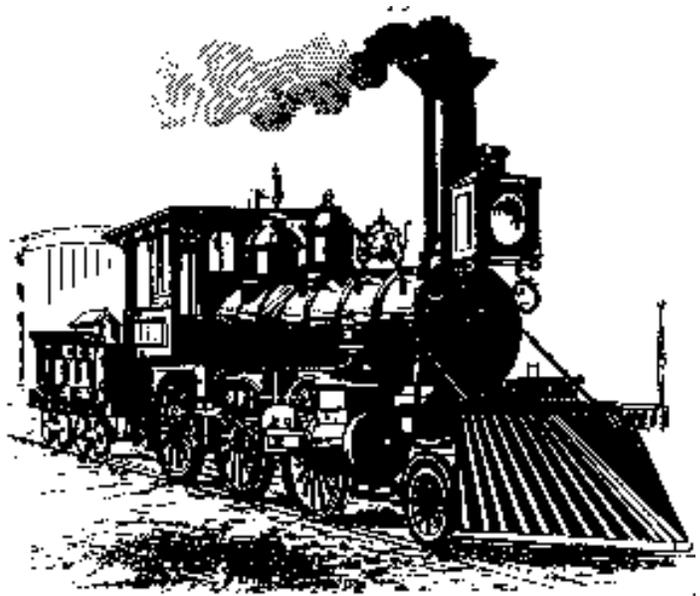
For the most part, this “redrawing of boundaries” will be a transparent process for the vast majority of the Region members. The BOD will be able to put the boundaries along county lines. And, because of the rural nature of the states in our Region, Division boundaries are easy to establish because members mostly are concentrated in a few geographic areas.

Like I said, discussions are under way for

redefinition of the boundaries. As more information becomes available from the Region, I will pass that on.

In other Region and National NMRA news, the National Convention in 2020 is in St. Louis on July 12-18, 2020. It will be held in St. Louis at the *Hilton St. Louis at the Ballpark*. Reservations will start to be taken in January of February of 2020. This will be the second Convention in the MCoR Region in three years. Having attended the last two in Kansas City and Salt Lake City, there is always something to learn, whether it is Clinics, Layout Tours, Special Interest Groups (SIGS), and more. And, the hotel is in easy walking distance to St. Louis Station (Think Amtrak and a major rail yard and many more attractions), Busch Stadium (where the Cardinals will be playing Tampa Bay on July 11th and 12th and the Yankees on the July 17th and 18th), or the Gateway Arch. And, for those that want to venture a little bit further afield, the National Museum of Transportation is just 20 miles west of St. Louis.

Ray Brady, KCD Director



KCD Elections, Constitution, and Bylaws

By David Heinsohn

Changes to This Year's Elections, and Amendments to KCD Bylaws and Constitution

As a result of our Clerk finding a Kansas Central Division Constitution and Bylaws in the archives for the Kansas Central Division, you will see some changes in the way this year's elections are conducted. Additionally, this year's election will include a ballot on updates to the KCD Constitution and Bylaws.

Regarding the elections: Simply put! We've been doing it wrong! Our recent simple vote for officers for the upcoming year by the members present at the election meeting is not the procedure spelled out in the Constitution.

To summarize the current Constitution and Bylaws requirement, the procedure states that the term of office for all four elected officers is three years. Further, the Director and Superintendent are elected in one year, the Paymaster in another, and the Clerk in yet another. This results in overlapping periods of office. That's a good thing for corporate memory and continuity.

Based on the procedure defined in the Constitution and a copy of a 2012 KCD ballot, up for election this year is the Clerk. Tom Katafiasz was nominated for another term as Clerk at the October meeting. Voting for Tom (or a write-in candidate) as the Clerk will be an item on the ballot. Further, the Constitution indicates the voting is done by ballot to **all eligible members** of the Division. The method requires ballots be mailed to **all eligible members** in mid-December and returned no later than a date in January. The Paymaster then counts the ballots. The winner is the person with a majority of votes from those eligible votes received and is announced at the first meeting of the year.

An additional item will be on the ballot. I am resigning as Superintendent although my term would not be up until the end of 2021. Chris and I are planning to travel extensively over the next few years. I will not be able to

effectively meet the duties of Superintendent while we are traveling. Ross Boelling was nominated at the October meeting to assume the duties of Superintendent for the balance of my term. Voting for Ross (or a write-in candidate) as the new Superintendent will also be an item on the ballot. I expect to remain in touch with the Division and, to the extent I am able, to participate. Chris expects to remain as the assistant editor of the Brass Pounder as well, although that is an appointed position.

In an effort to meet the needs of our membership, we intend to vote by email, except that any who prefer to vote by US mail can opt to have a ballot sent to them.

Regarding the revisions to the Constitution and Bylaws: All revisions must also be voted on by the entire eligible membership, not just those attending a meeting.

The current officers have gone through both the Constitution and Bylaws looking to bring them into conformance with the National and Regional requirements. Added additional organizational information, added officer's responsibilities, and some things like voting procedure and information about the Brass Pounder have been updated. The revisions will be distributed to all eligible members as a separate email/ mailing shortly after you receive this Brass Pounder. We are using a separate cover so distribution is only to eligible members. Each of you will have time to review the proposed revisions. The vote on the revisions will be on the same ballot as the election of officers.

If you have questions about the election of officers or the Constitution/Bylaws revisions, please contact either myself and/or Ray via email directly, the yahoo group, or the Facebook group. An open discussion of these issues will be welcomed.

David Heinsohn, KCD Superintendent

New Member News – Greg Schneider

Greg recently joined the NMRA and Kansas Central Division area and has contributed his first article for the Brass Pounder. We look forward to hearing more as his layout progresses.

Hello! I am a new member in the region and to the NMRA. I am a professor of History at Emporia State University (I live in Topeka) and the author of *Rock Island Requiem: The Collapse of a Mighty Fine Line*, published in 2013 by the University Press of Kansas. I am working on a book, under contract with the University of Chicago Press, on the interaction between the federal government and the railroad industry between the world wars, and it should be out in 2021, I hope. My railroad interests in railroad history are on the modern period with my focus on government policy and the industry, not so much the operations of the railroads themselves. I hope to do another book on the railroad industry after Staggers [Ed.: The 1980 Rail deregulation Act] which would complete my trilogy on 20th century railroading.

I am a native Chicagooan and love the gritty southeast side where the Rock Island operated. I am modeling Pullman Junction and the SE Side industries, including a bit of Wisconsin steel which was served by the Chicago, West Pullman and Southern. I have been away from the modeling of railroads for some time. So, I am cheating a bit and have hired Lance Mindheim to build the railroad for me (although not the structures or industries) and am learning how to work with DCC and other new parts of the hobby which I have little experience with, except for reading about them in the hobby press. Hopefully, the bare bones will be ready to go next summer, and I can begin modeling in earnest at that time.

I look forward to being a part of the hobby again for many years to come and look forward to interacting with the people in the region and the national NMRA.

When I have more time, I will contribute some detailed articles on my layout and the Rock Island, and other aspects of railroading.

Greg

Pullman Junction

Pullman is on an east-west elevation that parallels the north side of 95th Street (US Rtes. 12 and 20) and is just west of Stony Island Blvd. The area may be accessed from the north by heading west a couple of blocks on 94th Street from Stony Island. There are access roads on the south side of the junction, but they are off limits to all but rail personnel.

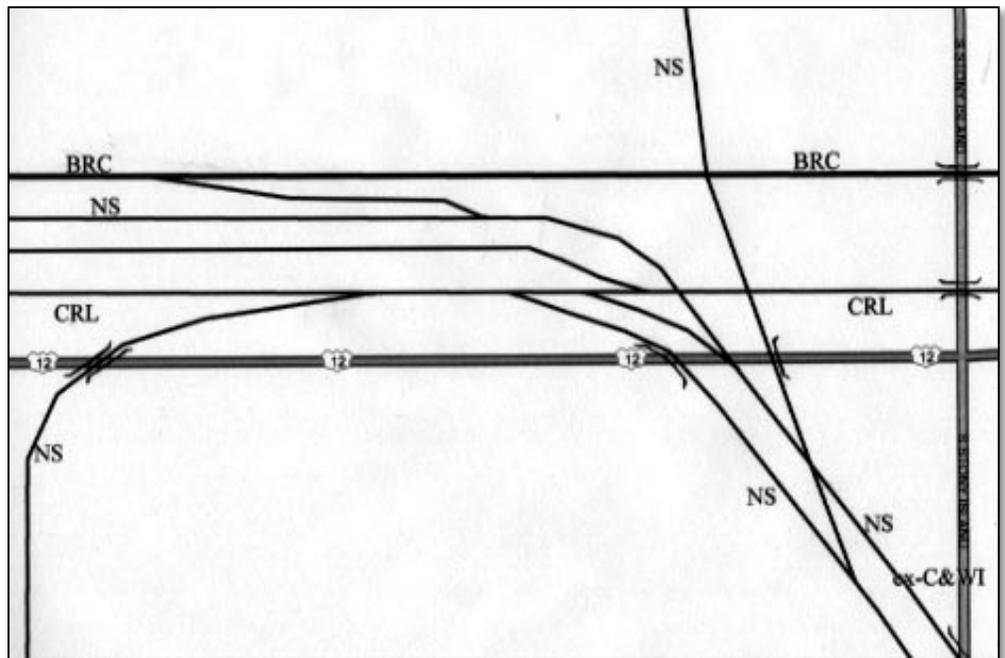
The Belt Railway of Chicago (BRC), a major terminal road, and shortline Chicago Rail Link (CRL) travel the length of the elevation with the double track BRC on the north side. In the old days, the CRL trackage belonged to the Rock Island and was also used by the B&OCT and other roads. Both BRC and CRL connect with Norfolk Southern's ex-CR Chicago Line two miles to the east, and some NS trains--as well as CP trains on trackage rights--use the tracks here to reach BRC's huge Clearing Yard in southwest Chicago. In addition, CSX intermodal trains use BRC tracks to access CSX's Bedford Intermodal Terminal just south of Clearing.

Until the 1980s, the Chicago and Western Indiana, which carried Erie, C&O and Monon trains into Chicago, entered the junction from the southeast and then curved to the west, running between between BRC and CRL. These tracks are now used by NS, whose ex-NKP main also enters from the southeast paralleling the C&WI. At one time, NKP had a line crossing CRL and BRC that headed northwest to a connection with Illinois Central; the line also carried NKP passenger trains into Chicago. This line has been cut back and is now just a long lead track. Entering the junction from the southwest is the Pullman district industrial branch, used by NS, CRL, and others to service industries to the south.

Once one of the busiest junctions in Chicago, Pullman now sees only modest traffic--an



educated guess would be about 40 to 45 trains a day. Probably most of the traffic consists of NS transfers and locals working out of Calumet Yard, which begins just south of the interlocking. However, traffic through the junction appears to have increased somewhat since the Conrail split, with road trains from NS, CSX and CP using the BRC tracks more often than BRC itself. The CRL line sees limited traffic, consisting mostly of locals and switch jobs. The area around the junction, while not dangerous, has seen better days. Caution is advised.



The above information and schematic of the Junction is taken from the website <http://www.dhke.com/CRJ/index.html> by Bill Gustason

Block Signals and Signal Progression

By Ross Boelling

The past two issues we have discussed Main Track Authority and Interlockings. In this issue, I'll try to put some more of the puzzle together and discuss Block Signals and Signal Progression. We will end up with an illustration of *Authority* and *Signal Progression* in Centralized Traffic Control and Track Warrant Control in signaled territory,

As we have discussed, absolute signals are signals that do not have a number plate. Signals that do have a number plate are block signals, or sometimes called intermediate signals. General Code of Operating Rules (GCOR) defines a block signal as "A fixed signal at the entrance of a block that governs trains entering and using that block." Although there are several different types of block signals, for this issue we will be referring to the common signal with the ability to display red, yellow, or green colored light. The signals may display solid or flashing light depending on how the signal system is designed to function.

Main Track Authority is governed by the timetable.

For **Centralized Traffic Control (CTC)**, one of the ways a train dispatcher gives authority to a train is by requesting a *proceed* signal (anything other than STOP) at a controlled signal. The dispatcher does NOT know the signal indication actually displayed at the controlled signal; he knows only that it is a *proceed* indication. When a train sees the *proceed* signal, that is the train's Main Track AUTHORITY to move to the next controlled signal. There may be intervening block signals before they get to the next control signal. The train must comply with the block signal indication, but can still move onward without receiving any more authority from the dispatcher.

CTC and Signal Progression

In CTC, an absolute signal at a control point governs movement from that signal to the next absolute signal. There may be intermediate block signals between the control points. The dispatcher does not know what the field indications of the signal are. The DS only knows if a proceed indication is displayed. For this simple illustration, there are no controlled sidings.

Step 1 Train 123East contacts the dispatcher and reports ready to depart Anna Yard. Below shows the affected signals before the DS acts.

	Block 0	CP Anna	Block 2	Block 3	Block 4	Block 5	CP Bess
WB Signal		RED	RED	RED	RED	RED	RED
Track	123 EAST>>						
EB Signal		RED	RED	RED	RED	RED	RED

Step 2 The DS can only advance the train to CP Bess. The DS requests the Eastbound control signal at CP Anna. This is the result of that request. When the DS lines the signal at CP Anna, he gives it authority to move to CP Bess. They still have to comply with the signals they find.

	Block 0	CP Anna	Block 2	Block 3	Block 4	Block 5	CP Bess
WB Signal	123 EAST>>	RED	RED	RED	RED	RED	RED
Track	123 EAST>>	>> 123 EAST AUTHORITY LIMITS >>					
EB Signal		Green->>	Green->>	Green->>	FL YELLOW >YELLOW->		RED

Step 3 The signal system monitors the condition of the track and sees Train 123East is now clear of CP Anna. The DS has no control of these block signals.

	Block 0	CP Anna	Block 2	Block 3	Block 4	Block 5	CP Bess
WB Signal		RED	RED	RED	RED	RED	RED
Track		123 EAST>>					
EB Signal		RED	Green->>	Green->>	FL YELLOW	YELLOW	RED

Step 4 Train 456East reports ready. The DS requests the Eastbound control Signal as CP Anna. When Train 123East clears the block, a yellow signal lights.

	Block 0	CP Anna	Block 2	Block 3	Block 4	Block 5	CP Bess
WB Signal	123 EAST>>						
Track	456 EAST>>	>> 456 EAST AUTHORITY LIMITS >>					
EB Signal		YELLOW	RED	Green->>	FL YELLOW	YELLOW	RED

For **Track Warrant Control (TWC)**, the train dispatcher gives authority by way of a Track Warrant. It is a physical or electronic document transmitted to the train. For *proceed* authority, it contains the starting and ending locations of the train's authority. It is usually issued by mileposts: "BNSF 1234East is authorized to Proceed From MP1 to MP5 on the Main Track." The entire length of the train must be within the limits of the track warrant.

TWC Authority and Signal Progression.

In TWC, a Track Warrant provides movement authority. There may or may not be block signals within the limits of the Track Warrant. The dispatcher does not know what the field indications of the signals are; the DS only knows the limits of the authority issued. Regardless of the signals they see, the train must hold a Track Warrant to use the Main Track. In this example, the 123East requests a track warrant to depart **CP Anna**.

Step 1 The 123East contacts the dispatcher and reports ready to depart **Anna** Yard. Below shows the affected signals before the DS acts. Even though the 123East sees a clear signal at Block 1, they must have a Track Warrant before they can depart.

	Block 0	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6
WB Signal		RED	RED	RED	RED	RED	RED
Track	123 EAST>>						
EB Signal		Green->>	Green->>	Green->>	Green->>	Green->>	Green->>

Step 2 The DS only wants to advance the 123East to Block 5. He issues them a Track Warrant with proceed authority from Block 1 through Block 4. After receiving their Track Warrant and seeing a proceed signal, they can depart **Anna**. They still have to comply with the signals they find.

	Block 0	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6
WB Signal		RED	RED	RED	RED	RED	RED
Track	123 EAST>>	>> 123 EAST AUTHORITY LIMITS >>					
EB Signal		Green->>	Green->>	Green->>	Green->>	Green->>	Green->>

Step 3 The signal system monitors the condition of the track and sees the 123East is now clear of Block 0. The DS has no control over these block signals.

	Block 0	Block 1	Block 2	Block 3	Block 4	Block 5	Block 6
WB Signal		RED	RED	RED	RED	RED	RED
Track		123 EAST>>					
EB Signal		RED	Green->>	Green->>	Green->>	Green->>	Green->>

Step 4 The 456East reports ready. The DS issues them a Track Warrant with proceed movement from Block 1 through Block 3. And even though the 123East sees a clear signal at Block 5, they must stop before entering Block 5 because their Main Track Authority ends there

	Block 0	Block 1	Block 2	Block 3	Block 4	Block 5	CP Bess
WB Signal		RED	RED	RED	RED	RED	RED
Track	456 EAST>>	>> 456 EAST AUTHORITY LIMITS >>			123 EAST>>		
EB Signal		Green->>	FL YELLOW	YELLOW	RED	Green->>	Green->>

The above examples try to show you how Main Track authority and block signal progression work together to allow a train to move. System Special Instructions contain the specific rules for how signals are to be obeyed. Typically Green is proceed at maximum authorized speed; Flashing Yellow (Advanced Approach) means slow and prepared to pass the next signal not exceeding XX MPH; Yellow (Approach) means slow to XX MPH prepared to stop at the next signal; a Red controlled signal means STOP while a Red intermediate signal indicates the train may Stop-and-Proceed at restricted speed (not exceeding 20mph and prepared to stop in 1/2 the range of vision).

I hope this helps you understand how the movement of trains isn't as easy as you may think!!

A Rock Island Plate Girder Bridge and Truss Bridge

By Alan Meinholdt

Alan continues his bridge activities with another bridge.

At the Wichita Train Show in February 2019 I traded out a woodworking project for three-72' plate girder bridge kits and one-150' truss bridge kit from Central Valley Model works. I started building the kits in July.

There are so many pieces to put together before you can even start the bridge itself. Throughout the project, I have referred to Central Valley YouTube videos that are a little more detailed on the assembly process, which helps a lot. At least once or twice a week in the evenings I work on it and have made very small steps.

The plate girder bridges are all finished and painted. For the paint color I used Rustoleum Aluminum color and no weathering. I am waiting on one Rock Island logo decal for the third bridge.



I am at the point to start to put together the sides on the truss bridge. For the side of the truss bridge, Central Valley includes a full size diagram for *half* the length of the bridge. I made a mirror image copy of the diagrams to make a full-length pattern plus a few extra copies. I used the extra patterns for cutting the angles and the straight pieces to length. After I had all my pieces cut, I used transfer tape on the full size pattern to hold the parts in place for gluing.



For the abutments I have some scrap limestone I picked up from a stonecutter. For the bridge piers, right now I am still trying to come up with some ideas. I have been looking at the home stores in the floor and wall tile department and have not found anything that will work for cut stone. I will

either cut the piers out of wood and paint them or I will make a mold and cast them using sanded tile grout.

For the bridge decks that came with the kits, I found that Code-100 rail slips in between the molded spikes and will be in gauge.



With any luck, and with a lot of cold evenings ahead I will have the bridge finished for the Wichita show in February 2020.

"A brand New Bridge" for the railroad – that's the plan.

Tales From the Road – Piedmont WY

By Ray Brady

Another interesting industry from the Union Pacific's original grade through Wyoming

I took this picture of the Charcoal Kilns next to original Union Pacific Overland Route roadbed (now a County road) at Piedmont WY. Located about 15 miles east of Evanston WY, the town of Piedmont was a base for UP helpers over Piedmont Hill a few miles west. A few buildings remain in what is now a ghost town. These kilns were used to make charcoal for Utah smelting and for local blacksmith forges and heating. Dating from town's founding in 1869, the kilns were used up until about 1903 when the Union Pacific rerouted the Overland Route over Aspen Hill and left Piedmont off the beaten path. It soon became just a ghost town.

The site is currently on the National Register of Historic Places, is part of the Wyoming State Park System, and is easily accessed on WY County Road 173. The site allows one to not only drive the route of the original UP Overland Route, but also affords an interesting item for modeler to consider for their railroad empire.



The Salina KS Yard Office

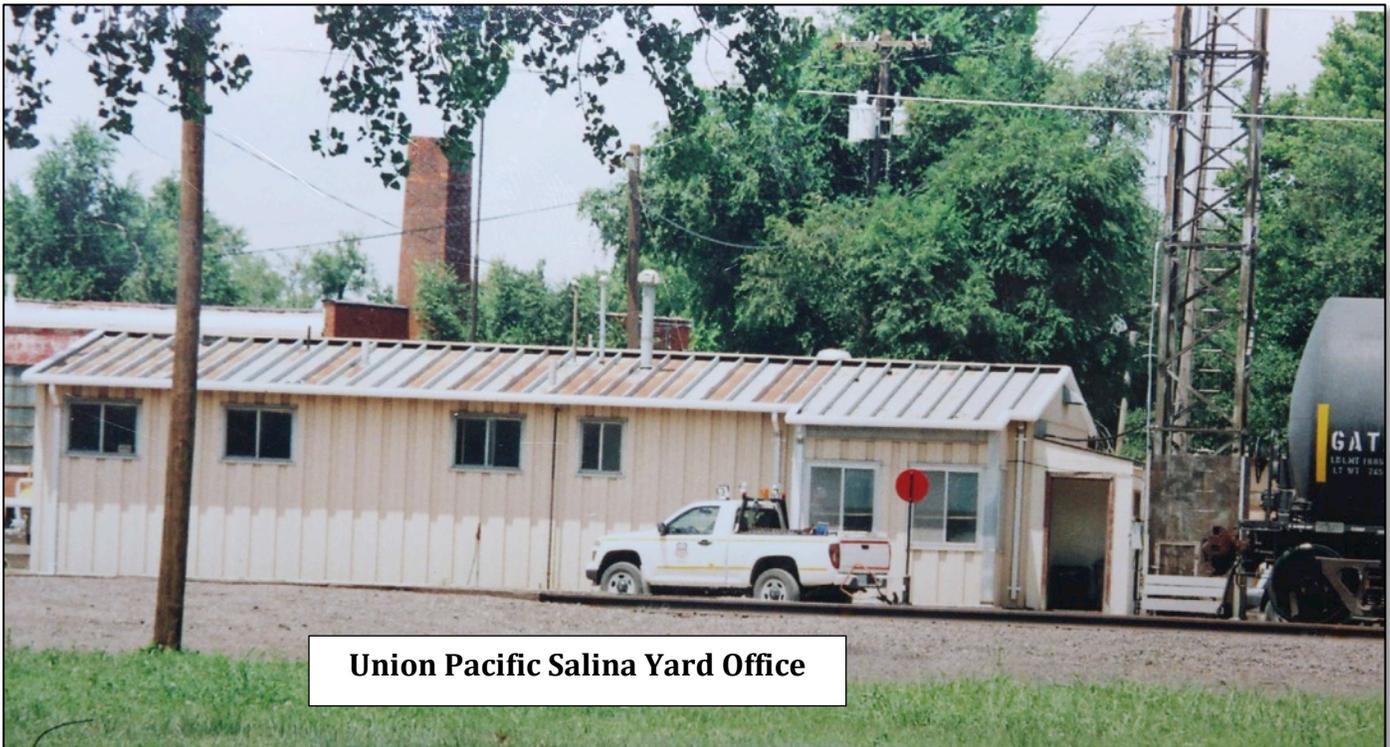
By Tom Katafiasz

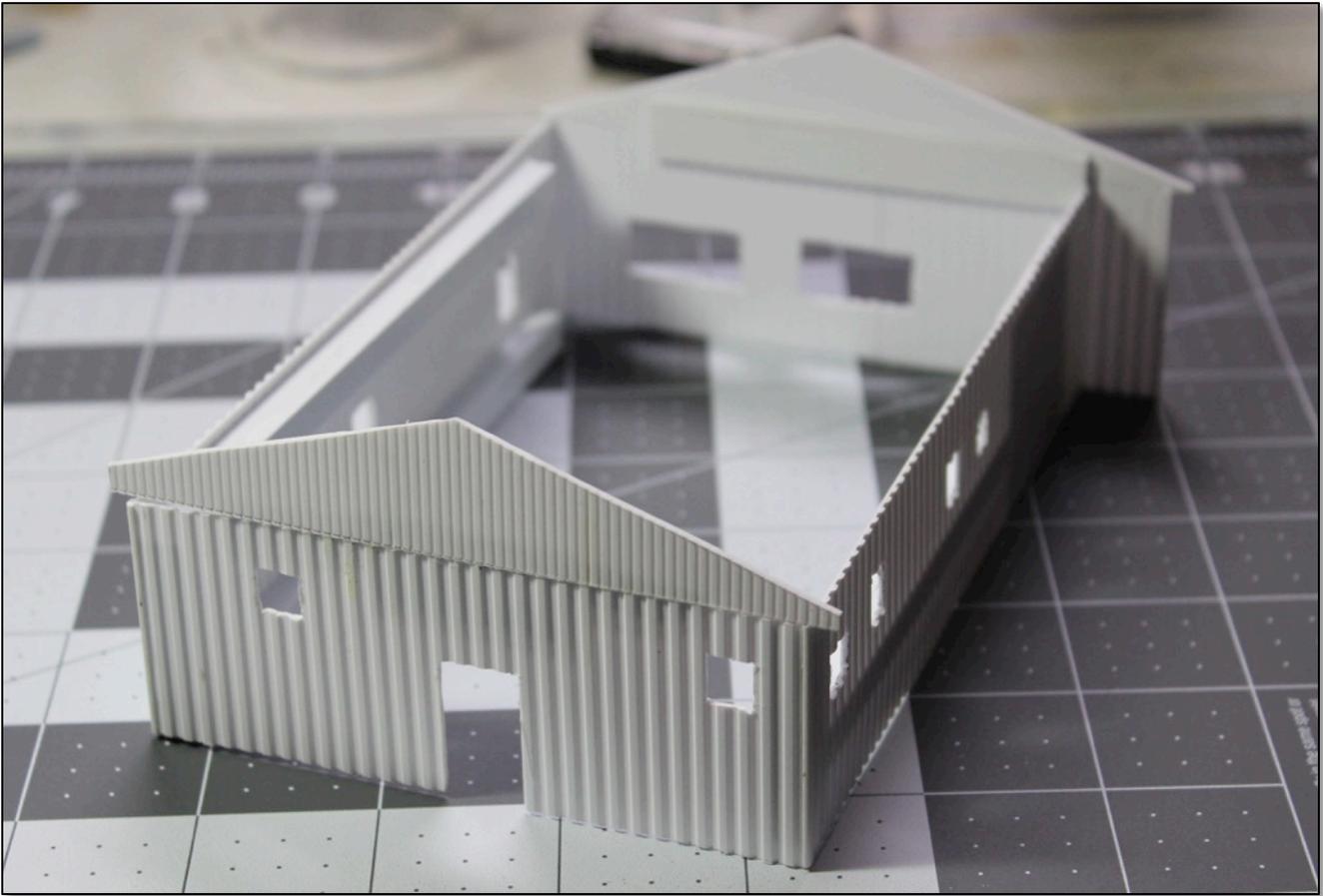
Tom has started a new project – the Salina KS Union Pacific Yard office.

This project involves the building of a replica of the Union Pacific Yard office in Salina, Kansas. The picture depicts the older yard office, which is still in use. There is another, more recent office, directly behind the old one.

I decided to model the older one as it has more character. It is a convoluted building, as there have been several additions added to it. I have included two photos of the building showing the unusual roof.

The photos on the next page show the current stage of construction.





Number Boards on N-scale Locomotives

By Ray Brady

A alternate way of installing numbers in number boards in locomotives.

Most of my collection of locomotives has been purchased off E-bay and are not necessarily new. They all run good, but there may be cosmetic parts missing from the engine. I have taken the approach that “I can fix that later” and have just been living with it because the price was right. So far, most of my modeling efforts have been geared towards getting my layout working. However, sometimes I need a diversion from working on the road gang and I have been looking at other disciplines of the hobby – such as installing decoders or improving the appearance of my collection.

Missing from many of my Kato SD40 and SD45 locos has been the number boards. While the Kato locos are superb runners, the absence of number boards detracts from the appearance. The numbers may not be easily readable because of the size (remember, I am in N-scale), there is a glaring void on the model without the numbers – there is just a blank opening. And, I read periodically in the literature how modelers have wanted to obtain number boards for these locos, both new and old – either because the numbers had been lost, or because people wanted to renumber the loco to a different road number. And I have not seen a solution.

That got me to thinking that, since lights are already in the loco for the forward and reverse directions, there must be a way to retrofit the number boards with numbers – and to have them lighted?

In examining the Kato SD40/45’s, there are two basic configurations of the locomotive number boards.

1. The early SD40/45’s have a two-piece light board and a light tube on the front and back of the shell that not only provides illumination of the headlight but also illuminates the number board area (**Figure 1**).

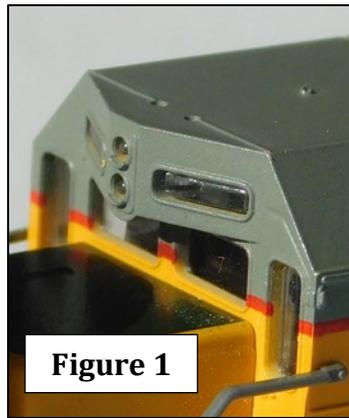


Figure 1

2. The newer SD40/45’s have changed to a one-piece light board and have a pocket cast into the cab for the Kato-supplied number board (**Figure 2**). While providing the effect of a number board, they, are not illuminated.

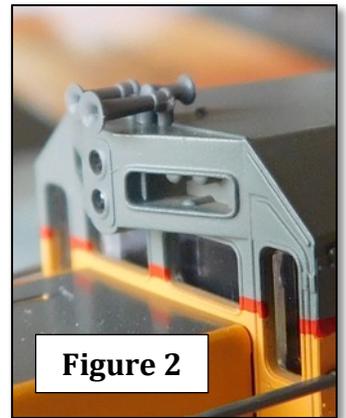


Figure 2

Both of these styles will require a slightly different approach to having illuminated number boards.

Early Series Kato SD40/45’s with Light Tube

Close inspection of **Figure 1** shows that the “Light tube” is visible in the opening from the outside and is almost flush with the outside surface of the cab. Measurements of the number board indicates that it is only 0.043” X 0.160” – a little under 3/64” X 5/32”. **WOW – NOT VERY BIG!** Yep! Time for the Optivisor! **Figure 3** shows the size of the light board relative to the size of a dime.



Figure 3

To get a number board, I printed the engine road number (3127) onto some labels as shown in **Figure 4** using Avery #5167 labels (0.5” X 1.75”) but any size would work. To do this, I utilized the “publishing” feature of MSWord and

printed a box the size of the label, moved it to be on top of the desired label, and formatted it *black*. I then generated another box on top of the black and typed the desired numbers for the locomotive multiple times *in white letters*. When the numbers are then cut out, the effect will be a black background with white numbers like the Union Pacific prototype. I used a size-4 Arial font (4/72"). And, I used a HP laser printer (wax media) to print the numbers. I tried an Epson ink jet printer on the labels, but it could not achieve the crisp lettering needed for such a small font size on the label paper. Of note in prototype pictures of SD40 #3127 taken 20 years part, the UP does not necessarily use a consistent font. If you are a rivet counter, research the era you are modeling.

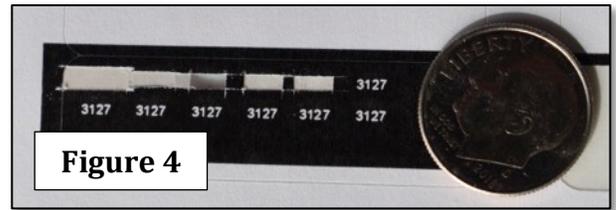


Figure 4

The numbers were then cut out and tediously placed in the number board pocket. Care must be exercised as the number is tiny, and the adhesive backing on the label sticks and makes it hard to slide the number in place (a couple of the numbers disappeared into the void, never to be seen again.) And, the nature of the wax toner media from the laser printer requires care when handling the number so that the wax is not come off while maneuvering the numbers into position. That is why I printed more numbers than the four I needed for the locomotive.

The result is shown in **Figure 7, 8, and 9**. As you can see, the translucent nature of the label paper allows the light to shine through the numbers (because of the missing toner) when the headlight is on.



Figure 7



Figure 8

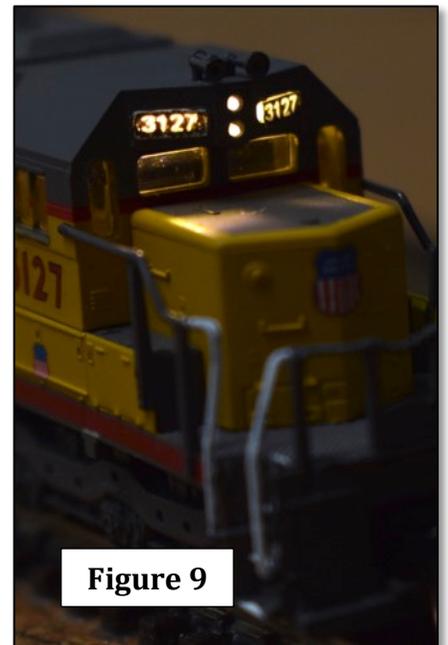


Figure 9

This process was repeated for the rear number boards, with the results shown in **Figures 10, 11, and 12**.



Figure 10



Figure 11



Figure 12

Late series Kato SD40/45's

Later models of the SD40 locos I have purchased either have the number board in the loco's box or already have them installed on the loco. For the locos that I received with the number boards in the box but not installed, all is well – except the number boards are not lighted.

All is not lost though. I figured out a way to have lighted number boards on the newer Kato SD40 engines, but it involves a little more work.

First, the number board pocket has been previously shown in **Figure 2**. To resolve the problem of no light coming through the shell to light a number board, the back of the pocket must be cut out to allow the light board light to shine through to the outside of the shell. To do that, I drilled two #60 holes through the bottom of the pocket. Then, I used a VERY sharp #11 X-acto blade to carve out the material between these holes to create a slot (**Figure 13**). Then, because there was no “bottom” to stick the number board made from the label as previously described, I filled the slot with Medium CA and let that dry overnight, being careful to not fill the pocket. The CA, being clear, will allow transmission of light.



**Figure 2
(Repeat)**

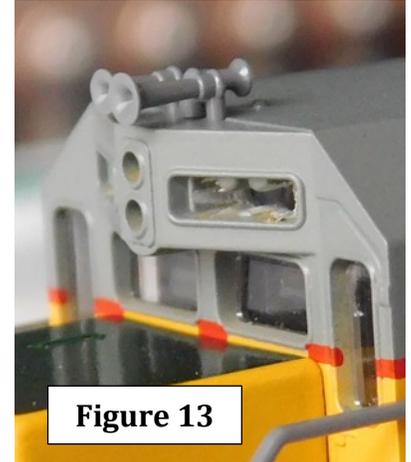


Figure 13

Now, all is ready for the numbers. I installed the printed out number boards as per the procedure for the Early Kato SD40's.

Postscript to this article...

You have probably heard it said “There is nothing new under the sun. ” I can vouch for that with this article about number boards. I thought I had “invented” something new in my devising a way of getting custom number boards. After finishing this article, I was doing some surfing the web and found the article in the link below. It seems John Sing had documented what I did back in 2008. And, he references the earlier works of others dating from the early 1990's.

https://web.archive.org/web/20091101160210/http://home.comcast.net/~atsf_arizona_2/Easy_N_Scale_Locomotive_Numberboards.html

So, it seems that we sometimes reinvent the wheel at times. I offer the above link for you to read a much better article on how to do number boards. And, Mr. Sing has a number of different options thrown in that I did not explore.

Enjoy

Ray

Timetable

A Look Down the Line

-Mark Your Calendar- Future Kansas Central Division **NMRA** Meetings



December 7, 2019; 1:00PM

Herington Historical Museum
800 S Broadway
Herington KS

February 1, 2020:	Wichita Train Show
April 4, 2020:	Ross Boelling's
May 2-3, 2020	Herrington Days Train Show
June 6, 2020:	Open
August 1, 2020:	Open
October 3, 2020:	Ray Brady's
December 5, 2020	Open