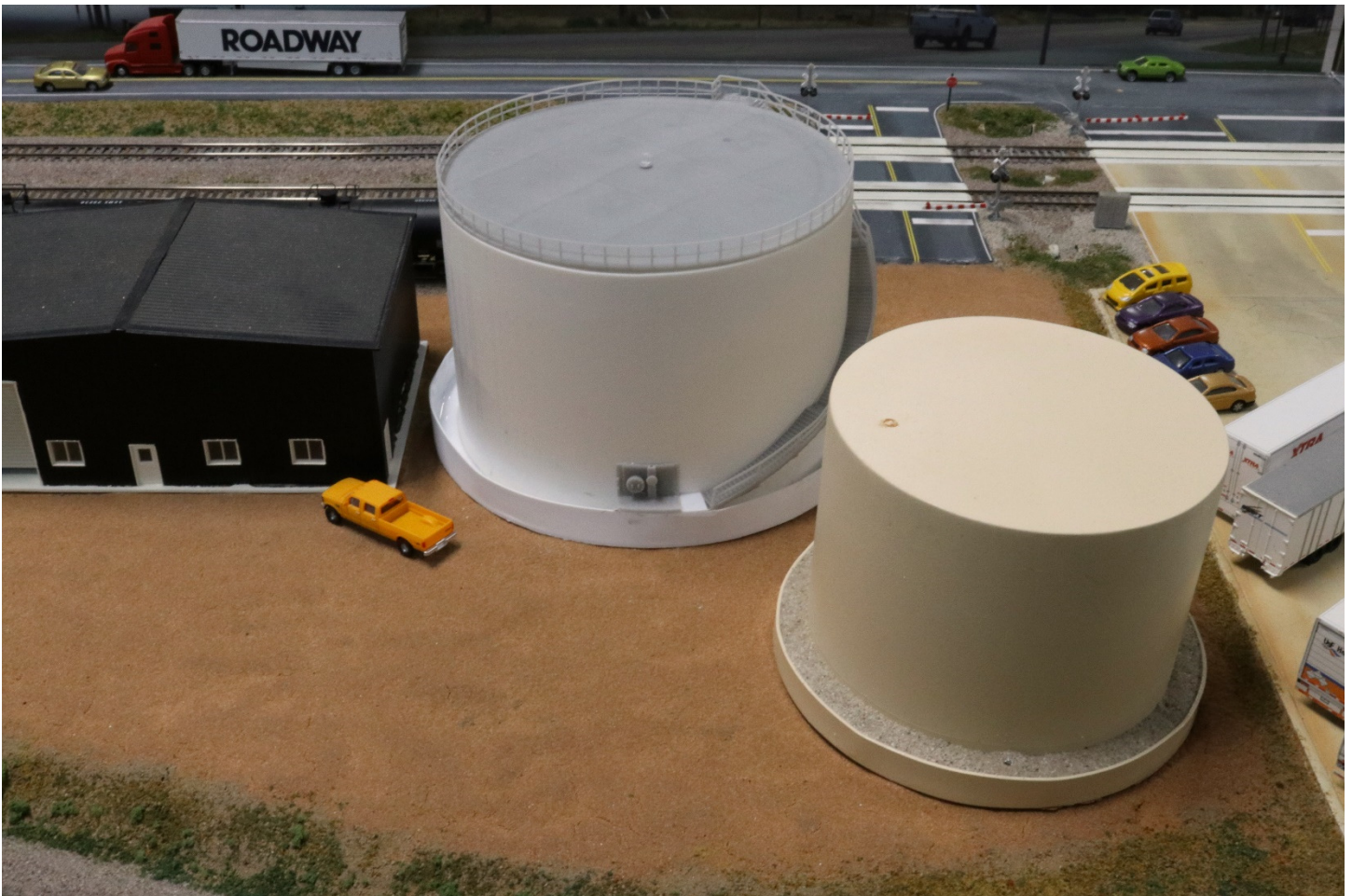


The Main Line

The monthly publication of the
Western Kansas Division

January 2025



One the Cover:

Progress is being made on the scenery upgrades to the Western Kansas Rails (WKR) N-scale layout. We are nearing completion of the improved storage tanks for the Agridyne plant on section 4, details inside...

In This Issue:

Real Deal	Page 8
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WELCOME TO **NRail**TM

The purpose of **NRail** is to promote N Scale model railroading in all forms, all standards wherever N Scale is present. NRail has been the voice of N Scale model railroading for over 45 years. Starting as NTRAK, it created the first national modular standard, provided the vehicle for N Scale to grow to the second most popular scale in North America, was the birthplace of T-TRAK and today is the home of N Scale model railroading. We welcome all N scalers.



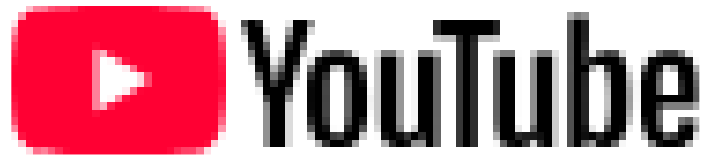
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This channel is about Model Railroading in general, and specifically the antics of the West ...more

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Follow the activities of the Western Kansas Division, NMRA on the Robert Simmons YouTube channel.



Switching on the WKR N-scale Layout - 5731 East -...

NEW <https://www.youtube.com/watch?v=WvyNmDQvRHU>

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WKR Update - Scenery Upgrades - 12 12 24



Switching on the WKR N-scale Layout - Session 3 -...

NEW <https://www.youtube.com/watch?v=f4W1tgfP2s>

Click the link to check it out:

https://www.youtube.com/channel/UC9EPv8cQ04rRGAYts-734jw?view_as=subscriber



New Exclusive Product...



Intermountain HO Scale Bi-Level Auto Rack Rock Island

Spring Creek Model Trains offers exclusive [Intermountain](#) Bi-Level auto rack Rock Island. This model comes in six different road numbers not available from Intermountain, and different from our previous run of this car. For more information and to order the exclusive car follow this link.



Intermountain HO Scale Evans 100 Ton Coil Car Rock Island

Spring Creek Model Trains offers exclusive [Intermountain](#) Fox Valley Models bi-level auto rack in Rock Island livery. These models come in six different road numbers not available from Intermountain. For more information and to order the exclusive car follow this link.

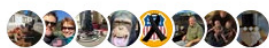
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Announcements

- Thanks to Robert Simmons for making the [November 2024 issue of the Main Line](#) available!
- Thanks to Jim Marlett for making the [November/December/October 2024 issue of Trails, Rails, & Tales](#) available!

Welcome to the Mid-Continent Region of the National Model Railroad Association

A 501(c)3 non-profit corporation, MCoR includes the southern half of the state of Iowa, portions of Illinois, and the entire states of Arkansas, Oklahoma, Missouri, Kansas and Nebraska. Since 1990, MCoR's leadership has fostered a strong program of developing local divisions with the purpose of bringing the potential for NMRA activity and involvement to a community near you. From only two divisions in 1990 located in metropolitan areas, MCoR now has well over a dozen divisions and over 900 members.

Upcoming Events

If you have an event you want mentioned here or in the [Calendar](#), please send it to the [webmaster](#).

Stay up-to-date on the activities of the Mid-Continent Region, NMRA on their website:
<http://mcor-nmra.org/>

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NMRA National also has their website:
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FROM EXPERIENCE.**



**AND EXPERIENCE? WELL THAT COMES
FROM POOR JUDGEMENT.**



The Friends of the Burlington Northern Railroad (FOBNR) historical society was incorporated on January 3, 1993.

It was chartered to gather, preserve, and share information about the history and the current operations of the Burlington Northern Railroad.

The group began with about 140 members absorbed from the Burlington Northern Historical Society. In 1996, following the merger between Burlington Northern and Santa Fe, the group voted to follow the Burlington Northern from 1970 to 1995 and the BNSF from 1995 to the present. Then in 2018 we added coverage of the Montana Rail Link.



The Group's quarterly publication, *The BN Expediter*, is the voice of the organization that shares news about the group's activities, BN historical data, and current operations of the railroad. It is currently a 30+ page all-color publication and will grow even larger as the society grows and more members contribute more information.



Join Us Today!

- Membership is for one full year.
- Multiple-year memberships are permitted and even encouraged, but not for more than 3 years.
- All members get 4 issues of *The BN Expediter*, our quarterly magazine.
- **Regular** and **youth** members can buy our annual BN calendar for \$2 off the regular price.
- **Sustaining** members are acknowledged by name in every issue of *The BN Expediter* and get our annual BN calendar free.

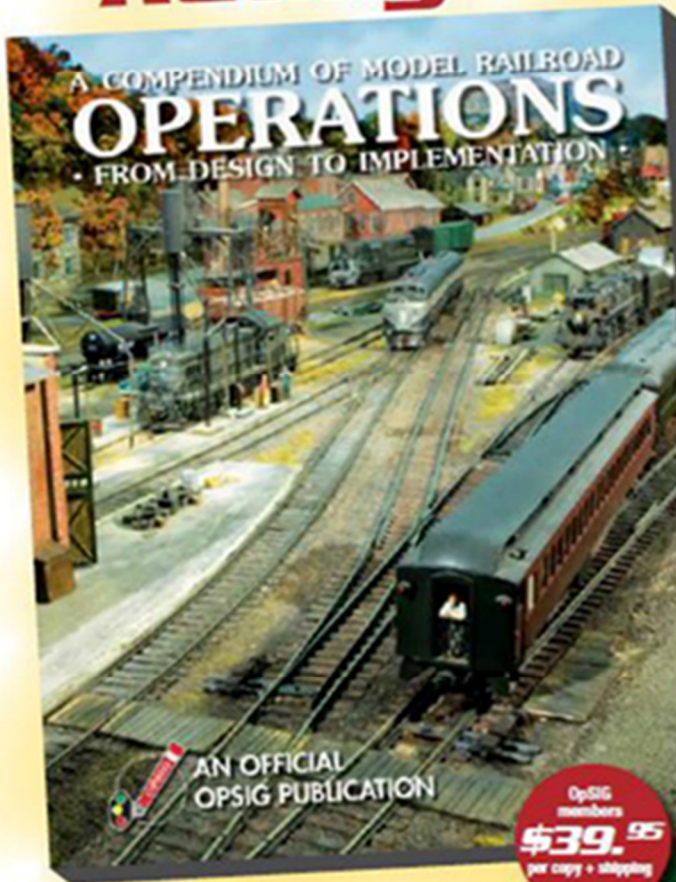
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Real Deal

On December 6, 2024, there was not much action going on in the yard, so I got some pics of these two locos awaiting their next assignment.



BNSF 7533 was completed by General Electric in April of 2007 as a ES44DC.



Real Deal

BNSF 3894 is a GE ET44C4.



As I was taking the previous pics, movement to my left signaled the arrival of a Cimarron Valley grain hopper train (they were very quiet), and I was able to get some views while they were moving into the yard.



Real Deal

The pair as they were pulling in.



One the same day, December 6th, there was one lone, hapless resident on the RIP track.





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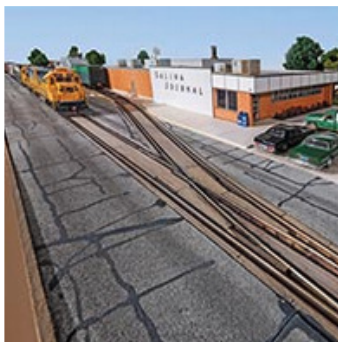
<https://rrmodelcraftsman.com/>



RMC EXTRA BOARD

Mike Confalone's Allagash Railway: Part 1

It's 1982 in Western Maine on Mike Confalone's proto-freelanced HO layout that captures scenes of northern New England in early spring.



RMC EXTRA BOARD

Realistic Kansas Street Running

How to model asphalt streets so textured you can almost smell them on a hot day.



RMC PRODUCT REVIEWS

Rapido Trains' New and Improved 'Draper Taper' GE DASH8-40CMs

For this latest HO release, Rapido's HO scale DASH 8-40CM has been completely upgraded from the wheels up.



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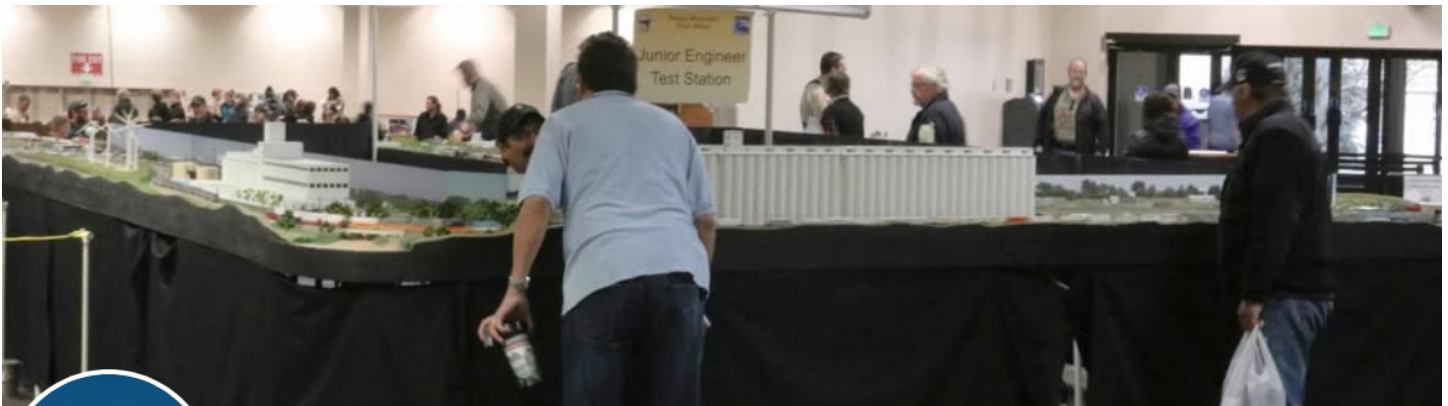


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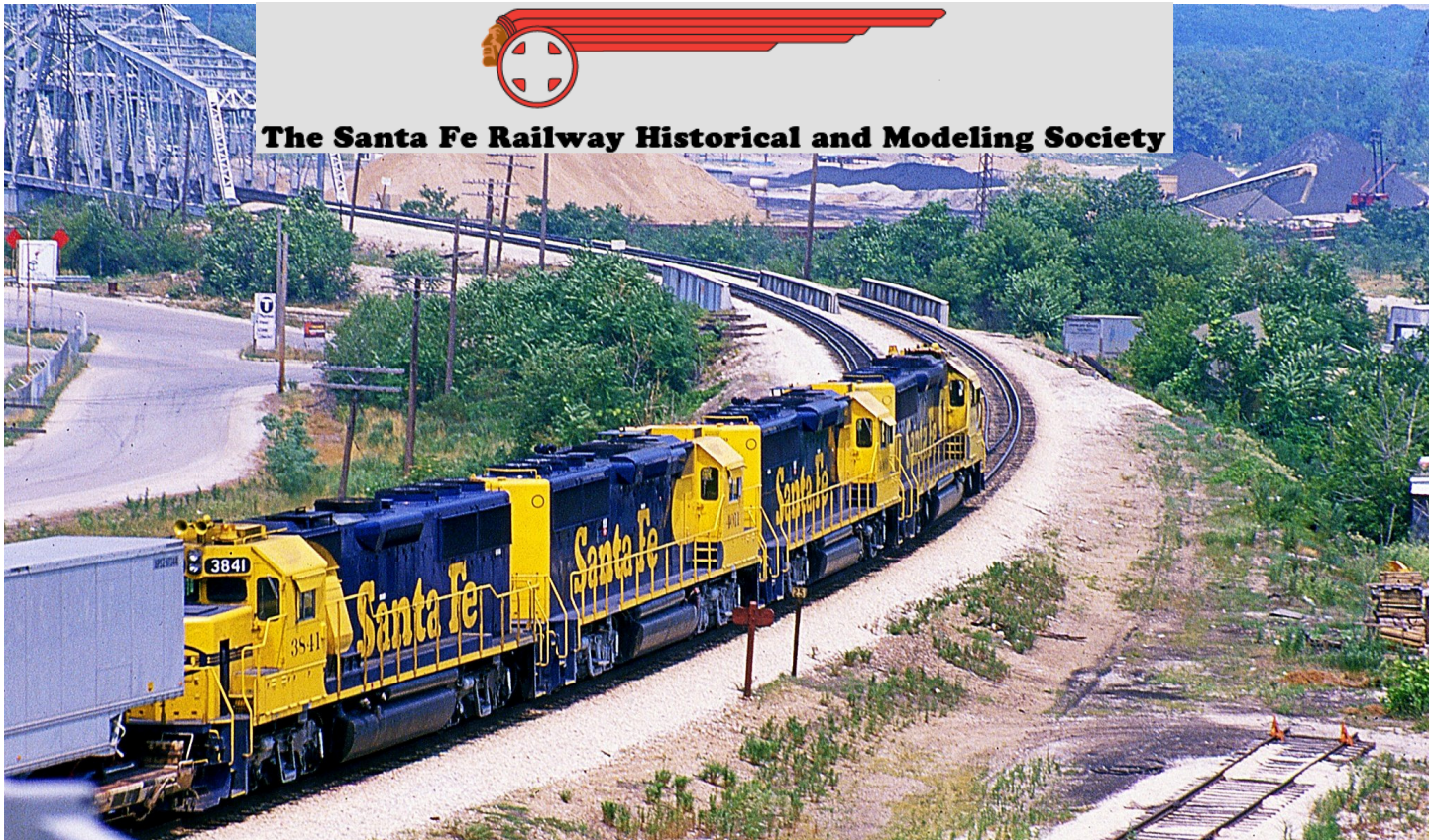
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Also try the **Western Kansas Division**, NMRA page:

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The **Santa Fe Railway Historical & Modeling Society** is an independent non-profit corporation devoted to preserving, studying, and sharing information about the former Santa Fe Railway, from its rich history and fascinating operations, to its distinctive equipment and facilities.

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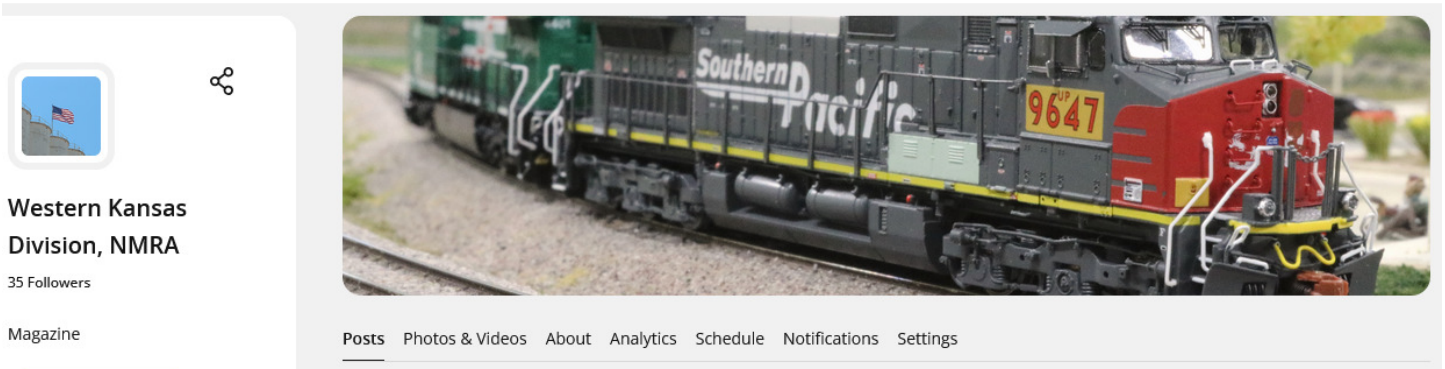
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This Membership Includes 9-months of the *Digital NMRA Magazine*.

The Rail Pass offer is good **in the U.S. only** and is for **new members** and those who have not been NMRA members for two years or more. Individuals can join at the Rail Pass rate **only once**. Rail Pass members can attend conventions and participate in contests but cannot hold office or vote in NMRA events. Membership will renew at the regular membership rate.

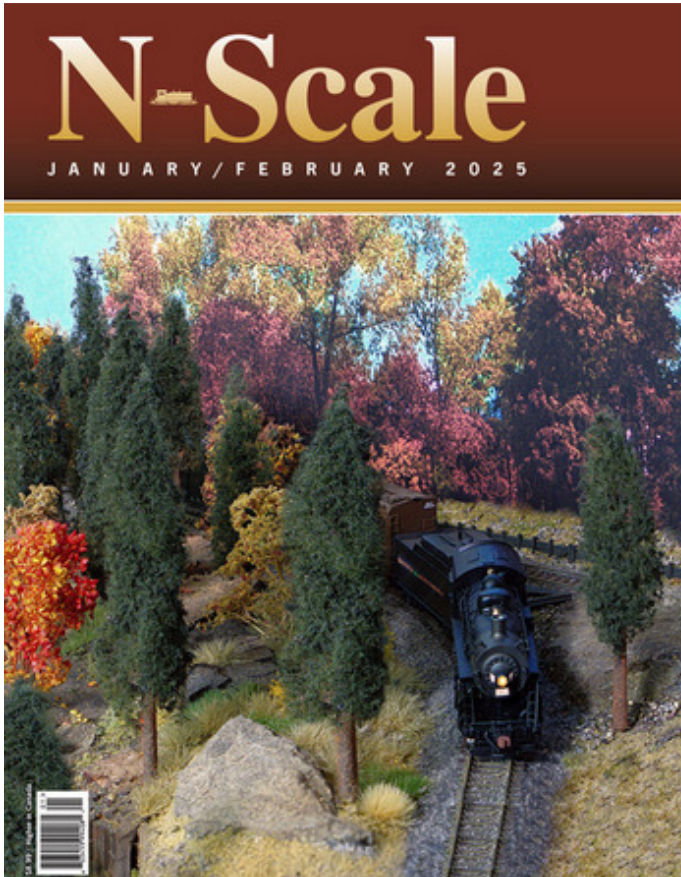
Click here for more information: <https://www.nmra.org/membership-application-and-renewal>

MeWe

A screenshot of a MeWe profile page for the Western Kansas Division, NMRA. The profile picture shows a small American flag. The name is "Western Kansas Division, NMRA" with 35 followers. Below the name is a "Magazine" tab. The main content area features a large image of a Southern Pacific locomotive, number 9647, pulling a train. Below the image are navigation options: Posts, Photos & Videos, About, Analytics, Schedule, Notifications, and Settings.

You can also follow the Western Kansas Division, NMRA on MeWe

<https://mewe.com/westernkansasdiv/feed>



IN THE CURRENT ISSUE

Sierra Forks
Structure-Based Diorama
by Bob McLaughlin

The Short & Nn3arrow
Modelling the Pacific Coast Railway, Part 22:
Non-Revenue Equipment
by Thomas Knapp, MMR #101

Let's Build A World
Part 1
by Dennis Murphy

The Surface Creek Railroad
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Creating An Industrial Zone
Upper Level
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**SOME THINGS ARE
BETTER LEFT UNSAID**



**WHICH I GENERALLY
REALIZE RIGHT AFTER
I HAVE SAID THEM**

WKR Update

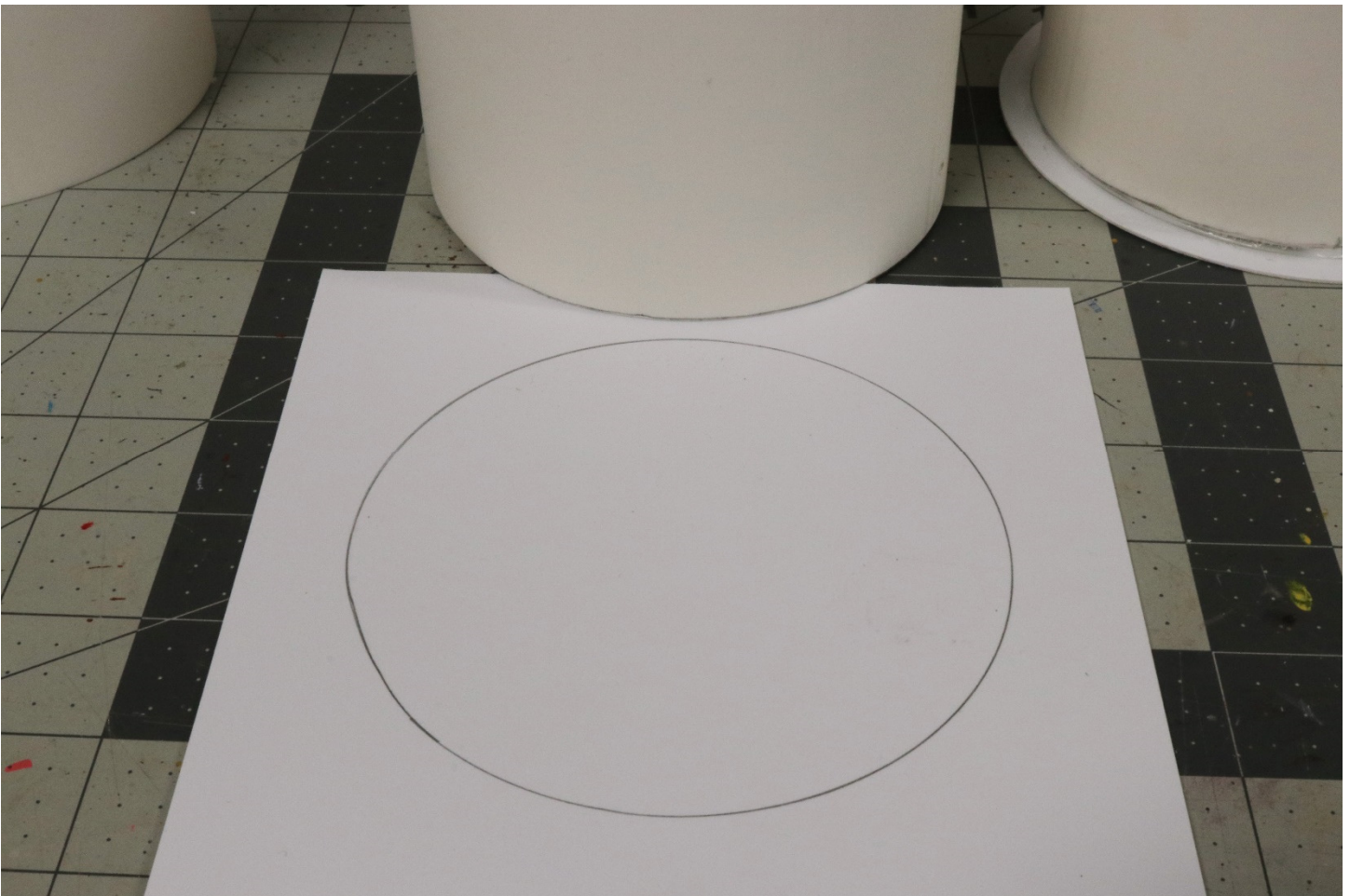


(Left) In last month's issue, we left off after gluing the tank tops to the sections of PVC pipe and using cans of V-8 as weights during the drying process.

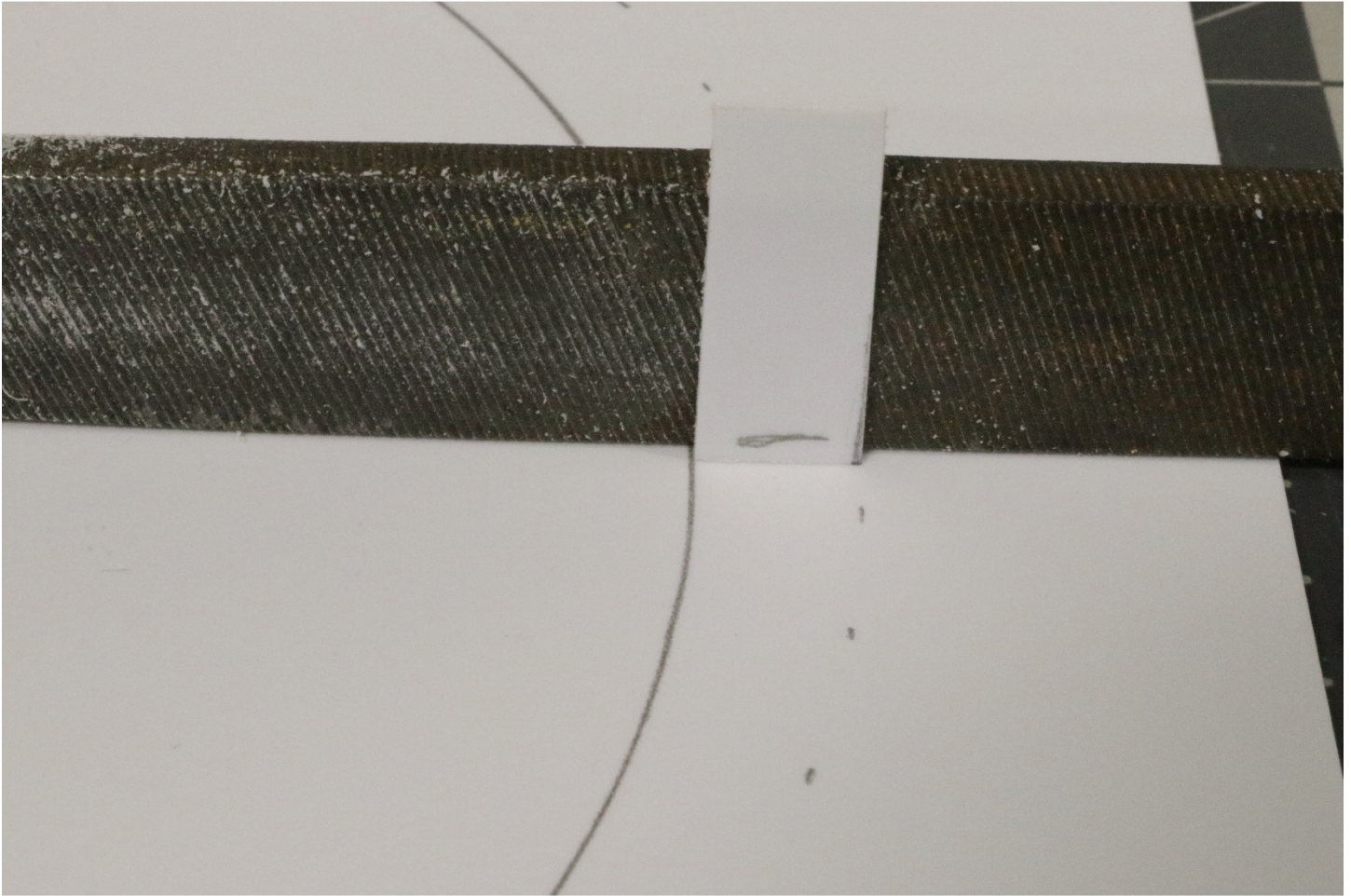


(Right) This month we begin by constructing the containment fields for each tank. We begin by using .040 Evergreen sheet styrene for the concrete base pad.

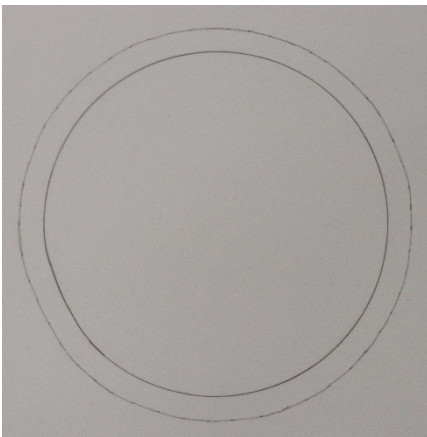
(Below) We traced around the PVC pipe section to get the diameter of the original tank structure.



WKR Update

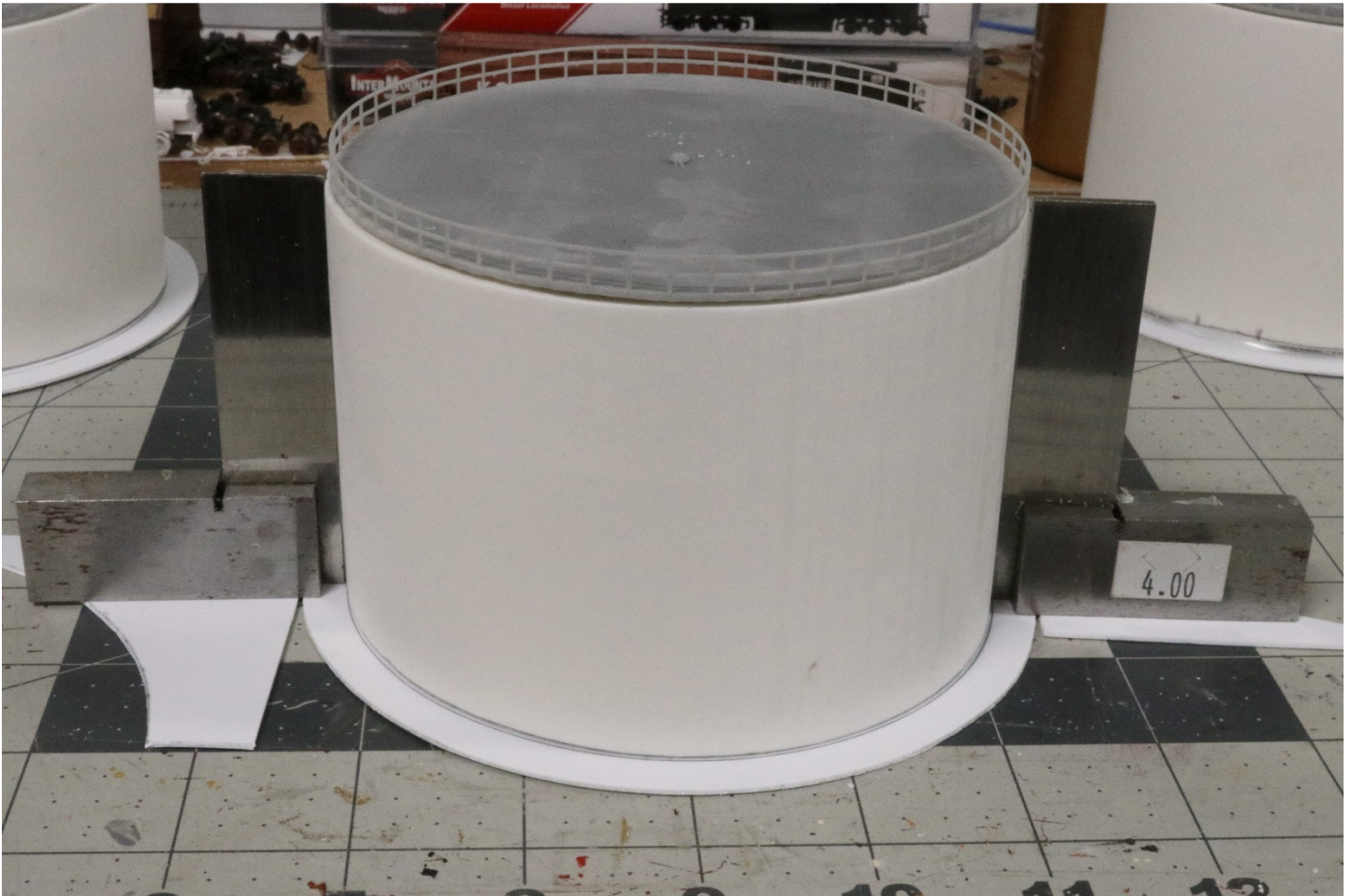


(Above) For the photo, I laid a file down to hold-up the marker strip. We determined we needed a 4-foot-wide containment field, so we cut a strip of styrene that size, and marked dashes around the original circle. You can also use a compass for this (we didn't have one), then play connect-the-dots.



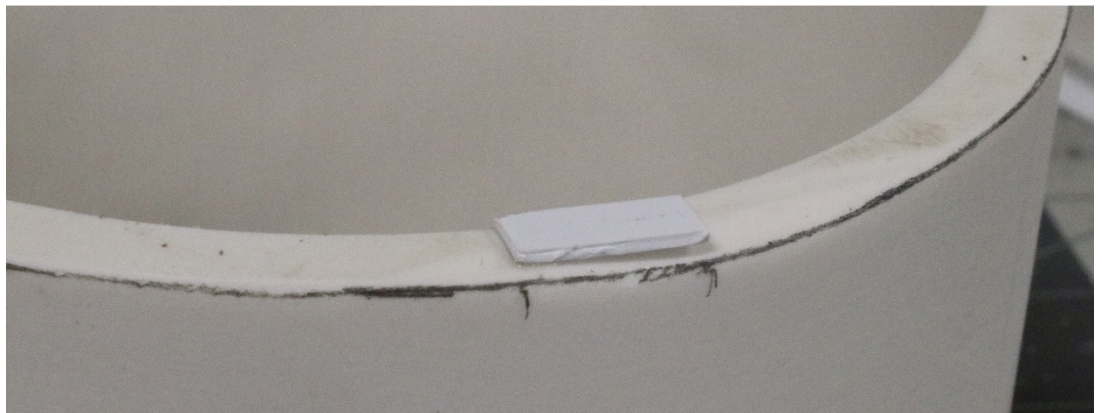
(Left) Now that we have the diameter of the tank plus containment field, we cut off the excess styrene from around the outer circle.

WKR Update



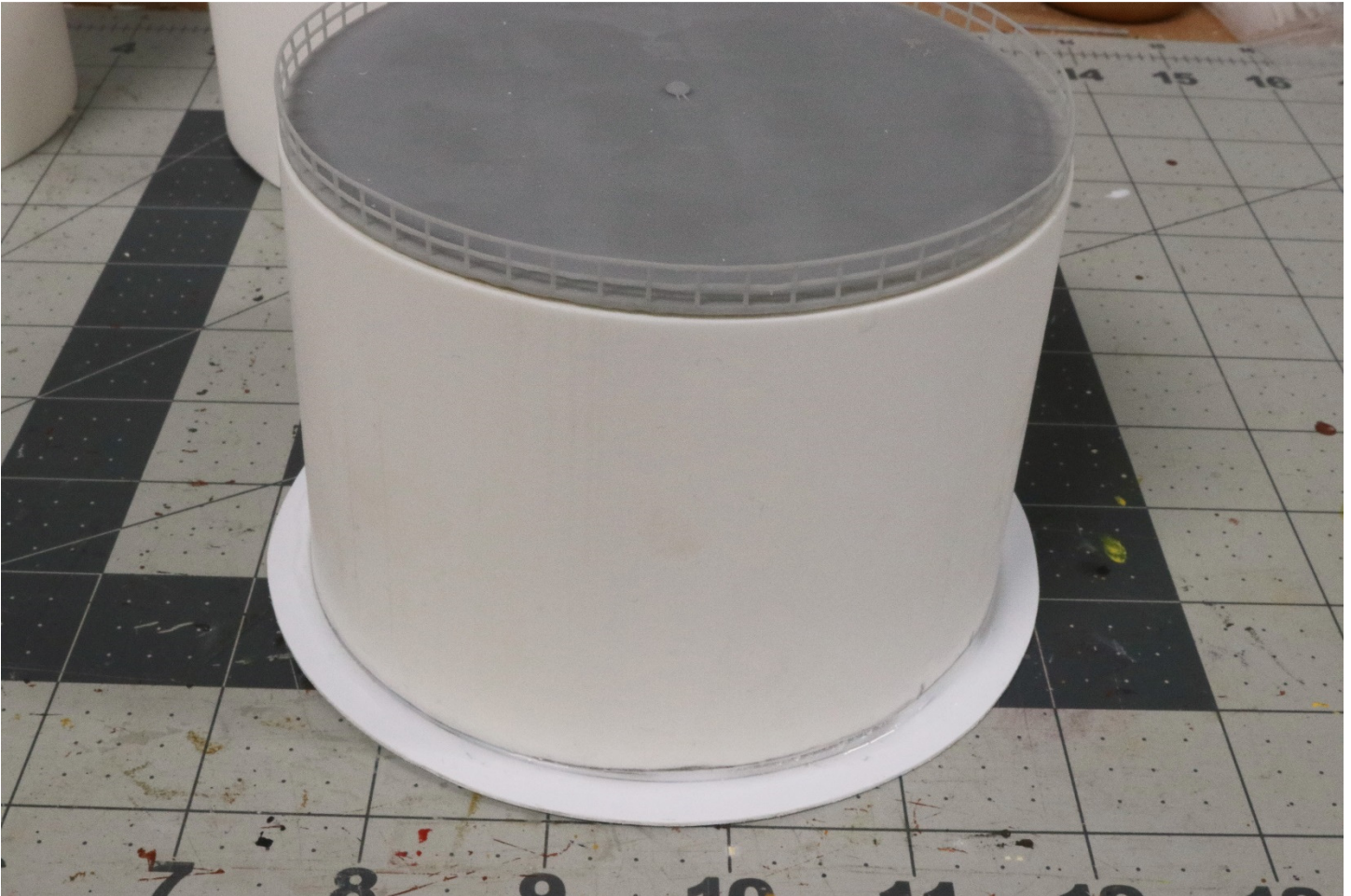
(Above) Now it's time to glue the tanks to the base. As you recall from last month, we had some difficulty in getting a good, square cut on the PVC pipe sections. Because the cuts are not square, it would make the tank appear to be leaning, because it is. The first step to correct this is using a pair of mini squares, since the tank on the concrete base is now .040" taller than the workbench, we used scrap pieces cut from around the circles to match the height, so the base of the square is flat. This would leave a gap from the concrete pad to the bottom of the tank at some point.

(Right) We made small pencil marks to indicate the gap on the side of the tank. Using different pieces of styrene, we determined the size necessary to straighten the tank and it was glued to the bottom rim of the tank. Don't



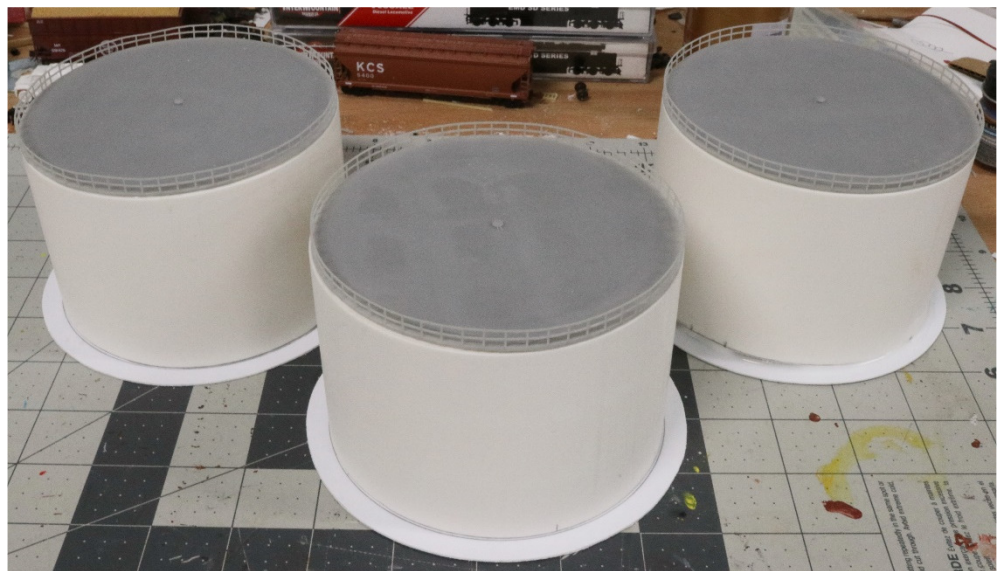
worry about gaps at the bottom of the tanks as they will be covered by the containment field.

WKR Update



(Above) The now straight tank is glued to the concrete base.

(Right) All three tanks are on their pads. When doing multiples of the same thing, follow the same procedures on all, even if mistakes are made, then correct them all the same way, so they all look the same.



WKR Update

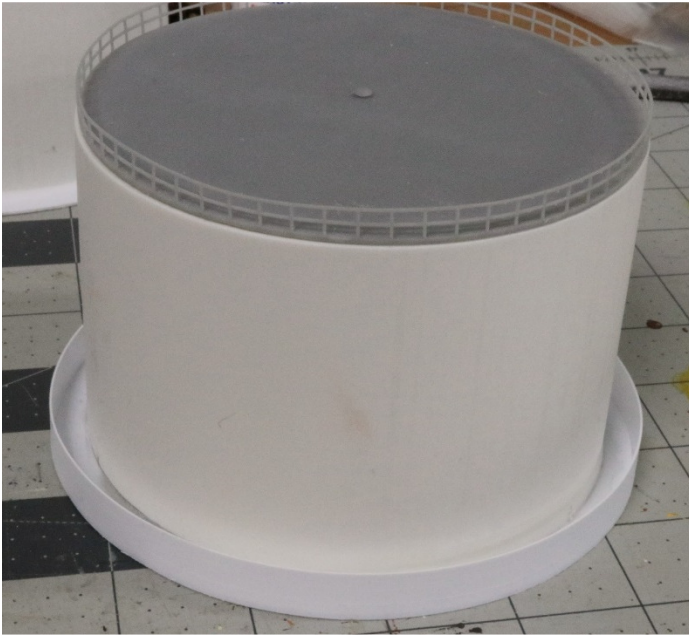


(left) We are ready to begin constructing the containment fields for each tank. We determined we wanted the field walls to be five-feet tall, so strips of .020" styrene were cut into strips. The entire length of the styrene sheet is not long enough to wrap all the way around, so we will have to splice more in from a second strip. Glue the two strips together while on a flat surface making sure they are straight. Use a "doubler" piece on the inside at the joint.

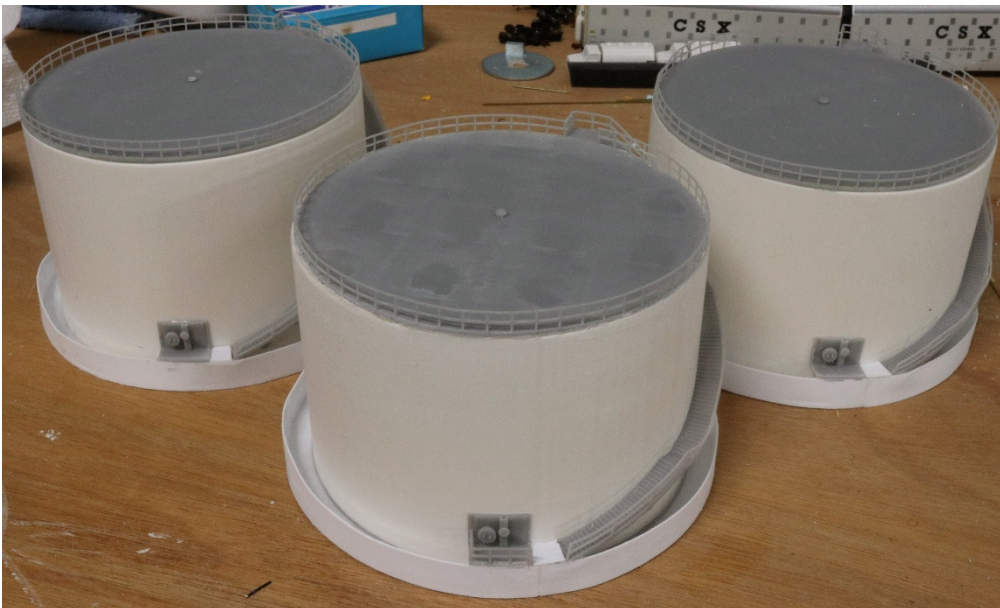


(Above) To assemble the containment wall, we again used both mini squares, and "Same Stuff" plastic welder. The bottom of the containment wall goes all the way down to the mat and butts up against the concrete pad. Start at one end using the two mini squares to hold the wall strip in place. Use the glue to tack about the first quarter-inch in place and let it set up. Then move both squares about an inch and repeat until nearly around the base. When you have about one quarter of the diameter left, pull the remainder up tight to the starting point, carefully mark where to cut, and cut it a tad long so you can shave it down for a perfect fit.

WKR Update



(Both) The completed containment ring. Now we are ready to add details such as stairs and control valves.

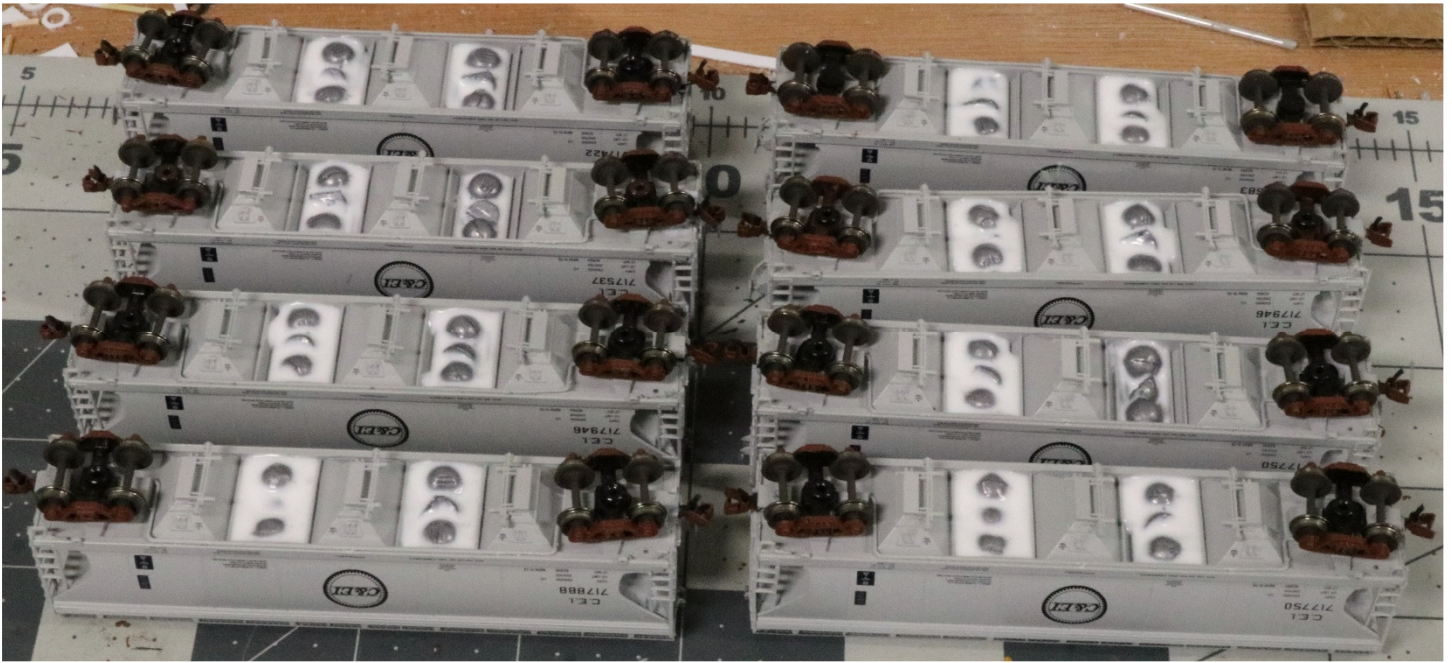


(Left) The stairs were a bit of a struggle to glue in place as they were printed curved and angled in. I found the best installation method was to slip the foot of the stairs into the containment ring to hold it, then position the top of the stairs to a good spot on the top railing, then glue the top section in place and work back down. A small (scale 4-foot) piece of styrene was glued to the containment ring to act as a landing.

Next, we moved on to the control valves which were designed to be attached to the bottom of the tank, but the containment ring prevents this. The control valve section had the hand railing gently removed (to be replaced later) and shortened to fit the containment ring, then glued in place on the side of the tank.

One last item before moving on, the top edge of the PVC tank needs to be puttied and sanded. A small detail sander was ordered and recently arrived, so we will show that next month

WKR Update



(Above) On to another project. The Purchasing Department of the WKR recently purchased a small fleet of better detailed grain cars. One trend of the manufacturers is with cars featuring etched-metal roof walks is to glue the roof to the car. In the past, if you wished to add weight to the car, you removed the roof, glued in the weights, then replaced the roof.

With these new cars, the roof was sealed and could not be removed without significant visible damage. So the Car Department decided to go **“Back To The Future”** and use an old technique to add weight. From the factory, these cars look great, track well, and are highly detailed, but we consider them to be under the optimal weight. The NMRA Recommended Practices and Standards define a weight system that was developed back in the day when the best wheel sets were Micro-Train plastic units. This level of weight worked well with the rolling resistance of the plastic wheels (which were a lot better than the factory originals).

Now, we have access to highly refined metal wheel sets that offer much lower rolling resistance than the former plastic wheels. This allows us to add much more weight to provide greater tracking and allows the car to act and react more like the prototype. To this end, we use a postal scale, round, split fishing weights, and “Tacky Glue” to add more weight under the car. In this case, we desired three #7 weights in each well, but they would not fit, so we settled on 2-1/2 weights. Some weights were cut in half and glued in the middle. The weights were squeezed shut with pliers, then glue was inserted into the well. Using tweezers, the weights were inserted in the wells, making sure they were balanced side-to-side. After the glue sets, the same body color is painted over the glue and weights. From above or the side you can’t see the weights, and the weights are at the lowest point which adds stability. It’s not ideal, but it works.



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Finally a New Year!! Now you can breathe a sigh of relief. Welcome to 2025! Every New Year brings great football, terrific food, fun, rest, and most importantly, **A FREE DAY TO DO SCENERY!** Why not? You need this day to escape the 'hustle and hassles' of the past year. It's time to relax, enjoy your hobby, and start the New Year right! For our part in getting you going, Scenic Express is offering all "serious scenery fans" an additional **10% Discount Storewide** on EVERY in-stock scenery product we offer! Now enjoy 10% savings on all your favorite scenery materials like Silflor Tufts, Flock & Turf, Heki Trees, MiniNatur Grass Mats, Chooooligans, Detail Accessories, Creative Accent Trees, Miller Engineering Animated Signs, Scale Figures, Creative Accents, Woodland Scenics, Noch Leaves, SuperTrees, Static Grass, Terrain Building and Water Making stuff, even remaining Martin Welberg materials... Yup!.. Everything*... and best of all... **Everything's On Sale at 10% OFF!** Simply order \$100.00 or more from our website and enter the key code **NEW YEAR** at the Key-Code box at the top of the shopping basket page to receive your 10% discount. It's that simple!

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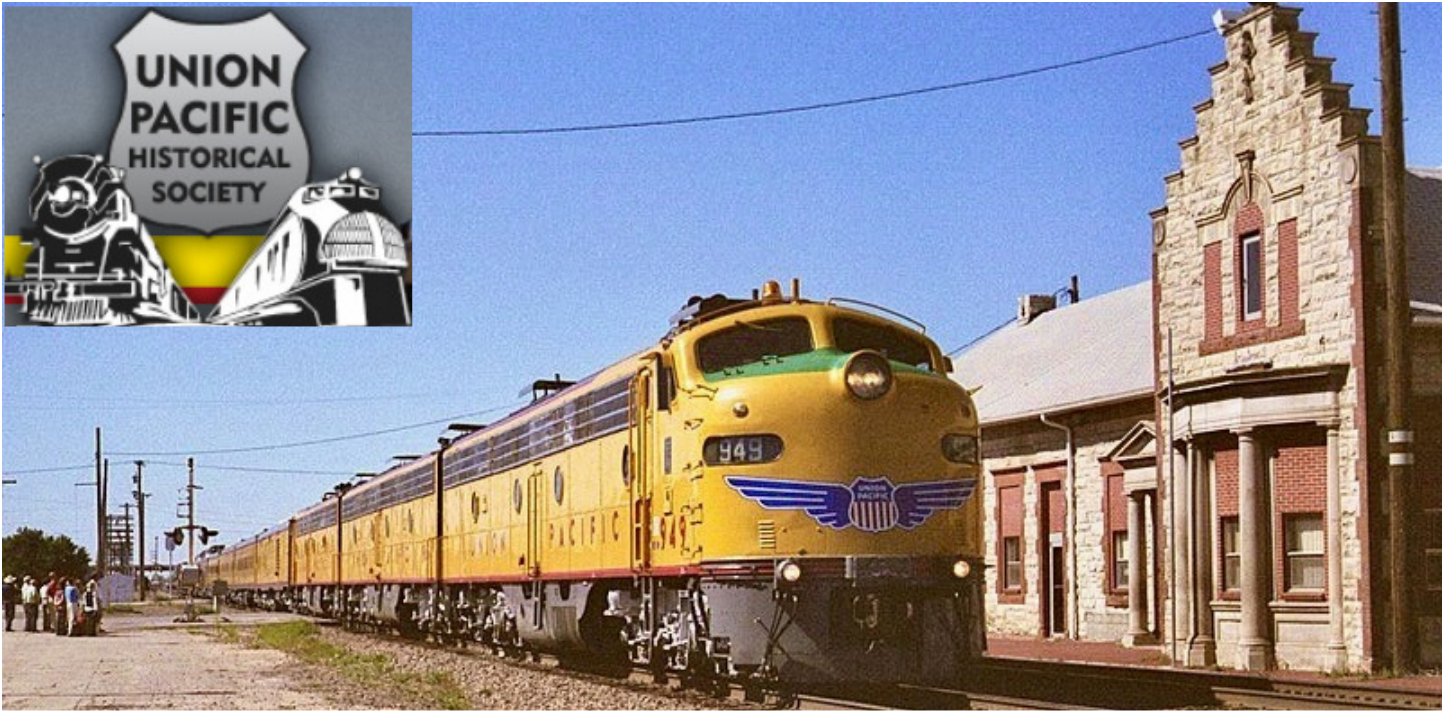
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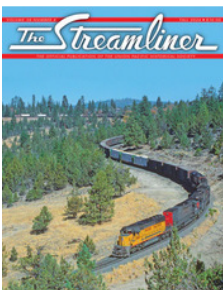
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Welcome to the Union Pacific Historical Society!

Founded in 1984, **UPHS** is an independent, non-profit organization dedicated to preserving and sharing the history of the Union Pacific Railroad. The Society has about 1,900 members. Historians, railfans, employees, and modelers have found the UPHS to be a matchless source of accurate and in-depth material concerning historical operations, traffic, motive power, rolling stock and facilities of the Union Pacific and predecessor companies. Railroad employees, managers, and retirees are welcome.



Publications: The UPHS publishes *The Streamliner*, a quarterly journal featuring the finest work of historians and other experts on all aspects of Union Pacific Railroad operations, traffic, management, equipment, and facilities.



Get your UPHS 2025 Calendar

More products: UPHS develops and sells HO scale models of UP equipment not otherwise available. We also have published audio recordings of UP steam power.



Company Store: The on-line UPHS Company Store sells our books about Union Pacific as well as UP-subject-matter books published by others, back issues of *The Streamliner*, audio CDs of UP steam trains in the 1950s, DVDs of UP steam locomotive drawings, HO-scale models of UP rolling stock, and convention and membership pins. Annual memberships also may be purchased in the Company Store. While the Store is open to all, members of UPHS receive discounts on selected products.

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Trying to think of something my wife can get me for Christmas because I'm an adult and I just buy the things that I want throughout the year





I am delighted to announce that Shapeways is coming home.

Two original co-founders along with the highly-skilled leadership team from our Eindhoven factory have stepped in to steward the company into its next chapter. After Shapeways Inc. filed for bankruptcy in July, we knew we had to resurrect the company and preserve the digital manufacturing engine we all helped to build - a combination of dedicated, skilled people, cutting-edge machinery and sophisticated software. Moving forward, our focus is on rebuilding Shapeways and leveraging our digital manufacturing engine for our customers' success.

We regret to inform you that our marketplace cannot be revived as it previously existed, as all marketplace accounts and accompanying data were deleted in the bankruptcy. We still believe in the Shapeways Shops concept and are actively pursuing new ways to replace this service for the Shapeways community. This exploration will take time and we ask for your patience on this journey. We hope to find a solution that allows you to access a similarly eclectic array of unique objects as you came to expect from the Shapeways marketplace. Stay tuned for details.

If you are a creator yourself you can upload and order your models [here](#) - we'd love to have you back.

In the meantime, you can learn more about the new Shapeways in our press release, [here](#). We have compiled a FAQ around the bankruptcy and loss of the marketplace [here](#). And you can learn a bit more about me, the new leadership team, and our vision for Shapeways [here](#).

Warmly,

Marleen Vogelaar, CEO

ROKA

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LIX 239 Solvent is a cleaning agent and corrosion inhibitor

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Free-mo was developed with the idea that a set of standards focusing mainly on module endplates would enable faithful modeling of prototype track plans and operations in a modular environment. The length and track configuration of a Free-mo module or module set is up to the modeler. Free-mo takes the boredom out of running trains monotonously around a double or even a triple track mainline. With Free-mo, less is more.

Free-mo operates like a permanent or sectional layout but still retains its modularity (Free-mo is actually more modular than existing double track modules). Free-mo layouts are operated with a single track mainline in a point to loop, loop to loop, or point to point. Layout sizes can vary to any size conceivable.

Free-mo was developed with the idea that a set of standards focusing mainly on module endplates would enable faithful modeling of prototype track plans and operations in a modular environment. The standards just mandate the ends where modules connect, leaving the length and track configuration up to the modeler. This in turn yields extremely flexible standards that work! For example, if you want to build a module that is 5 feet 7 and 3/4 inches long with an angle of 19 degrees and a 2% grade, you can do it with Free-mo!

Find out more: <http://www.free-mo.org/standard/>

— 4TH ANNUAL —

MODEL TRAIN CONVENTION & EXPO

— FUNDRAISER —

JANUARY 11-12, 2025

SATURDAY 9-5 | SUNDAY 10-3

McPherson Community Building
122 E Marlin St | McPherson, KS



4th Annual McPherson Model Train Convention and Expo

Get ready, McPherson! We've got a packed-out event in store in January including several returning exhibits and vendors as well as a number of new ones! Free Trolley rides on Saturday! PANCAKES and BISCUITS AND GRAVY sold on Sunday! Your ticket gets you into BOTH days!



THE WICHITA TRAIN SHOW & SWAP MEET

www.besttrainshow.com

The Best Train Show in Wichita, KS

Sponsored in part by
Chisholm Trail Div. NMRA

Saturday, February 1, 2025 9am-5pm

Sunday, February 2, 2025 10am-4pm

**Cessna Activity Center
2744 George Washington Blvd.**

**Operating Layouts ~ Model Contests
Clinics ~ Over 100 Dealer Tables**

Scouts in
uniform
get in
FREE

HOURLY DOOR PRIZES
Admission \$8 Both Days

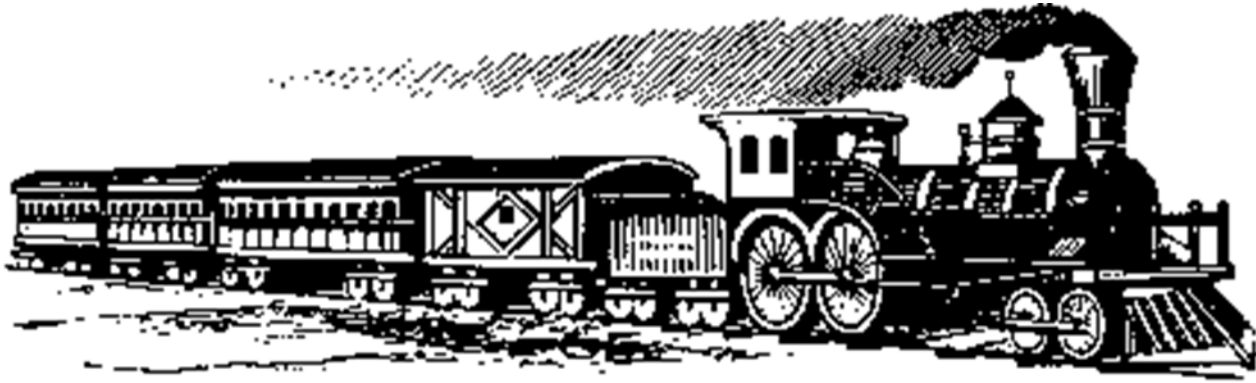
\$1 OFF
with non-
perishable
food item

**Military, First Responders, Fire,
Law Enforcement Admission \$1.00 with ID**
Kids 10 & under free with paid adult

Dealers: 8-foot tables (*Call for pricing*)
Call: Phil 316-259-5190 or email:
aylward1@cox.net

2025 GARDEN CITY MODEL TRAIN SHOW

Boot Hill Model Railroad Club



**Garden City, Kansas
Finney County Fairgrounds
West Pavilion**

601 W. Lake Ave Garden City

March 8th & 9th 2025

Saturday 10 am to 5 pm; Sunday 11 am to 4 pm

BIGGEST LITTLE TRAIN SHOW AROUND

**Admission: \$6 for adults
Children 10 and under free with adult admission**

For more information contact:

Jim Adams
620-290-1054
adamsarabians@hotmail.com

Steve Weidner
620-290-1862
sweidner@ucom.net

Mark Fisher
620-260-5560
markfish@ucom.net

Robert Hahn
620-271-8365
robertlh@wbsnet.org

Date Book

2025

January 2025

11th & 12th **Model Train Convention & Expo** McPherson, KS.
Sat & Sun <https://allevents.in/mcpherson/4th-annual-mcpherson-model-train-convention-and-expo/200026863551426>

February 2025

1st & 2nd **Wichita Train Show & Swap Meet** Wichita, KS.
Sat & Sun <https://www.facebook.com/wichitatrainshow/>

March 2025

8th & 9th **2025 Garden City Model Train Show** Garden City, KS.
Sat & Sun West Pavillion – Finney County Fairgrounds



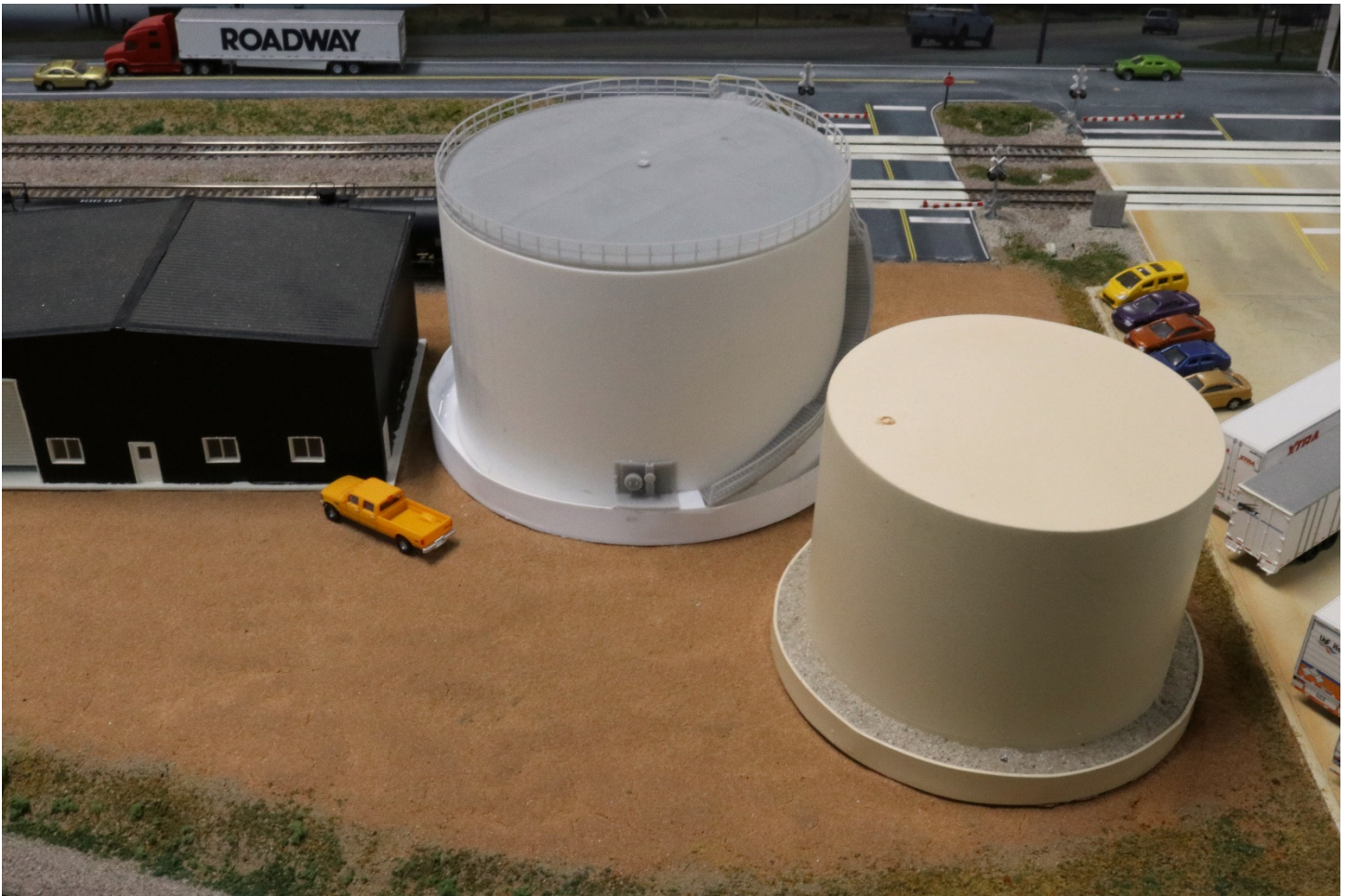
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large and small, or just extra stuff you may have
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<https://www.nscalesupply.com/nscalesupply.html>



On The Back Cover:

Test fitting the new, upgraded storage tank on the Agridyne scene of the WKR N-scale layout. This shows the size difference and there will need to be a restructuring of the entire scene to make the new tanks fit, more next month...

The *Main Line*

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