

The Main Line



The monthly publication of the
Western Kansas Division
June 2024



On The Cover:

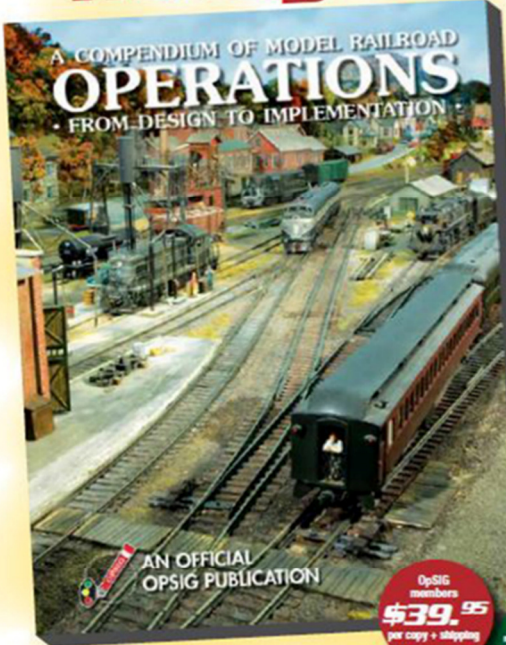
The Purchasing Department of the WKR N-scale Layout recently received four new GE AC4400's from Scale Trains. Here are two units poised on the layout.

In This Issue:

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Dispatcher to OpSIG Publication No. 2, you're ...

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FROM DESIGN TO IMPLEMENTATION

AN OFFICIAL OPSIG PUBLICATION

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All model railroaders, whether expert or beginner, will find a wealth of useful information in the OpSIG's second publication, **A COMPENDIUM OF MODEL RAILROAD OPERATIONS - FROM DESIGN TO IMPLEMENTATION**. A complete guide to all things operations, our latest offering covers every aspect of prototype operations and how to apply them to your model railroad—from design and staffing to yards and paperwork, from communications and signals to dispatching and car forwarding—in 310 full-color pages. Written by ten of your fellow modelers and professionals, **THE COMPENDIUM** contains more than 350 photos, 120 illustrations, and countless tips, pointers, suggestions, and prototype information to help guide you on your journey. A must for any modeler interested in prototype operations, add it to your library today!

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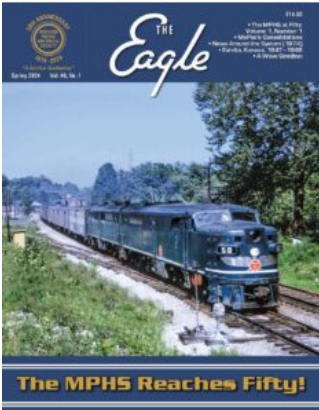
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The **Missouri Pacific Historical Society**, Inc. was organized as a not-for-profit corporation in 1980. It is chartered in the state of Missouri for the purpose of obtaining, preserving, and sharing information and material relating to the Missouri Pacific Railroad and its subsidiaries.



The Society publishes an illustrated quarterly magazine called *“The Eagle”*.

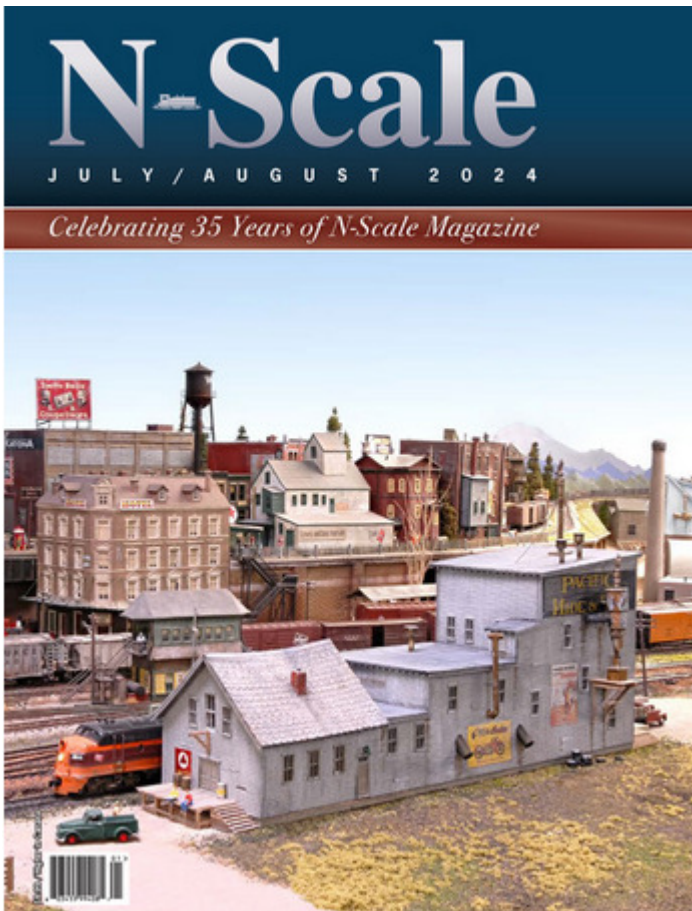
Each issue contains current news and articles of historical interest. Rosters of equipment, technical information and data, and modeling projects are just a few of many items of interest published along with the business of the society.

All members are urged to contribute material for publication. Along with the magazine, the Society produces a full color calendar of photos from across the railroad covering all eras.

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IN THE CURRENT ISSUE

Weathering, Details, and Mini-Scenes
by Dan Lewis, MMR

The Pickle Car Kit
(Here Comes The Pickles!)
by Dennis Murphy

Planning a Harbor Front
Part 2
Article by Dave Pomarenski, Photos by Dave Pomarenski & Dennis Betschieder

Appalachian Flood Loading in N scale
by Gavin Lantz

The Short & Nn3arrow
A Model Railroader's Portable Workbench
by Thomas Knapp, MMR #101

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**at the
Pride of KS Building, KS Fairgrounds
Hutchinson, KS**

Jun. 1st - 9am to 5pm

Jun. 2nd - 10am to 3pm

Real Deal



On May 7th, I was able to get some clear shots of the Westbound manifest at Dodge City, KS.



The lead unit was **BNSF 7987**, a General Electric ES44C4. The Evolution Series 44C4 is a Tier 4 compliant variation of the earlier GEVO ES44AC line that added A1A trucks, where only the first and third axles are powered. After testing on the BNSF this model was judged successful with reliability, tractive effort, and axle loading. BNSF has purchased 1200+ models.



Real Deal

(Previous page) **BNSF 6431** is a GE ES44AC.

(Below) What were you doing in August of 2012? You may not remember, but GE was assembling the ES44C4 that became **BNSF 7089**.



(Below) The train these three units were powering.



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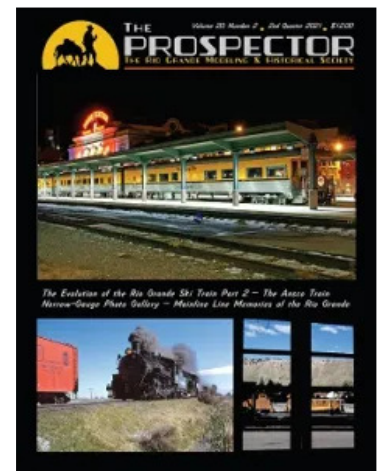




Rio Grande

Modeling & Historical Society

The **Rio Grande Modeling & Historical Society** (RGM&HS) founded in 2001 is a Colorado non-profit corporation whose membership consists of diverse group of historians, collectors, railfans, photographers, modelers and railroad employees who have banded together to share one common interest, the Denver & Rio Grande Western Railroad and its predecessors.



Among the RGM&HS publications we publish *The Prospector*, our professionally produced and beautifully illustrated quarterly magazine featuring the finest work of historians and other experts on all aspects of Rio Grande Railroad. We make available individual issues and volume sets of the magazine for purchase from our website—from the current issue to back issues of *The Prospector* over the past 20 years back to Volume 1 which was first published in 2002.

2024 Joint Convention with MoPac Society in Pueblo, Colorado

Mark your calendars for our 2024 Joint Convention with the Missouri Pacific Historical Society (MPHS) in Pueblo, Colorado, at the Pueblo Convention Center on October 10-13, 2024.

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The Rear View



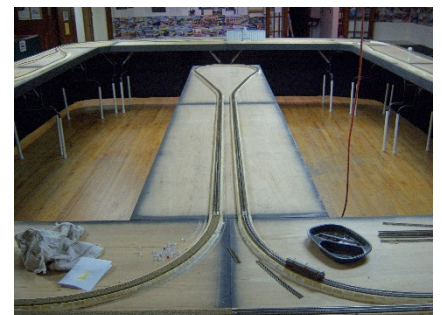
2024 marks the **10-year** anniversary of the construction of the **Western Kansas Rails** N-scale layout, so we will be looking in the rear-view mirror to see the changes. We will continue from last month in October 2014.

(Below) During construction of the modules, we found a 3-foot square end-table which we thought was perfect for clamping and gluing the corner modules. Corner 6 was actually the first corner built, but after completion, we discovered the table top we used was not as flat as it looked, so there was a decide “dip” on the outside. We were going to toss this one and start again, but an idea formed where we could use this corner for the dry riverbed scene. In this view we can see the tracks are level, but the module is nearly 2-inches lower on the outside.



(Left) By the 7th of October we have completed the track work on corner module 2.

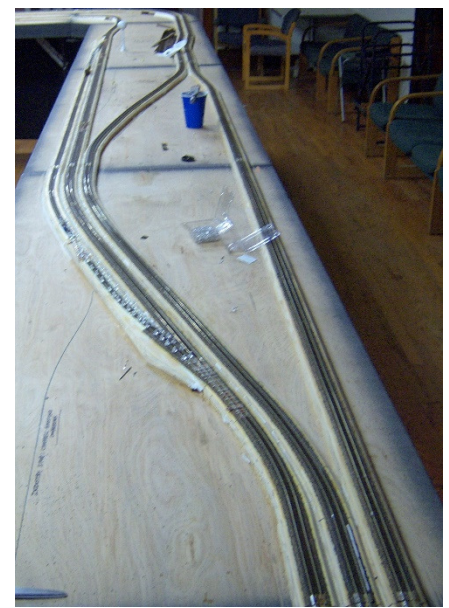
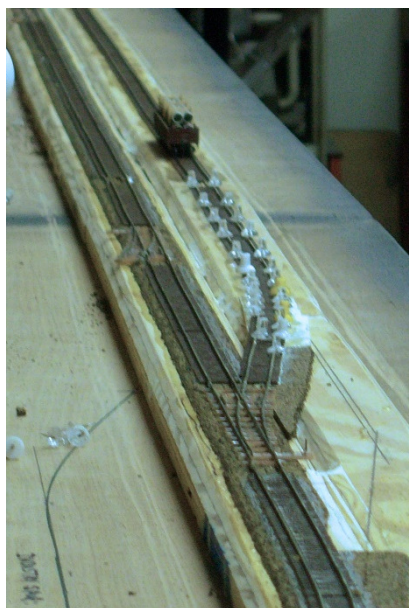
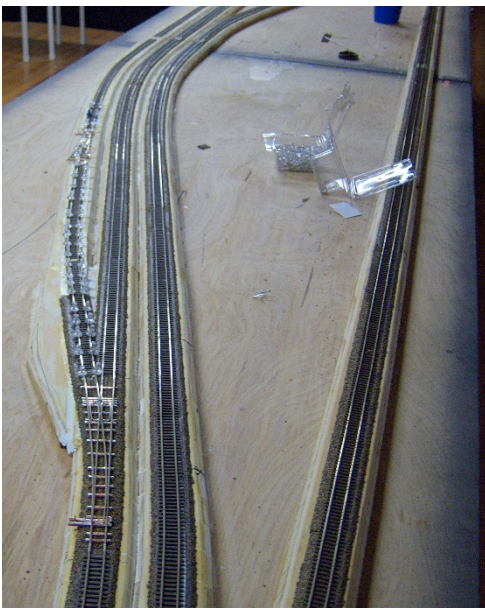
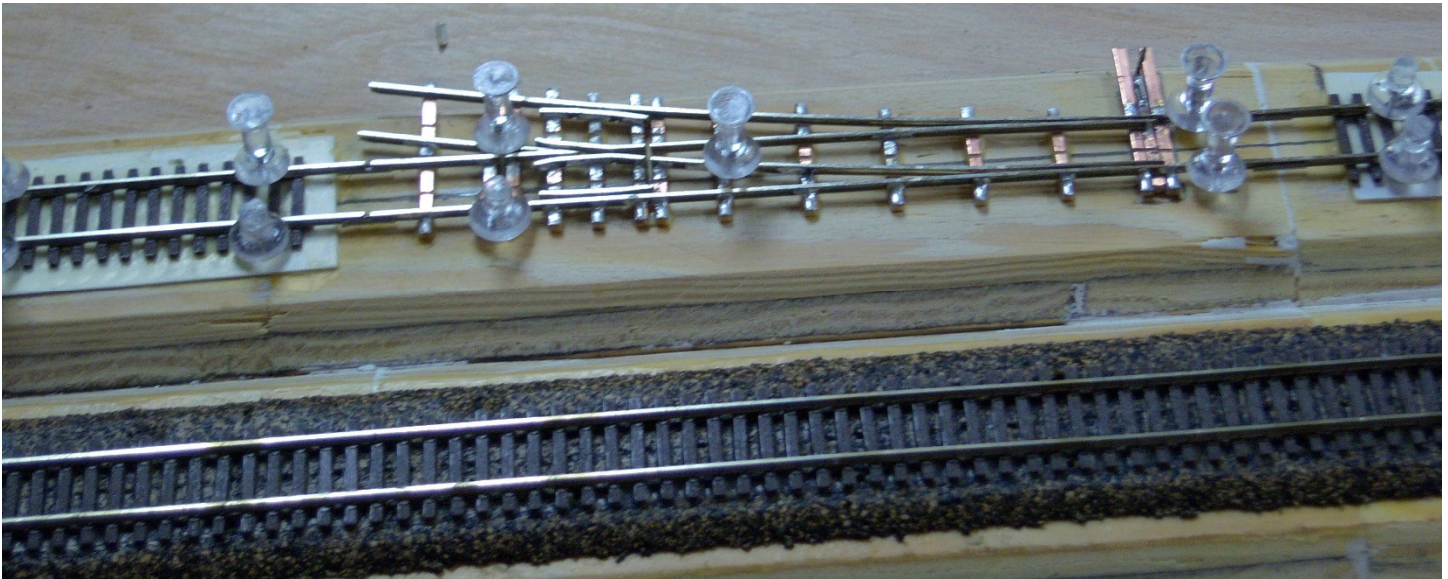
(Right) Near the same time we were wrapping up the mail line track work on the twin yard sections.





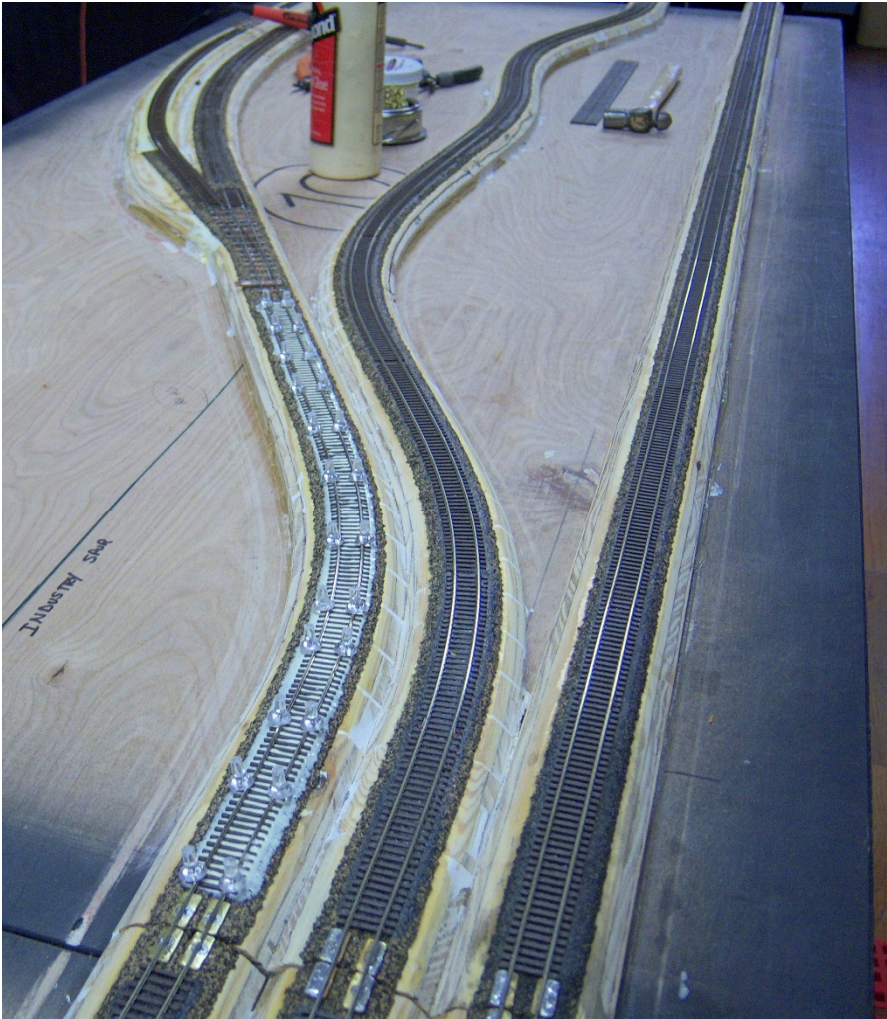
The Rear View

(Below) The installation of the #6 industry switch on section 3.



(Three Above) By early November 2014, the track work was wrapping up.

The Rear View



(Left) It's December 14th, 2014, and after nearly one year of effort, the final piece of track of the three main lines is now tacked in place and the glue is drying.

At the bottom you can see how the tracks mate at the section junction. All the track joints are soldered, so it is time to start running trains to check the track work as it is a lot easier to correct errors now than after scenery is applied.

(Right) So, in mid-December, we began working on the electrical wiring. First step was a trip to the local Radio Shack (they were still around then...) to acquire the rolls of speaker wire for the main buss lines and 9-pin connectors (male and female). Thank God there are only two genders in electrical wiring, I would have been so confused.

The speaker wire is 16-gauge which is larger than required but offers less resistance over longer runs. The 9-pin connectors allow for four pairs of wires, three for the main lines and one for a low voltage line for lighting effects later.



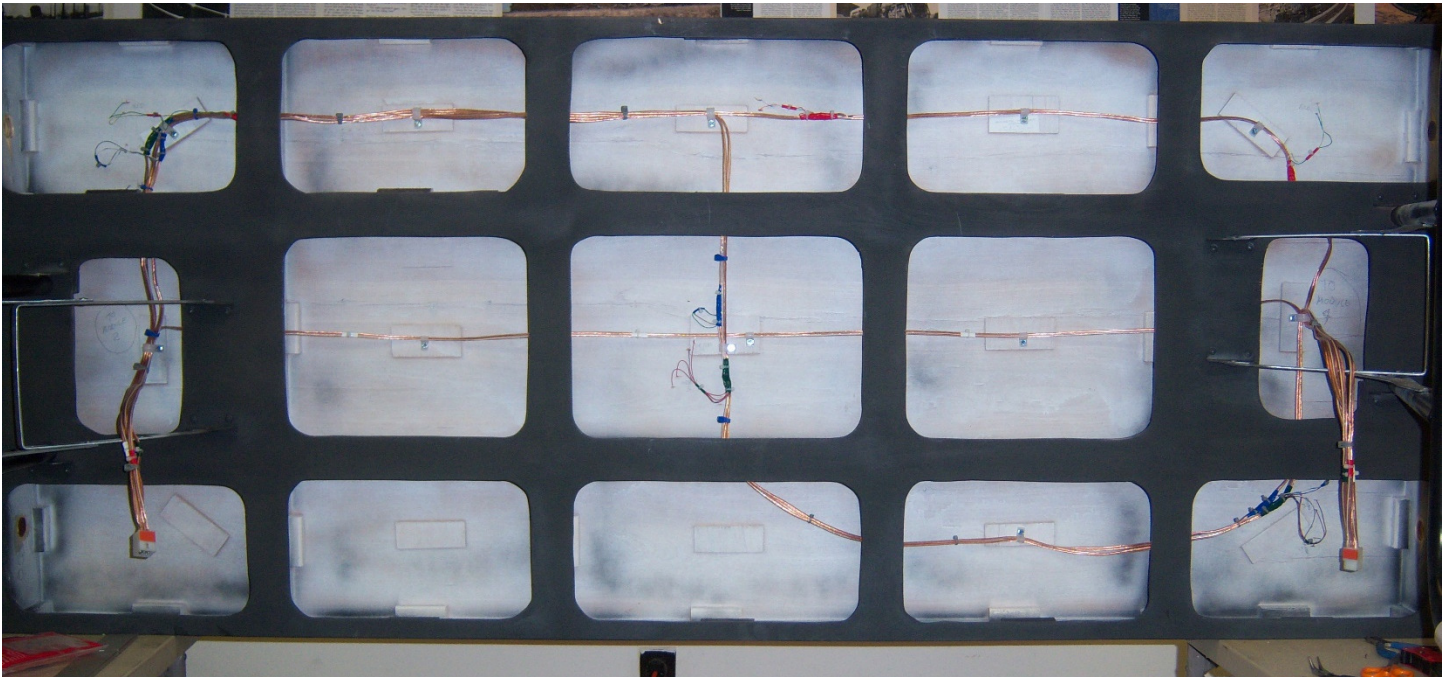


The Rear View



To make the electrical wiring easier, section 3 was placed on its side on three tables so the extended legs would provide for a stable platform. This is a good view of the underside of the sections with the cut-outs allowing access to the underside and reducing weight. Each vertical internal brace was pre-drilled for the wiring before installation. Since the top skin is only ¼-inch thick, we saved the cut-out pieces and made small rectangular mounting pads, one of which was glued to the underside in the center of each space to allow the wiring harness mounting hardware. The insides were painted white for working on the electrical system.

The Rear View



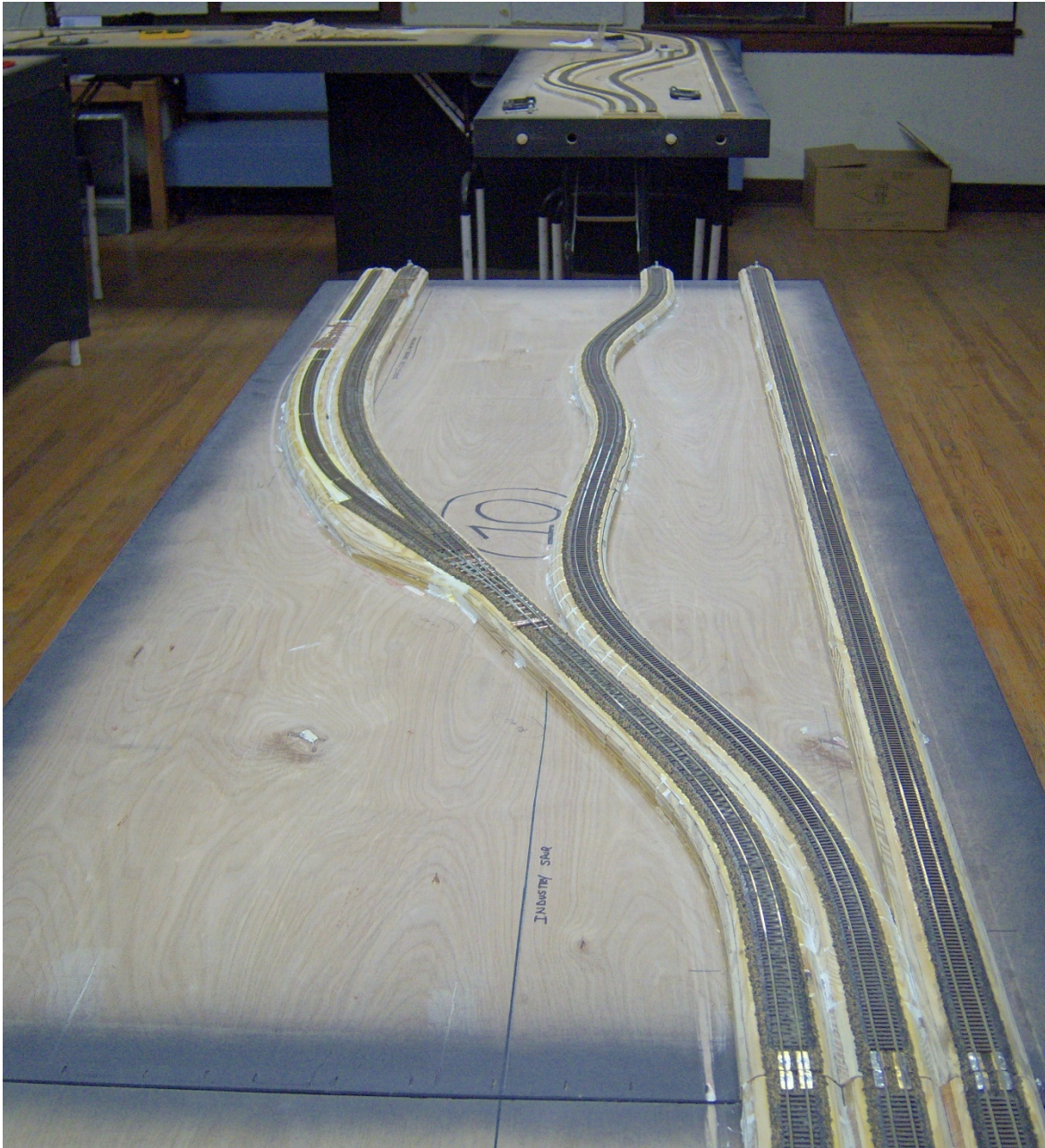
(Above) This is section three with the completed electrical buss installed. Why does the main buss weave all over? Power to the tracks is routed through the main buss wires to the “power drops”. Each track has 1/16-inch holes drilled next to the rails (on the outside of each rail) between the ties. Bell Telephone solid wire is fed through the holes with the top of the wire soldered to the outside of the rail, while the bottom was spliced into the correct main buss wires. The main buss wires weave to meet the power drops as needed. This keeps the length of the fragile Bell wire as short as possible and out of harm’s way.

On the far left and right hanging from the center holes are the main buss wires combined for the connector. These were wire tied together to form a single cable on each end. One issue of coming out from the center holes is the locking arms of the legs act like scissors and will easily cut through any wire in the way. We try to be careful but have had to make a couple of wire harness repairs due to this (not bad for 10-years). Perhaps a better choice would be to have the harness connected at the front or rear spaces to make it easier to reach and connect.



The Rear View

By the last day of 2014, December 31st, we completed the electric wiring on section 10 with just a few sections left to go.





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The **Katy Railroad Historical Society**, a non-profit organization, was formed in Parsons, Kansas, on October 1, 1977. The purpose of the society is to bring together those persons who have a common interest in the Missouri-Kansas-Texas Railroad, known to many as the Katy and to increase the enjoyment of their interest through appropriate activities including group trips to points on the railroad, photographic excursions, photo, slide, and video shows, meetings, discussions, and other undertakings. We encourage members to contribute, as they are able to the collection, compilation and publication of interesting data pertaining to the Katy, including preservation of such information for future reference.

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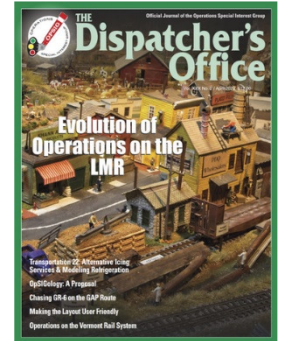


TESLA DOING A BURNOUT



The principal purpose of the **Operations Special Interest Group (OPSIG)** is to discuss, develop and disseminate ways of operating model railroads to realistically emulate practices of the prototype. This includes sharing information on various methods of generating and controlling traffic to heighten the feeling that our models are an active and integral part of the national rail transportation network, serving shippers and consignees throughout the nation. We also discuss and communicate information about the methods and procedures used by the real railroads and ways of most practically and realistically adapting them to the model world.

We publish a quarterly magazine, *The Dispatcher's Office*, which in addition to containing articles and information on railroad operations (both prototype and model), contains listings of operating layouts, sessions, and events that members are invited to attend. Back issues are available.



In addition, the OPSIG web site serves as a clearinghouse for publicizing regional operating events and meetings, where layouts are open for guest operations.

As part of your yearly membership, you will receive four quarterly issues of *The Dispatcher's Office*, our operations-focused publication. *The Dispatcher's Office* is available as either a digital download or a mailed printed copy. As a print subscriber, you'll also get access to the digital copy. In addition, all members have complete access to 30+ years of our digital back catalog at no additional charge while a member of the OpSIG.

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Operations SIG

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WKR Update



In mid-May, Scale Trains came through with one of the orders from the WKR Purchasing Department with the arrival of four GE AC4400's.

(Below) Two of the units are ex-Southern Pacific units featuring the faded red nose and tail.



(Below) Two more units came from Ferro Sur as run-through power.



(Above) Two of the units pose on the layout.

WKR Update



(Both) After blacking out the grill openings, one unit so far has been re-patched for Missouri Pacific Leasing Corp. with the AAR marks of MPLX. Soon, the second unit will receive the same treatment.



WKR Update



Just after the locos arrived the WKR also took possession of four custom run Procor hopper cars ordered through Spring Creek Model Trains and manufactured by Rapido Trains.

Then a crazy thing happened, another order for four cars of the regular run also knocked on the door.



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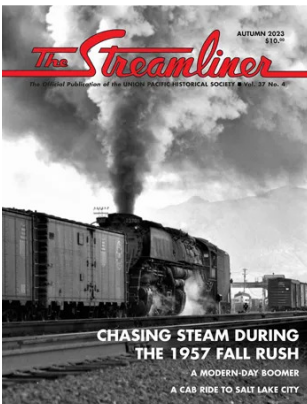
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Founded in 1984, **UPHS** is an independent, non-profit organization dedicated to preserving and sharing the history of the Union Pacific Railroad. The Society has about 1,900 members. Historians, railfans, employees, and modelers have found the UPHS 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.



The Streamliner is the official publication of the Union Pacific Historical Society, four issues are included with annual membership. Memberships and individual copies may be purchased from the Company Store.

- *Regular membership* Both Youth and Regular memberships entitle one to receive four issues of our highly acclaimed quarterly magazine, *The Streamliner*, as well as discounts on selected products in the Company Store.

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Our headquarters hotel will be at the DoubleTree by Hilton Lawrence – 200 McDonald Dr, Lawrence, KS 66044. Our group rate is \$99 per night. Free parking and breakfast is included. Please call 785-841-7077 to make a reservation. Our group code is “LOTS Train Society.” The only way to make a reservation is to call the hotel directly.

LAWRENCE KANSAS MODEL TRAIN SHOW

July 27, 2024 – Open to the Public!

On Saturday, July 27, we'll share and promote toy trains by hosting the **Lawrence Kansas Model Train Show**. The show features all types and sizes of trains in one of the DoubleTree by Hilton Lawrence Hotel ballrooms. Free parking is available! All registered LOTS Members and their guests can attend the show free of charge beginning at 9:00 a.m. on Saturday, July 27, as long as they are wearing their 2024 Convention name badges. Registered LOTS Members get exclusive access to the show for the first hour! If you do not register for the convention, you will not be admitted to the train show during the exclusive access time. You are welcome to attend beginning at 10 a.m. Tickets will be available at the door for \$8.00 per person Cash Only or with credit card at – TBA **Location: Grand Ballroom**



North Platte Rail Days

Where would you expect to find the greatest rail celebration in the world? Why, at the home of the world's largest rail yard! The Golden Spike Tower and Visitor Center invites you to North Platte to experience our incredible railroad heritage held annually in early August. Rail Days is the one and only time throughout the year when visitors can experience Bailey Yard up-close-and-personal with a motorcoach tour through the yard.

Experience two days of Union Pacific Railroad Bailey Yard tours. There are no reservations needed for the tours, however those with a VIP passes will have the first right to enter the bus. All tours are 1 to 1.5 hours long. There will also be kids events, a model train show, and more!

Date Book

June 2024

1st & 2nd **Center of the Nation Model Railroad Expo** Hutchinson, KS.
Sat & Sun <http://www.kansascentralmodelrailroaders.org/train-show.html>

July 2024

13th **Heartland Toy Train Show** Stillwater, OK
Saturday <https://www.ttos-soonerdiv.org/>

21st – 27th **Lionel Operating Train Society Annual Convention** Lawrence, KS.
Sun – Sat <https://lots-trains.org/>

August 2024

2nd – 4th **North Platte Rail Days Train Show** North Platte, NE.
Fri – Sun <https://www.visitnorthplatte.com/events/annual-events-festivals/north-platte-rail-days/>

MeWe



**Western Kansas
Division, NMRA**

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On The Back Cover:

Years ago, when Kato released their version of the GE AC4400, The WKR ordered four undecorated units and promptly painted them into the “modern” MoPac colors. This loco features DCC but was ahead of the sound era.

The *Main Line*

Publisher & Editor: Robert A. Simmons

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