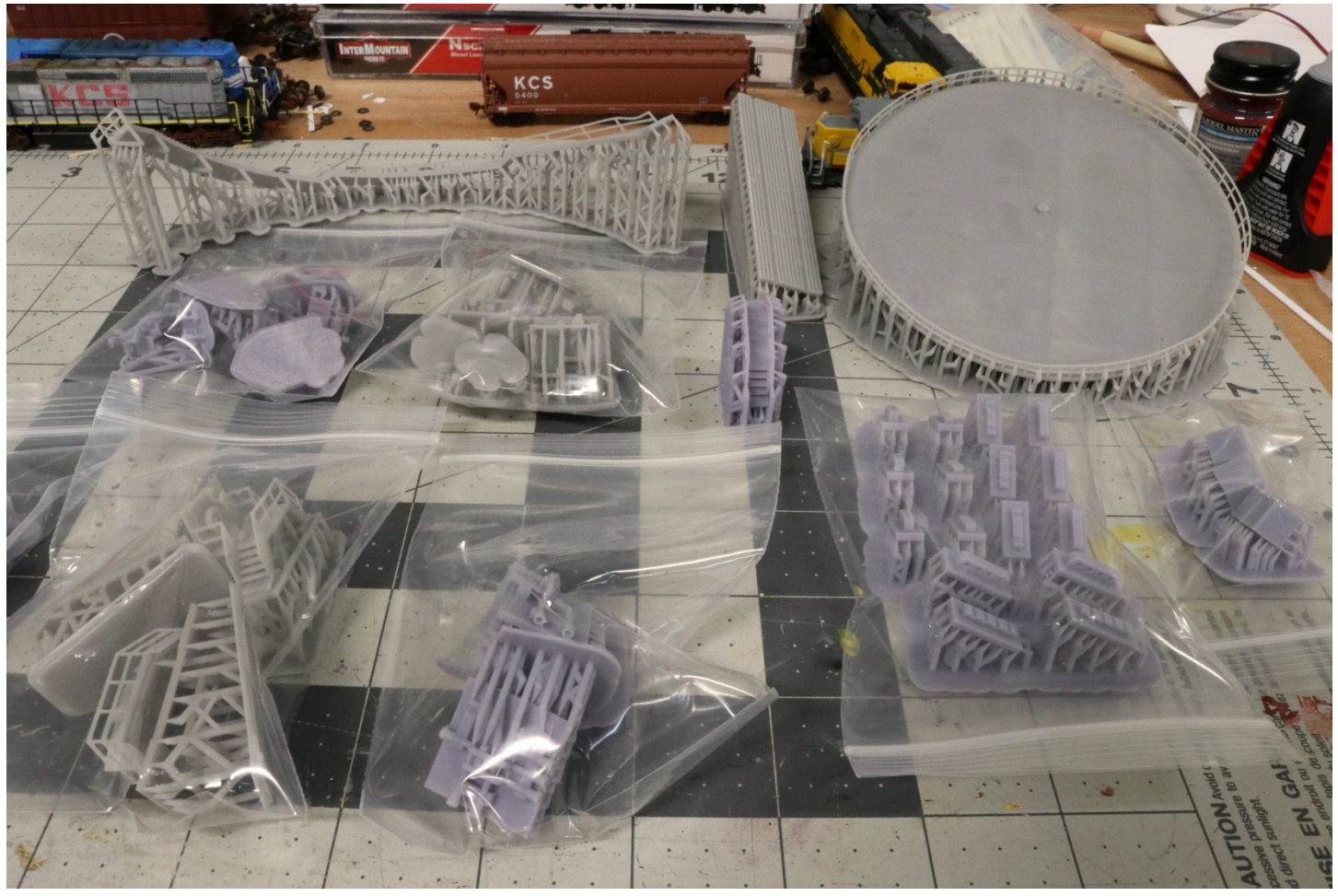


The Main Line



The monthly publication of the
Western Kansas Division
October 2024



On The Cover:

And so, it begins... After several years, we have decided to up-grade the scenery on section 4, the Agridyne plant. We just received the 3-D printed detail parts, so now we begin the planning on how to upgrade the scenery details in phases. More inside...

In This Issue:

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The latest set of complete **T-TRAK** standards are available for download.

You'll find all the Information you need to get started. This section

included basic module dimensions and some basic layout designs. More complex modules and layouts are available at [Guide to Everything T-TRAK](#) and more.

Advanced techniques and in-depth articles are available in the Tip-N-Techniques section, now open to everyone.

Download the T-TRAK brochure for your Club, for a show, or just to share.

Click this link for everything T-Trak:

<https://ntrak.org/T-TRAK-Home>





RMC RECEIVING YARD

More Thrall 86-Foot Boxcars From ClassOneModelWorks

ClassOneModelWorks.com has announced a second production of its 86-foot boxcars.



RMC EXTRA BOARD

Soo Line in Southern Indiana

Rural scenery dominates this HO scale Soo Line secondary set in mid-1990s southern Indiana.



RMC EXTRA BOARD

Making a Scene at CP 294

An old New York Central tower solves a scenery dilemma on Dave Abeles' HO scale Conrail Onandaga Cutoff.



RMC PRODUCT REVIEWS

Micro-Trains 'Grit N' Grime' Series 2-Bay ACF Covered Hopper Kit

Micro-Trains' first HO "Grit N' Grime" series release is a trio of 2-bay ACF covered hoppers painted and prototypically weathered after actual cars from three different railroads.



RMC PRODUCT REVIEWS

ScaleTrains' HO and N EMD SD40-2s

In January 1972, EMD launched its new "Dash-2" line of locomotives. Now ScaleTrains is releasing the SD40-2 in HO and N scales.

Click here to start reading today: <https://rrmodelcraftsman.com/>



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- Conventions
- Region Info
- Divisions and Areas
- Resources
- Ask an Expert!
- Operation Lifesaver

Announcements

Thanks to Robert Simmons for making the [September 2024 issue of the Main Line](#) available!

Thanks to Jim Marlett for making the [September/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](#).

Anything you need to know about the Mid-Continent Region, NMRA, you can find here:

<http://mcor-nmra.org/>



Mid-Continent Region, NMRA

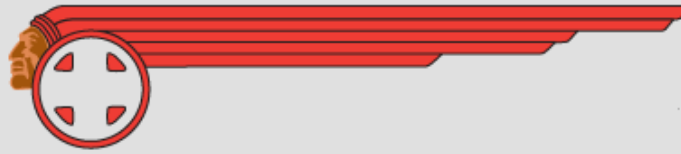
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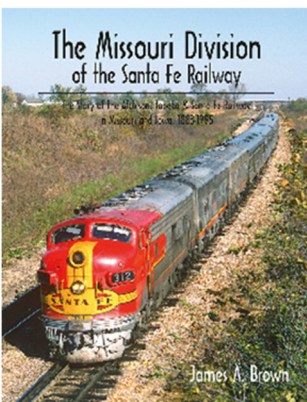
The Santa Fe Railway Historical and Modeling Society



To promote, stimulate, foster and encourage by all legal manner and means the gathering, cataloging, preserving and making available to the general public for viewing, education and research, actual documents, equipment, photographs of equipment or structures, and any other data available concerning the history and heritage of The Atchison, Topeka and Santa Fe Railway Company, Incorporated and such predecessor, partnership, subsidiary, or successor organizations of that Company as history may disclose.

To advance the hobby of railroad history in general, and of The Atchison, Topeka and Santa Fe Railway Company, wherever and whenever possible by publications, meetings and all things necessary or incident to these purposes.

The Society and its predecessors have been publishing information about the Santa Fe since 1969. The Society offers exceptional publications on the history and modeling of the Santa Fe. From its flagship quarterly magazine, *The Warbonnet*, to its comprehensive books on history, motive power, rolling stock and modeling, the Society is the definitive and authoritative source on all things Santa Fe.



New Publications!

Check here for news on the newest books and materials released by the Santa Fe Railway Historical and Modeling Society! We are the definitive source for complete, accurate information on the Santa Fe Railway.

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For more Model Railroading action on social media, check out MeWe and the Western Kansas Division page:

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

Real Deal



(Jerry Bruce Photo)

(Left) A front end shot of the Utah Railway 5003 on the KYLE Property by Jerry Bruce. Constructed in August of 1993 as Southern Pacific 503, it is a **Morrison-Knudsen MK50-3**.

The Morrison-Knudsen MK5000C, a 5,000 hp, 12-cylinder, D.C.-traction monster with a Caterpillar 3612 prime mover. In the 1990s, it was more powerful than anything the other builders were offering, and it was loaded with features including advanced microprocessor controls, and sophisticated wheel adhesion trucks.

Of the six Morrison-Knudsen MK5000C units that were built, three were decked out in scarlet and gray and leased to **Southern Pacific**; the remainder were painted in standard MK demonstrator colors. But, they had the usual problems of newly designed units in that they had yet to have their teething problems fully smoothed out. For lack of a better term, they were filled with mechanical and electrical bugs.

MK found a buyer for the MK5000C fleet in **Utah Railway**, which had the Cat powered units upgraded, but that had little effect on their reliability. While the internals were unwanted, the frames and carbodies still had use. Ultimately rebuilt and re-engined by MK with secondhand **EMD 645-type engines** and rebranded MK50-3s, they went back to work on the Utah hauling coal trains over Soldier Summit with much greater success.

After the purchase of Utah Railway by **Genesee & Wyoming** in 2002 and a major reduction of coal traffic, G&W reassigned the MK50-3 fleet to its **Kyle Railroad** operating in Kansas and Colorado where four of the six remain in daily service.



(Right) Just behind the RIP track there are three autoracks with their trucks removed, sitting on the ground and they have been there for some time.



Real Deal



DODGE CITY, KANSAS YARD

On September 30th, I was downtown picking up my car from Lopp Motors and discovered it is a great place to photo/video a train pulling out on the yard.

BNSF 6612 was in the lead. It is a GE ES44C4, built in March of 2009.

(Right) The second unit is Ferromex 4648.

It was built in December of 2006 as a GE ES44AC.



Real Deal



BNSF Switching - Dodge City, KS. Yard - 9 30 24

Click here for a short video:

https://www.youtube.com/watch?v=D5u_YDENeC8

(Right) The third unit was BNSF 5447, built in July of 2000 as a GE C44-9W.



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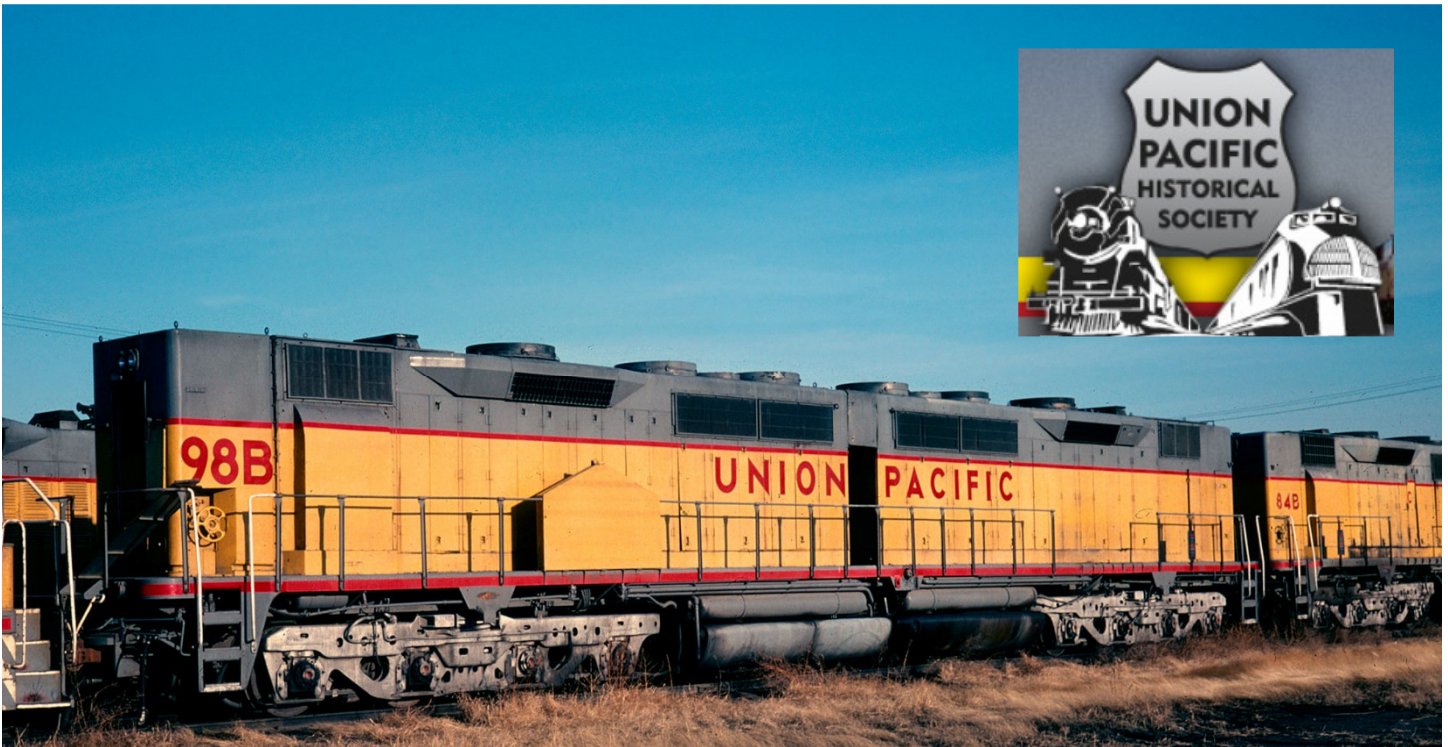
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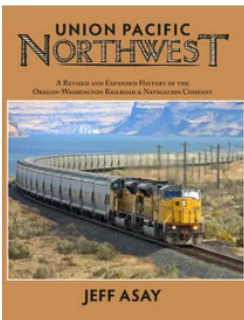
Click here for the NMRA website: <https://www.nmra.org/>

For the **Facebook** page of the NMRA, click here: <https://www.facebook.com/groups/46322574676>

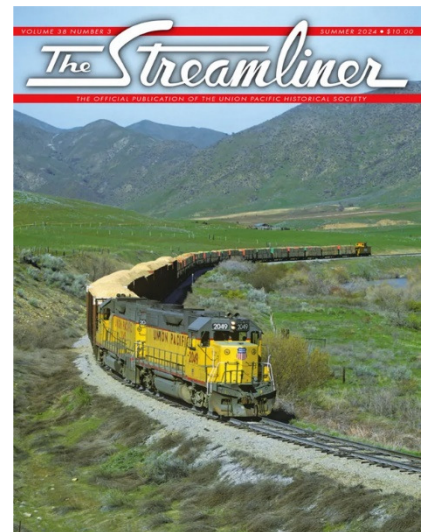


Welcome to the Union Pacific Historical Society! Founded in 1984, UPHS is an independent, non-profit organization dedicated to preserving and sharing the history of the Union Pacific Railroad. The Society has about 1,900 members including Historians, railfans, employees, and modelers. They have found 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 professionally produced and beautifully illustrated quarterly journal featuring the finest work of historians and other experts on all aspects of Union Pacific Railroad operations, traffic, management, equipment, and facilities.



In addition to our journal, the UPHS publishes books relating Union Pacific's rich history of traffic, operations, motive power, and rolling stock. Our most recent book is Jeff Asay's *Union Pacific Northwest*, tracing the history of UP in Oregon, Washington, and Northern Idaho. We also have published a history of the early streamliner era 1934-1941 as well as a comprehensive series of prototype photo books of UP steam power.



For the UPHS website, click here: <https://uphs.org/>

To see the Facebook page of the UPHS, click here: <https://www.facebook.com/groups/510647068947263>

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The Rear View

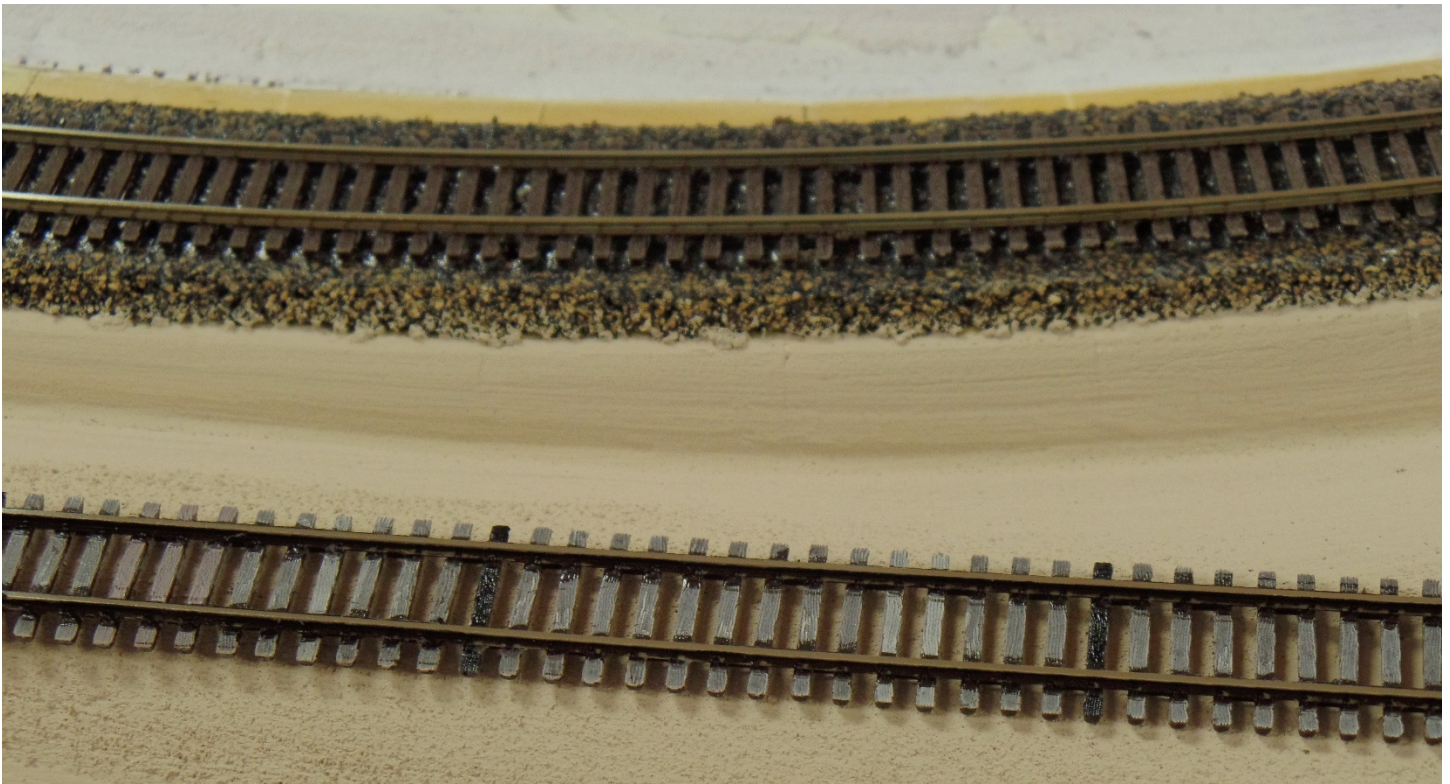


2024 marks the **10-year** anniversary of the construction of the **Western Kansas Rails** N-scale layout, so we will be looking in the rear-view mirror to see the changes. We will continue from May 2015.



(Above) By May of 2015, most of the pink extruded foamboard is down and we began adding Fascia landscaping. The purpose is to form a guard rail to prevent trains hitting the floor, without looking like a guard rail. On the left side of the layout, you can see the fascia landforms painted with the latex house paint we decided matched the color of dried dirt from Western Kansas.

At this point it was important to get rid of all the pink, so we spent some time painting all the foamboard into the earth tone.



Before we can proceed with the scenery, we need to detail the track. (Above) We did some testing on different rail and tie coloring.

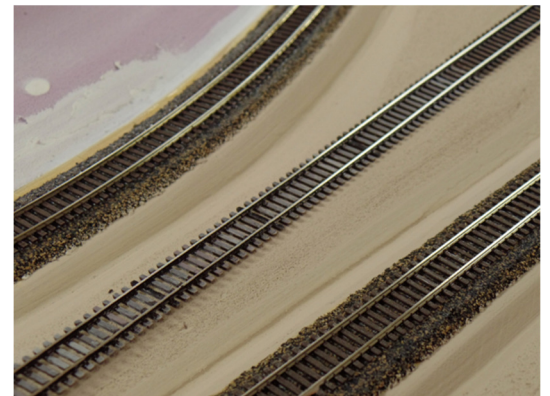
(Left) After a trip to Hobby Lobby, we tried several “artist” colors. We picked “Raw Umber” for the color of the rails. We then proceeded to paint the sides of all the track rails this color. After all these years, the paint has held up well, but soon we will need to go through the layout to touch-up areas where the paint flaked off, probably because we failed to properly clean the track before painting. There are also instances of



track changes and repairs that need to be touched-up.

(Right) Another test painting of track. We decided to vary the track tie coloring between the three main lines. The outer main will have the basic rail tie brown coloring with a few black (new) ties as this will be the well-maintained main for passenger trains.

The middle main will be the freight line, so it will have a slightly lighter brown base color with more older ties and a few new ties here and there indicating slightly less maintenance.



The inner main will be used for operations and would be considered more of a branch line, so the base tie color will be the lighter still brown with many older ties (light grey), and some new ties (black).



(Above) After the track was painted and “weathered” to satisfaction, the next step was to add the ballast. We chose **Arizona Rock & Mineral** (Link: <https://www.armballast.com/>) for their true N-scale ballast. They offer many colors representing many railroads. The color we were looking for was a medium grey with hints of pink and black. We purchased a sample pack for testing. Mixing a custom color is not easy, you need to be precise in your amounts and remember the color will change after wetting and gluing, so you must mix, glue and wait until dry to see the results. We used the plastic measuring cup from a bottle of Nyquil and ended up with a ratio of two cups grey, one pink, and one black. Once the color was determined, we ordered larger bags of each color.

(Right) Our ballast colors, measuring cup and mixing bowl.



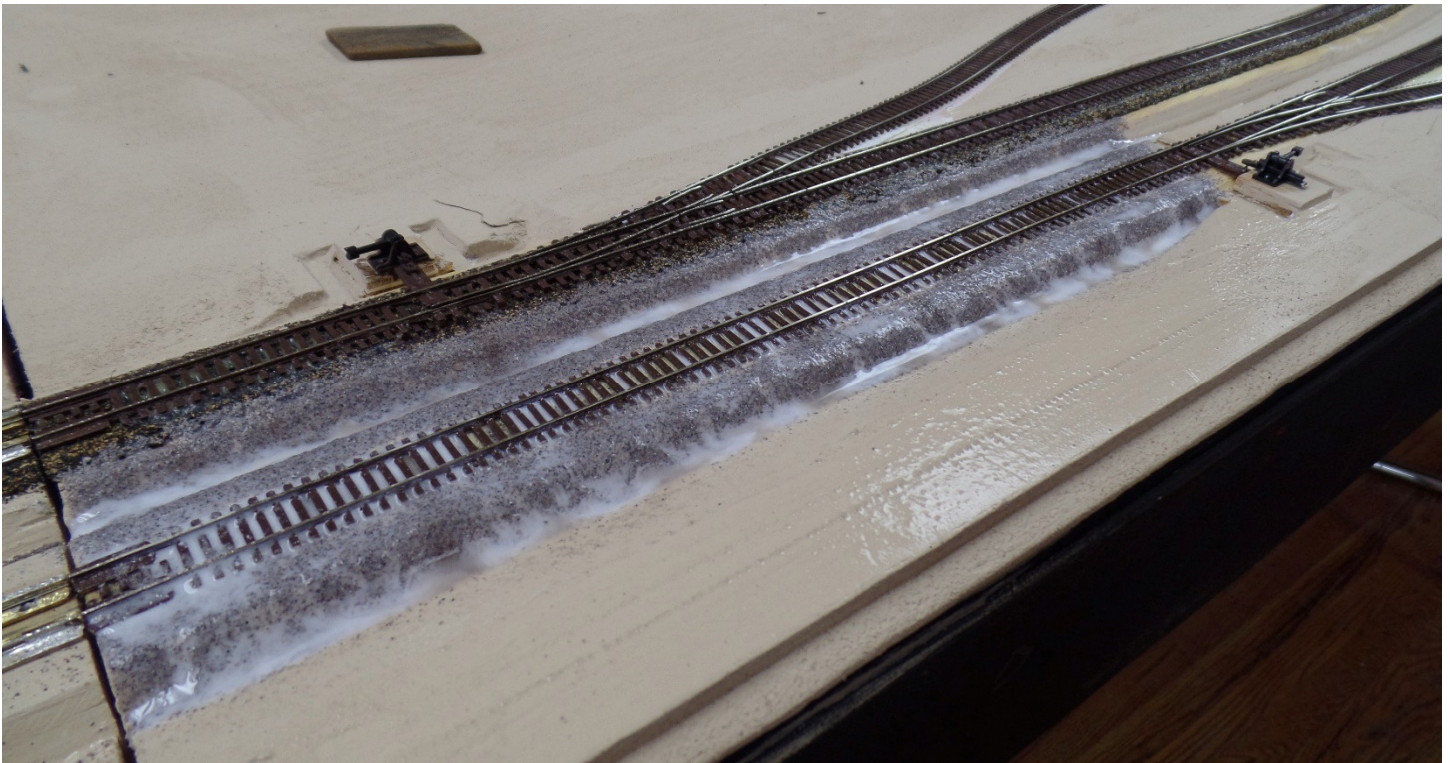
(Right) A test mix of ballast applied to a scrap piece of wood.



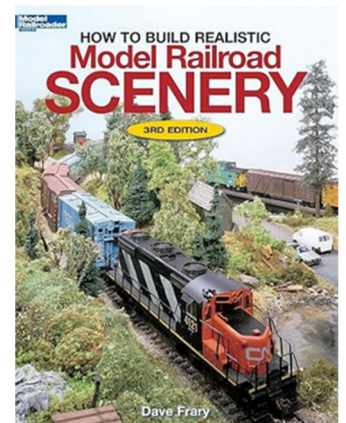
(Left) The same patch of test ballast that has been glued down. Notice the complete color change.

(Below) The testing continues, now with two test patches. Be sure to write down each mixing formula every time as you will forget. Add or subtract different colors until you achieve the color you are happy with. Then you can start mixing in bulk and have a reasonable uniform color throughout.





(Above) We started with a test ballast application on a short segment of the layout. The basic routine is to apply the ballast dry, then shape with a short stiff brush until it is perfect (do small segments at a time to avoid fatigue and mistakes). Then we follow the advice of Master Modeler Dave Frary, from his book *“How to Build Realistic Model Railroad Scenery”* available from Amazon.



In his book Dave recommends a home-made product he called “wet water”. If you spray plain water on ballast, it will instantly ball up due to the static electricity. We used an empty spray bottle of glass cleaner, fill it mostly to the bottom of the neck with water, then add one-drop of dishwashing liquid (THAT’S ONE DROP). If you shake the bottle and it fills with foam, you used too much. We went farther and added Isopropyl Alcohol to fill the neck. Next, practice with the bottle and plain water to determine how high you should hold the bottle and how hard to squeeze the trigger to get the proper mist effect. Too close to the track and you will blow the ballast off and too far away will not deliver enough formula. As you can see in the photo above, we added too much wet water and glue, and you can see where “rivers” of glue pulled the ballast down. One mistake to avoid: In an effort to speed-up the process, we tried using a fan to accelerate the drying process. It made sense, but do not do this, what happens is the wet water/glue mix won’t penetrate the ballast, but dry into a thin crust on top leaving the rest of the ballast underneath dry and loose. Eventually you will break off a piece of the crust and then the dry ballast will all run out. Taking your time will speed up the process.



(Above) This picture shows a lot of points. Notice the difference in the tie colors between the middle main (left) and the inner main (right). The inner main has many more old ties. Another item to note is that since we were using a grey ballast color, any imperfections allowed the earth color to show through, so we took to first

painting along the tracks with a grey undercoat. In the upper center of the photo you can notice the passing siding is ramped down to a lower level than the main line.

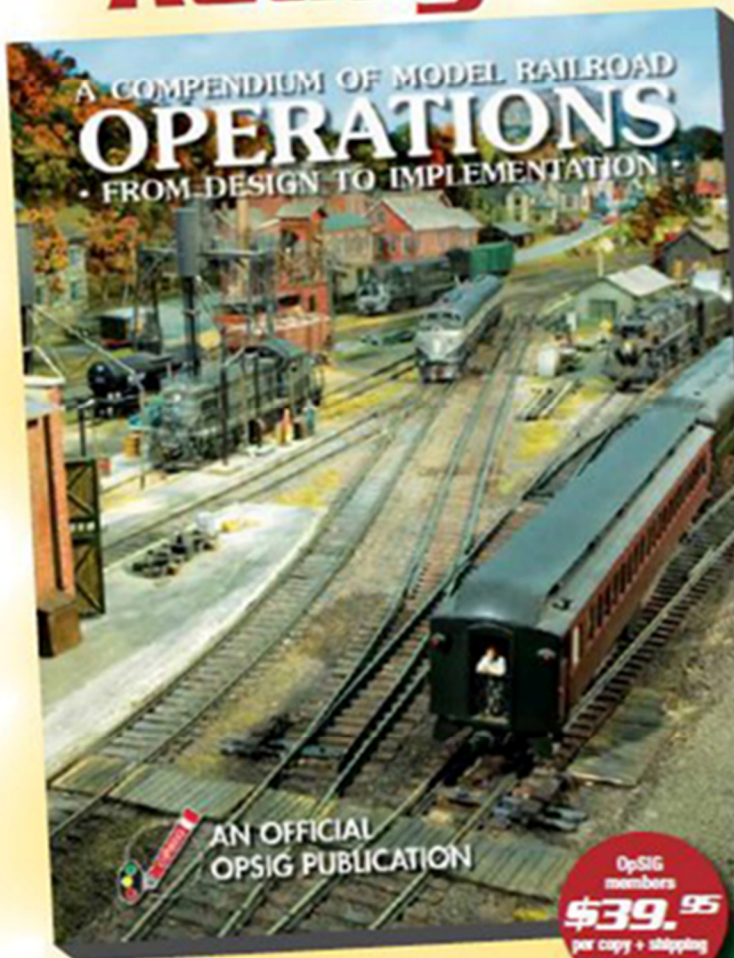


Looking forward to ballasting while laying the track, it is important to prevent ballast or glue from fouling the throw bar of the switch, so we cut a "V" notch under the throw bar to prevent this. Ballast the rest of the switch, then tank your time and carefully ballast around the headblocks. If ballast or glue gums up the works, use a Xacto knife with #11 blade to clean it up.

(Left) a finished, ballasted switch.
More to come next month....

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After my pr0state exam
the Doctor left. Then the
nurse came in. As she
shut the door she
whispered the 3 words
no man wants to hear!?
"Who was that??"



Western Kansas Division

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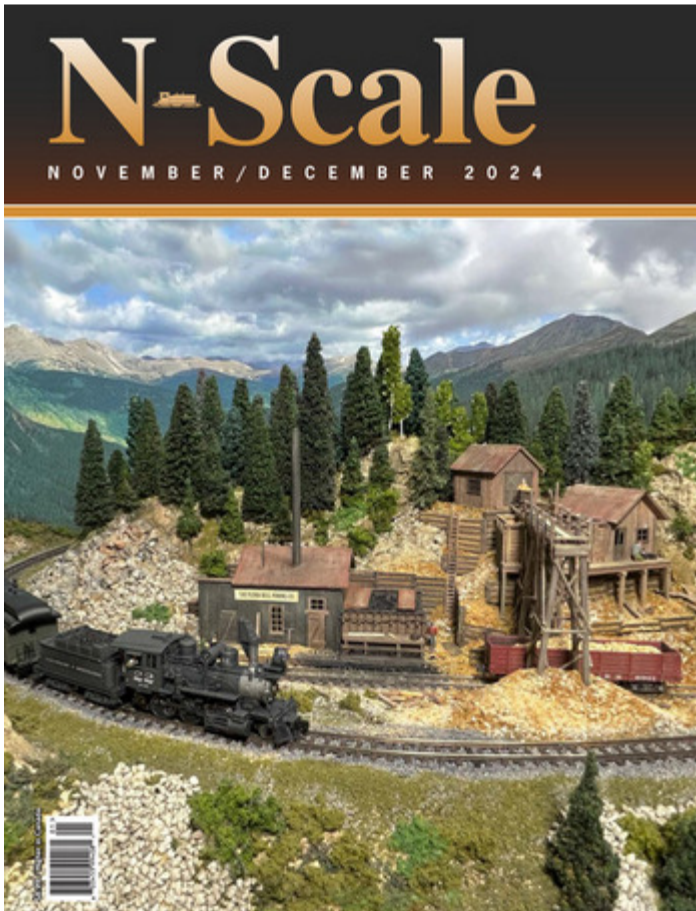
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N-Scale



IN THE CURRENT ISSUE

Modeling Colorado's Flora Bell Mine
in N scale
by Preston Sands

Making an N Scale Shadow Box
Article by Dave Pomarenski, Photos by Dave Pomarenski and Irene Shaw

Revisiting Queens, NYC
in N scale
by Karl Heidenreich

In Pursuit of WOW
Part 23 – Creating Sidewalk and Driveway Castings for our Water Street Diorama and any future layouts.
by Dennis Machlica

My Layout, My World
Construction by Aaron Butler, Text written by Adam Skelton

The Short & Nn3arrow
Model Railroading "Off The Grid"
by Thomas Knapp, MMR #101

N-Scale is a bi-monthly magazine devoted exclusively to N scale modeling, detailing, electronics, N'Spiration photos, layouts, scenery, photography, scratchbuilding, painting and weathering, operating dioramas and more.

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Level Auto Rack Rock Island**

I, David Zucker, along with my wife Debby, started our hobby store business in 2000. It has been a lifelong dream to own my own model railroad hobby store. We have grown from a 5' x 10' enclosed trailer to a store (which I never thought we could fill) and web-site. We look forward to serving modelers long into the future. We still love doing the week-end "train shows" as we travel throughout the country and get to meet many of our customers in person.



Click here for the SCMT website: <https://www.springcreekmodeltrains.com/>

For the SCMT Facebook page, click here: <https://www.facebook.com/springcreekmodeltrains>



Oddballs

Every so often an idea or product just doesn't catch on and is not mass produced.

Baldwin DR-4-4-1000



From Wikipedia, the free encyclopedia

The **Baldwin DRS-4-4-1000** was a diesel-electric road switcher produced by the Baldwin Locomotive Works from July 1948–March 1950. The units featured a 1,000 horsepower, six-cylinder prime mover, and were configured in a B-B wheel arrangement mounted atop a pair of two-axle AAR Type-B road trucks, with all axles powered. They had a cast steel frame. The units were configured to normally run with the long hood in the forward position.

Only 9 were built for American railroads, with another 13 manufactured in January and February 1949 by the Canadian Locomotive Company for the Esquimalt and Nanaimo Railway, the first railroad in Canada to dieselize its locomotive fleet. The DRS-4-4-1000 was (in most cases) visually indistinguishable from its 1,200 horsepower successor, the RS-12.

Only one intact example of the DRS-4-4-1000 is known to exist today (former CPR #8000), and is currently on display in Squamish, British Columbia.

Free-moN

Raising the bar in **N Scale**

Free-moN

N Scale Free-mo

The official website for N scale free-mo modular railroading.

Free-mo is a modular scale railroading standard designed for individual modellers that specifies bench work, track work, scenery and digital control intended to *raise-the-bar* for scale modular railroading in general and, in this case, for N scale modular railroading.



The standard promotes, and even forces, prototypical appearance and operations by using a single or double tracked mainline running roughly through the middle of the scenery resulting in prototypical point-to-point or loop-to-loop configurations and operation.

For the Free-MoN website, click here: <http://free-mon.net/>

For the Facebook page of Free-MoN, click here: <https://www.facebook.com/FreemoN.net>



In this issue:

- [Publisher’s Musings: Narrow Gauge Convention](#)
- [Best of the MRH website this month](#)
- [What’s Neat: St Louis RPM meet, ...](#)
- [Electrical Impulses: Servo turnout control retrospective](#)
- [Central of Georgia flatcar with a pole load](#)
- [Nobody knows my troubles: Advice for laying trackwork](#)
- [First Look: East Coast Circuits & Iowa Scaled Eng](#)
- [Savvy Modeler: Solderless bus & feeder wiring](#)
- [September 2024 news and events](#)



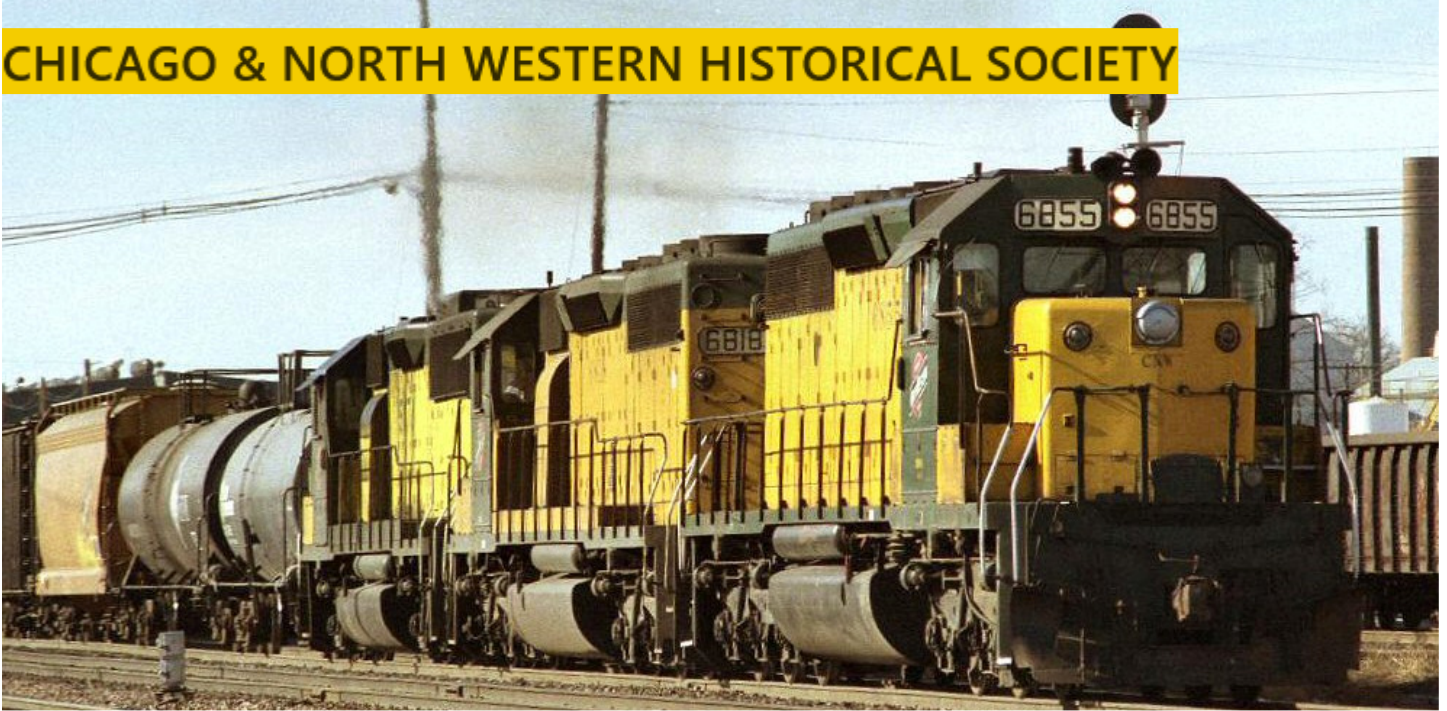
Joe Fugate is the founder, publisher, and editor of Model Railroad Hobbyist (MRH) magazine. Joe's been a model railroader since the late 1960s and is a published model railroad author. Joe has a rich background in web software development, publishing, and video production – Model Railroad Hobbyist is just the latest of his hobby media projects.

Joe's HO Siskiyou Line layout, a pioneering mushroom benchwork configuration, was first discussed in depth by Joe in the January and February 1997 issues of *Model Railroader* magazine. Joe's also helped popularize the use of auto tail light bulbs for short management on DCC layouts.



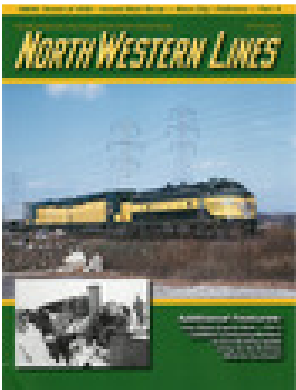
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CHICAGO & NORTH WESTERN HISTORICAL SOCIETY



The **Chicago & North Western Historical Society** was founded in 1973 by a group of Midwestern railfans interested in the C&NW, along with its predecessor and successor roads. These roads include the Chicago, St. Paul Minneapolis & Omaha; the Minneapolis & St. Louis; the Chicago Great Western; the Litchfield & Madison; the Fort Dodge, Des Moines & Southern; the Des Moines & Central Iowa; and many more.

The Society's purpose is to collect, circulate and preserve the history of the C&NW and its predecessor and successor lines; to create and publish a magazine; and to promote fellowship among C&NW fans and Society Members.



North Western Lines is a quarterly publication, which began in early 1974 as a seven-page mimeographed issue, totaling 85 copies. Today it is considered one of the premier historical publications. Each issue contains current news, feature articles, a photo section, and a combination of rosters, technical information, maps, schedules, and modeling information, depending on the make-up of that issue. A one-year subscription comes with a membership. And members are welcome to submit news items and articles.

A regular 1-year membership includes 4 issues of the *North Western Lines* magazine. As a contributing member, you also receive a copy of the current C&NWHS all-color calendar.

Check out the CNWHS website here: <https://cnwhs.org/wp1/>

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Robert Simmons

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

Customize channel

Manage videos

Keep track of the **Western Kansas Division** activities on the Robert Simmons **YouTube** channel



Scale Trains EMD SD40T-2 on the WKR Layout

<https://www.youtube.com/watch?v=FlmJOMkgjG8>



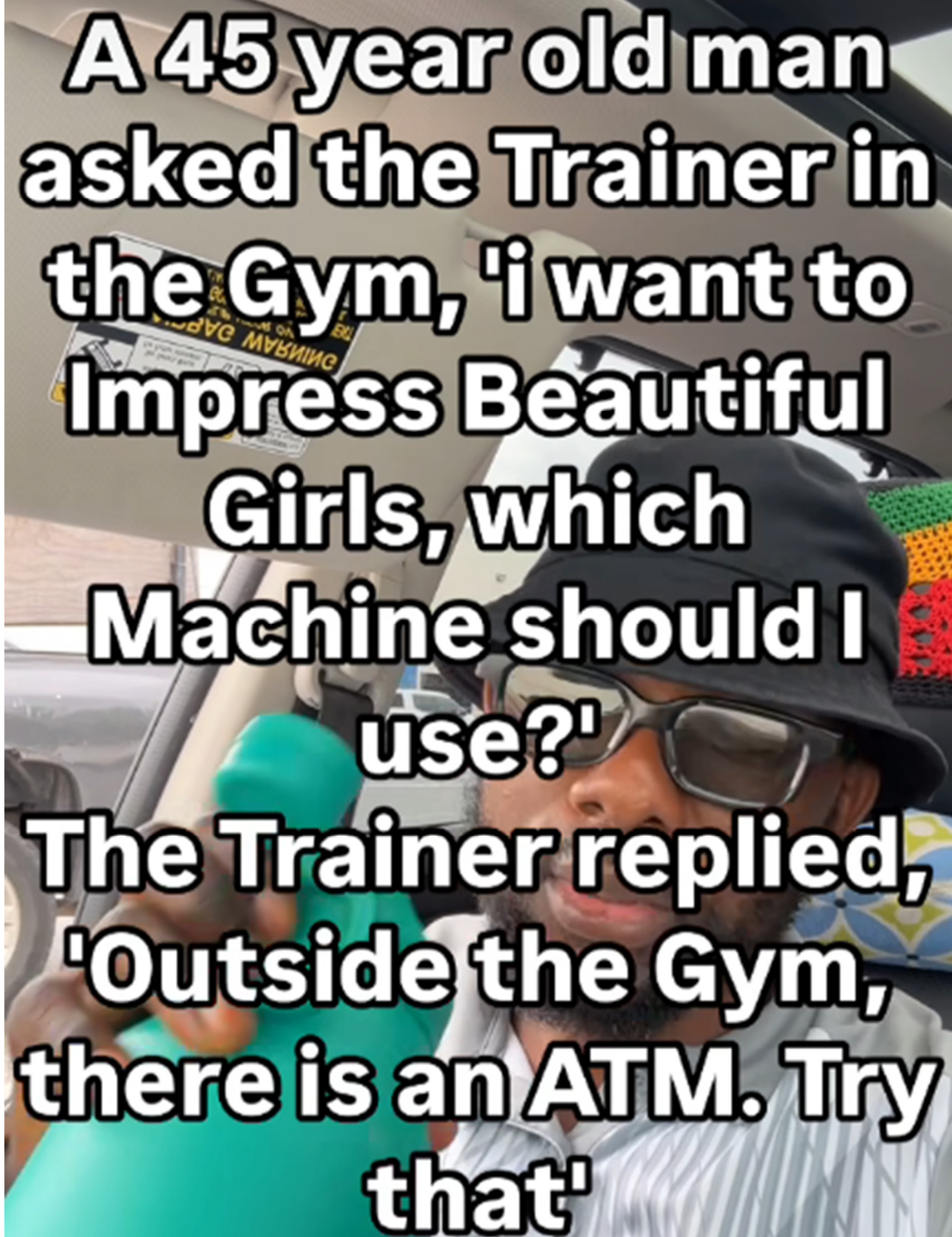
Switching on the WKR N scale Layout - 9647 West - ...

<https://www.youtube.com/watch?v=T0IcwYAbzkM>

<https://www.youtube.com/watch?v=eCjU2dKqr2U>



WKR Layout Update - New Atlas SD45's

A photograph of a man in a gym setting. He is wearing a black bucket hat, sunglasses, and a light-colored striped shirt. He is holding a green dumbbell. The background shows gym equipment, including a machine with a warning sign that says 'DANGER' and 'WARNING'. The text is overlaid on the image in a large, bold, white font with a black outline.

**A 45 year old man
asked the Trainer in
the Gym, 'i want to
Impress Beautiful
Girls, which
Machine should I
use?'**
**The Trainer replied,
'Outside the Gym,
there is an ATM. Try
that'**

WKR Update



(Above) Section 4 displays a unique industry associated with the Midwest and Western Kansas. If you thought your steak came from the Supermarket, it does as a finished product, but it often begins in Western Kansas on a cattle ranch or a feed yard.



(Above) To give you perspective of size, this is a Google Earth photo of just one feed yard located South of Dodge City, Kansas. The curved element in the upper left is the BNSF main line and highway 50. Notice the size in relation to near-by structures. A feed yard takes up lots of space as the cows need some room to move around. The white lines in the feed yard are the gravel roads where the feed dispensing trucks slowly move along the feed bunks dispensing the cow feed. Notice also in the left of center, the feed yard has its own grain storage facility with trucks constantly bringing in more.

WKR Update



(Above) This shot is a closer look at the feed yard where you can see the cattle. The cattle are fed on a regular basis at the feed yard until they make the weight required by the owner to go to market.

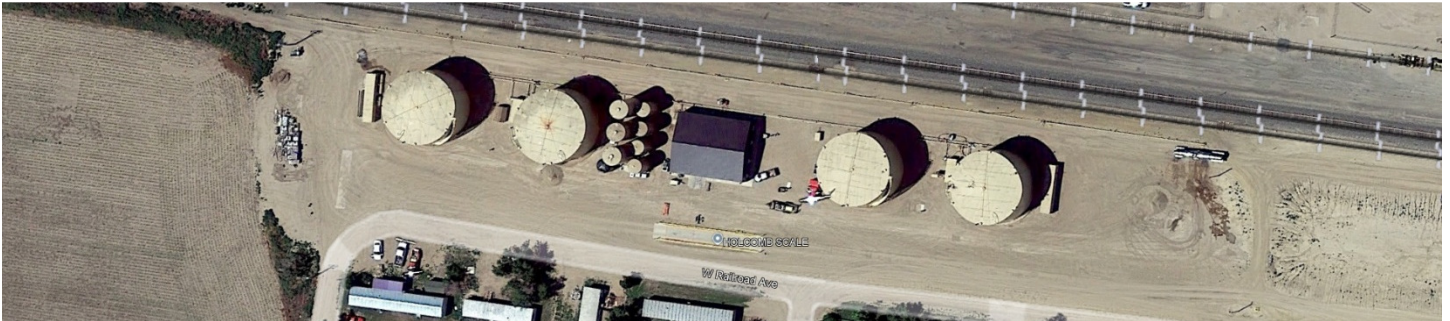
(Below) Just down the road from this feed yard is the National Beef plant in Dodge City, KS. In relation to the roads, imagine how huge this plant is, and all the little dots are vehicles of the thousands of plant employees. Needless to say, you don't want to be driving near this side of town during shift changes.



WKR Update

So, what does Agridyne have to do with all this? Funny you should ask; a feed yard needs to care for the cows in their charge to remain healthy and add weight. The feed yards need to provide a balanced diet, and this is where Agridyne comes into play. Agridyne takes in shipments of molasses as well as liquid supplements (vitamins and minerals), these are carefully blended to create a liquid feed supplement. This is loaded into tank trucks and delivered to the contracting feed yards where it will be mixed in with the dry feeds.

(Below) A Google Earth view of Agridyne in Holcomb, Kansas.



(Below) Another look at the Agridyne scene on the WKR. This was put together about a decade ago and only in its most basic form. Comparing the two photos, we need to create better large tanks, a better version of the small tank farm, the unloading piping rack for the tank cars, and a scale for the trucks.



(Right) The picture from the cover shows the 3-D printed supplies we just received from Nscaler454.

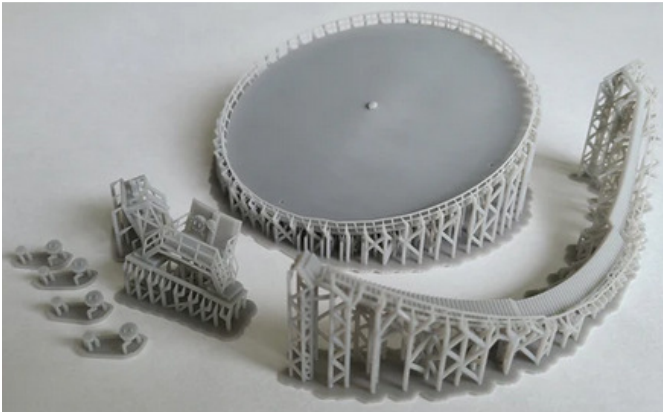
Link: <https://nscaler454.com/>

Since we are far away from any hobby supplies, the WKR Purchasing Department tends to buy multiples in case of mistakes and for future projects, so we are not going to use everything here for this project.



WKR Update

Here are some of the components we ordered for this project:



4-inch Oil Storage Tank - Components

These can be combined with 4-inch PVC pipe to create better looking tanks.



Pump Station



Crossover Steps

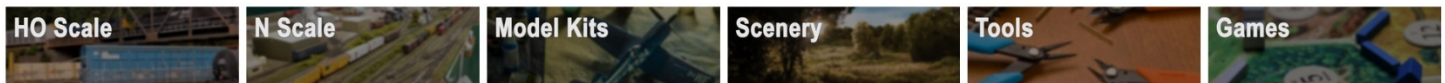


Pipe Crossovers



Pipe Separator Variety Pack

And other items. You'll have to check back and see the progress as we transform this scene.



Model Trains

Midwest Model Railroad has two goals: make high-quality model trains easier to acquire and make our niche hobby more accessible to everyone. Operating since 2011, we've been able to do just that by keeping our operating costs low and passing on our savings to you. You will be hard pressed to find a model train shop more organized and affordable than us—which is especially significant considering the variety of model train supplies available and how quickly costs add up.

With a passion for model trains, we want to welcome newcomers to our hobby by making the first steps easy and enjoyable for all.



Click here for the MMR website: <https://midwestmodelrr.com/>

The latest in HO scale modular model railroading

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.

The Free-mo mainline is centered on a two-foot end so modules can be inverted 180 degrees and still mate up to the adjacent module without modification to wiring or track. The Free-mo mainline also takes advantage of stronger industry support of code 83 rail.



Click here for the Free-Mo website: <http://www.free-mo.org/>

For the Free-Mo Facebook page, click here: <https://www.facebook.com/groups/218290678222679>

S-FEST 2024 Information and Registration:



October 25, 26, 27 2025

**S-FEST 2024 VENUE: DoubleTree
by Hilton Westport -- 1973
Craigshire Road Saint Louis,
Missouri 63146
Phone: (314) 434 0100**



S-FEST 2024 tentative schedule

PRELIMINARY SCHEDULE

Friday October 25	Trading Room Open
8:00 AM to 9:00 PM	Saturday October 26 (cont.)
Registration Desk Open	9:00 Am to 1:00 PM
8:00 A.M. to 2:00 PM	Model Contest Viewing
Move In, Set Up, Display Room	9:00 Am to 1:00 PM
(only open for Vendor and Manufacturer)	Clinics and Spouses Program
10:00 AM to 9:00 PM	1:00 PM to 2:00 PM
Hospitality Room Open	Model Contest judging
2:00 PM to 9:00 PM	3:00 PM to 4:00 PM
Trading Room Open	Train Races and Incline Contest
3:00 PM to 7:00 PM	5:30 to 6:30 PM
Model Contest Entries Accepted	Cocktail Hour
4:00 PM to 8:30 PM	6:30 to ?? PM
Clinics Open	Annual S Fest Banquet
	Annual Post Banquet Auction
Saturday October 26	Sunday October 27
8:00 Am to 3:00 PM	9:00 AM to 1:00 PM
Registration Desk Open	Morning Layout Tours
9:00 AM to 3:00 PM	9:00 AM to 5:00 PM
	All Day Layout Tours

**For all the details and registration
information, click here:**

<https://www.wrcresearch.com/SFEST24/>

The 47th Annual

OkTrain Oc Show



Discover the Exhilarating World of Trains
at the Oklahoma City Train Show.

The Oklahoma City Train Show, one of the region's largest model train shows, features a variety of exciting attractions. From operating model train displays and clinics to vendors, exhibitors and manufacturers from over a dozen states, there is something for everyone. Don't miss your chance to browse railroad memorabilia, toy trains, scale model trains and other railway items.

For a truly interactive experience, check out the new
O gauge kids' area where you can take on the role of
an engineer and operate your own locomotive.

DOOR
PRIZES!

300
TABLES!

NOV
2-3
2024



Location

The Pavilion at the
Oklahoma State Fairgrounds
3212 Wichita Walk | Oklahoma City
Saturday 9 am-5 pm | Sunday 10 am-4 pm



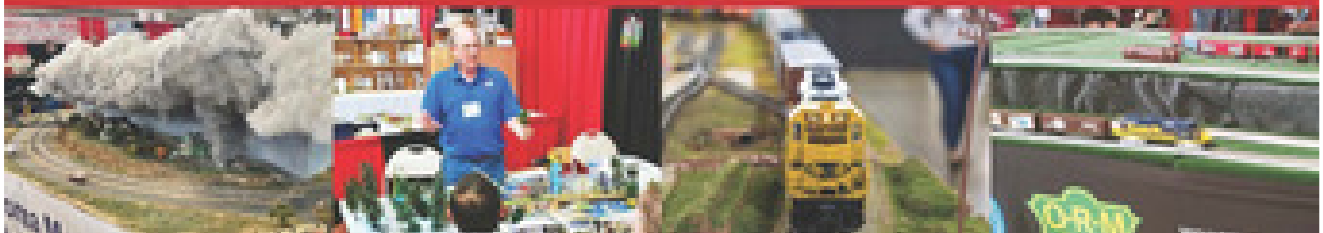
Info

For questions, find us on the
web at oktrainshow.com
or call (405) 424-8222.



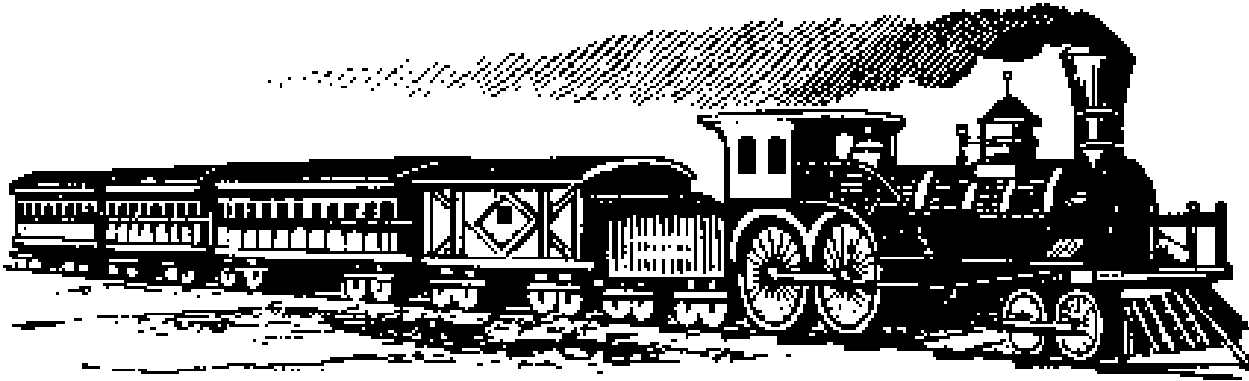
Admission

Admission is \$14.00
Children 12 and under are FREE



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



30th Annual Train Show

Saturday, Oct 26, 2024 9 am to 5 pm

Sunday, Oct 27, 2024 10 am to 3 pm

Cessna Activity Center

2744 George Washington Blvd
Wichita, KS

Admission:

\$8.00

Children under 13 free
(with paid adult)

* Operating Layouts

* Buy, Sell, Trade

* Concessions on site

For more information:

<http://www.wichitoytrainmuseum.org>

— 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!

Date Book

October 2024

26th & 27th **Wichita Toy Train Club Show** Wichita, KS.
Sat & Sun <http://www.wichitatomytrainmuseum.org/club-shows-1.html>

November 2024

2nd & 3rd **Oklahoma City Train Show** Oklahoma City, OK.
Sat & Sun <https://www.okctrainshow.com/>

17th **Mid-America Train & Toy Show** Kansas City, MO.
Saturday <https://www.midamericatrainandtoyshow.com/>

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/>



On the back cover:

I was quite surprised and deeply honored to receive this years **Kenneth R. Cline Memorial Award**. I wish to thank all those who voted for me and it shall occupy a place of honor on my wall.

The *Main Line*

Publisher & Editor: Robert A. Simmons

The newsletter of the Western Kansas Division is published monthly for no charge by Robert A. Simmons, Division Superintendent / Director

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If you have a change of e-mail address, or no longer wish to receive the newsletter, please contact Robert Simmons

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