



The

# *Main Line*

December 2023



National Model Railroad Association

Mid-Continent Region

The Monthly publication of the



**Western Kansas Division**



**On The Cover:** We wrap up the coverage of the detail upgrades on the Robinson Oil scene with the installation of the tank car unloading platform. Details inside...

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## Trackside Model Railroading™ Digital Magazine & Movies

**Trackside Model Railroading** is a publisher for model train enthusiasts who want to enjoy layout tours in depth. The digital magazine is advertisement-free and covers two layouts each month. We feature layouts of all the fine scales with lots of full-page photos, articles about the railroads, and short videos.

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### What's in the magazine this month?

Come explore Amtrak with us! You'll see examples of Amtrak modeled on several layouts and learn about Amtrak's history, operations, motive power, and changes over the years. This feature includes an interview with Mike McGinley, who shares personal experiences and insights about modeling Amtrak. The Amtrak at the left in "wave" paint is on his layout.

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The **Friends of the Burlington Northern Railroad (FOBNR)** historical society 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 an un-incorporated interim organization interested in studying the history of the Burlington Northern Railroad. 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.

## Membership in the Friends of the Burlington Northern Railroad

- Membership is for one full year.
- Multiple year memberships are permitted and even encouraged!
- 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 get our annual BN calendar free and are acknowledged by name in every issue of *The BN Expediter*.

Click here for the **FOBNR** website: <https://fobnr.org/>

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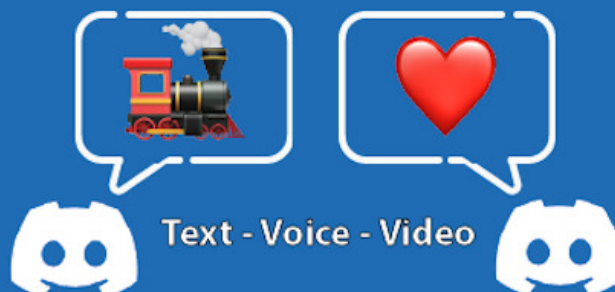


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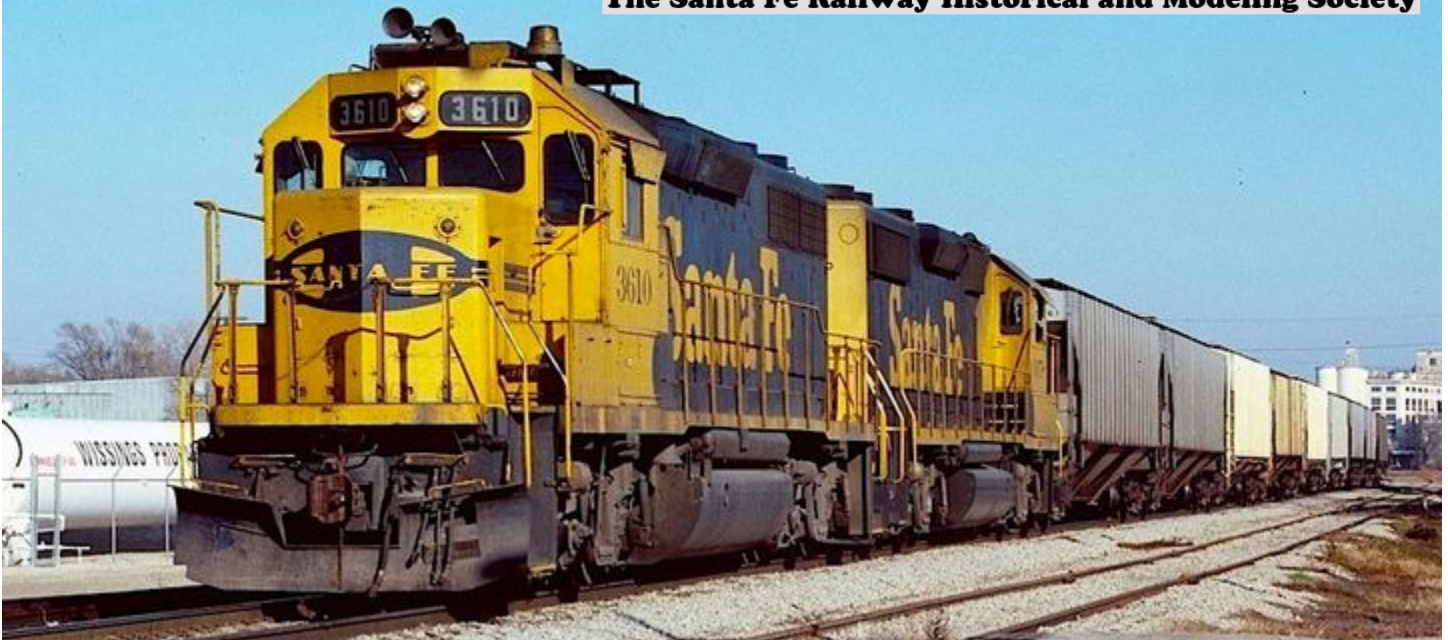
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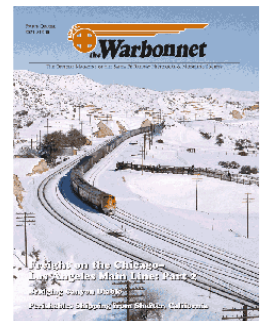


**The Santa Fe Railway Historical and Modeling Society**



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, fascinating operations, to its distinctive equipment and facilities.

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.



## Membership Benefits

**Regular members** receive the Society's quarterly magazine, *The Warbonnet*, the quarterly newsletter, *Running Extra*, and receive a 20% discount on most Society publications and offerings. They also receive access to the Members' Only area of the website, which contains hundreds of documents about the Santa Fe.

## Annual Convention

The Society's next Annual Conventions is 2024: **Albuquerque, NM**, June 26-30

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

# Real Deal



Back on the 4<sup>th</sup> of November, I happened to swing by the BNSF yard in Dodge City, Kansas and found a trio of Cimarron Valley motive power.



(Below) Two images of Cimarron Valley 4053, a GE C40-8 built in 1990 as CSX 7616





# Real Deal

(Below) Cimarron Valley 5969 was built by GE as Conrail 5073 in 1988, a B40-8. After Conrail, it rode the rails as NS 4807, then CSX 5969, then GECX (GE Transportation a division of Wabtec) 5969.



(Above & Right) Constructed in July of 1990 as CSXT 7612, a GE C40-8. During its career it also wore CSX 7612, and now CVR 4052





# Real Deal

## **BNSF** RAILWAY DODGE CITY, KANSAS YARD

Stopping by the DC yard on October 20<sup>th</sup>, I spotted a crew dropping off some extra-long ties. I believe these would be used for installing a new switch or replacing existing ties under a current switch.



(Left) Nearby a crew was doing some welding.



# Real Deal



Jerry Bruce Photo

(Both) The **4024**, **4008** and **4001** are seen here at Scott City on Friday, October 26th. The K&O seems to keep these 3 sisters together out there for "grain hops" to and from the Rush, Ness, Lane & Scott County areas, to Great Bend and beyond. According to a K&O employee I spoke with at the WTTC [Wichita Toy Train Club - Ed] show at the Cessna Activity Center, at least the Go Shock 4001 GP40-2, if not all 3 were spotted near Wichita last week, making their way around the region...Jerry Bruce of McPherson, KS.

The **WAMX 4001** is a EMD **GP40-2LW**. What is the difference between GP40 2W and GP40 2LW? The main difference between the two is the frame. The GP40-2LW units have a heavy-duty frame. They sit about two inches taller than a GP40-2W. The main beams are larger than the standard GP40 type frame.



Jerry Bruce Photo



# Real Deal



(Above) The local movie star residing in Dodge City, KS. made an appearance on November 2<sup>nd</sup>. The **SFGX 1810** is usually stored on the tracks behind the ADM grain silos, I discovered it moved to the end of track soaking up the sun. The ownership is unclear, one reference I found was Seaboard Farms, however SFGX is not listed in the AAR reporting marks registry. The engine in front is not from this loco.

The 1810 is an EMD **GP7u**, rated at 1,500 horsepower. It was built in August 1951 for the U.S. Army as their 1821. (Below) the U.S. Army 1822 is shown in Willows, Florida in March of 1994. It depicts the as built configuration of the #1821, with the high hoods and AAR switcher trucks.





# Real Deal



(Above) The 1810's next stop was a stint on the Alaska Railroad . Once finished with its tour with the Alaska Railroad, the 1810 moved to the McCloud Shops, however the McCloud shops never did end up doing anything with the #1810, and it spent several years being shoved from one part of the yard to another. Nevada Industrial Switch finally brought a small mechanical crew into McCloud in the summer of 1993, and they got it fired up towards the end of the summer shortly before they shipped it out.

## Stardom!

In 1993, the 1810 starred in the movie *“Under Siege II: Dark Territory”*. (Below) a screenshot from the movie.



# Real Deal

In 1999, the 1810 went to a new home on the Oregon Pacific Railroad. It was said by Mr. Samuels, the owner, that when they received the locomotive, the fake brains (this was the cab used where the intruders shot the engineer) from the movie were still decorating the cab interior and had to be cleaned out.



(Below) The 1810 resting in front of the elevator in Dodge City, Kansas.





# Real Deal

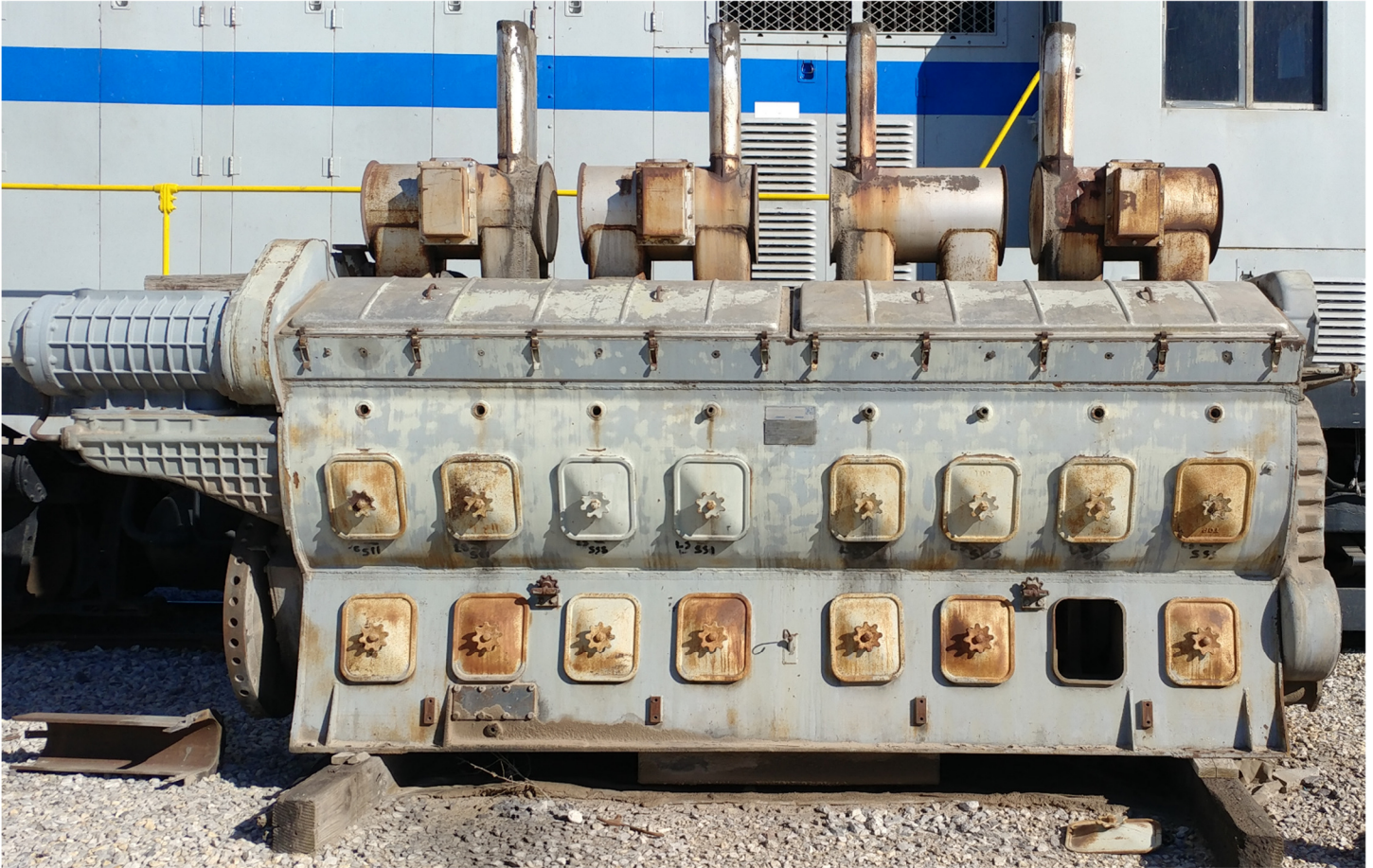


(Below) The wheel chock used on the front truck.





# Real Deal



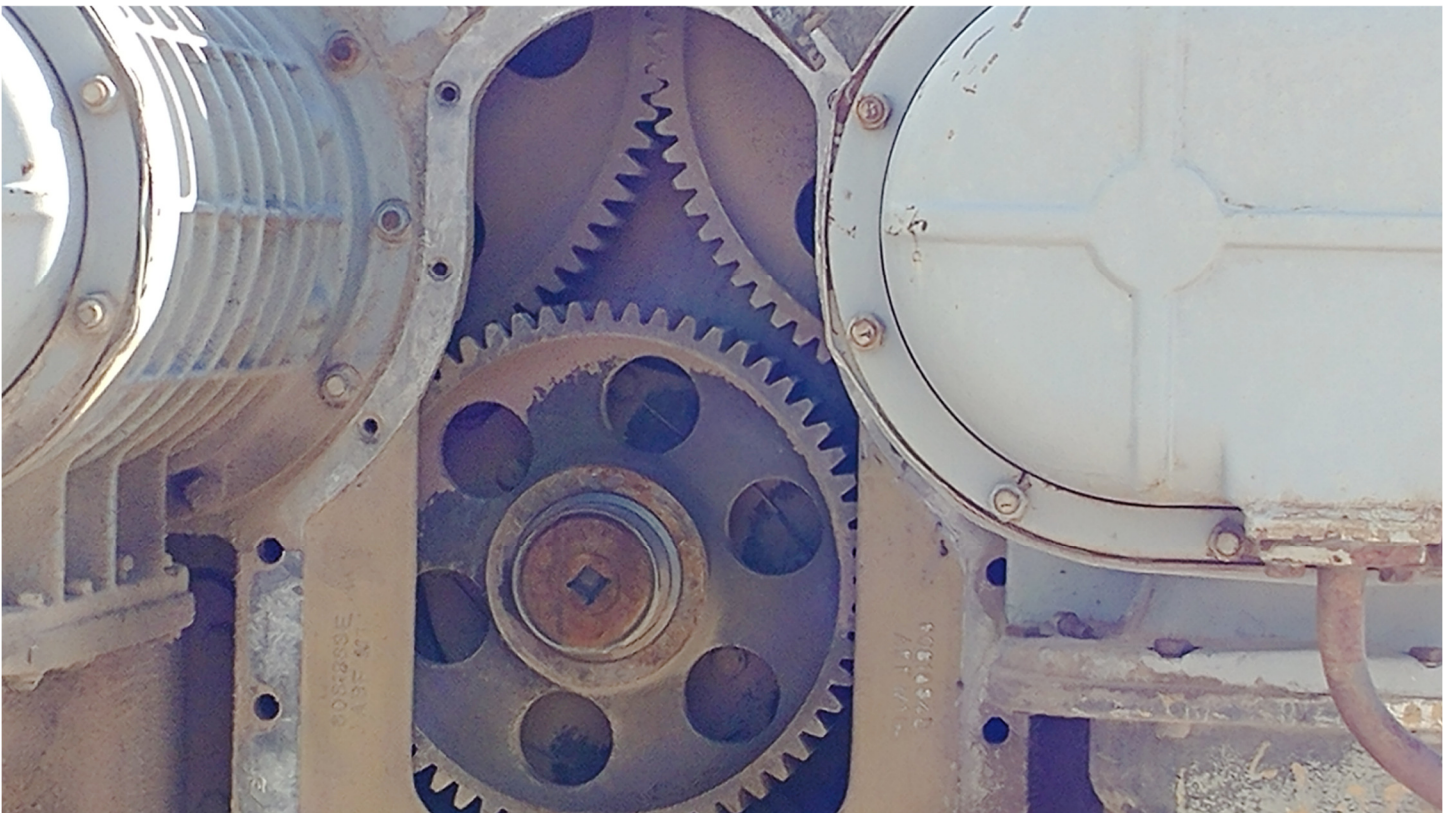
(All) It's not very often that you get to see an EMD 567 prime mover outside of a locomotive.

At the ADM grain elevator in Dodge City, KS. There is one next to the track on the East side of the elevator.





# Real Deal







## The Union Pacific Historical Society!

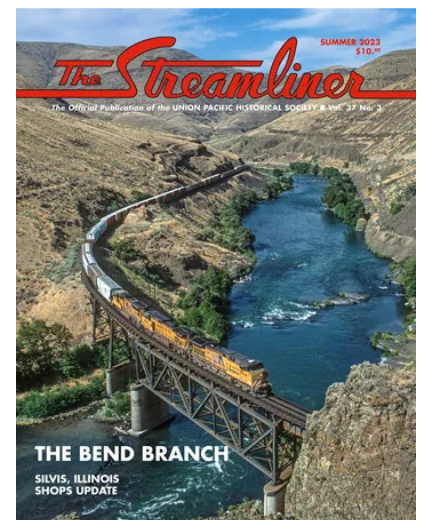
Founded in 1984, **UPHS** is a non-profit organization dedicated to preserving and sharing the history of the Union Pacific Railroad. As of the beginning of 2016, the Society has about 1,900 members.

People 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.

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.

- **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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A screenshot of the Mid-Continent Region of the National Model Railroad Association website. The header features a large image of a model train on a bridge, with the NMRA logo and the Mid-Continent Region logo. The navigation bar includes links: Home, Conventions, Region Info, Divisions and Areas, Resources, Ask an Expert!, and Operation Lifesaver. The main content area has a green background with the text "Announcements", "Welcome to the Mid-Continent Region of the National Model Railroad Association", and "Upcoming Events".

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## HO Scale Atlas Thrall 53' Articulated Well Car 3-Set

When the domestic intermodal container market settled out in the late 90's, the 53' long container emerged the winner. Car builders responded with new wells of like size to accommodate the new standard. Introduced in series service in early 2000, Thrall's triple 53' articulated well car was certainly the best looking of the 53' wells. Angular wheel cut-outs, three flared-bottom wide and eight narrow side posts give this intermodal age well car character.

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# Oddballs

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

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## The GM Aerotrain



From Wikipedia, the free encyclopedia:

The ***Aerotrain*** was a streamlined trainset that the General Motors (GM) Electro-Motive Division (EMD) introduced in 1955. GM originally designated the light-weight consist as *Train-Y* (Pullman-Standard's *Train-X* project was already underway) before the company adopted the *Aerotrain* marketing name.

(Right) The New York Central version of the Aerotrain

GM's Styling Section first brought the *Aerotrain's* trainset to life, as it did for all of GM's body designs of that mid-century era. Chuck Jordan oversaw designing the *Aerotrain* as chief designer of special projects. GM constructed two *Aerotrains*, each of which used one of the last two (serial numbers 21463 and 21464) of three experimental diesel-electric **EMD LWT12** power cars that the company built.







# Oddballs

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

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GM based the **EMD LWT12's** power components on those in the EMD SW1200 switcher.



Like the SW1200, the LWT12 used the company's model **EMD 567C** 12-cylinder prime mover that could produce 1,200 horsepower. The power car featured a cab that mimicked an aircraft's cockpit. The locomotive's overall design was like General Motors automobiles at the time.



The company completed the *Aerotrains* by coupling each of the two locomotives to sets of ten modified GM Truck & Coach Division (GMC) 40-seat intercity highway bus bodies. Designed to resemble the new **PD-4501 Scenicruiser** buses that GMC was building for Greyhound, the *Aerotrain's* passenger cars had windows with slanted sides.



The finned back end of the train resembled the rear of a 1955 **Chevrolet** or Pontiac **station wagon**. Each car rode on two axles with an air suspension system that was intended to give a smooth ride, but had the opposite effect.



GM returned to a concept first used at the start of the streamliner era: semi-permanently coupled trainsets. The cars were 40 feet long, half the length of standard designs, thereby reducing the weight by 50%. To further reduce weight, the locomotives and cars were made of aluminum, rather than steel.

## Operations

On August 22, 1955, Mrs. N.C. Dezendorf, the wife of GM vice-president and EMD general manager N.C. Dezendorf, christened the first *Aerotrain* trainset (GM-T1) during a press preview of the train. On January 5, 1956, one *Aerotrain* made a test run from Washington to Newark on the **Pennsylvania Railroad** while the other traveled in four hours from Chicago to Detroit on the **New York Central Railroad**.

In late February 1956, the Pennsylvania Railroad rented the first trainset from GM and began operating it between New York and Pittsburgh as the *Pennsy* (No. 1000). In June, the Pennsylvania reduced its *Aerotrain's* route, whereupon the trainset traveled only between Philadelphia and Pittsburgh.





# Oddballs

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

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After the second trainset's initial test run on January 5, General Motors demonstrated it on several railroads, including the **Atchison, Topeka, and Santa Fe Railway**, **New York Central**, and **Union Pacific**. Dissatisfied with both train sets, the Union Pacific stopped operating the train sets in September and October 1957 and returned them to GM.

In October, 1958, General Motors sold both trainsets at a discount to the **Chicago, Rock Island and Pacific Railroad** (the Rock Island line), which designated their locomotives as numbers 2 and 3 while using both trainsets in commuter service between Chicago and Joliet. The two trainsets ended service in 1966, ten years after they first ran.

GM's "lightweight with a heavyweight future" was introduced at a time when passenger train revenues were declining due to competition from airlines and automobiles. Although they featured a streamlined design, the *Aerotrains* failed to capture the public's imagination. Their cars, based on GM's bus designs and using an air cushioning system, were rough riding and uncomfortable. The design of the locomotive section made routine maintenance difficult, and it was underpowered.

Originally intended to reach speeds of up to 100 mph and to travel between New York City and Chicago in 10.5 hours, modifications reduced the *Aerotrain's* maximum speed to 80 mph. The Atchison, Topeka and Santa Fe needed a helper locomotive to enable the 1,200 horsepower LWT-12 power car to climb the Sorrento grade outside of San Diego when pulling the *Aerotrain's* ten coaches as a *San Diegan*. A Union Pacific LWT-12 later required the assistance of a 1,750 horsepower EMD GP9 switcher locomotive to transport the cars of the *City of Las Vegas* up Southern California's Cajon Pass. Uncomfortable riding conditions associated with the *Aerotrain's* higher speeds later prompted the Rock Island line to restrict its two cheaply purchased *Aerotrains* to low-speed commuter service in and near Chicago, retiring the trainsets in 1966, after a decade of active service with the various operators. . Although the Rock Island scrapped or re-used most of the trainsets' equipment, both locomotives and two pairs of coaches remain on display in museums.



(Left) The Rock Island line's repainted *Aerotrain* No. 3 on display in the Museum of Transportation in Kirkwood, Missouri (May 2006).





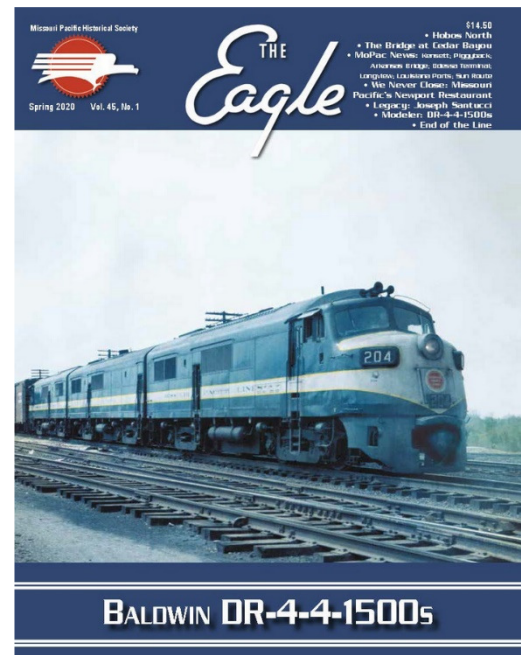
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**This will be joint with the Rio Grande Modeling & Historical Society**

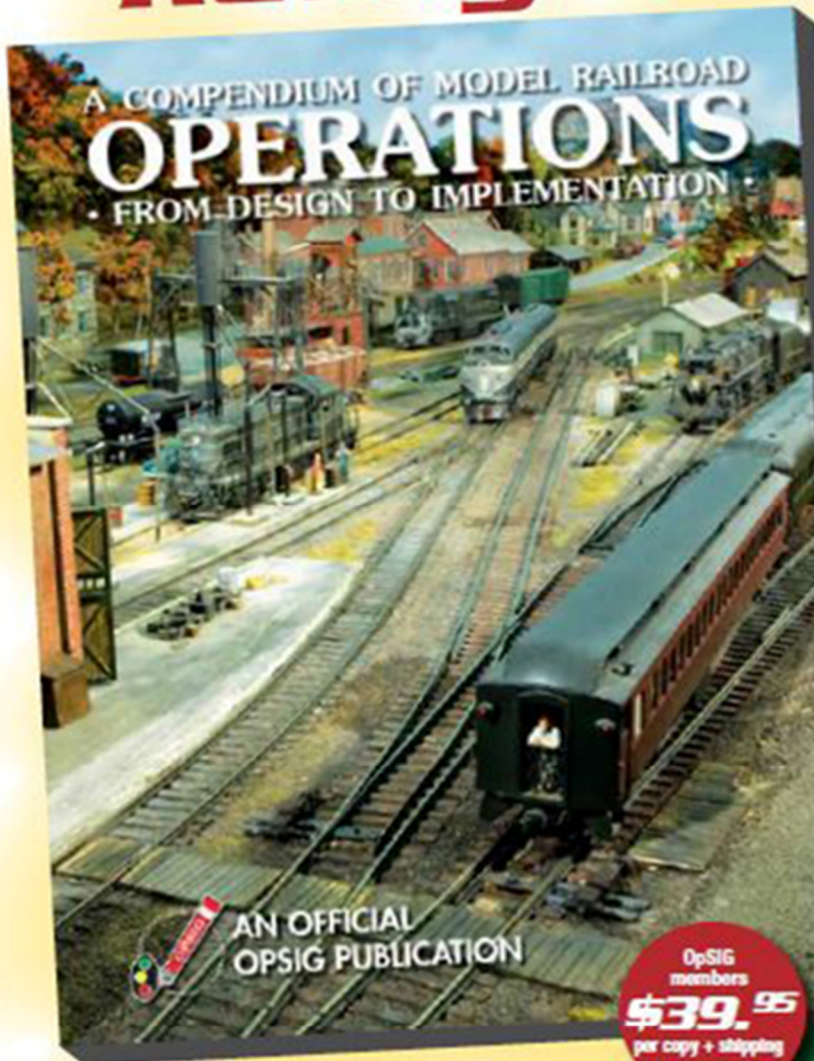


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In September of 2020, NRail started ZoomTRAK meetings with the membership. These monthly hour-long get-togethers include short how-to's, vendor announcements and more in-depth clinics. Meeting links are sent out to members only, before the meeting, including the morning of the meeting. Past episodes are available online in the ZoomTRAK Library.

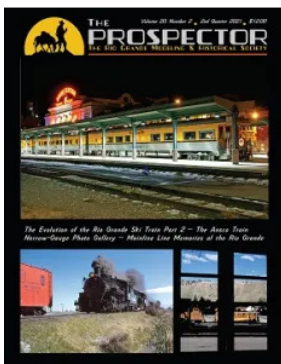
- Meeting link with agenda are sent out the beginning of the month and the morning of the meeting.
- Past episodes are available online in the [ZoomTRAK Library](#)

**Click this link for the N-Rail website: <https://nrail.org/>**





The mission of the **Rio Grande Modeling & Historical Society** is to preserve and disseminate historical information about the Denver & Rio Grande Western Railroad for the benefit of our members and to others by locating, gathering, preserving, interpreting tangible items relating to the D&RGW and distributing information, documents, publications thus promoting fellowship and education among persons with interests in the railroad.



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.

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## 2024 Joint Convention with MoPac Society in Pueblo, Colorado

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- A subscription to the Society's e-mail newsletter, the **Green Light**.
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WKR Operations - Session 2 -  
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Ops 2 Train 1 Move 9

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# WKR Update

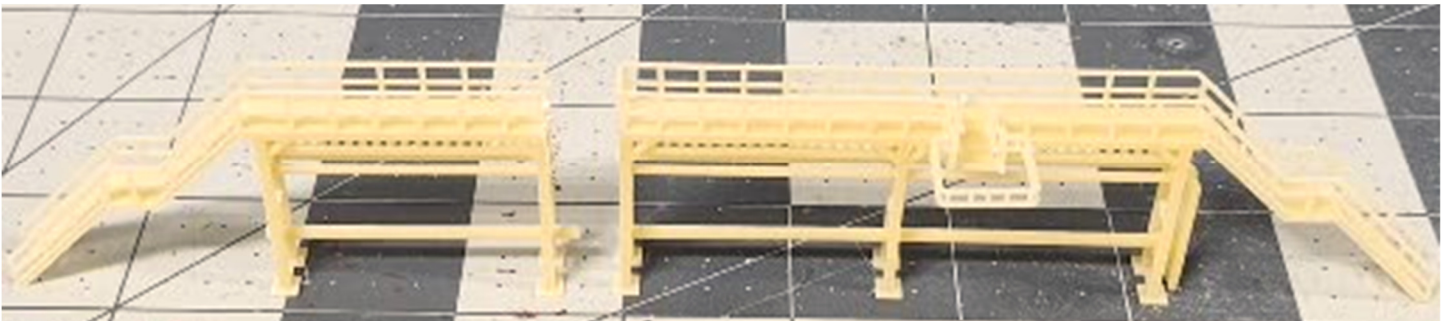


As you may recall from last month's issue, we were working on the detail upgrades for the Robinson Oil scene.

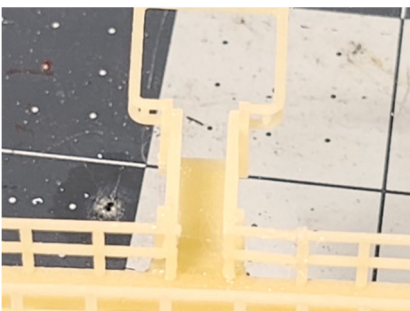
(left) The work had been divided into three phases, phase I being the upgrade to the tank farm area, while Phase II was the addition of the truck loading platform and roof. Phase III was to be the addition of the tank car unloading rack.



(Right) This is the collection of 3-D printed items received from shapeways (<https://www.shapeways.com/>). These were all designed by others for their needs, but you can buy them for yours. For the Phase III project, we required the long loading bridge in the back as well as the fuel cranes and loading platforms in the foreground.



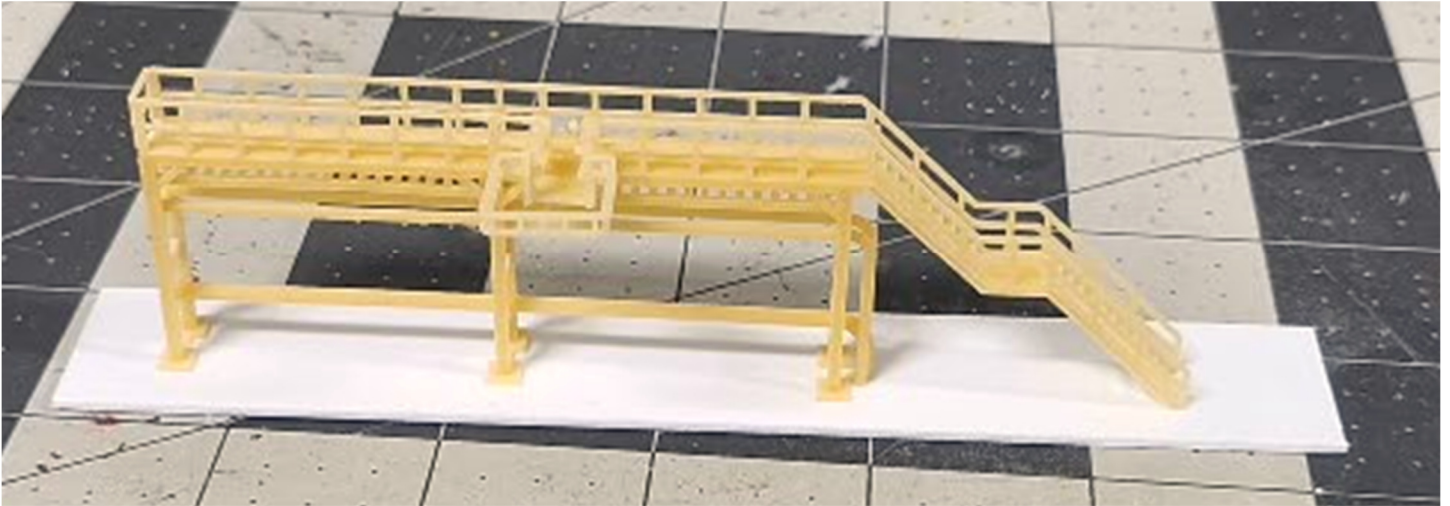
(Above) The long loading platform arrived slightly curved from heat during shipping, but it was easily straightened with the help of a hair dryer. After measuring the siding, we decided to shorten the platform and make it single-entry. It was easy to cut through the platform one piece at a time with a xacto knife. In this view, the cut was made, and the loading platform mounted after removing a section of railing. A section of railing was removed from the scrap section of the platform to close off the end of the section on the right.



(Left) An overhead view of the loading platform added to the main platform after removing a section of railing. During the construction, we used "super glue" for the adhesive. We placed a drop on a piece of scrap, then used a cone-shaped applicator for precise application.

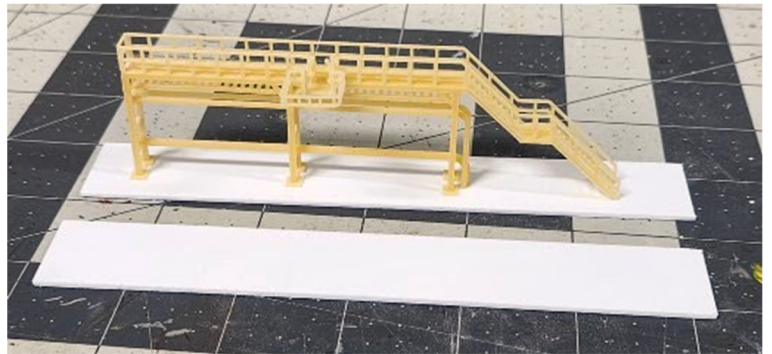


# WKR Update



(Above) The unloading platform is nearing completion and since all such structures would be mounted on concrete, we used 0.060 sheet styrene to simulate it, leaving enough extra length on each end for ladder access and other equipment.

(Right) Since these structures are to be removable, a second piece of 0.060 styrene was produced to go under the platform to match the depth of the foam “concrete”. This piece was shortened about a half-inch on each end, then glued to the underside of the first piece.



(Above) The next stop for the platform was the paint shop. The entire loading platform was sprayed a primer grey. The unloading pipes, since they would be made of stainless steel, were painted “bright aluminum”. All handrails were painted “white”, with the top rails and concrete base edge being painted a bright yellow. The fuel crane was painted and installed. A separate “control panel” was painted grey then mounted under the stairs. The container on the right is for spill equipment.



# WKR Update

(Right) After installing the concrete parking area, the completed platform and a tank car were placed to determine where to cut the rectangular hole for the platform.

(Below) An overhead view of the final placement for Phase III. We had to select this with care to provide for truck traffic, close walking distance, parking area, turn around room, and other factors.





# WKR Update



(left) Once the placement of all features was complete, the next requirement was to add “weathering” to the concrete roadway. The Scenery Crew dug out our supply of artist chalks and selected a medium grey. Once the path of the vehicles was determined by “driving” the scale trucks around the area, where they would come in, turn around, park, and leave, the paths were traced using the chalk stick lightly laying down a streak of chalk, then feathering it with a Q-tip for a smoother look.

(Right) Once the chalk work was completed, the concrete was given a shot of “Dullcoat” to seal it.

(Below) Western Kansas is a somewhat dry and dusty place, so we used weathering powder to add accumulations of dust in the rarely used parts of the concrete.



The weathering powder was applied with a short and firm bristle brush, dipped lightly into the powder, then brushed over the correct areas.

(Right) We replaced the loading platform to get the proper placement for the safety bollards. We made these with cooking skewers of the correct diameter. Each skewer was cut to the proper length (above and below ground level), painted yellow, then a punch was used to poke a hole through the foam concrete, the skewer tip was dipped in “Tacky Glue”, and inserted to the proper depth.





# WKR Update



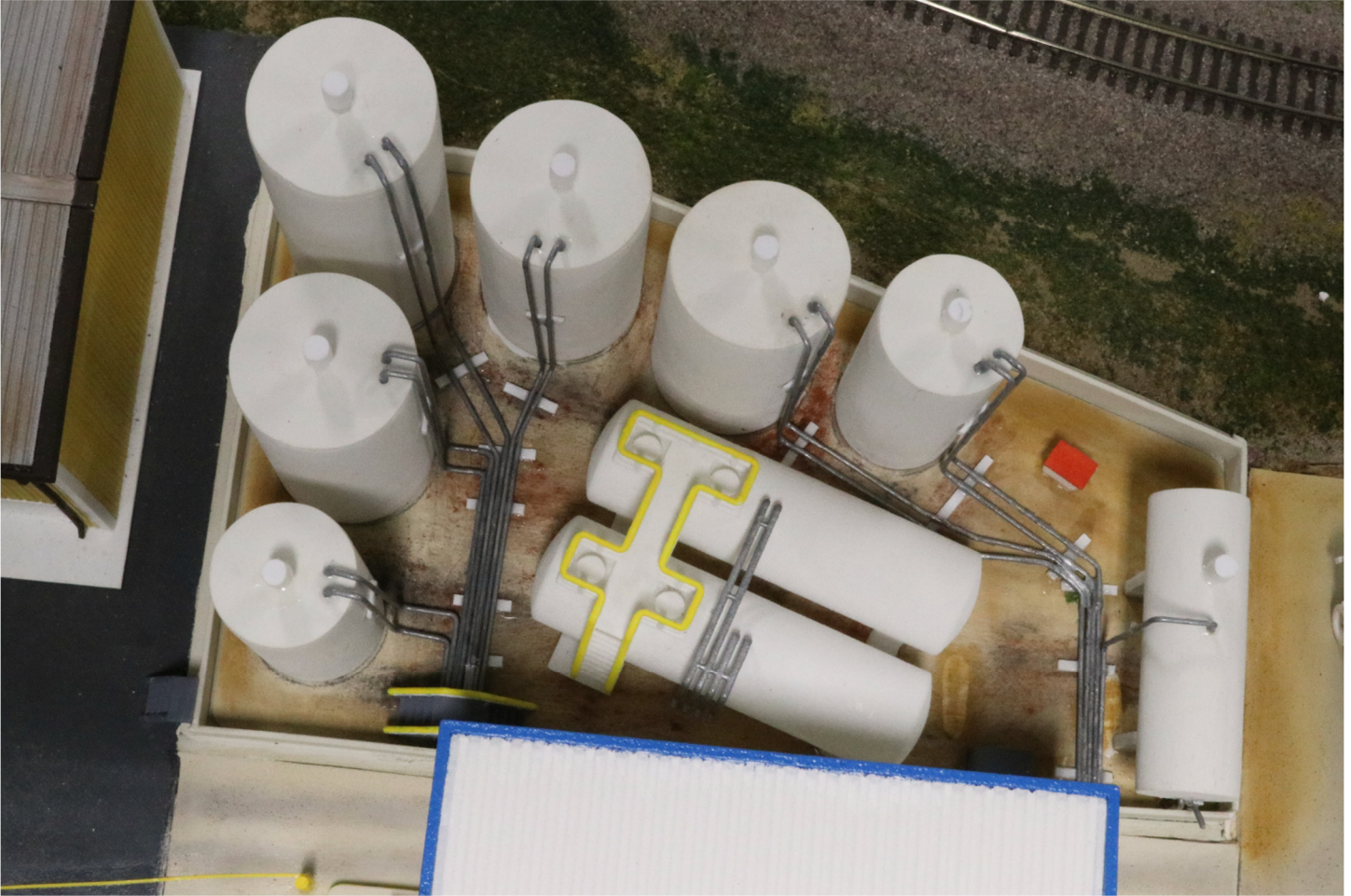
The last item to apply were the safety stripes to the pavement. (Left) Very hard to see because they blend in with the “dust” the safety stripes have been applied in a triangular shape on the left side of the platform.

(Below) The safety stripes were also applied to both ends of the Phase II truck loading platform.





# WKR Update



(Above) An overhead view of the completed tank farm.



(Left) Looking down on the finished truck loading platform and roof.

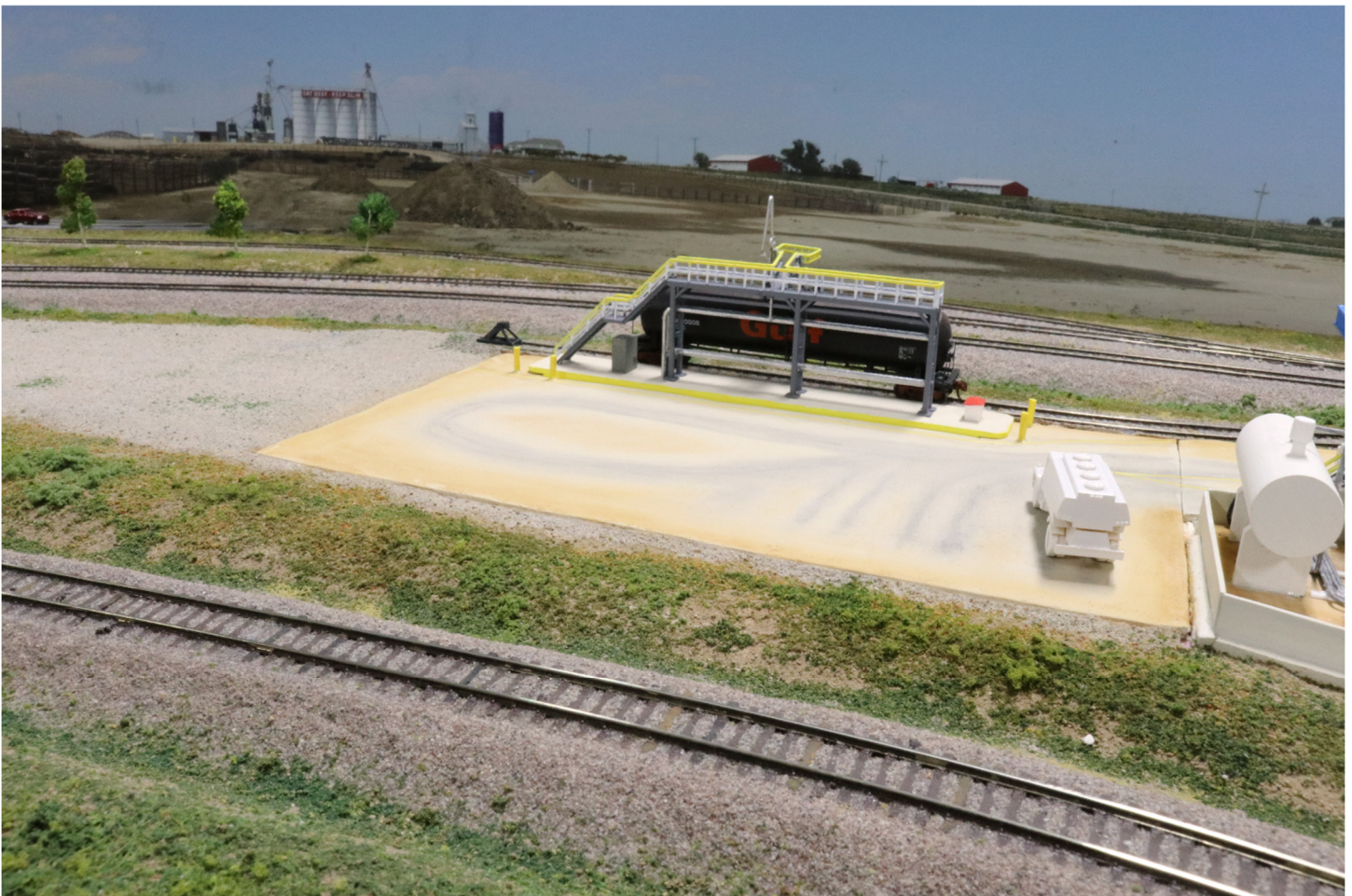


# WKR Update

(Right) The tank car unloading platform.



(Below) A view of the completed Phase III tank car unloading platform and surrounding scenery.

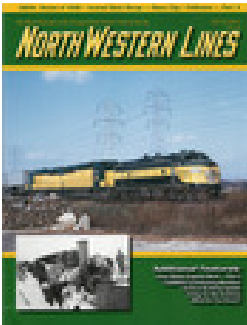




# CHICAGO & NORTH WESTERN HISTORICAL SOCIETY

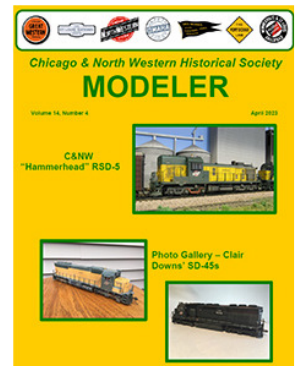


The **Chicago & North Western Historical Society** was founded in 1973 by a group of Midwestern railfans interested in the C&NW, along with its predecessor and successor roads. The Society's purpose is to collect, circulate and preserve the history of the C&NW and its predecessor and successor lines; 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 membership, and members are welcome to submit news items and articles.

Model railroading is an important component of the C&NWS. Our Modeling Chairman provides periodic updates on new car kits and generates modeling articles for NWL. General articles in NWL are often good sources of information for use by modelers.



## Join us today!

Your Chicago & North Western Historical Society membership gets you quick access to the latest publication of our great **North Western Lines** magazine which we publish four times each year. In addition, on our website for modelers we publish our **CNWS Modeler** which features great modeling ideas and projects. You also get discounts on some items in our Company Store such as calendars.

Click here for the CNWS website: <https://cnwhs.org/>

For the CNWS Facebook page, click this link: <https://www.facebook.com/cnwhs>





**December 2023 issue:** This month we tour **Don James'** beautiful HO-scale *Green Mountain Division* layout, showcasing scenes of New England railroading from the 1950's.

**Jim Kinkaid** returns with scale drawings of Baltimore & Ohio's Canstock 50-foot boxcar.

**Joe Green** shows his methods and approach to replicating prototype scenes on his layout.

**Tyler Whitcomb** develops a roster of cabooses for his modern freelanced short line.

All this and more in the December issue of *Railroad Model Craftsman*!



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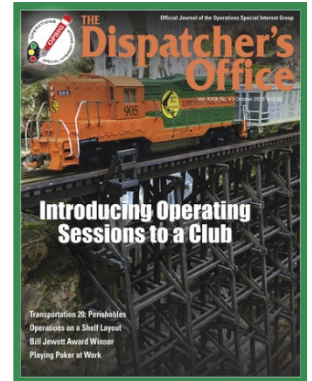


The purpose of the **Operations Special Interest Group (OPSIG)** is to discuss, develop and disseminate ways of operating model railroads to realistically emulate practices of the prototype.

This includes sharing information on various methods of generating, moving, 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. So, if you like to operate the railroad you've created, this is a place to learn more and find others with similar interests.

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.



Click here for the OPSIG website: <https://www.opsig.org/>

We also have a [Facebook](#) page and send out the *Second Section* email newsletter on a regular basis.

Click here to scroll through the OPSIG Facebook page:

<https://www.facebook.com/OperationsSIG>



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# Welcome to Spring Creek Model Trains

Whether you are one of our “show” regulars or a first time visitor, we gladly invite you to come on in and browse around. You can follow us on Facebook by joining our page. We use Facebook and our newsletter to let you know when we have new announcements on the web site and any changes in our show schedule. Our newsletter is also used to send new product announcements and arrivals.



## Hello, we're David & Debby

I am David Zucker who, 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' x 6' trailer to a store and a web-site. We still love doing the week-end “train shows” and we travel throughout the Midwest.

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

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Check out the **Frisco** forum: <http://www.frisco.org/shipit/index.php>

### General

Discussions: 947 Messages: 6,792 Sub-Forums: 1 ▼

### Divisions

Discussions: 807 Messages: 5,773 Sub-Forums: 65 ▼

### Operations

Discussions: 672 Messages: 3,482 Sub-Forums: 34 ▼

### Buildings and Structures

Discussions: 333 Messages: 2,164 Sub-Forums: 16 ▼

### Depots & Stations

Discussions: 695 Messages: 3,342 Sub-Forums: 5 ▼

### Motive Power

Discussions: 1,059 Messages: 7,036 Sub-Forums: 67 ▼

### Freight Equipment

Discussions: 294 Messages: 1,975 Sub-Forums: 13 ▼

### Cabooses

Discussions: 307 Messages: 2,079 Sub-Forums: 12 ▼

### Passenger Cars

Discussions: 190 Messages: 1,413 Sub-Forums: 8 ▼

### Maintenance of Way

Discussions: 89 Messages: 522

### Action Photos

Discussions: 76 Messages: 571

### Memorabilia

Discussions: 182 Messages: 901 Sub-Forums: 1 ▼

### Frisco Folks

All these topics and a lot more!



**AND THEN I TOLD THE WIFE.....**



**I'D BE AT THE TRAIN SHOW FOR  
AN HOUR AND NOT BUY ANYTHING!**

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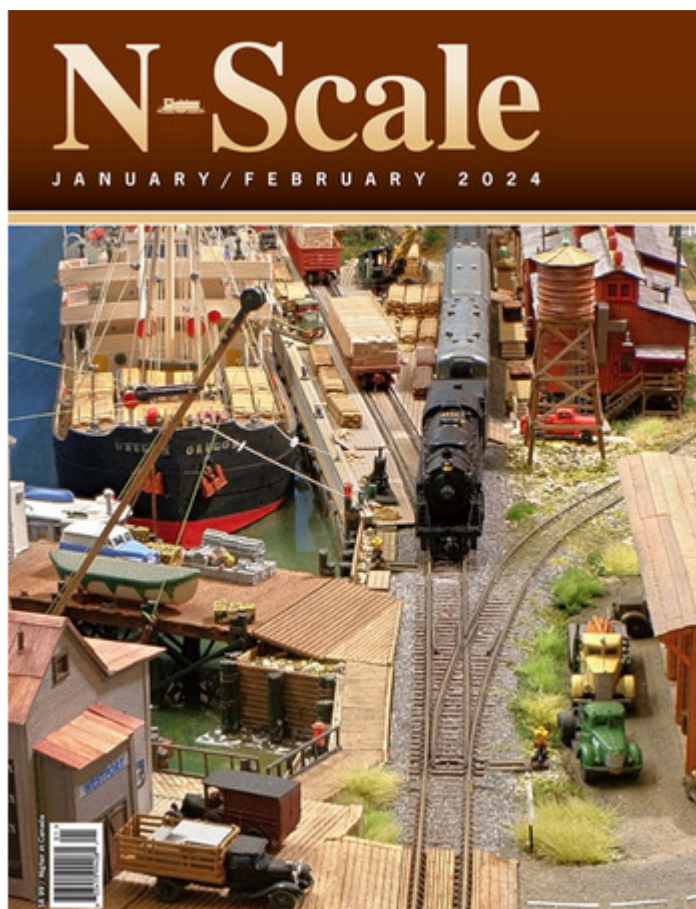


**Western Kansas  
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Showcase Miniatures  
by Thomas Knapp, MMR #101

**Westport**  
A West Coast Small Harbor Diorama  
by Bob McLaughlin

**Digital Scratch Building**  
by Al Sauer

**Once Upon A Waterfront**  
Part 6: Scratch Build A Storage Shed  
by Dennis Murphy

**The Short & Nn3arrow**  
Preston Sand's Alpine Engine House Model, Part 1:  
Nn3ers attend 43rd National Narrow-Gauge  
Convention; Nn3 on Kauai  
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**Quick Notes**  
The 8 Ball Structure Kit  
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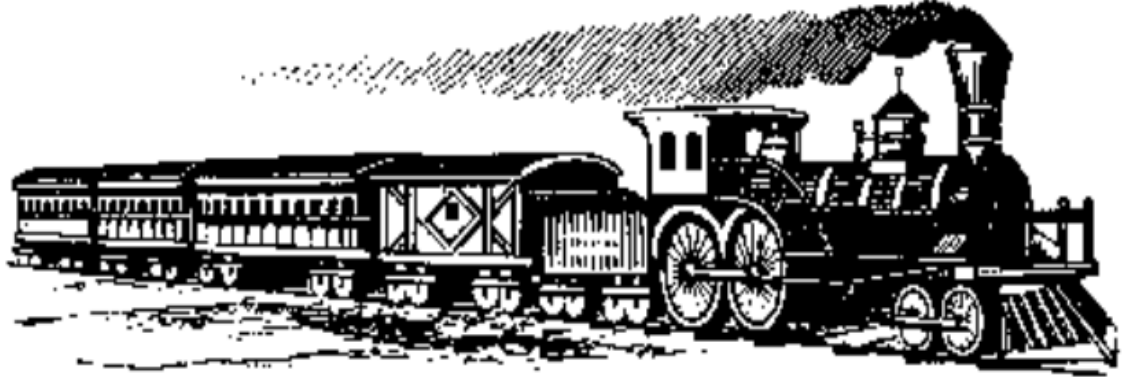
**Call: Phil 316-259-5190 or email:**

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# 2024 GARDEN CITY MODEL TRAIN SHOW

**Boot Hill Model Railroad Club**



**Garden City, Kansas  
Finney County Fairgrounds  
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**March 9th & 10th 2024**

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Robert Hahn  
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We ask that all Covid-19 precautions be taken when visiting the show

**Check us out at: <https://www.facebook.com/BootHillModelRailroadClub>**

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# Katy Railroad Historical Society

The purpose of the **KRHS** is to bring together in close association those persons who have a common interest in the Missouri-Kansas-Texas Railroad, known to many as the Katy. 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 of a fundamentally social nature. The encouragement of members to contribute to the collection, compilation and publication of interesting data pertaining to the Katy, including preservation of such information for future reference. The increase of knowledge of and fostering of goodwill towards the M-K-T Railroad among members and the public. The promotion of good fellowship among the members through ethical social functions that are beneficial, educational, and morally wholesome to those interested in the Katy Railroad.

## 2024 KRHS CONVENTION

April 25 – April 28, 2024

St. Louis, Missouri

The KRHS' 2024 annual convention includes Katy Railroad photo and modeling seminars as well as yard tours by charter bus. Headquarters is the Hampton Inn & Suites – Clayton/St. Louis 215 Meramec Ave.; Clayton, MO located in the business district of suburban Clayton, Missouri. For room reservations call the Hampton Inn directly at 314-727-0700 or 800-774-1500. Ask for the KRHS convention's special room rate, Group Code **KRH**. Please note the Guest Registration Cut-off date is April 4, 2024. Activities will include our traditional annual banquet held this year at the St. Louis National Museum of Transportation, with entry to us at no extra charge. Noted historian Donovan L. Hofsommer, author of the 1976 book *KATY Northwest: The Story of a Branch Line Railroad*, will be our featured banquet guest speaker. Registration and tour information will be published in the December *Katy Flyer* quarterly bulletin and online.

Click this link for the KRHS website: <https://katyrailroad.org/>



# Date Book

## January 2024

- 13<sup>th</sup> & 14<sup>th</sup> **McPherson Train Show** McPherson, KS  
Sat & Sun McPherson Community Building
- 27<sup>th</sup> & 28<sup>th</sup> **Train Expo Colorado (TECO) Show** Colorado Springs, CO.  
Sat & Sun <https://tecoshow.org/>

## February 2024

- 3<sup>rd</sup> & 4<sup>th</sup> **Wichita Train Show & Swap Meet** Wichita, KS.  
Sat & Sun <https://www.nmrachisholmtraindivision.org/best-train-show.html>

## March 2024

- 2<sup>nd</sup> & 3<sup>rd</sup> **Lawrence Model Railroad Club Show** Lawrence, KS.  
Sat & Sun <http://lawrencemodelrailroadclub.org/>
- 9<sup>th</sup> & 10<sup>th</sup> **Boot Hill Model Railroad Club Annual Train Show** Garden City, KS.  
Sat & Sun West Pavilion – Finney County Fairgrounds

## April 2024

\*\*\* There is NO North Platte Train Show this year \*\*\*

- 13<sup>th</sup> & 14<sup>th</sup> **Festival of Trains** Oklahoma City, OK.  
Sat & Sun <https://www.festoftrains.com/>
- 27<sup>th</sup> & 28<sup>th</sup> **Herrington Railroad Days** Herrington, KS.  
Sat & Sun <https://heringtonhistory.org/heringtonrailroaddays/>



On The Back Cover:

The Trackmobile was located at the ADM grain facility in Dodge City, Kansas.

## 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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