



The

# Main Line

March 2023



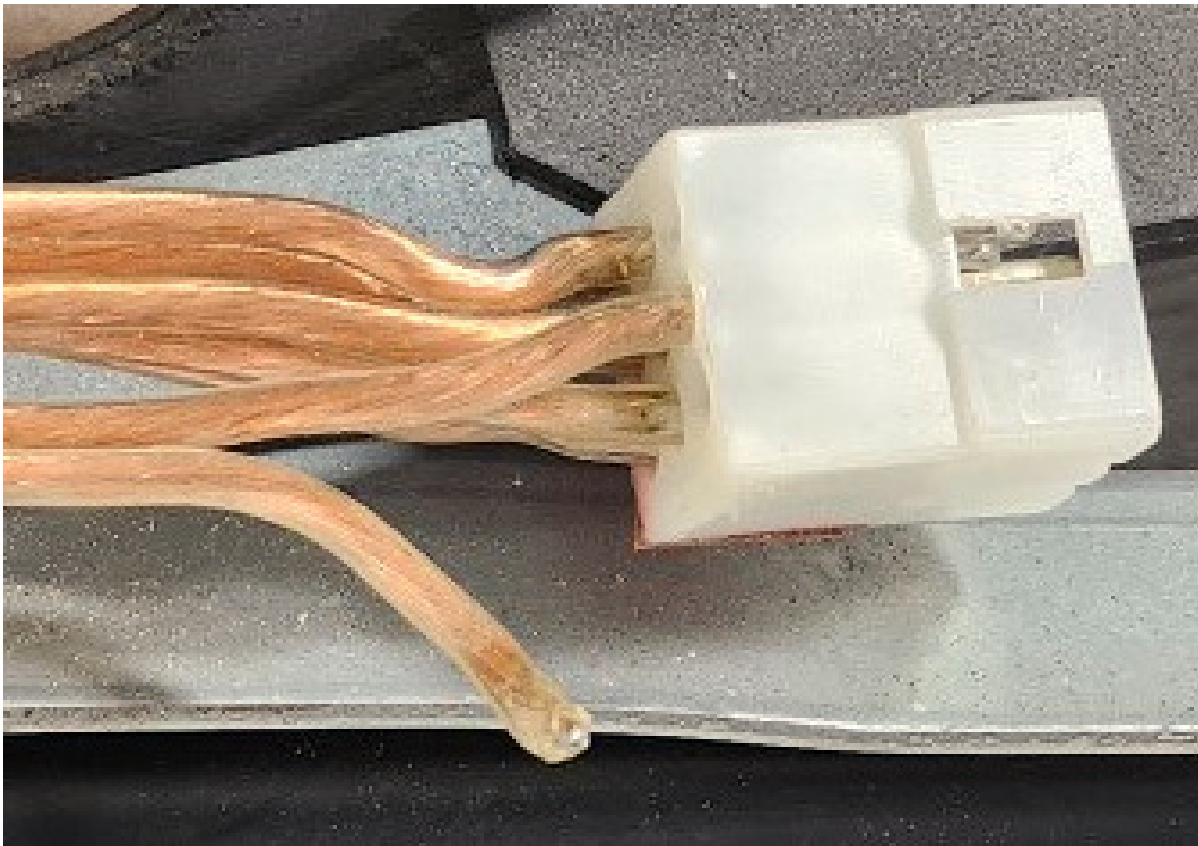
National Model Railroad Association

Mid-Continent Region

The Monthly publication of the



**Western Kansas Division**



On The Cover: Recently the WKR N-scale layout suffered some electrical damage where a wire on the main buss was accidentally cut. How the Electrical Crew did the fix is inside...

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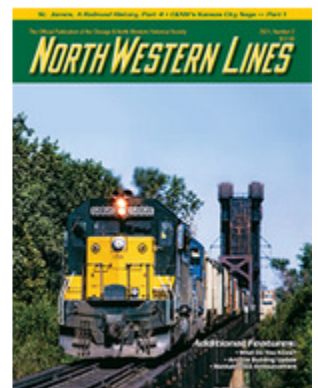
**Date Book.....Page 43**

# 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.

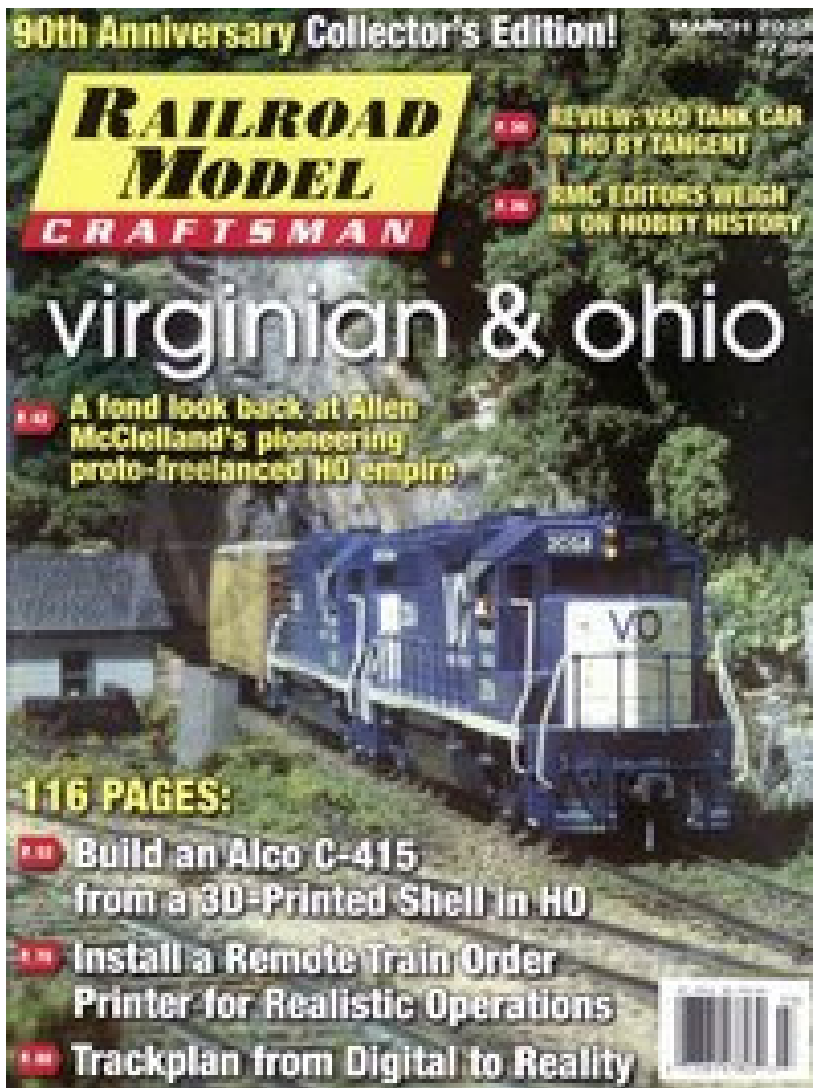
*North Western Lines* is a quarterly publication, which began in early 1974 as a seven page mimeographed issue, totaling 85 copies. Today it is considered one of the premier historical publications. Each issue contains current news, feature articles, a photo section, and a combination of rosters, technical 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.



Click here for the **CNWS** website: <https://cnwhs.org/wp1/>

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





# WHITERIVER PRODUCTIONS

## March 2023 Issue

### 90 Years of Perspective

**SPECIAL** - Past editors reflect on the evolution of 90 years of hobby history through the pages of RMC

### The Legendary Virginian & Ohio

**OTTO M. VONDRAK** - Allen McClelland's HO scale empire pioneered many concepts still employed today

### Build an Alco C-415 from a 3D Print

**DAN LEWIS, MMR** - Detailed 3D-printed shells can help you produce models of rare prototypes

### 90 Years of Craftsman History

**STAFF SPECIAL** - When it comes to model trains, we did it first, and nine decades later, we still do it best

### "Hand Up" Orders to Your Crews

**KEN HARSTINE** - Deploy USB receipt printers around your layout to send train orders to your crews

### Scratchbuilt Freelanced Coal Shed

**WAYNE WESOLOWSKI** - Casting parts in resin saves time in constructing this coal dealer's shed


### Trackplan from Simulation to Reality

**ROBERT MOUNTENAY AND NICK OZORAK** - How two modelers approached the same track plan in a digital simulation and in real-life construction

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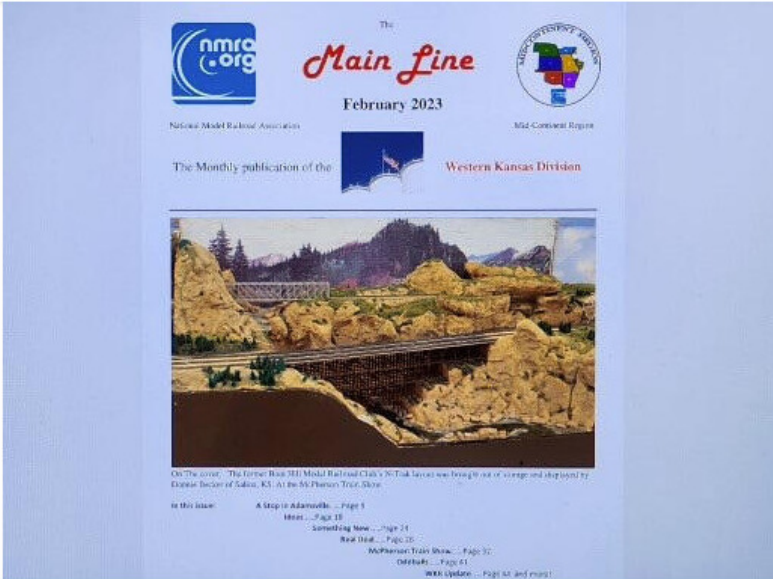



[Upgrade](#)



Published by ROBERT Simmons · 24 days ago

2/1/23 Happy Valentine's Day to all... It's here! The February issue of the Main Line is ready for reading, just click on the Dropbox link below for your free PDF copy. You need to have Adobe Acrobat on your device (a free download).


<https://www.dropbox.com/s/r7o01txpxobxzp/February 2023.pdf?dl=0>






**Western Kansas Division, NMRA Magazine**
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**Duane Bewley, Robert Johnson and 3 others**

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4

23 days ago


**Duane Bewley**

emojied your link: "2/1/23 Happy Valentine's Day to all... It's here!..."



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Now you can follow the **Western Kansas Division** on **MeWe** as well, just click on the link:

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MONDAY	10AM-6PM
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WEDNESDAY	10AM-6PM
THURSDAY	10AM-6PM
FRIDAY	10AM-6PM
SATURDAY	10AM-4PM
SUNDAY	CLOSED



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### Announcements

Thanks to Robert Simmons for making the [February 2023 issue of the Main Line](#) available!

The 2023 First Quarter issue of the [Caboose Kibitzer](#) is available. Thanks to Ray Brady for his work and please send him your articles!

Thanks to Jim Marlett for making the [November/December 2022 issue of Trails, Rails, & Tales](#) available!

Thanks to Ray Brady for making the [October-December 2021 issue of the Brass Pounder](#) 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.

### 2023 Regional Convention

The [2023 Mid-Continent Region convention](#) will be held at the Holiday Inn at US69 and 87th Street in Overland Park, Kansas from July 27 through 29. Interested in giving a clinic? See this [page](#) for more details.

### Follow Us On Facebook

The Mid-Continent Region now has a [Facebook Group](#) (Thanks Bob!). Please check it out and friend!!

### Upcoming Events

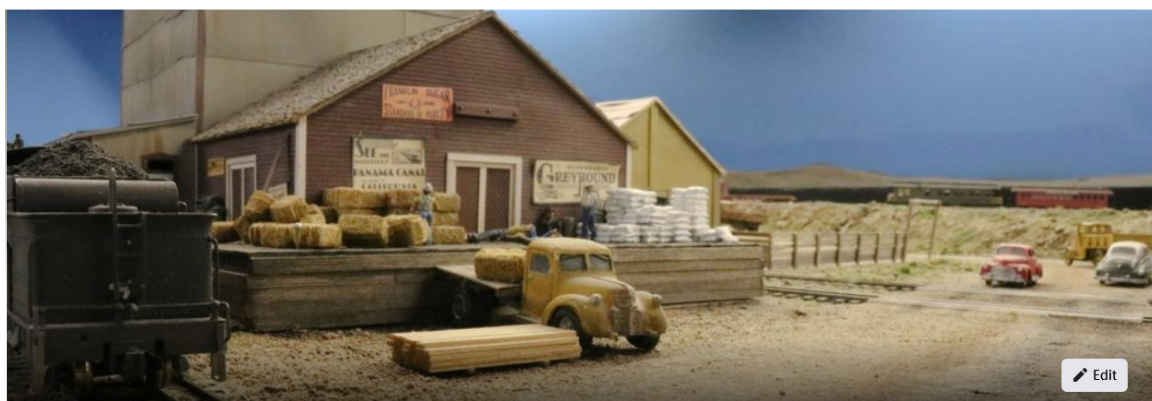
The [Wichita Train Show and Swap Meet](#) will be Saturday 2/4/2023 and Sunday 2/5/2023!

The [Lawrence Model Railroad Club Show and Swap Meet](#) will be Saturday 3/4/2023 and Sunday 3/5/2023!

The 2023 Boy Scout RR Camporee is scheduled for 4/28/2023 in Boone, IA. Folks interested in helping out should contact [Whit Johnson](#)

The 2023 National convention is scheduled for

Follow the activities of the **Mid-Continent Region**, NMRA on the MCoR website, (thanks Ryan!) You will find the latest information on up-coming conventions, Tips from experts, copies of several Division newsletters, a list of up-coming events in the Region, plus contact information for the Region and all the Divisions.



#### Mid-Continent Region, NMRA

Public group · 455 members

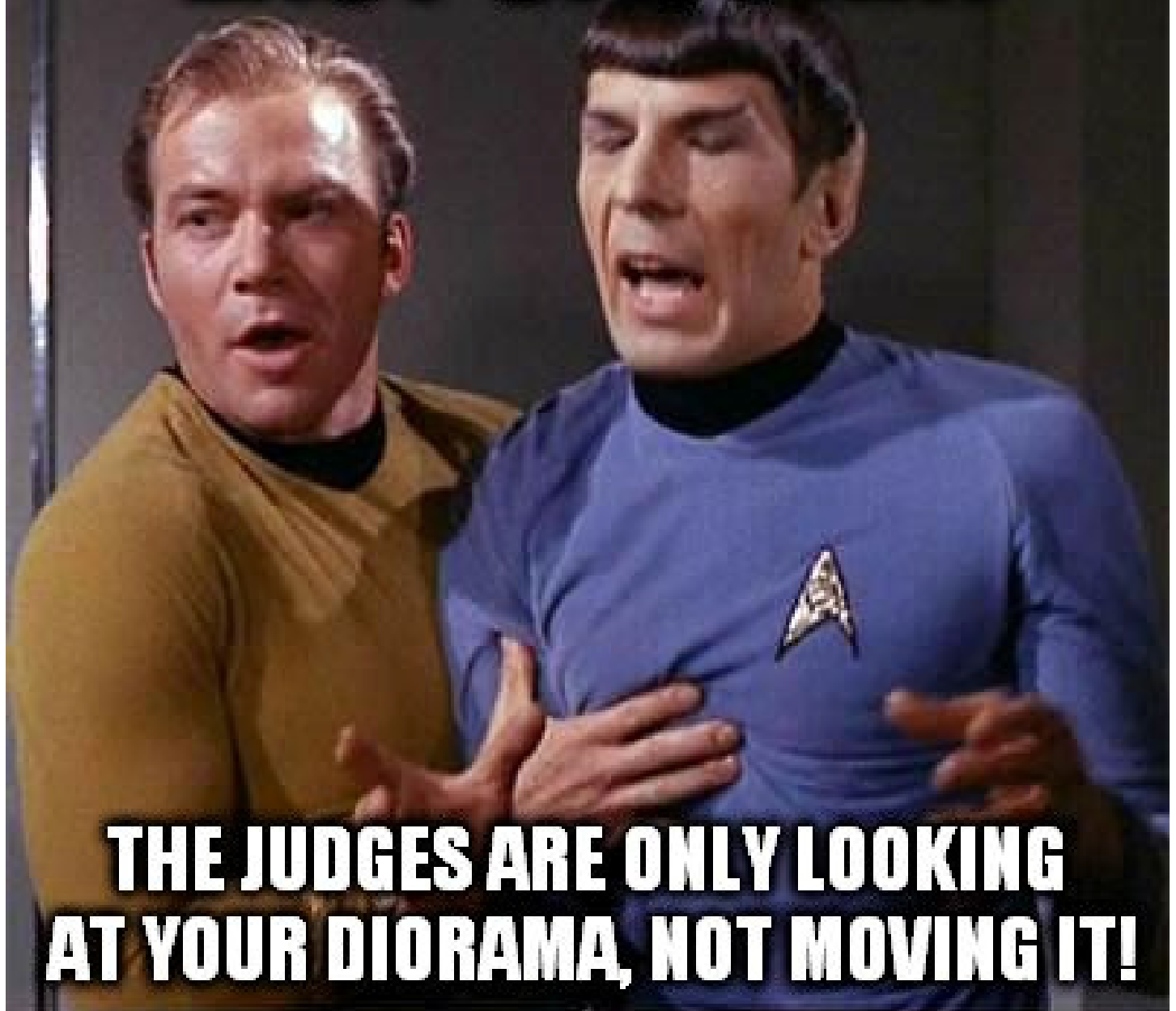
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The **Mid-Continent Region** also has a Facebook page: <https://www.facebook.com/groups/1851848998468077>



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Click the link for the website: <https://www.2023texasexpress.com/>



# Ideas

For the longest time, the Scenery Crew of the *Western Kansas Rails* N-scale layout struggled with the construction of believable roads. One day, a trip to **Hobby Lobby** paid off with the discovery of “Silly Foam”.

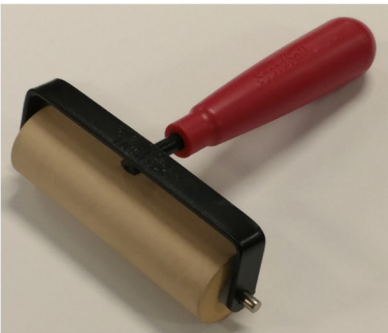
It can be found in the crafts section on metal racks and has a varied assortment of names, Silly Foam, Funky Foam, Silly Winks, etc.. (Below) The foam comes in sheets, some are plain foam while others are self-sticking. There are two sizes; 9-inch by 12-inch and 12-inch by 18-inch and two thicknesses; 2-mm and 3-mm.



There are several basic colors, but we chose to stick with mostly white and some black. The black sheets are correct for brand new asphalt, while the white can be painted with craft paints for any other concrete color. The positive aspects of the foam sheets are availability, low price, totally flexible, and takes water-based craft paint well.

The basic procedure is to use regular paper to map out your streets, remembering intersections have curved curbing and are broad enough for tractor trailers to make a turn (we used a correct sized bottle cap to make them standardized). Once you have the roads planned out, cut out the road from the paper and trace the shape onto the foam, then use sharp scissors or hobby knife to cut out the road surface. Use the portion of your original paper template that you cut the road shape from and place it in the correct position on the layout surface, then trace the inside lines where the road will be.

The best glue for bonding the foam we found is **Aileen's Tacky Glue** which comes out white but dries clear and won't disturb the foam. You want just a thin film of glue on the surface, so lay a bead of glue and use a scrap piece of foam as a scraper and move the glue around until you have a complete yet thin film of glue. Lay the road foam on the glue and lightly press down.



Another tool from **Hobby Lobby** is the roller (left). Hold one end with your fingers as the roller will tend to push it away and gently roll the foam until it is completely mated with the glue and there are no air bubbles (if there are, stick with a pin). For modern roads, you can go the extra mile and cut the proper width strip of foam to lay next to the road surface, cutting out where drains will be. It would be easier to do this after the main road is painted as curbs are usually lighter in color.

Now to the curbs, we chose to use the thinner 2-mm thickness for the roads and parking lots, and then cut thin strips of the 3-mm to use for the curbs as the 1-mm difference is correct for N-scale. You can also use the 3-mm thickness for sidewalks.

Once everything is down and allowed to dry, use the craft paint of your choice to determine if you are modeling new or older concrete.



(Above) Once scene from the WKR layout. In this view we can see a four lane highway, plus a Wal-Mart parking lot. There are curbs on either side of the road and near the entrance the sidewalks are along the curb while in the upper-left they are in the middle of the divider. The concrete colors used were a light grey to simulate relatively new concrete, while you could also use a tan shade for older concrete. Chart tape was used for the yellow and white lane markings and weathering was accomplished with chalks sealed with Dullcoat.

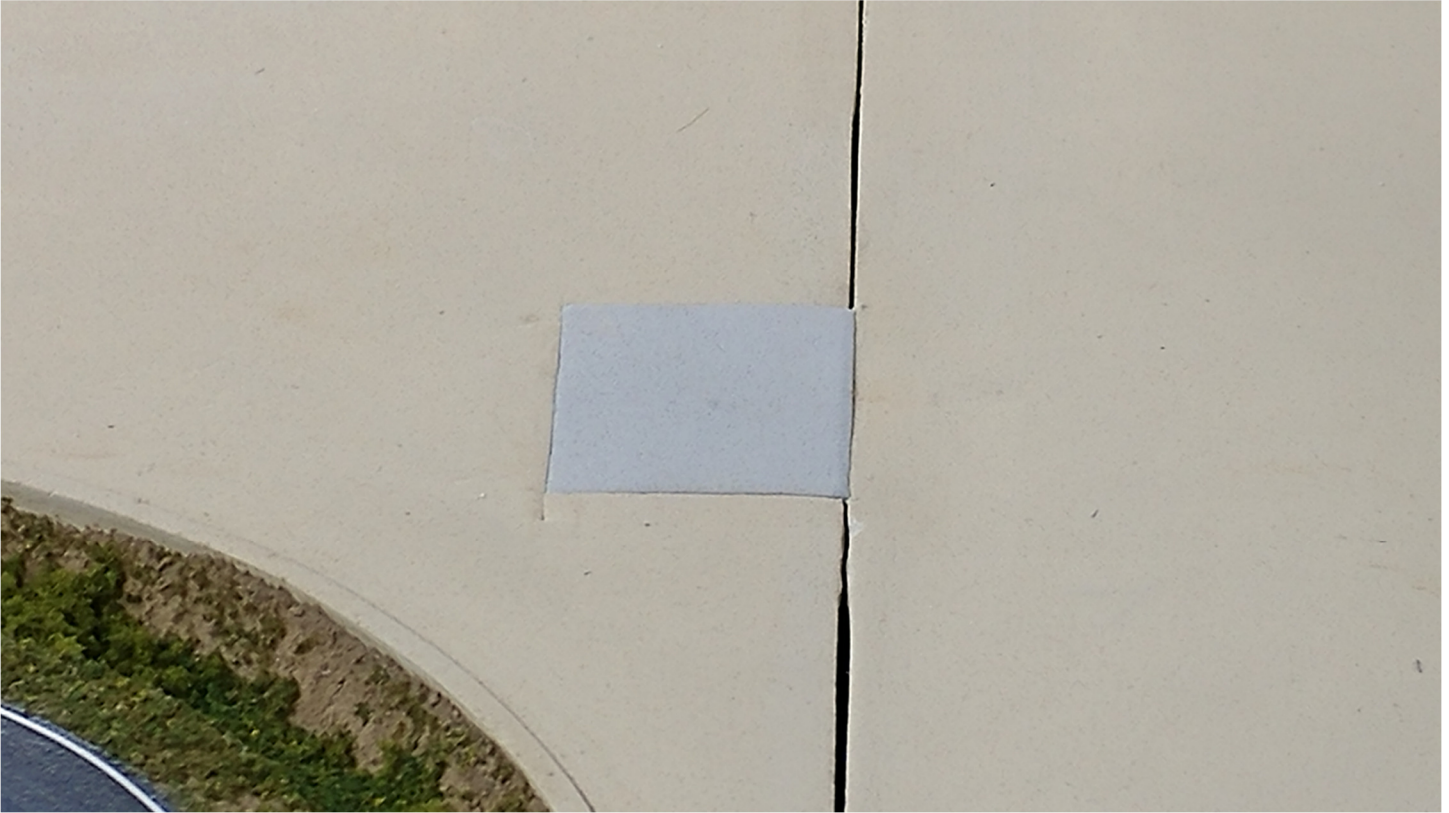
If you are modeling much older, beaten roads it would be easy to make cracks and potholes in the foam.

(Right) Another possibility is a “patch”, where crews use a wet saw to cut a rectangle hole, then fill with new concrete. (Right) We had a damaged section of a parking lot, so we cut out the damaged portion, filled-in underneath for support.





# Ideas



(Above) The “new” concrete patch in place.

We used the removed section of damaged concrete to trace on some new foam, cut it out, and did a test fit to make sure it fit the hole. To make the process easier, the patch was painted a light grey color before installation, and once dried a bit of glue was applied and the patch mounted in place. (Note: the larger crack is the seam between two modules).



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## Katy Railroad Historical Society

The **Katy Railroad Historical Society**, a non-profit organization, was formed in Parsons, Kansas, on October 1, 1977, with a nucleus of 43 charter members. The purpose of the society 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. These include 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 found to be beneficial, educational, and morally wholesome to those interested in the Katy Railroad.

## 2023 KRHS CONVENTION

April 20 – April 23, 2023  
Palestine, Texas

KRHS Headquarters will be the Comfort Suites, 301 Willow Creek Parkway, Palestine, Texas 75801, (903) 723-0718. Special room rates are available by calling the hotel direct at the number provided and asking for the KRHS convention rate. The cutoff date for our special rate is March 19, 2023. Meetings, seminars and tables for displays, and sale of Katy merchandise will be in the Comfort Suites conference rooms. Tickets for our April 21st train ride on the historic Texas State Railroad must be order directly from the KRHS by mail or through the KRHS website.

For the KRHS website, click here: <https://katyrailroad.org/>

Click here for the KRHS Facebook page: <https://www.facebook.com/katyrailroad>



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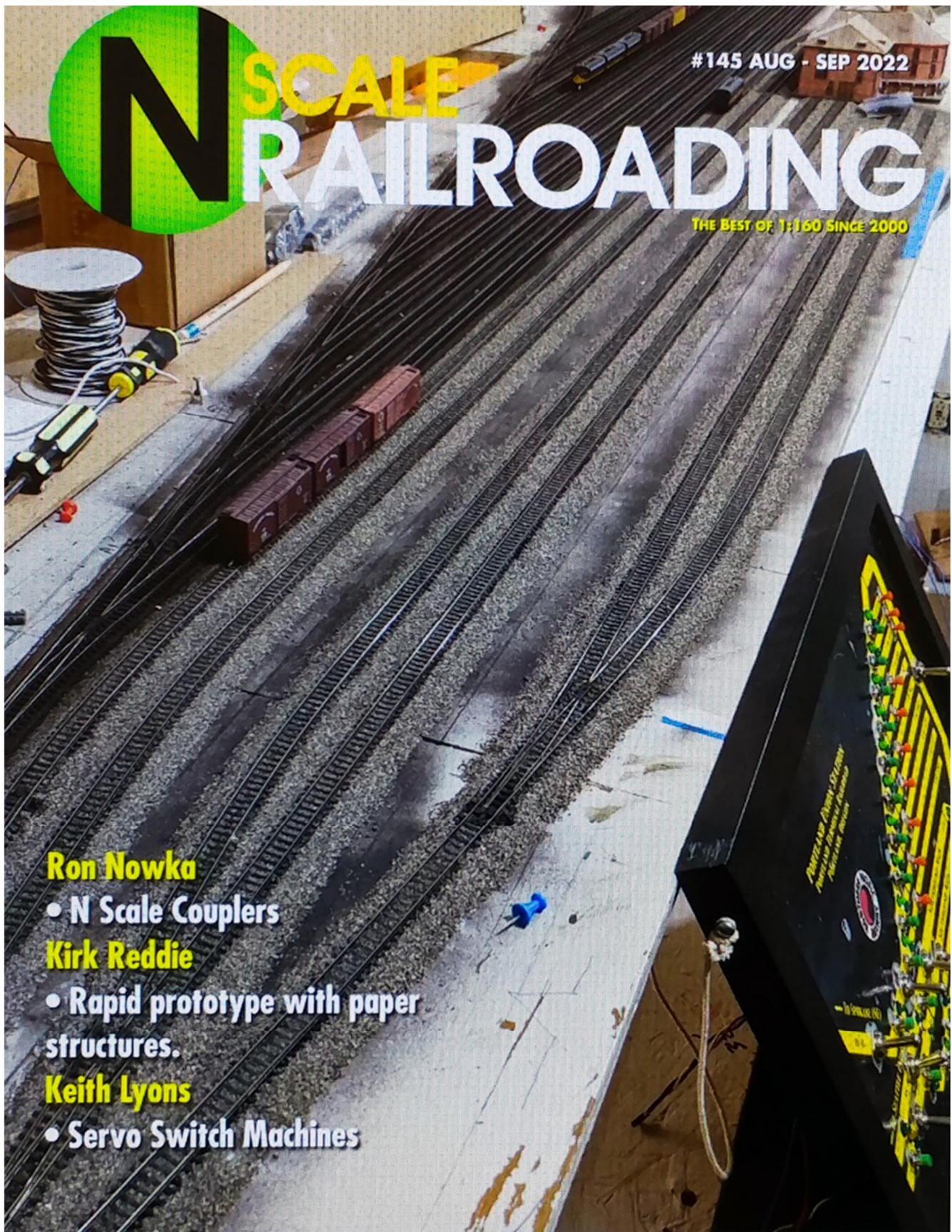
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Click this link for the NRail website: <https://nrail.org/>

For the NRail Facebook page, click this link: [www.facebook.com/NRail.org](http://www.facebook.com/NRail.org)





**Ron Nowka**

- N Scale Couplers

**Kirk Reddie**

- Rapid prototype with paper structures.

**Keith Lyons**

- Servo Switch Machines

Click the link to start reading today: [nsclerailroadingmagazine.com/download](https://nsclerailroadingmagazine.com/download)



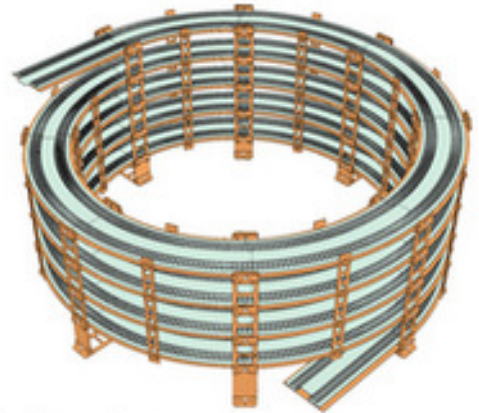
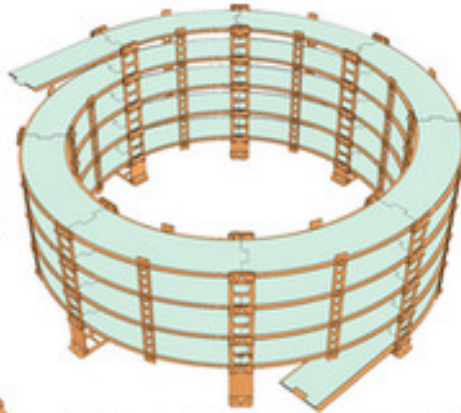
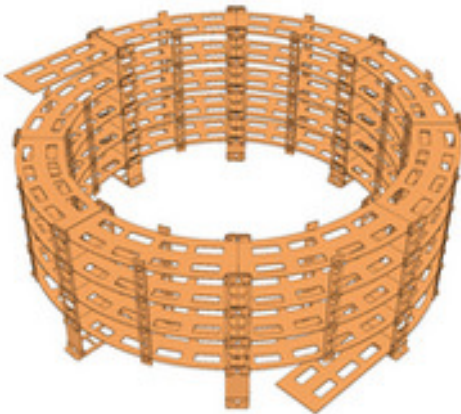
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# KANSAS CITY FLYER 2023 MID-CONTINENT REGION ANNUAL CONVENTION

JULY 27-29, 2023

## Who

The Turkey Creek Division and the Mid-Continent Region, NMRA, cordially invite you to join us at the "Kansas City Flyer 2023", MCoR Annual Convention in Overland Park, Kansas from July 27-29, 2023.



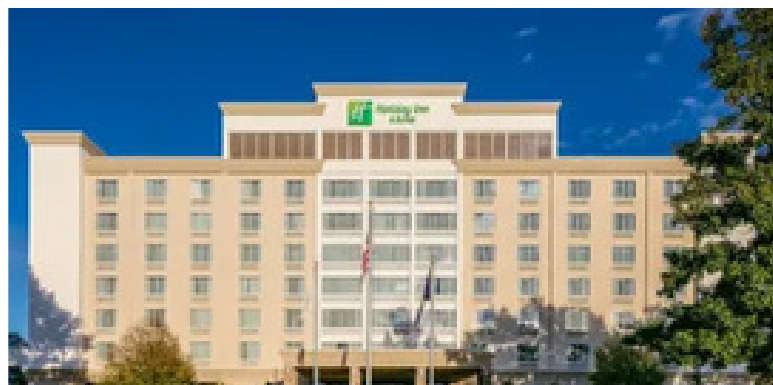
## What

The convention will include a full slate of clinics, home layout, and prototype tours, a non-rail program, and a full model and photo contest. The Trade Show will include 7,000 square feet of vendor tables and operating layouts.



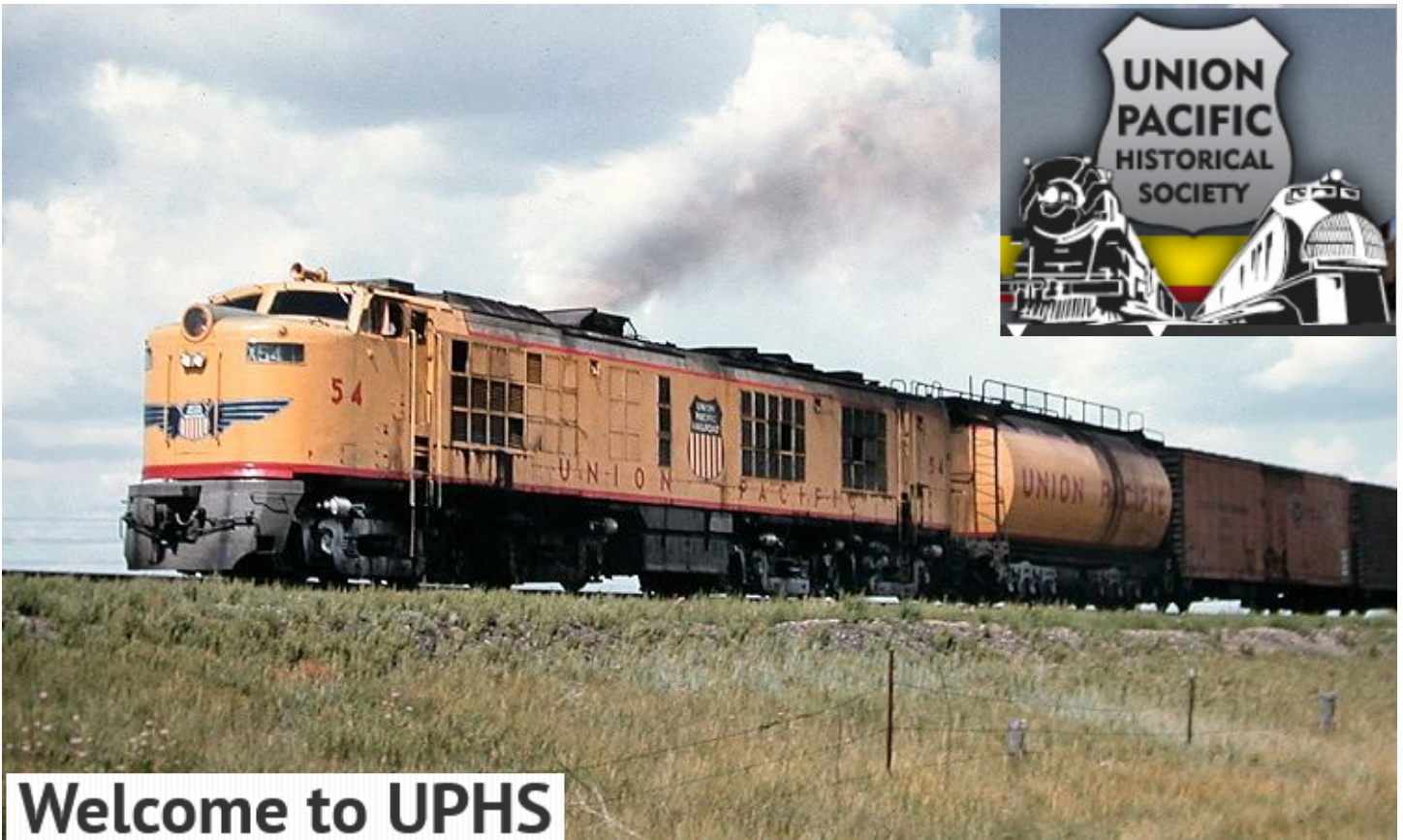
## Where

The event will take place at the Holiday Inn & Suites, 8787 Reeder St., Overland Park, KS 66214, which is easily accessible from I-35 at 87th St. in Overland Park. Registration forms for the convention and the Holiday Inn are coming soon.



Click here for the Convention website: <https://2023mcorconvention.com/>



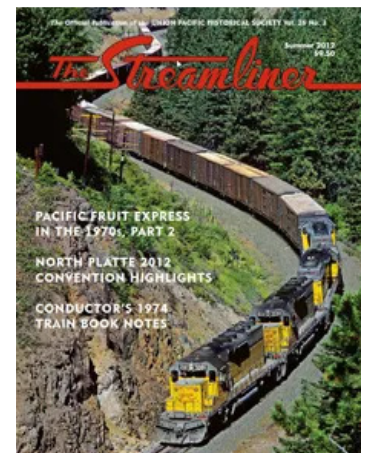


## Welcome to UPHS

Founded in 1984, UPHS is an independent, 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. Historians, railfans, employees, and modelers have found the UPHS to be a matchless source of accurate and in-depth material concerning historical operations, traffic, motive power, rolling stock and facilities of the Union Pacific and predecessor companies. Railroad employees, managers, and retirees are welcome.

**Publications:** The UPHS publishes *The Streamliner*, a 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.



**We invite you to join the Union Pacific Historical Society.**

Click here for the UPHS website: <https://uphs.org/>

For the UPHS Facebook page, click this link: <https://www.facebook.com/groups/510647068947263>

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PRESENTS

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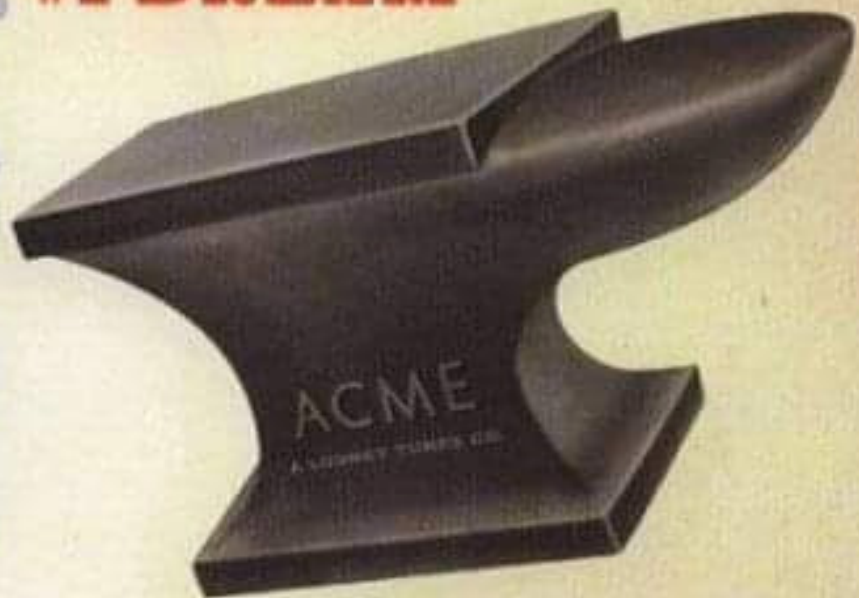
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# Cincinnati Division 7

## Current HO Scale Car Projects

### **N&W HC-46 ACF 2-Bay Covered Hopper**

**New! Arrived Sept. 2022**



Using Accurail's 2200 Series ACF 2-Bay Covered Hopper as the basis, we are offering it in a Norfolk & Western repaint scheme. These cars are N&W class HC-46 and are from an original batch of fifty built by in 1966 by ACF with the Round Herald paint scheme. Subsequently some cars went through a general maintenance program and were repainted in the block N&W livery. Photos were found showing at least three of these cars (road numbers 170753, 170768 and 170794) were reweighed at some later date because that area is "patched out" on the car with the new data displayed. Those same photos place these three cars as being in service in 1992 and 2004. It is these three, highly unique, road numbers that Cincinnati Division 7 is now offering for sale as limited edition kits.

Pricing is \$25 per car, or a 3-car set at \$70. Shipping (via USPS Priority) is \$10.40 for one car and \$17.10 for two to three cars. Ohio residents, please add 7.8% sales tax on the total price of the kits and the shipping/handling fee. Customers outside the USA, please [contact us](#) for shipping arrangements and charges.

To order, please send your email and phone information along with a check or money order in US dollars, payable to Cincinnati Division 7, MCR, NMRA, to:

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c/o Paul Maciulewicz  
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West Chester, Ohio 45069





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Check out the **Western Kansas Division YouTube** channel for the latest videos of model trains, layout tours, WKR updates, tips, and more...

## Your channel got 1,446 views in the last 28 days

The latest videos...



**Throwback Sunday:** After discovering a few locomotives in storage that had not been run in over 20-years, they were cleaned up, lubed, and given a run-by...

<https://www.youtube.com/watch?v=lmk2fxULshM>

**Electrical Repair:** During the recent McPherson Train Show the WKR N-scale layout suffered an electrical failure. Now that the repair was made, we did a test to check out the repair.

<https://www.youtube.com/watch?v=13UbJudpjY8>



Click here for the **Western Kansas Division YouTube** Channel:  
<https://www.youtube.com/channel/UC9EPv8cQ04rRGAYts-734jw>

# Real Deal



(Below) On a snowy day in early February in Dodge City, Kansas, BNSF 3777 was in the yard the point unit for a westbound freight.

The precocious seven-year-old started life in March of 2016 as BNSF 3777 a **GE ET44C4** (Evolution Series Tier 4, 4,400 hp, AC traction) locomotives, which have no traction motor on the middle axle of each truck.



(Right) BNSF 5181 was trailing the 3777 in the consist. The much older sibling was constructed in November of 2003 as a GE C44-9W.

The **GE C44-9W** is a 4,400 hp diesel-electric locomotive built by GE Transportation Systems of Erie, Pennsylvania. Keeping in tradition with GE's locomotive series nicknames beginning with the "Dash 7" the C44-9W was dubbed the **Dash 9** upon its debut in 1993.





# Real Deal



(Above) The BNSF track gang are doing some welding on the track.

(Below) BNSF **1438** is paired with a EMD SD40-2 and they are backing up in the process of making up a train. The current 1438 began life as Burlington Northern 9261 in January of 1991 as a EMD SD60M. Still in black, green, & white colors, it became BNSF 9261, then BNSF 8161, then BNSF 1438 and later receiving the BNSF colors.

The **EMD SD60** is a 3,800 horsepower, six-axle diesel-electric locomotive built by EMD. Intended for heavy-duty drag freight or medium-speed freight service, it was introduced in 1984, and production ran until 1995. The SD60 is essentially identical to the SD50 externally, but has a different prime mover, the new 16-cylinder EMD 710G3A, and a computer-controlled electrical system. The SD60M features a "North American safety cab" design and has a full-width short hood.





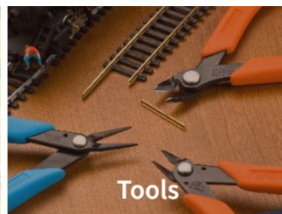
HO Scale



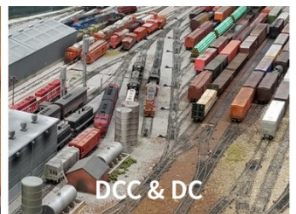
N Scale



Scenery



Tools



DCC & DC

## N Scale New Arrivals



## HO Scale New Arrivals



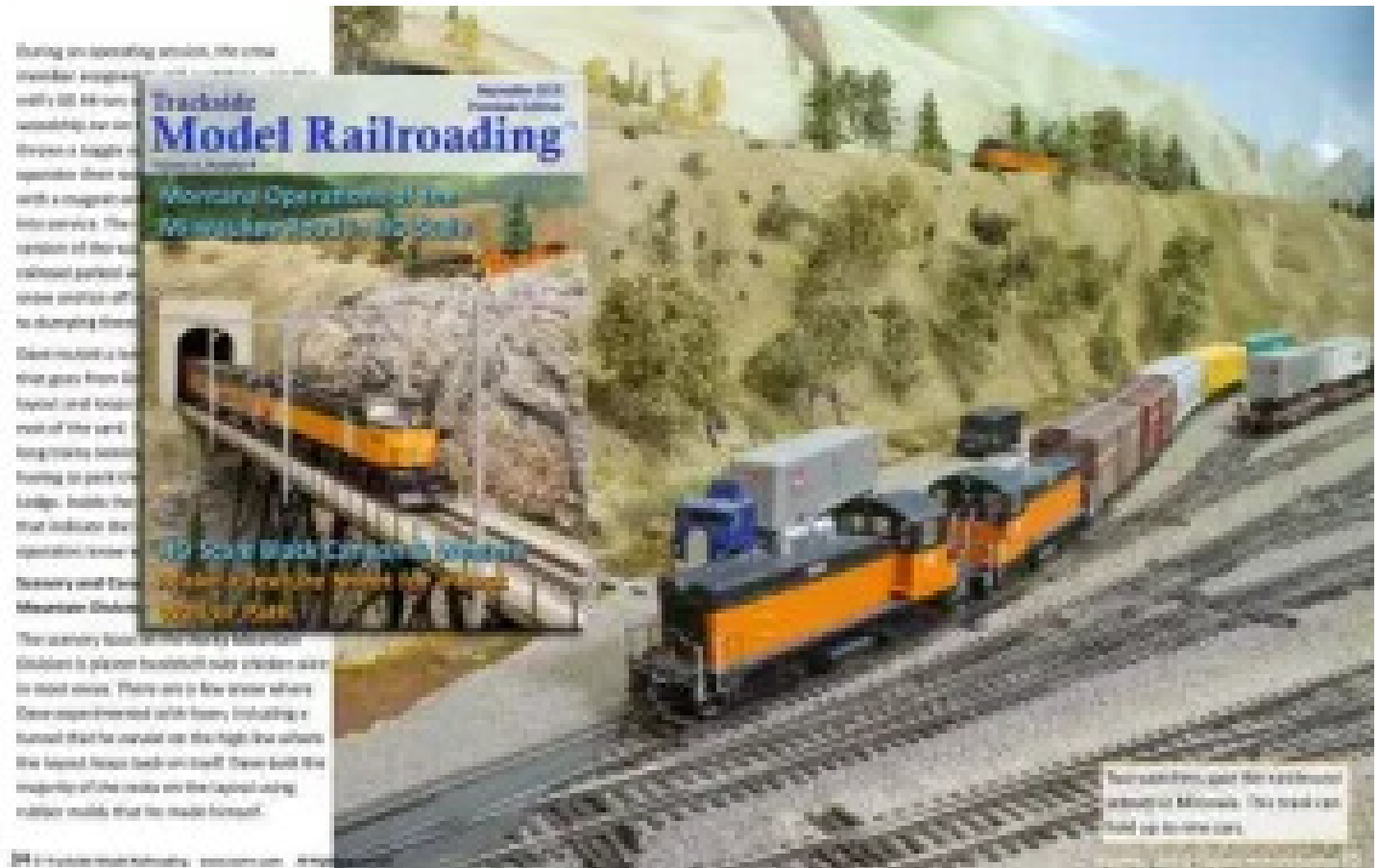
Visit the website today:

[https://midwestmodelrr.com/?gclid=Cj0KCQIAo-yfBhD\\_ARIsANr56g5onjg2HoGwU3h1z\\_U7MdmHu9-csfvnaN0f\\_qy82K47cgdQed4Fb80aAiV8EALw\\_wcB](https://midwestmodelrr.com/?gclid=Cj0KCQIAo-yfBhD_ARIsANr56g5onjg2HoGwU3h1z_U7MdmHu9-csfvnaN0f_qy82K47cgdQed4Fb80aAiV8EALw_wcB)



# Trackside Model Railroading™

## Digital Magazine & Movies



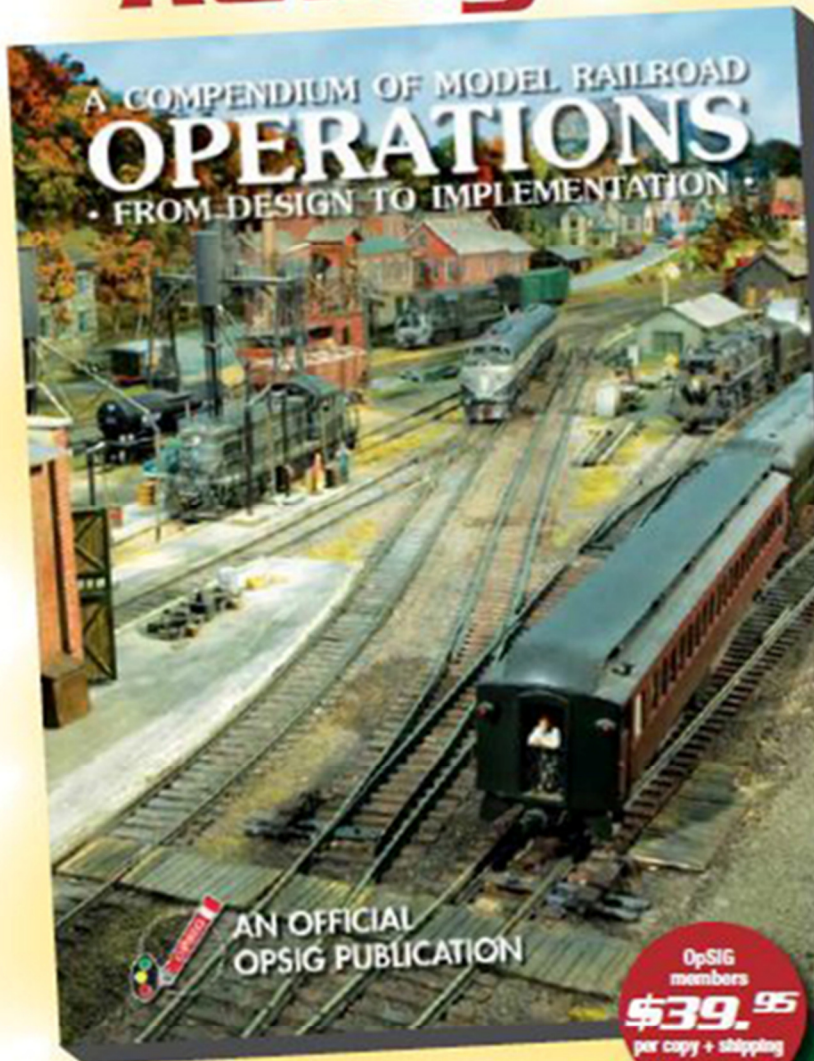
***Trackside Model Railroading*** is a publisher for model train enthusiasts who want to enjoy layout tours in depth. The digital magazine is advertisement-free and covers two layouts each month. We feature layouts of all the fine scales with lots of full-page photos, articles about the railroads, and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

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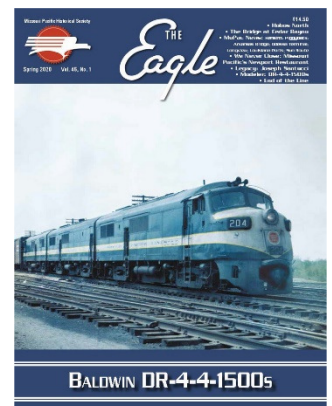


## Welcome to the Missouri Pacific Historical Society website. Home of the Eagles.

**Our mission is to preserve and promote the heritage of the Missouri Pacific Railroad and its affiliates. This includes the Texas & Pacific, Chicago & Eastern Illinois, Kansas Oklahoma & Gulf, Alton & Southern and many other roads that were part of the MP family.**

**Please consider becoming a member and help us keep this history alive.**

All memberships include a year's worth (normally four quarterly issues) of "The Eagle" magazine and the following year's calendar. Members will also receive discounted pricing on selected Missouri Pacific books, back issues of The Eagle, previous year's calendars, and other selected items in the Company Store.



Click here for the MPHS website: <http://www.mopac.org/>

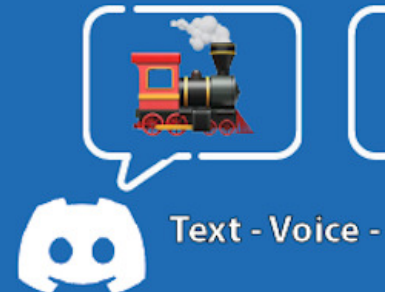
For the MPHS Facebook page, click this link: <https://www.facebook.com/MoPacHistorical>

# Announcing the NMRA Interch

An exclusive NMRA Discord server for talking trains. Click to begin.

## NMRA Interchange

NMRA's own server on Discord



## Divisions

There are over 150 **NMRA** Divisions - groups of **NMRA** members in local communities. Most hold regular meetings featuring interesting and informative presentations on subjects ranging from "how-to" clinics to prototype railroad slide presentations. Many also have a regular newsletter for members.

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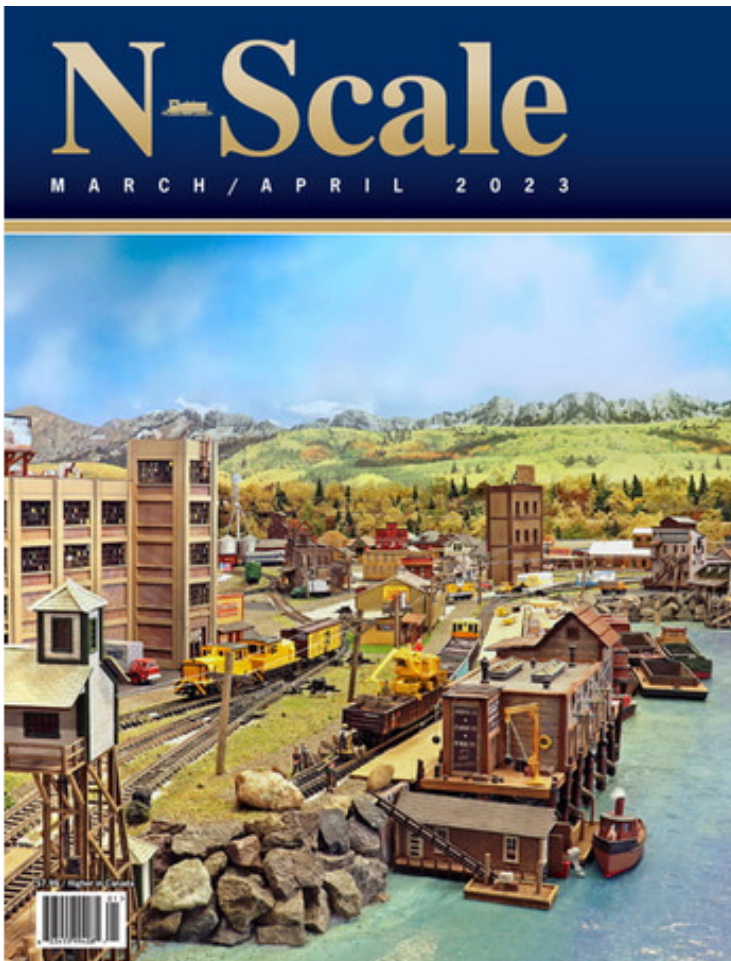
The Rail Pass offer is good **in the U.S. only** and is for **new members** and those who have not been NMRA members for two years or more. Individuals can join at the Rail Pass rate **only once**. Rail Pass members can attend conventions and participate in contests but cannot hold office or vote in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

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

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## IN THE CURRENT ISSUE

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### Once Upon A Waterfront

Part 1

by Dennis Murphy

### Along the Line Series

Part 2: Switching

by Dan Lewis, MMR

### Kit Bashing Simplified

by Dave Pomarenski

### The Elm Park Loop

A Micro-Layout Built on a Shipping Skid

by Marc Pitanza

### Building "Miniatur Wunderland" at home

by Dirk Vollmerhaus

**On the cover:** Busy... Busy... Busy. Ever since they built that new large ship dock, the traffic around the port has really picked up. Stuff seems to be coming and going all the time. With all that trans-loading freight, the rail line and also the rail-barge service has really been hopping! It looks like there will be plenty of presents under the tree this holiday season. You'll find this and more in Part 1 of Dennis Murphy's Once Upon A Waterfront, starting on page 14.

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# Oddballs

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

---



(Above) A EMD DDA40X under construction at LaGrange.

From Wikipedia: The **EMD DDA40X** is a 6,600 hp D-D locomotive, built by EMD from 1969 to 1971 exclusively for the Union Pacific Railroad. It is the most powerful diesel-electric locomotive model ever built on a single frame, having two 16-645E3A diesel prime movers.

UP's DDA40X locomotives were the ultimate culmination of the company's experiments with extremely powerful locomotives that began with its gas turbine-electric locomotives and DD35s. In 1969, Union Pacific was retiring the last of their gas turbine-electric locomotives. Beginning in 1963, Union Pacific had ordered EMD DD35s and DD35As to replace the turbines, and the DDA40X was a further development from this design.

The first DDA40X, UP 6900, was delivered in April 1969, in time to participate in the celebrations of the centennial anniversary of the completion of the first transcontinental railroad driving the "Gold Spike Limited". In honor of this, the class was nicknamed **Centennials** and the choice of locomotive numbers in the 6900s was made for the same reason. Forty-six more were built between June 1969 and September 1971, numbered from 6901 to 6946.

The "X" in the model number stood for experimental, as DDA40X Centennials were testbeds for technology that would go into future EMD products. UP frequently used these locomotives to haul heavy freights. Each unit successfully ran about two million miles before they were retired from revenue service in 1985.



# Oddballs

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

---



Despite their excellent performance and relatively good efficiency, these units were costly to maintain, which ultimately prompted Union Pacific to begin placing them into storage in the early 1980s. But in early 1984, as rail traffic rebounded, Union Pacific brought 25 units out of storage and rebuilt them to return to service. All locomotives were finally retired by 1986.

Eleven DDA40X units are preserved by various museums, while another unit survives as a source of spare parts for other locomotives. **UP 6936**, the last operating unit, was owned by Union Pacific and was used in excursion service until 2016. In 2022, this locomotive was donated by Union Pacific to the Railroading Heritage of Midwest America, which plans to return the locomotive to operation.





If you are looking to add to your fleet of DRGW or ATSF HO Scale Ballast Cars from [Bowser MFG](#) make sure to check out the exclusive numbers for each only available at Spring Creek Model Trains!



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# February 2023 MRH

February issue came out last week



Hard-coded wide PDF version of MRH magazine  
The facing pages in this PDF have been merged into a single wide page, making them landscape.

Windows - Mac - Linux: Use the keyboard arrow keys to change pages.  
Tablet or phone: Swipe from the page edge to change pages.

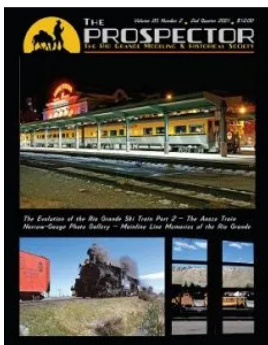


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The **Rio Grande Modeling & Historical Society** (RGM&HS) founded in 2001 is a Colorado non-profit corporation whose membership consists of diverse group of historians, collectors, railfans, photographers, modelers and railroad employees who have banded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



The RGM&HS publishes ***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.

We invite you to **join** the RGM&HS.

#### **All Members receive:**

- One year (4 issue) subscription to *The Prospector*, the official magazine of the Society
- A subscription to the Society's e-mail newsletter, the Green Light.
- Members-only emails with advance notice of events, programs, and offers
- Special benefits and features in the Members-only section of the Society's website

# WKR Update



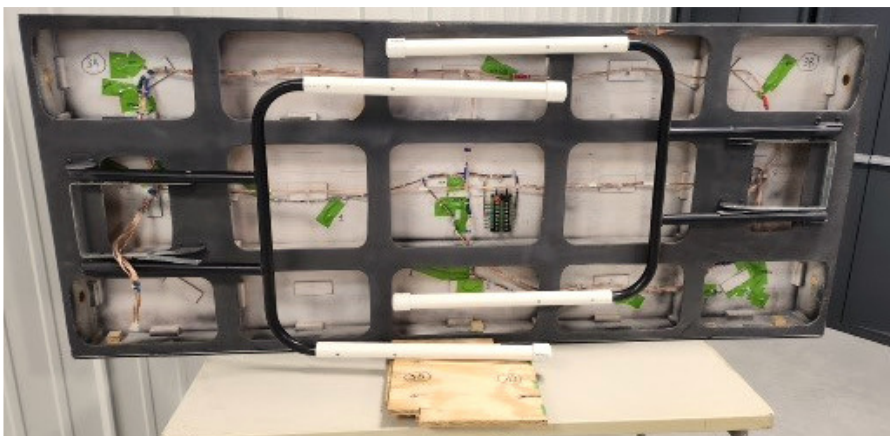
(Left) The *Western Kansas Rails* N-scale layout is back home after the McPherson Show in January.

One difference between constructing a fixed, home-based layout and a sectional, traveling layout is damage. Of course, home layouts can be damaged, but traveling layouts have many more opportunities for bad things to happen.

Almost a year ago during tear-down after a show, one of the main buss cables got caught between the locking struts on the banquet table folding legs. When closed on a wire bundle, they act like scissors, and one wire was cut through on the inner line. We ignored the damage for a while as power is fed from both directions so the line continued to run, that is until the McPherson Show, where another fault occurred on another section making the line inoperable for a while until the new fault was corrected.

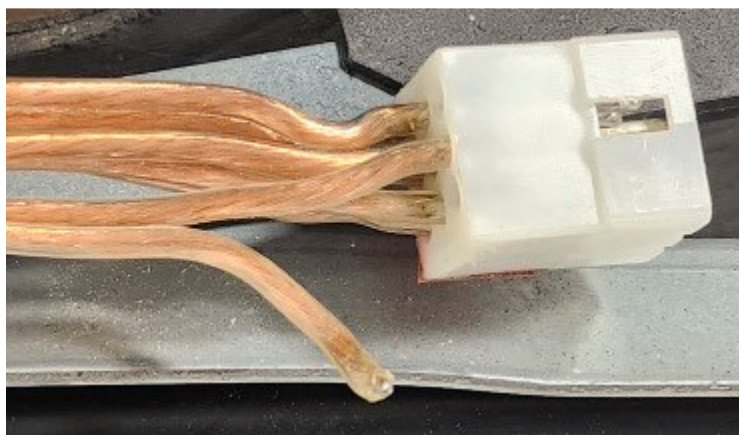
(Right) Section three, the one with the cut wire is laid on it's back on a table for easy access.

The Electrical Crew already knew where the cut wire was, so it was just a matter of assembling the replacement parts and tools on the table top.



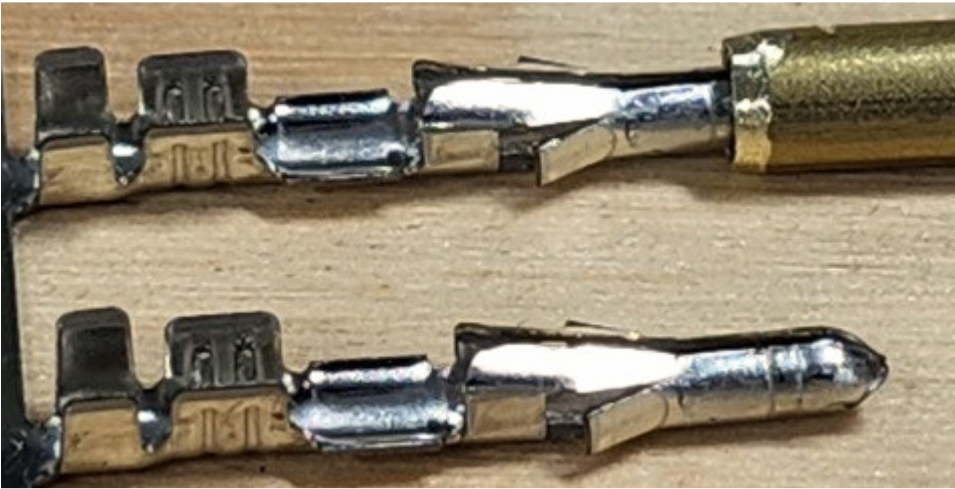
(left) This is the main buss line that was caught in the leg locking struts, cutting a single wire before being stopped.

Decades ago, the Electrical Crew decided to abandon the Cinch Jones connectors which required a pair of connectors for each line in favor of the Molex connectors from Radio Shack. The entire electrical buss went through one pair of connectors making set-up and tear-down quicker.





# WKR Update



(Left) The first task in the repair is to remove the original male connector from the shell. Here are two new connectors and notice the two “wings” sticking out from the body. These snap out when inserted into the shell, locking it in place.

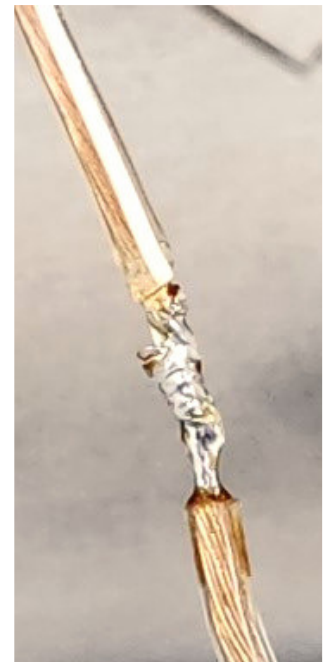
To remove the connector, the “wings” must be retracted, so a trip to the hardware store procured a piece of 5/32-inch diameter brass tubing.

(Right) The top piece of tubing is the original piece and below is the short piece used for the operation. The end was narrowed just a bit to fit into the hole in the connector.



(Left) Here is the original connector after being removed from the connector.

(Right) The next step in the process was to pull-apart the speaker wire we used back a couple of inches to get to clean wire. A short piece of the same type of wire was located and split apart. Since we are repairing the white stripe wire, we used the same for the repair. For this type of repair, the Crew prefers the “Western Union” splice which is then soldered together for a strong bond that is barely larger in diameter than the wire itself.



# WKR Update

(Right) Once the solder joint has cooled the Crew installed heat shrink tubing to protect the joint.



(Left) The new male connector soldered to the wire.



have a bulky loop of wire hanging out which can cause problems, and on the other hand, too short...and you start all over again.

(Right) The Crew got it just about right as once the new male connector was inserted permanently into the shell, there was no bulging wire to cause problems. The connector is now ready for service again.



(Below) Repairs always get tested, here three sections are assembled with the power cart connected to one end. A locomotive was run back and forth on the affected line, and the repair was a success.







## Western Kansas Division

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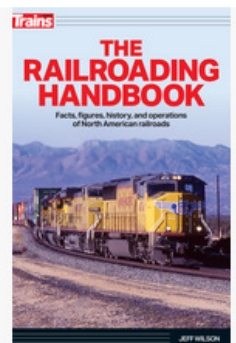
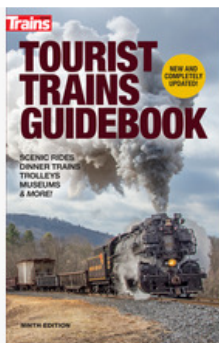
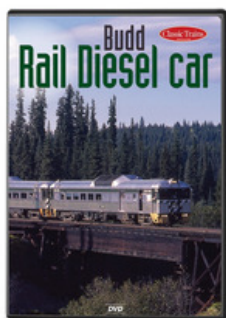
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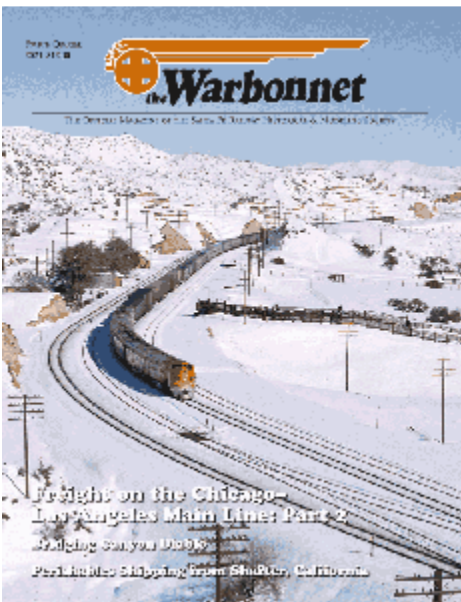
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# Santa Fe Railway Historical & Modeling Society



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 and fascinating operations, to its distinctive equipment and facilities.



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.

## 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.

Click here for the SFRHMS website: <https://sfrhms.org/>

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





**The Lawrence Model Railroad Club**

**The 21st Annual Train Show and Swap Meet**

**2023**

**Attention: New Date!**

**March 4th (9am-5pm) & 5th (9am-3pm)**

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Admission: Adults \$8.00 donation & Children 12 and under free with paid adult  
Bring canned food donations and receive \$2 admission discount

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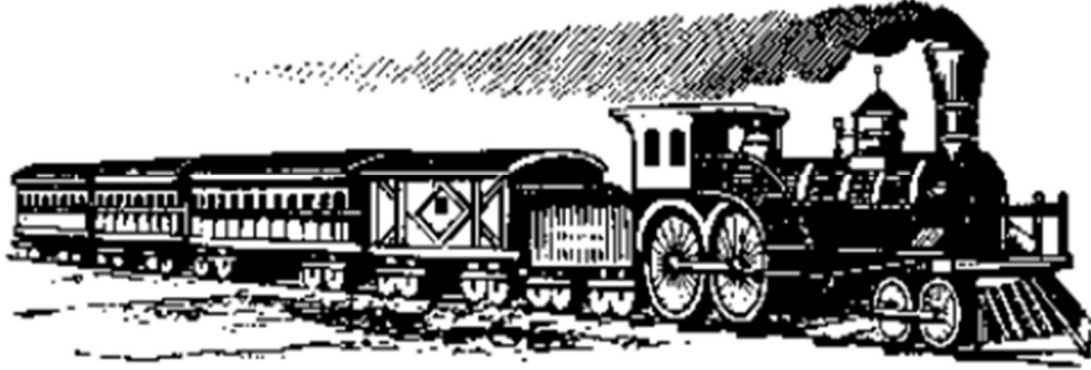
**Barbwire BBQ Food Truck**  
**Saturday and Sunday**

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**Crown Toyota**  
**3400 South Iowa St, Lawrence, KS**  
**More information at [www.lawrencemodelrailroadclub.org](http://www.lawrencemodelrailroadclub.org)**

# **2023 GARDEN CITY MODEL TRAIN SHOW**

**Boot Hill Model Railroad Club**



**Garden City, Kansas  
Finney County Fairgrounds  
Exhibition Building**

**409 Lake Ave Garden City**

**March 11th & 12th 2023**

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

**BIGGEST LITTLE TRAIN SHOW AROUND**

**Operating Layouts  
Train Vendors  
Lunch Counter**

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

**For more information contact:**

Jim Adams  
620-335-6964  
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

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

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

Benefitting Mosaic of Garden City





# 29<sup>th</sup> Annual Train Show

(Largest train show west of Lincoln and east of Denver)

SPONSORED BY THE NEBRASKA WEST-CENTRAL DIVISION OF THE NATIONAL MODEL RAILROAD ASSOCIATION

**LOCATION: D&N EVENT CENTER**

501 East Walker Road

North Platte, Nebraska

**APRIL 15th AND 16th, 2023**

HOURS: 9:00 A.M. - 5:00 P.M. SATURDAY THE 9th

10:00 A.M. - 4:00 P.M. SUNDAY THE 10th

ADMISSION: \$5.00 CHILDREN UNDER 12 \$1.00 (under 5 with paid adult free)

FOR ADDITIONAL INFORMATION CONTACT:

Gene Tacey P.O. Box 485, Sutherland, NE 69165 308-386-2489

# Date Book

## March 2023

4<sup>th</sup> & 5<sup>th</sup>  
Sat & Sun

**21<sup>st</sup> Annual Train Show & Swap Meet**  
<http://lawrencemodelrailroadclub.org/>

Lawrence, KS.

11<sup>th</sup> & 12<sup>th</sup>  
Sat & Sun

**Boot Hill Model Railroad Club Train Show**  
Finney Co. Exhibition Building

Garden City, KS.

## April 2023

1<sup>st</sup> & 2<sup>nd</sup>  
Sat & Sun

**Rocky Mountain Train Show**  
[rockymountaintrainshow.com/](http://rockymountaintrainshow.com/)

Denver, CO.

15<sup>th</sup> & 16<sup>th</sup>  
Sat & Sun

**29<sup>th</sup> Annual Train Show**  
D & N Event Center

North Platte, NE.

15<sup>th</sup>  
Saturday

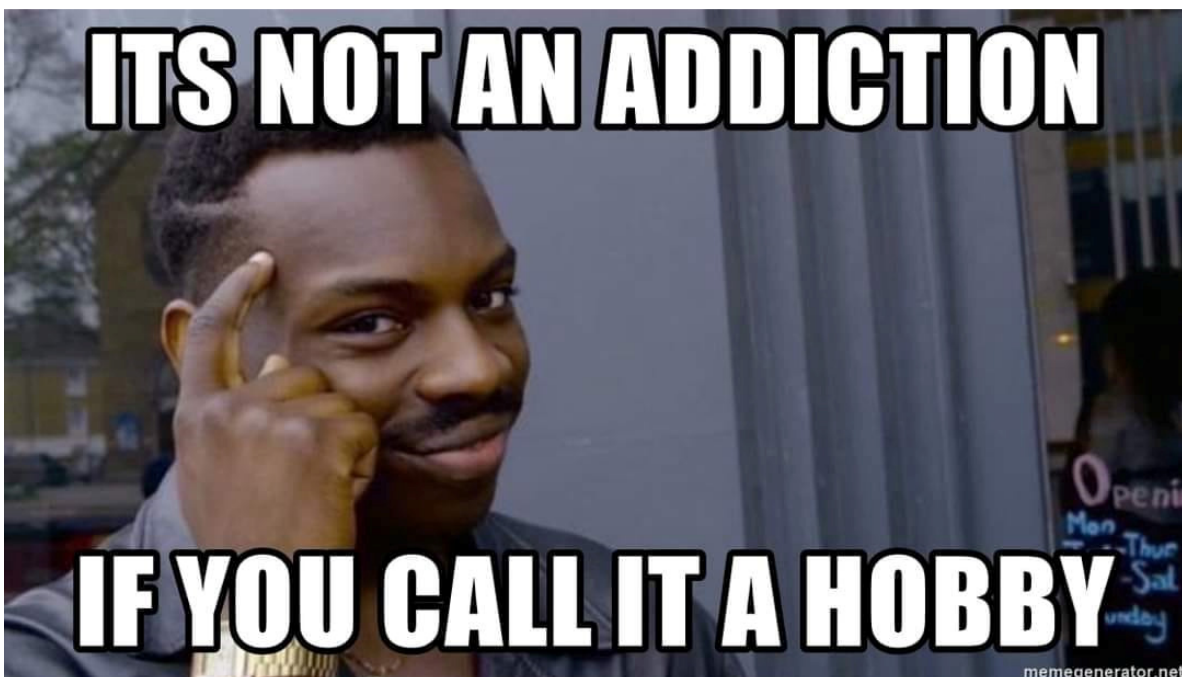
**Arkansas City Train Show**  
<http://www.wichitatoytrainmuseum.org/>

Arkansas City, KS.

22<sup>nd</sup> & 23<sup>rd</sup>  
Sat & Sun

**Spring Creek Model Trains FreeMo Event Center**  
Thayer County Event Center - [springcreekmodeltrains.com/show-schedule/](http://springcreekmodeltrains.com/show-schedule/)

Deshler, NE.







On the back cover:

A snowy day in February found a westbound grain train idling in the Dodge City Yard.

## 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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