

*The Main Line*



The monthly publication of the  
**Western Kansas Division**  
**April 2024**



**On The Cover:**

On March 9<sup>th</sup> and 10<sup>th</sup> model railroaders from the Midwest descended into Garden City, Kansas for the **2024 Boot Hill Model Railroad Club Train Show**. This is one scene from the large Free-mo HO-scale layout. Details inside...

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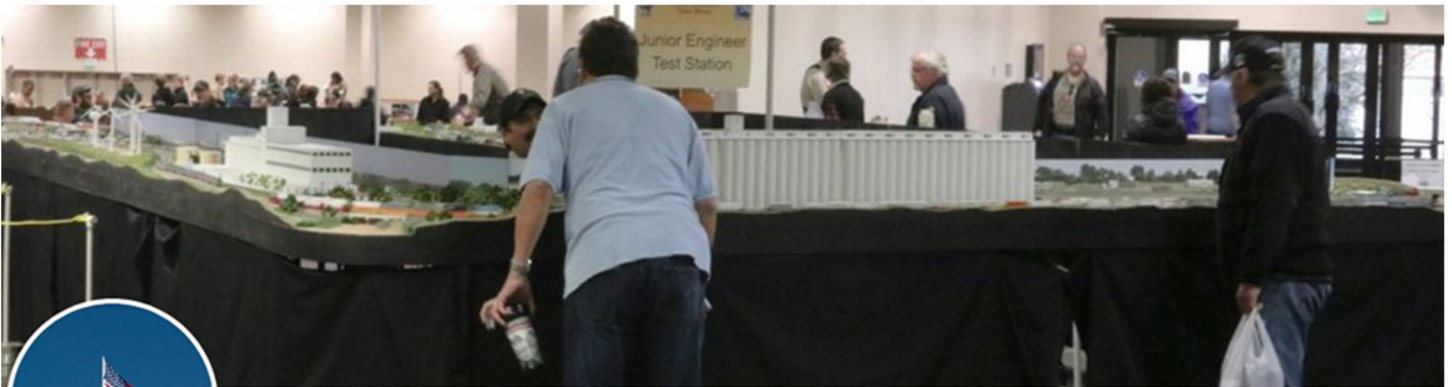
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**Western Kansas Division**

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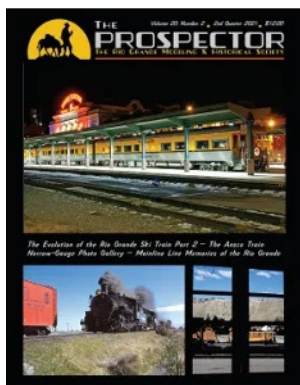


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The **Rio Grande Modeling & Historical Society** is a group of enthusiasts who are interested in the history and modeling of the Denver & Rio Grande Western Railroad or its predecessors. Although the Denver & Rio Grande Western Railroad is now part of the vast Union Pacific system, it's a fascinating story we try to keep alive through the efforts of the Society to ensure that the memory of the railroad lives on.



The group publishes a magazine called *The Prospector*, which contains articles, photos, and drawings of the railroad and its equipment. The group also organizes conventions, supports model manufacturers, and produces data CDs for its members and the public.

The *Green Light* is the society's electronic newsletter named after the D&RGW employee newsletter is delivered eight times a year via e-mail. In each issue of the *Green Light*, we cover Society news and promote our society functions, social gatherings, annual convention, and photo and data archiving. We also promote Rio Grande related products like books, calendars, and model railroad announcements.



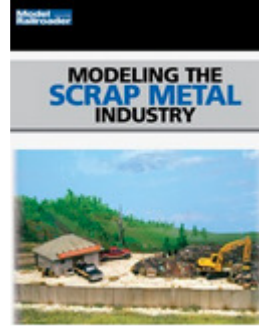
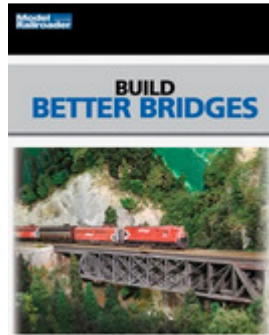
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The objective of the **Free-mo Standard** is to provide a platform for prototype modeling in a flexible, modular environment. Free-mo modules not only provide track to operate realistic models, but also emphasize realistic, plausible scenery; realistic, reliable track work; and operations. Free-mo was designed to and continues to push the envelope of modular model railroading to new heights. It goes beyond the traditional closed-loop set-up in creating a truly universal “free-form” modular design that is operations oriented and heavily influenced by prototype railroading.

The Free-mo Standard is a collection of requirements for building scale model railroad modules that can work together with little effort, even when they have never been assembled together before. The beauty of the Free-mo standard is that it allows builders to replicate any freelance or prototype track plan within your modules boundaries yet can be combined for maximal interoperability with other Free-mo modules.

For the Free-mo standards website, click here: <http://www.free-mo.org/standard/>

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Division, NMRA

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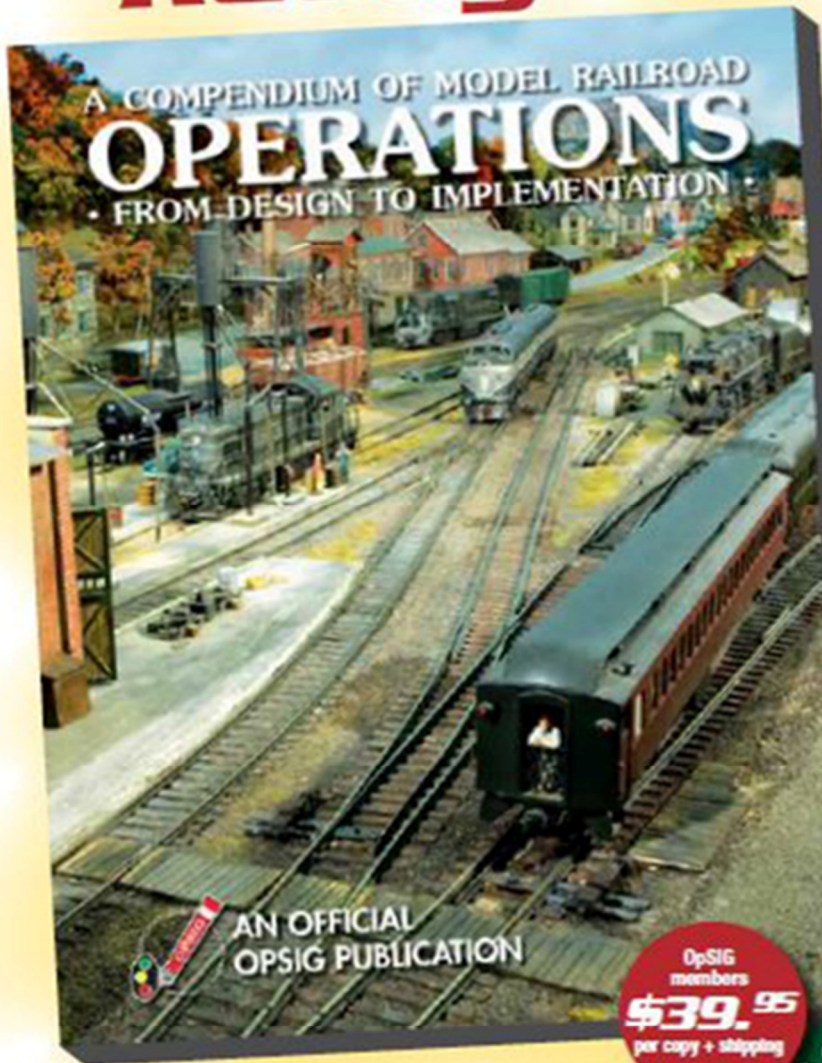


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Dispatcher to OpSIG Publication No. 2, you're ...

# Ready to Roll!



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

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# Real Deal



On March 8<sup>th</sup>, we were able to catch a westbound BNSF freight waiting for a crew change with the locomotives next to the Dodge City Depot. BNSF 7438 was built in August of 2008 as a **GE ES44DC**.

On the same train we captured Ferromex 4081 a **EMD SD70ACe** built in December of 2011.



# Real Deal





RMC RECEIVING YARD

## ScaleTrains Delivers HO 82' Modern Trinity Reefers

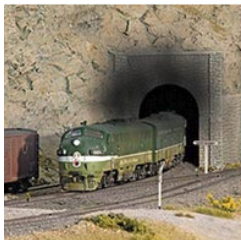
Now available from ScaleTrains are HO scale Trinity 82' Refrigerator cars as part of its premium Rivet Counter series.



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## Scratchbuilding Palmer Union Station

Recreating the signature Boston & Albany cut-stone passenger station in Palmer, Mass., with a laser cutter in HO scale.



RMC EXTRA BOARD

## Montana & Colorado Southern

A fond look back at Steve Rodie's freelanced HO scale showcase of Western railroading that was rebuilt for operations.



RMC PRODUCT REVIEWS

## Rail Conductor AniLight DCC Lighting Decoder

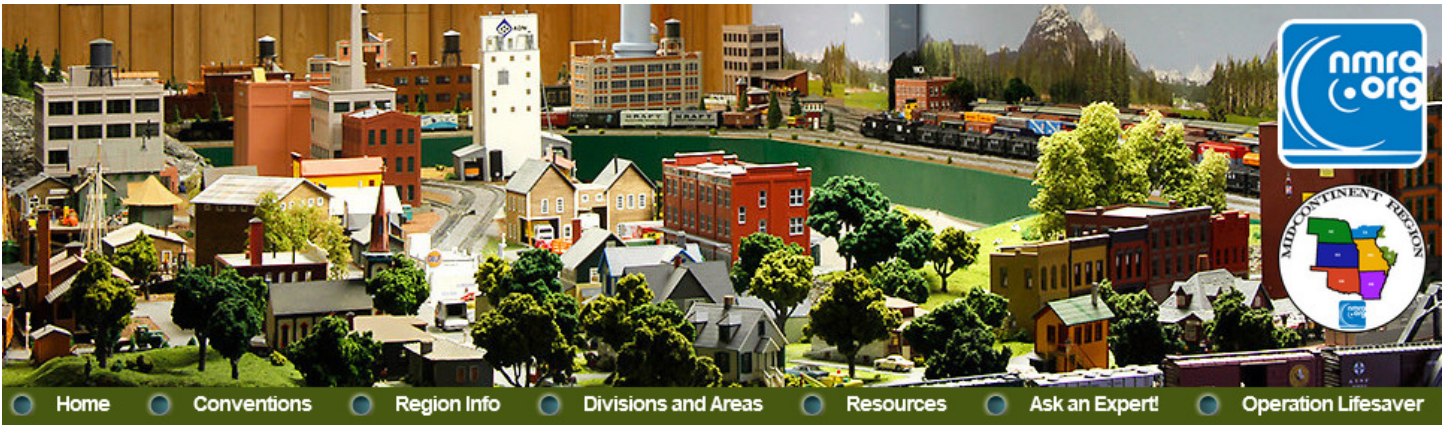
RailConductor LLC is a new company that has released the AniLight Lighting Decoder as its first product. As its name implies, this is a lighting circuit controlled by DCC commands.

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You can find out what's going on in the **Mid-Continent Region** by visiting the MCoR website. Find the latest info on Region conventions, Region and Division newsletters, contact information for Region and Division officers and more.

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



### Mid-Continent Region, NMRA

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Click this link for the MCoR Facebook page: <https://www.facebook.com/groups/1851848998468077>



## Katy Railroad Historical Society

The **Katy Railroad Historical Society**, a nonprofit organization, was formed on October 1, 1977. 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 knowledge of and fostering of goodwill towards the M-K-T Railroad among members and the public plus the promotion of good fellowship among the members through ethical social functions.

### 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.

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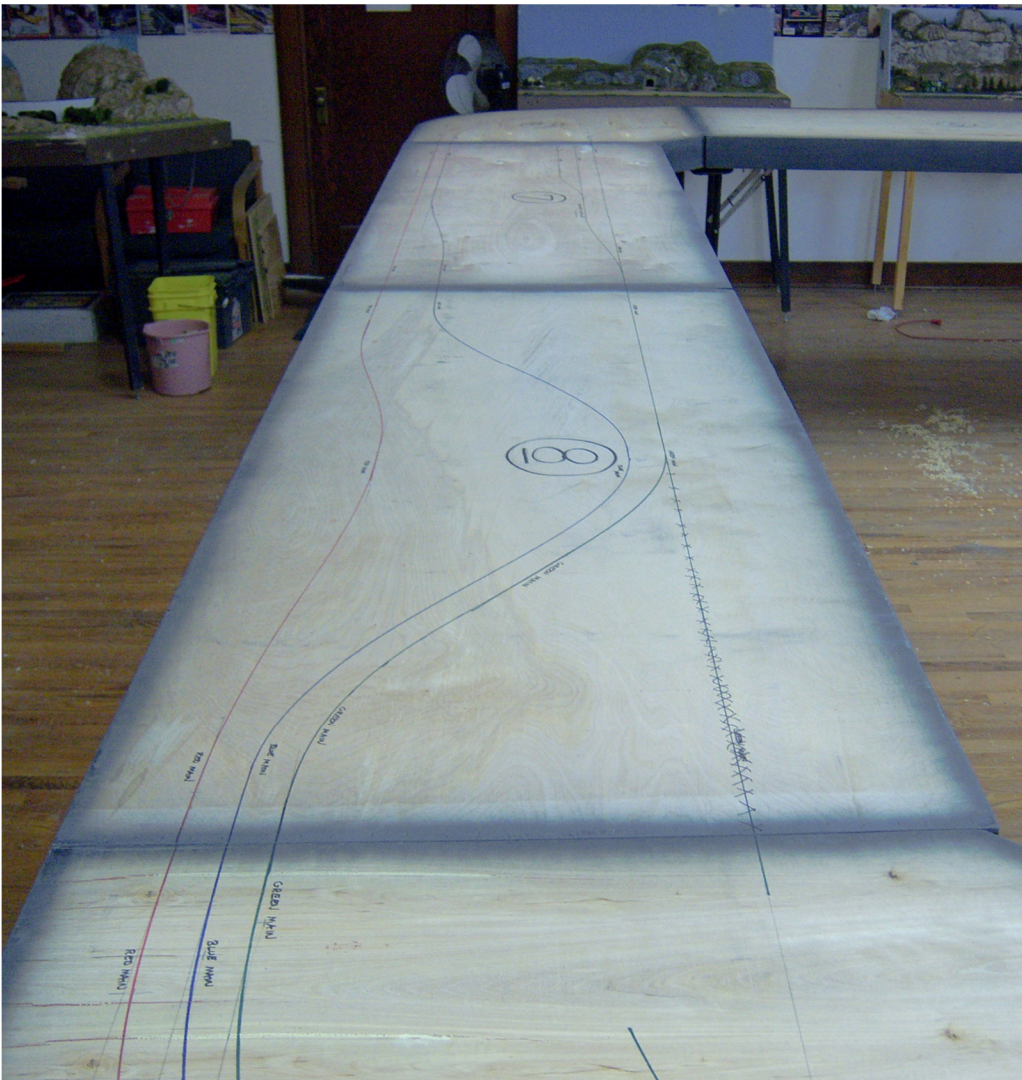
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# The Rear View

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.



(Left) The back side of the WKR N-scale Layout, showing sections 6, 7, and 8. We were laying out the center lines for the three main lines. Red marker was used for the outer Main, while Blue was used for the middle main line, and Green marker for the inner main line.

The premise for the three main lines is the red/outer main is basically a circle with few deviations for high-speed passenger trains. The blue/middle main is allowed to wander back and forth between the two other main lines and is used for long freight trains. The inner/green main is to be used for operations and switching and features the two yards, and all industry sidings. The green main will be DCC controlled.

This occurred during the month of June 2014. We used a

drywall square and 4-foot ruler for the straight lines and used a string compass for the curves. As you can see on section 8, we had intended to bring the main forward with another tight radius curve but thought better of it and scratched it out. All the curves on the corner sections are N-Trak radius specs, except one, and guess what, that one causes all the issues. The troublesome curve is the minimum N-Trak radius of 9-3/4" radius on corner section 6 and it is way too tight for modern locomotives and cars. Just chalk it up to lessons learned.

# The Rear View



(Above) In July of 2014, after being satisfied with the track center lines, we moved on to laying the sub-roadbed. The sections have no frame, and the top is  $\frac{1}{4}$ -inch plywood, so we decided to use  $\frac{3}{4}$ -inch plywood, cut into HO-scale roadbed shape as a firm underlay for the track.. Straight lines were easy, we just glued the strips in place. For the curves, we first marked the centerline on the top of the strip, then cut the strip into 1-1/2-inch sections. When glued in place in the curves, the inner parts touched while the outer parts left gaps. These gaps were later sealed with spackling. On the center yard sections you can see the straight edge and some of the paper templates we used in laying out the centerlines as we tried out our ideas on full-sized templates with pencil first.

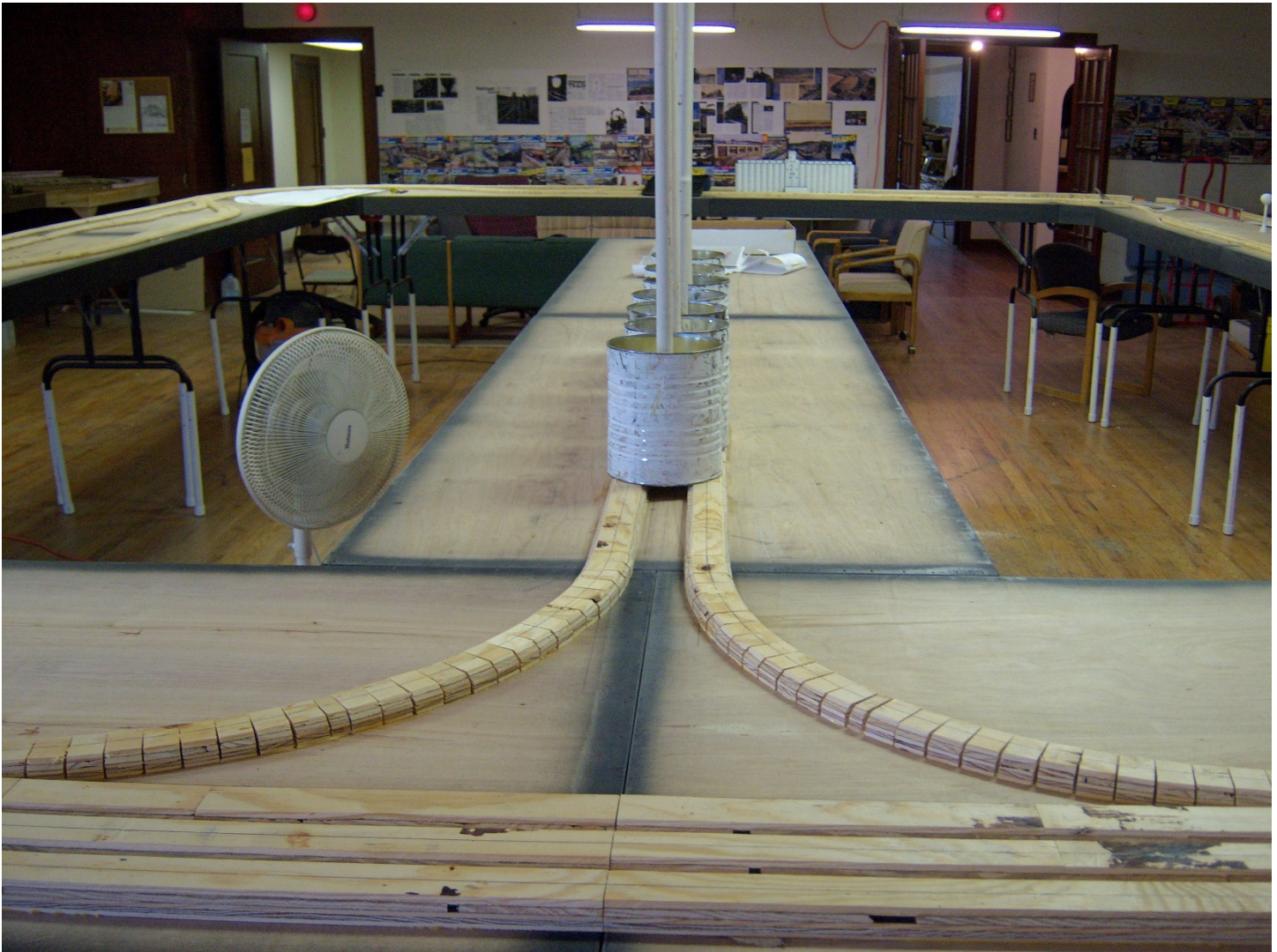
Once all the sub-roadbed was in place, the first procedure was to fill any gaps with lightweight spackling. After drying, a belt sander was used to lightly go over all the top surfaces while a detail sander was used to sand the sides. We attempted to remove any surface imperfections as they only magnify from this point forward. When laying out the future industries, we attempted to use the structures we already had to see how it fits as in sections 11/12 above where the concrete plant was test fitted.





# The Rear View

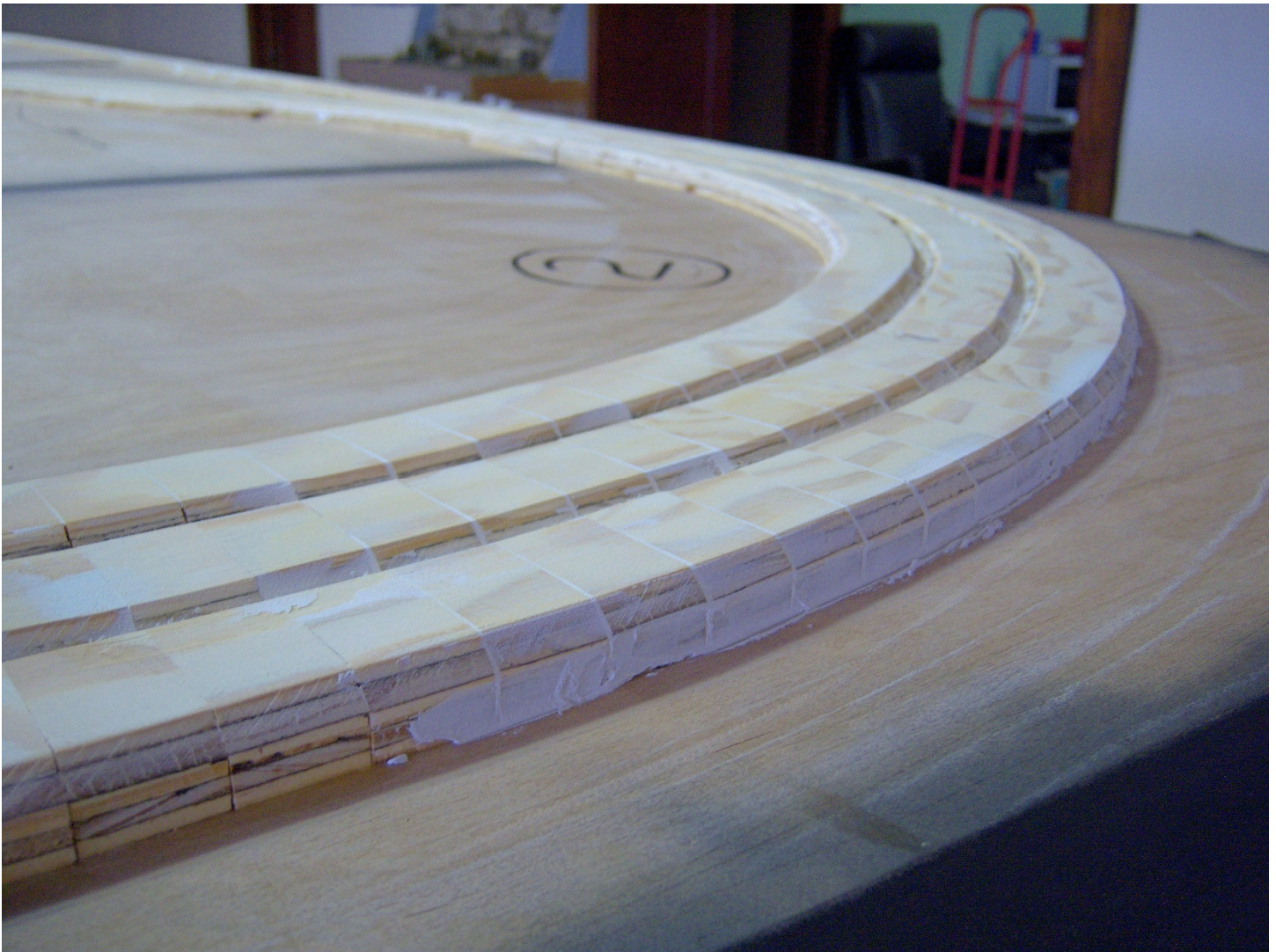
By the end of July 2014, we had the sub-roadbed in place. (Below) This is a good view of the process of gluing the straight pieces of sub-roadbed in place at the entrance to the yard sections. Glue was applied to the section and placed into position. Various types of weights were used to apply force during the curing process, sometimes the cement filled stanchions were used, other times we used empty milk bottles (quarts and gallons) filled with water for the task. On the yard sections, only the main line shown here had the plywood sub-roadbed underlay. The line enters the yard sections, loops around at the other end and returns to the entrance. All yard tracks are simply mounted to the foam inserts (described in future issues).



# The Rear View

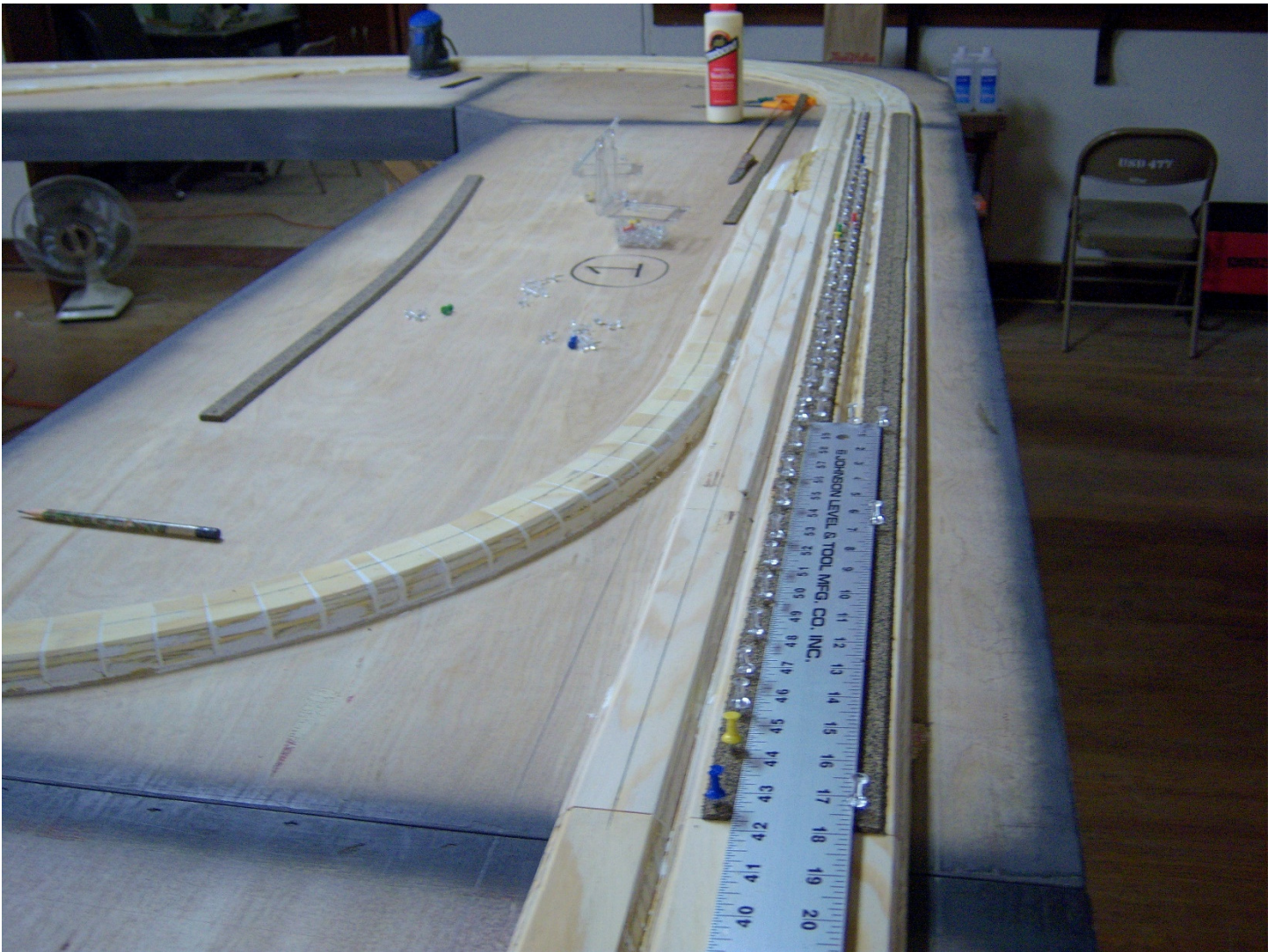


(Below) This view is corner section 2 where the gaps in the sub-roadbed have been filled with lightweight spackling. After drying, a belt sander was used to smooth the top (track) surfaces, but you need to be careful, or you can rapidly change the camber where the roadbed might slope to the inside or outside (ask me how I know this). Once complete, a palm detail sander was used to smooth out the sides and valleys. Taking your time is imperative as every error not corrected now leads to much greater problems later.





# The Rear View



(Above) Once all 16-sections have been sanded and vacuumed to remove any dust, it's time to move on to the cork roadbed. In this view, section 1 is having cork applied to the Blue middle main line. The track centerline is scribed on the top of the wood base. The cork sections are pulled apart and applied in a staggered pattern. On line 2, we started with the cork on the right side of the centerline, then added two sections on the left side. You want to overlap sections so as not to create a seam all the way across. It is advised to use a straight edge for all mounting and the straight edge itself was tacked down to prevent shifting. A thin layer of wood glue is applied to the wood, then the cork section is placed and tacked down until dry. If you notice an error now, you can apply water, let the glue soften, reposition and tack down again.

# The Rear View



(Below) By the end of July 2014, we were well underway adding the cork roadbed. Here is Section 1 with the cork roadbed installed and sanded smooth and is thus ready for laying track, but the rest of the cork roadbed comes first...





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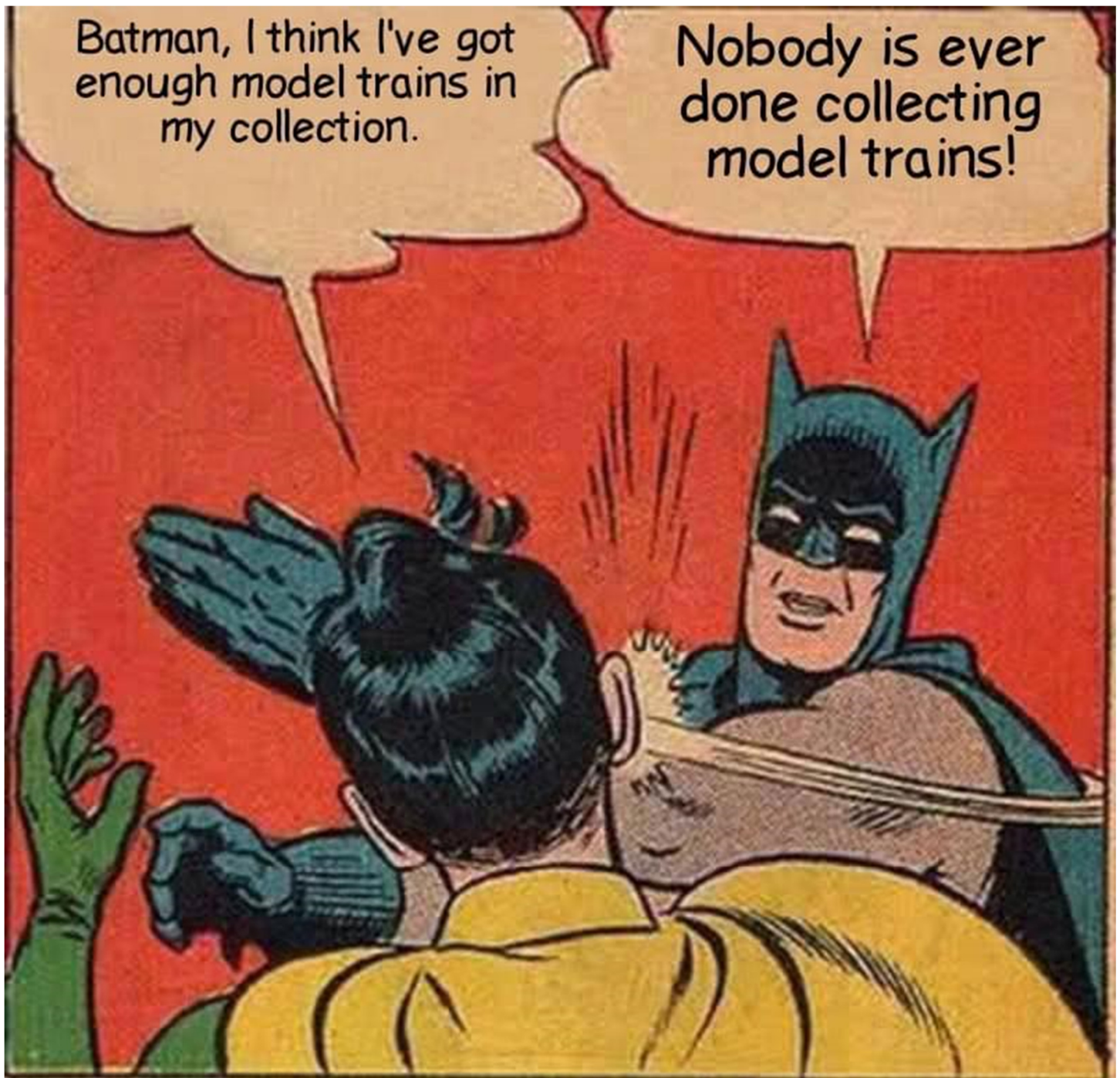


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## On The Road...

### The Next Show We Are Attending

Dave, Deb, & Mike will be at the **Rocky Mountain Toy Train Show** in Denver Colorado at the **National Western Complex** on April 6<sup>th</sup> from 10:00am to 5:00pm, & April 7<sup>th</sup> from 10:00am to 4:00pm.

Jeff will be at the **Nebraska Iowa Railroaders Train & Toy Show** in Papillion Nebraska at the **Papillion Landing** on April 6<sup>th</sup> from 9:00am to 4:00pm, & April 7<sup>th</sup> from 9:00am to 2:00pm.



## 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 life-long 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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# Oddballs

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

---

## Steam Turbine Locomotives

From Wikipedia, the free encyclopedia

A **steam turbine locomotive** was a steam locomotive which transmitted steam power to the wheels via a steam turbine. Numerous attempts at this type of locomotive were made, mostly without success. In the 1930s this type of locomotive was seen as a way both to revitalize steam power and challenge the diesel locomotives then being introduced.



### Advantages

- High efficiency at high speed.
- Far fewer moving parts, hence potentially greater reliability.
- Conventional piston steam locomotives give a varying, sinusoidal torque, making wheel slip much more likely when starting.
- The side rods and valve gear of conventional steam locomotives create horizontal forces that cannot be fully balanced without substantially increasing the vertical forces on the track, known as hammer blow.

### Disadvantages

- High efficiency is ordinarily obtained *only* at high speed and high-power output (though some Swedish and UK locomotives were designed and built to operate with an efficiency equal to or better than that of piston engines under customary operating conditions including part-load). Gas turbine locomotives had similar problems, together with a range of other difficulties.
- Peak efficiency can be reached only if the turbine exhausts into a near vacuum, generated by a surface condenser. These devices are heavy and cumbersome.
- Turbines can rotate in only one direction. A reverse turbine must also be fitted for a direct-drive steam turbine locomotive to be able to move backwards.



The **General Electric steam turbine locomotives** were two locomotives built by General Electric for Union Pacific in 1938.

The two locomotives were delivered to UP in April 1939, and they completed test runs and participated in a variety of publicity events for the railroad, including the grand opening of the Los Angeles Union Passenger Terminal, the world premiere of Cecil B. DeMille's film *Union Pacific*, and an

inspection by President Franklin D. Roosevelt. While the locomotives displayed excellent acceleration and could maintain schedules better than conventional steam locomotives, they were also unreliable and expensive to maintain. They never entered regular revenue service.



# Oddballs

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

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The **Chesapeake and Ohio class M-1** was a fleet of three steam turbine locomotives built by the Baldwin Locomotive Works for the Chesapeake and Ohio Railway in 1947–1948 for service on the *Chessie* streamliner. As diesels became more prevalent following World War II, the C&O was one of several railroads that were reluctant to abandon coal as a fuel source, and saw steam turbine technology as a possible alternative to diesel. At the time of its construction, it was the longest single-unit locomotive in the world.

Defying the usual convention, the M-1 was arranged with its boiler in the rear and the coal bunker in the front. The turbine-generator system meant that the M-1 contained no cylinders. The reduced number of moving parts meant that, in theory, the M1 required far less maintenance than a conventional steam locomotive. Its designers predicted that it could make a round trip between Washington and Cincinnati without servicing.

The C&O cancelled the *Chessie* in 1948, before it ran in revenue service, depriving the M-1s of their reason for existence. The M-1s themselves proved expensive to operate and mechanically unreliable. The locomotives were scrapped in 1950.



# Oddballs

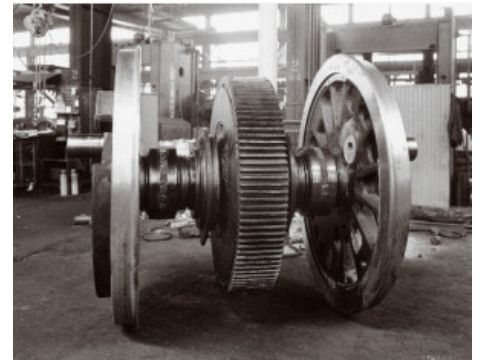
Every so often an idea or product just doesn't catch on and is not mass produced.

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## Pennsylvania 6200 turbine locomotive

The first of several turbine projects the Pennsylvania considered was also the only one that produced an actual locomotive: steam-turbine-mechanical No. 6200. Pennsy ordered it from the Baldwin-Westinghouse team in the early 1940s, but wartime material restrictions delayed construction and increased the weight of the design. The sole member of PRR class S2 was completed in September 1944 with a 6-8-6 wheel arrangement, rather than 4-8-4 as first planned. It burned coal, of which PRR was the nation's leading hauler.

The S2 looked much like a conventional steam locomotive, except that, instead of cylinders and main rods, it used turbines geared to the driving wheels. Steam was fed into a 6,900 hp turbine mounted on the locomotive's right-hand side. The turbine powered a modified version of a marine gearbox driving the two center axles; side rods carried power to the outer two sets of driving wheels. This large turbine was for forward motion only; a smaller, 1,500 hp unit on the fireman's side was used for reverse. While the turbine drive was a bold step, the S2 followed standard reciprocating steam-locomotive practice as closely possible.



It was apparent soon after the Pennsylvania 6200 turbine locomotive hit the rails that it would not be worthy of duplication. The S2 was stored in 1949, never to run again.





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WKR Update 4/3/24

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Boot Hill Model Railroad Club Train Show 2024 - Jim...



Boot Hill Model Railroad Club Train Show 2024 - Mark...

<https://www.youtube.com/watch?v=bI2uCenkoMM>

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Start	Tuesday, June 18, 2024
End	Sunday, June 23, 2024
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For the **NRail** website, click here: **<https://nrail.org/>**

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# Boot Hill Model Railroad Club Train Show 2024



The 2024 version of the annual **Boot Hill Model Railroad Club Train Show** was held in Garden City, Kansas on the 9<sup>th</sup> and 10<sup>th</sup> of March.

Due to last minute circumstances The WKR N-scale layout was not able to display at the show, however we did get some good photos and videos to share.



(Left) The largest layout by far was the Free-mo layout in HO-scale. Three Free-mo clubs, plus many individuals brought modules that were assembled into a large layout.

The Free-mo standards not only allow for large layouts, but also operations-based running, plus an astounding amount of detail.



# Boot Hill Model Railroad Club Train Show 2024

Free-mo...





# Boot Hill Model Railroad Club Train Show 2024

Hector Coss of Lewis, Kansas displayed his N-Trak based N-scale layout.



The layout can handle long trains, and the scenery is enhanced each year.

(Below) One of the corner modules features an N-scale representation of his home and hay operation, including a center pivot irrigation system.

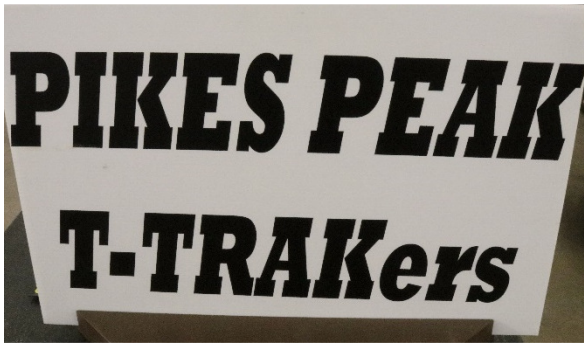


# Boot Hill Model Railroad Club Train Show 2024

## Hector Cross...

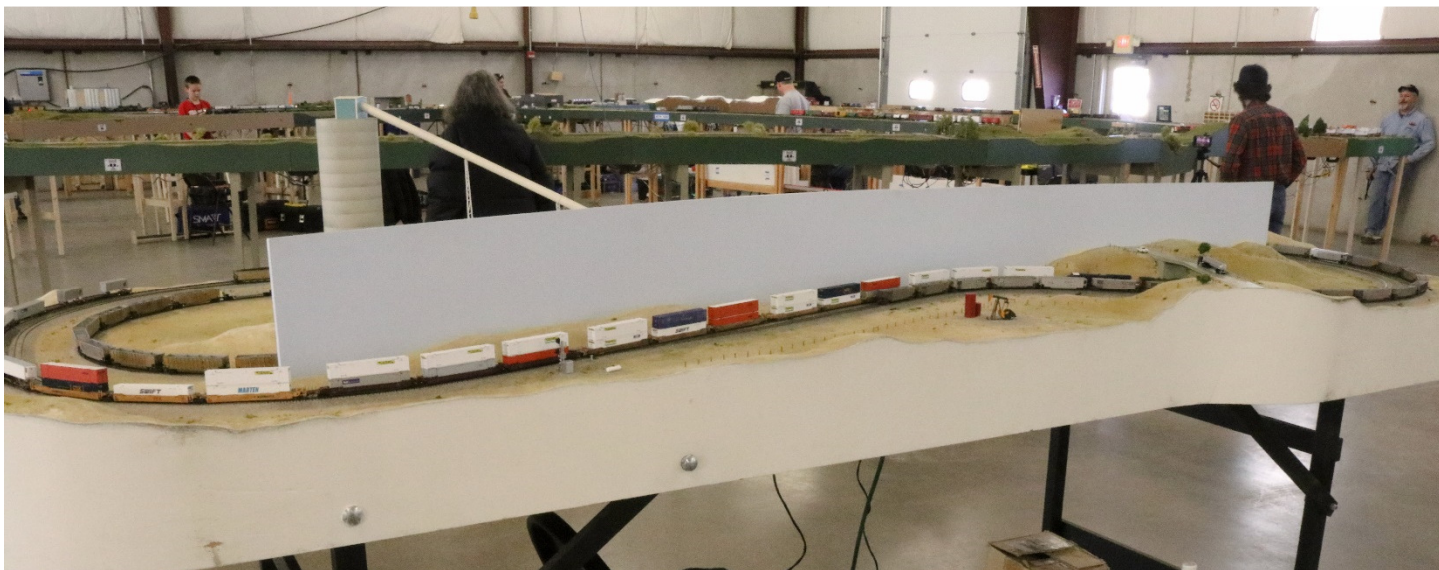


# Boot Hill Model Railroad Club Train Show 2024

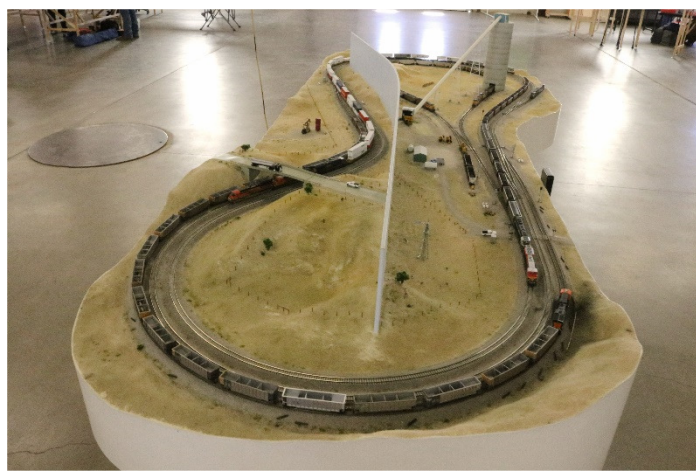


(Above) The **Pikes Peak T-TRAKers** made the trip from Colorado Springs, Colorado to Garden City, Kansas (about a five-hour drive) to display their T-Trak modues.

# Boot Hill Model Railroad Club Train Show 2024



(Above) Sylvester Rodriguez of Garden City, Kansas displayed his highly-detailed N-scale layout depicting a coal flood loader scene.



# Boot Hill Model Railroad Club Train Show 2024



(Left) Jim Adams of Lakin, Kansas showed off his eye-catching and highly-detailed HO-scale layout. This is his home layout that he also takes to train shows. He started out with the “U”-shaped sections on the upper left, then added two more sections.



# Boot Hill Model Railroad Club Train Show 2024

Jim Adams...



# Boot Hill Model Railroad Club Train Show 2024



Mark Fisher of Ingalls, Kansas showed his extremely-detailed On30 1800's logging layout.



# Boot Hill Model Railroad Club Train Show 2024



Boot Hill Model Railroad Club  
Train Show 2024 - Pikes Pe...

Pikes Peak: <https://www.youtube.com/watch?v=88zyef5ZcSE>

Hector Coss: <https://www.youtube.com/watch?v=NVEV7hMIzmQ>



Boot Hill Model Railroad Club  
Train Show 2024 - Hector...



Boot Hill Model Railroad Club  
Train Show 2024 - Sylvester...

Sylvester Rodriquez: <https://www.youtube.com/watch?v=eIay0XALMUs>

Free-mo Part 1: <https://www.youtube.com/watch?v=zTJhtiDCdSI>



Boot Hill Model Railroad Club  
Train Show 2024 - Free-mo...



Boot Hill Model Railroad Club  
Train Show 2024 - Free mo...

Free-mo Part 2: <https://www.youtube.com/watch?v=u13C6RHv0gY>

Mark Fisher: <https://www.youtube.com/watch?v=bI2uCenkoMM>



Boot Hill Model Railroad Club  
Train Show 2024 - Mark...



Boot Hill Model Railroad Club  
Train Show 2024 - Jim...

Jim Adams: <https://www.youtube.com/watch?v=a4cFTg4yn4k>



# 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.

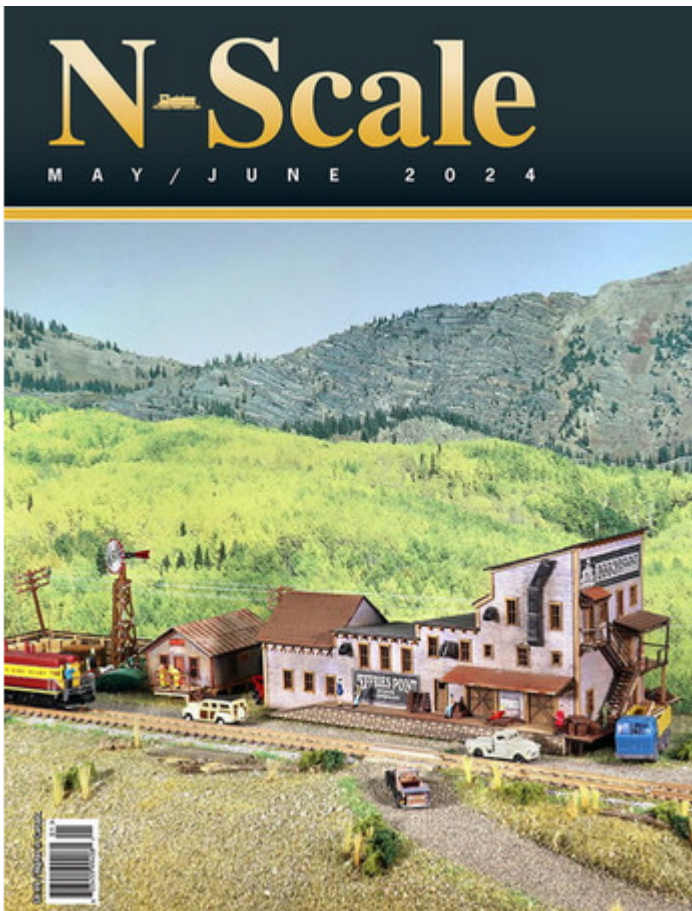


The Free-moN layout at the National Train Show in Salt Lake City, UT, July, 2019 (Mark Watson ph

### [A Brief History of Free-moN](#)

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.

Click here for the Free-moN website: <http://free-mon.net/>



## IN THE CURRENT ISSUE

**Review: Jeffries Point Barrel & Stave Co.**  
Bar Mills Scale Model Works  
by Dennis Murphy

### Planning a Harbor

Part 1

Article by Dave Pomarenski, Photos by Dave Pomarenski & Dennis Betschieder

### In Pursuit of WOW

Part 21 – Laying the Groundwork for Water Street  
by Dennis Machlica

### Tribute to Seattle

Part 2

by Tim Jordan

### The Short & Nn3arrow

Modeling the Pacific Coast Railway, Part 20:  
Flatcars, Gondolas & Stock Cars, Oh My!  
by Thomas Knapp, MMR #101

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The **Missouri Pacific Historical Society** is a non-profit organization, founded in 1980 with roots that go back to 1974. We preserve and promote the history of the Missouri Pacific Railroad and its affiliates, which spanned the south and west of the United States dating back to the 1850s.

Click this link for the MPHS website:  
<https://mopac.org/>

## What Memberships Offer

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.

Membership in the MPHS is not limited to persons in the U.S. Members outside of the U.S. are always welcome. All payments must be in US Dollars.

*Please note that you do NOT need an MPHS membership to create a free account and shop in the company store.*

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- ✓ Annual Calendar
- ✓ Discounts in Our Shop
- ✓ Additional Website Access & Benefits
- ✓ Multiple Membership Tiers

[Find Out More](#)

For the MPHS Facebook page, click here: <https://www.facebook.com/groups/1778975332416533>



My greatest fear when I die  
my wife will

sell my trains for what I told  
her they cost.

# WKR Update



(Left) It's that time of year, before unloading the layout from the LTV, we first did a through vacuum of the train room, then sprayed for the creepy crawlers.

(Right) Needing more storage cabinets, the Purchasing Department was able to acquire four more vinyl cabinets. The first two went on the dividing wall.

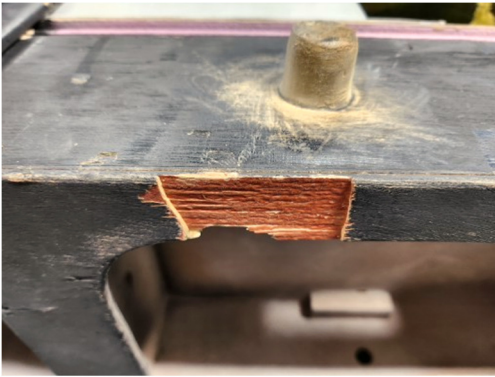


(left) To add the new cabinets, we first moved the chest of drawers to the utility wall then added the short cabinet. The chest of drawers is nearly full of locos and rolling stock, while the short cabinet is the new home to all the "weathering" effects such as powders, paints, pencils and more.



(Above) the back wall received two new cabinets as well.

# WKR Update

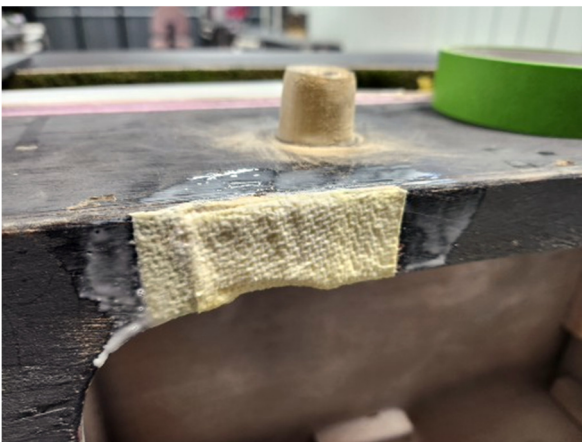
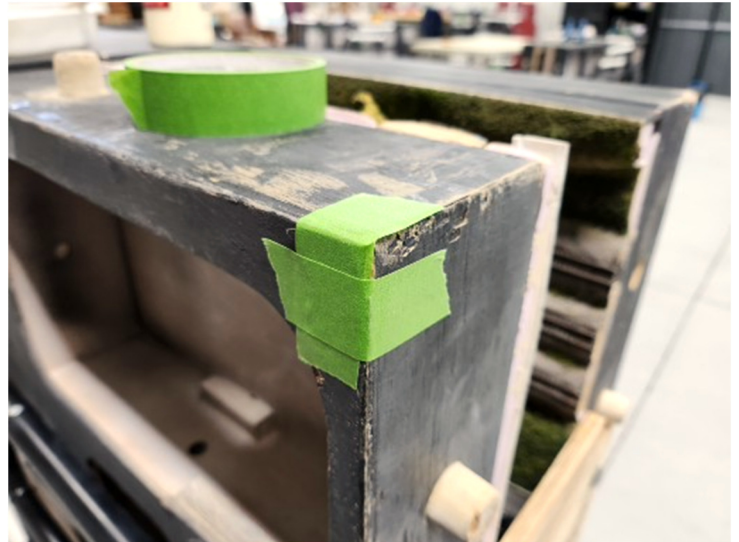


(Left/Right) We are starting to inspect the layout sections before assembly. Sections 1 and 14 both took some hits during transport, so we need to repair these sections before they become a larger problem. The method of choice is “Fiberpaper”.



(Left) The ingredients for “Fiberpaper” are paper towels and wood glue. You will also need a small pan and we prefer the sponge brushes.

(Right) The corner of section 1 was more severely damaged (above right) where a strip was pulling off. We first applied wood glue to the inside, then used masking tape to hold it in place while it dried overnight.



(Left) Wood glue was first applied to the area (above left) then several layers of paper towel torn into strips were added in layers, each layer saturated with wood glue (very similar to working with fiberglass)

(Right) The opposite corner of section 14 also took a hit with a lost section of plywood, so a patch was installed. Once dry, these patches are hard as rocks and after light sanding, they will be painted flat black, so they won't be noticeable unless you know where to look.





## Featured Brand: Jackson Railcar



Jackson Railcar H82030 -  
Warehouse Rack (Large) -  
HO Scale



Jackson Railcar H82029 -  
Warehouse Rack (Midwest)  
- HO Scale

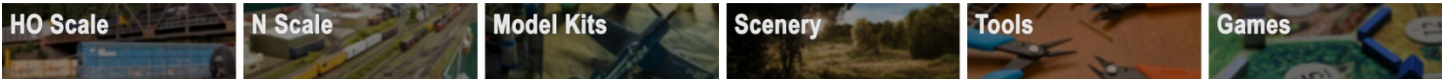


Jackson Railcar H82022 -  
Bulk Container - Open 3x3  
(4 pck) - HO Scale



Jackson Railcar H82021 -  
Bulk Container - Open (6  
pck) - HO Scale

**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/>

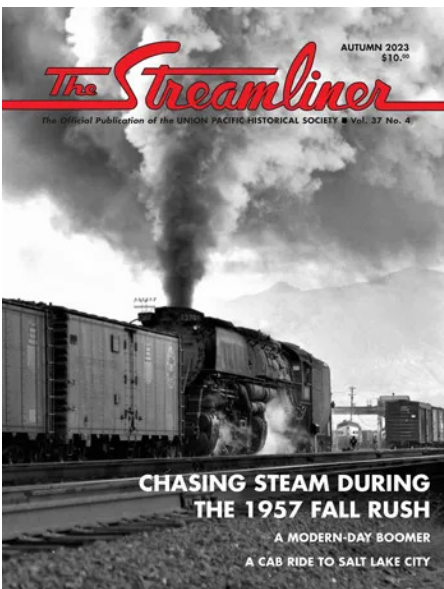
Click this link for the MMR Facebook page: <https://www.facebook.com/MidwestmodelRailroad>



### Welcome to the Union Pacific Historical Society!

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

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.

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

products.

- *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.

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

For the Facebook page of the UPHS, click here: <https://www.facebook.com/profile.php?id=100069786331658>





## **Herington Railroad Days – 2024**

**Model Railroading and Railroad Memorabilia Show! Over 11,000 sq. ft. of vendor space and operating layouts.**

**April 27, 2024 – 9 am – 5 pm**

**April 28, 2024 – 10 am – 4 pm**

**Herington Community Building, 810 South Broadway**

**Herington, Kansas**

**Public Admission by Donation (Suggested \$5 per person).**

**All proceeds benefit the Herington Historical Society and Museum.**

**For further information please contact: [heringtonrailroaddays@gmail.com](mailto:heringtonrailroaddays@gmail.com)**

**Phone: (316) 258-4500**

- **Buy/Sell/Trade Model Trains, equipment, and railroad memorabilia**
- **Operating Model Railroad Layouts**
- **Concessions**

- **Plenty of parking**
- **Visit the Herington Historical Museum and Railroad Baggage Car Annex**
- **Clinics and Workshops**

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*Long Last!*

**We have a date & venue!**



MID CONTINENT REGIONAL ANNUAL CONVENTION

**Thursday, Friday, Saturday**  
**June 13<sup>th</sup>, 14<sup>th</sup>, 15<sup>th</sup>**  
**2024**

**Location:**

**Ramada Midtown Conference Center**  
**2503 S. Locust Street**  
**Grand Island, NE 68801**  
**(308)384-1330**

They are accepting reservations now. (to get "block price" of \$147.00 plus tax, no later than May 13<sup>th</sup>) We have a block of rooms.

**Activities:**

Clinics  
Contest Room w/NMRA judging  
Layout Tours  
Spouses Events  
Prototype Activities  
Train Show  
Door Prizes  
Banquet, Saturday Evening

**Registration forms and vendor registration forms to follow.**  
**Registrar ... Whit Johnson, email: [steam2856@gmail.com](mailto:steam2856@gmail.com)**

# Date Book

## April 2024

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

- 6<sup>th</sup> **Spring Train Show (Tulsa Area)** Kellyville, OK.  
Saturday Heartland Toy Train Association – Ricky Custer (405) 612-0690  
Creek County Fairgrounds
- 13<sup>th</sup> & 14<sup>th</sup> **Festival of Trains** Oklahoma City, OK.  
Sat & Sun <https://www.festoftrains.com/>
- 20<sup>th</sup> **9<sup>th</sup> Annual Arkansas City Train Show** Arkansas City, KS.  
Saturday <http://www.wichitatomymuseum.org/>
- 27<sup>th</sup> & 28<sup>th</sup> **Herrington Railroad Days** Herrington, KS.  
Sat & Sun <https://heringtonhistory.org/heringtonrailroaddays/>

## JUNE 2024

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

## JULY 2024

- 13<sup>th</sup> **Heartland Toy Train Show** Stillwater, OK  
Saturday <https://www.ttos-soonerdiv.org/>
- 21<sup>st</sup> – 27<sup>th</sup> **Lionel Operating Train Society Annual Convention** Lawrence, KS.  
Sun – Sat <https://lots-trains.org/>



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**Group for USA Members over 65**

*Modeling is a Health Benefit...*



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# SURFLINER 2024



**The next National Convention:  
2024 SurfLiner, Long Beach, CA**

*The 2024 NMRA Annual Convention is August 4-11.*



**NMRA members get discounts of up to 45% from over 40 companies. Isn't it time you joined?**

[Click here for details](#)

Bear Creek Model RR  
CatzPaw Innovations  
Clever Models  
CMR Products  
Deepwoods Software  
Deluxe Materials

Gatorfoam  
Great Decals  
Gren Frog Productions  
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Jason's Brass Poles  
K.I.S.S. Method  
LAB Prod Productions

Logic Rail Tech.  
Micro-Mark  
Mine Mount Models  
MinuteMan Models  
Modelers Decals  
Model RR Benchwrk  
Model Train Catal.

Motrack Models  
MRC  
NScale Works  
OK Engines  
Old West Scenery  
Ram Track  
RR-CirKits

Rusty Stumps  
Scale Model Plans  
Scalecoat Paint  
Scenery Solutions  
Showcase Miniatures  
Stepcraft  
Team Track

N-Scale Archite  
Train Show  
Tichy Train Grp  
Train Installati  
TrainMaster TV  
UGears  
Unreal Details  
USA Airbrush  
WiFi Model RR

## Partnership Program

*Discounts for NMRA Members*

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>



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

### **My Railroads and Railroad Directory Feature**

In the past, the membership application included space to let people enter their personal railroad information, as well as club railroad information. For more detail and to simplify the membership application, personal and club railroads are now managed under a new *My Railroads* feature. To help describe your railroad, there are a lot more fields available to describe your railroad and your operations scheme. You can also add photos of your railroad, as well as links to your social media and websites.

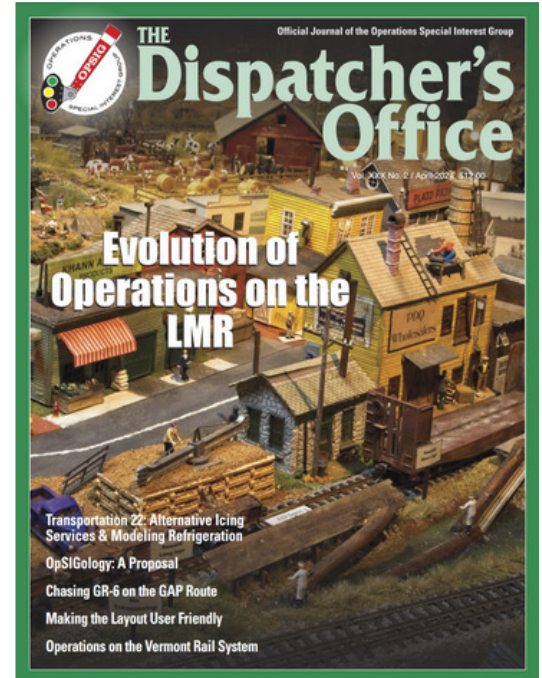
After you've added your railroad, it will appear in the *Railroad Directory*, which is restricted to members of the OpSIG.

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

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

**For the Facebook page of the OPSIG, click this link:**

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





On the Back Cover:

A departing look at the Annual Boot Hill Model Railroad Club Train Show for 2024. This view is part of the colorful Jim Adams HO-scale layout, a crowd favorite.

## The *Main Line*

Publisher & Editor: Robert A. Simmons

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