



The

Main Line

January 2023



National Model Railroad Association

Mid-Continent Region

The Monthly publication of the



Western Kansas Division



One The cover: During a recent Ops Session. The WKR layout suffered a switch point failure. See how the Track Gang made the repair inside...

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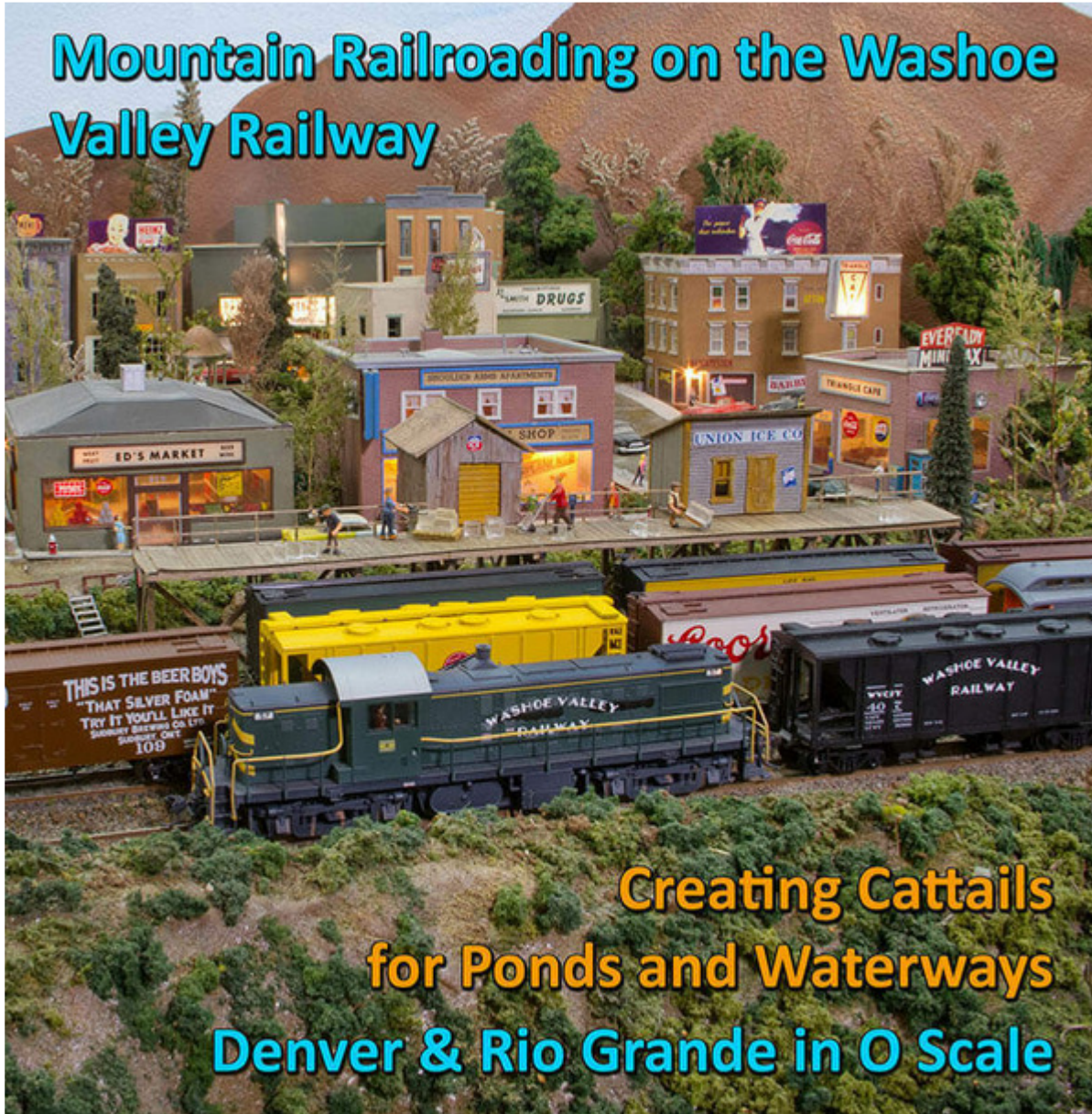
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Trackside Model Railroading™

December 2022
Premium Edition

Volume 10, Number 12

Mountain Railroading on the Washoe Valley Railway



Creating Cattails for Ponds and Waterways Denver & Rio Grande in O Scale

The December 2022 issue is now out!

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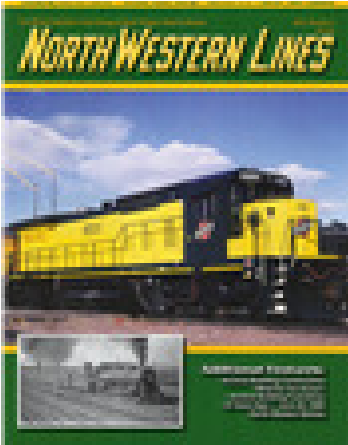


CHICAGO & NORTH WESTERN HISTORICAL SOCIETY



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.

It is a non-profit corporation, chartered in the State of Illinois, and is exempt from Federal income tax under Section 501 (c) (3) of the IRS code. It welcomes monetary donations and also the donation of historic items.



NorthWestern 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 particular issue.

A one-year subscription comes with a membership. And members are welcome to submit news items and articles.

Model railroading is an important component of the C&NWHS. 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.

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Click here to check out the website: cnwhs.org/



The purpose of NRail is to promote N Scale model railroading in all forms, all standards wherever N Scale is present. NRail has been the voice of N Scale model railroading for over 45 years. Starting as NTRAK, it created the first national modular standard, provided the vehicle for N Scale to grow to the second most popular scale in North America, was the birthplace of T-TRAK and today is the home of N Scale model railroading. We welcome all N scalers



Membership in NRail includes:

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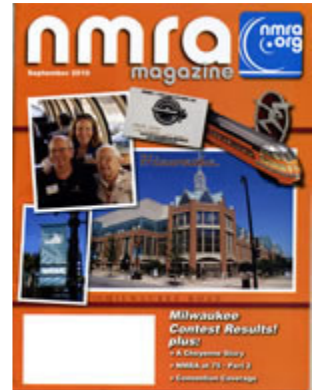
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The NMRA is Member Services...

Being a member of the **NMRA** entitles you to a multitude of services, all geared toward expanding your enjoyment of the hobby. Every month our large, four-color magazine, **NMRA Magazine**, in either print (optional) or digital (included in membership) format, will update you on **NMRA** activities on a Divisional, Regional, and National level. It also includes informative modeling or prototype articles.

In addition, **NMRA** members have exclusive access to Data and Standards Sheets, The Pike Registry, and dozens of other resources.



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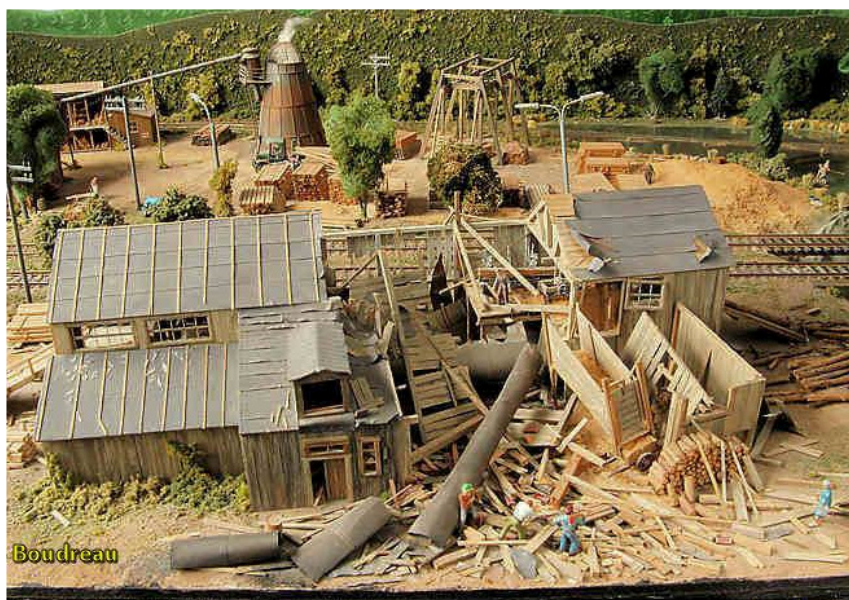
Waiter: "How do you like your steak, sir?"

Sir: "Like winning an argument with my wife."

Waiter: "Rare it is!"

Ideas

Something new starting this issue is a section devoted to modeling ideas and opportunities...



Exploded sawmill scene on my HO scale modules. Scratch built using photos of an area mill that exploded in 1919.

Modeling and photography by Bob Boudreau.

Ideas



It's always fun to push ourselves to model something out of the ordinary.

If you have any ideas for modeling a scene with a difference let me know and we can try to feature your ideas.





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 website. We still love doing the weekend “train shows” and we travel throughout the Midwest.

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.

The Next Show We Are Attending

Dave & Deb will be at **Model Train Convention & Expo** in McPherson Kansas at the **McPherson Community Building**. The show is open Saturday January 14th, 2023, from 9:00am to 6:00pm & Sunday January 15th, 2023, from 10:00am to 3:00pm.





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Recent new videos...



WKR Ops - Session 1 - Train 2
- Move 4 - December 05 2022

<https://www.youtube.com/watch?v=wyomY6WHGak>



WKR Ops - Session 1 - Train 1
- Move 5 - December 9 2022

<https://www.youtube.com/watch?v=af4dc2K3oZM>

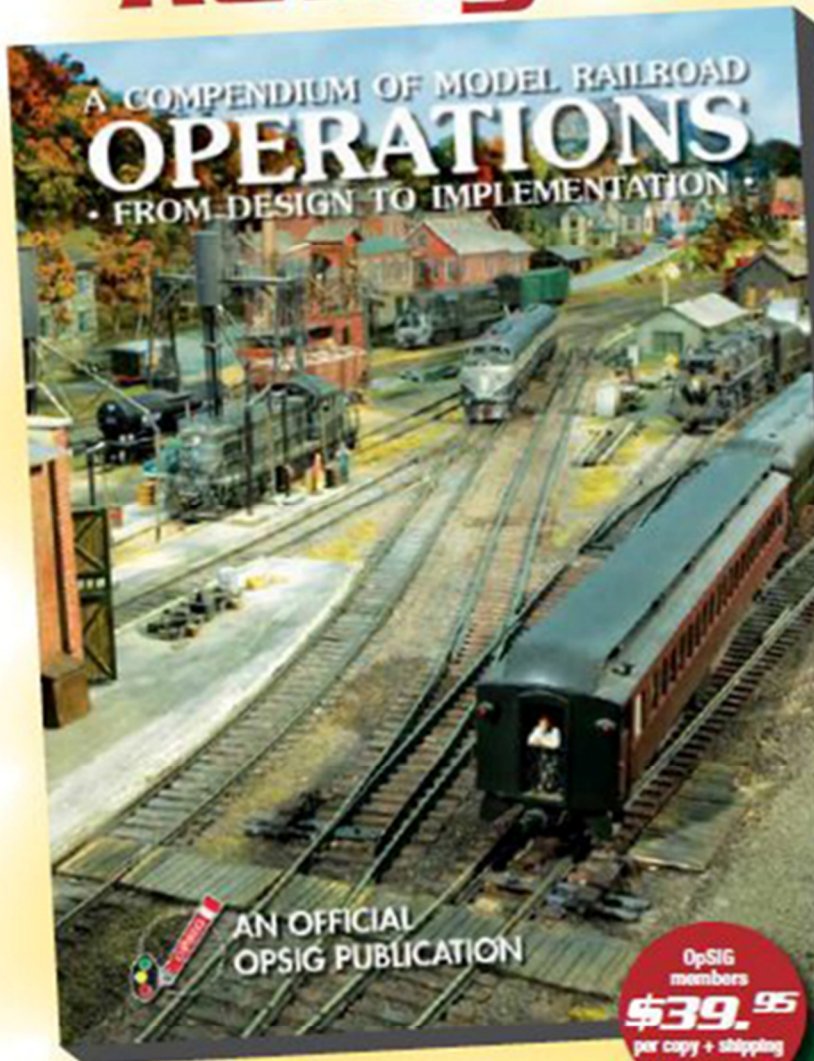


WKR Ops - Session 1 - Train 2
- Move 5 - December 12 2022

<https://www.youtube.com/watch?v=XqdeepF1YF8>

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Dispatcher to OpSIG Publication No. 2, you're ...
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All model railroaders, whether expert or beginner, will find a wealth of useful information in the OpSIG's second publication, **A Compendium of Model Railroad Operations - From Design To Implementation**. A complete guide to all things operations, our latest offering covers every aspect of prototype operations and how to apply them to your model railroad—from design and staffing to yards and paperwork, from communications and signals to dispatching and car forwarding—in 310 full-color pages. Written by ten of your fellow modelers and professionals, **The Compendium** contains more than 350 photos, 120 illustrations, and countless tips, pointers, suggestions, and prototype information to help guide you on your journey. A must for any modeler interested in prototype operations, add it to your library today!

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Our History and Mission Statement

The **Katy Railroad Historical Society**, a nonprofit organization, was formed in Parsons, Kansas, on October 1, 1977, with a nucleus of 43 charter members.

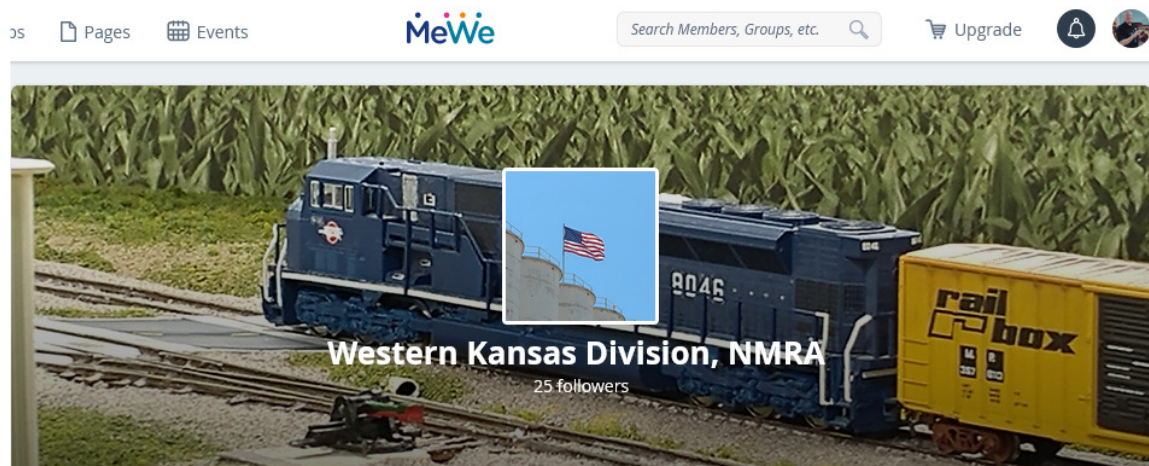
The purpose of the society is to bring together in close association those persons who have a common interest in the Missouri-Kansas-Texas Railroad, known to many as the Katy. To increase the enjoyment of their interest through appropriate activities. These include group trips to points on the railroad, photographic excursions, photo, slide, and video shows, meetings, discussions, and other undertakings of a fundamentally social nature.

The encouragement of members to contribute, as they are able to the collection, compilation and publication of interesting data pertaining to the Katy, including preservation of such information for future reference. The increase of knowledge of and fostering of goodwill towards the M-K-T Railroad among members and the general 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.



Click here for the **Kathy Railroad Historical Society** website: <https://katyrailroad.org/>

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

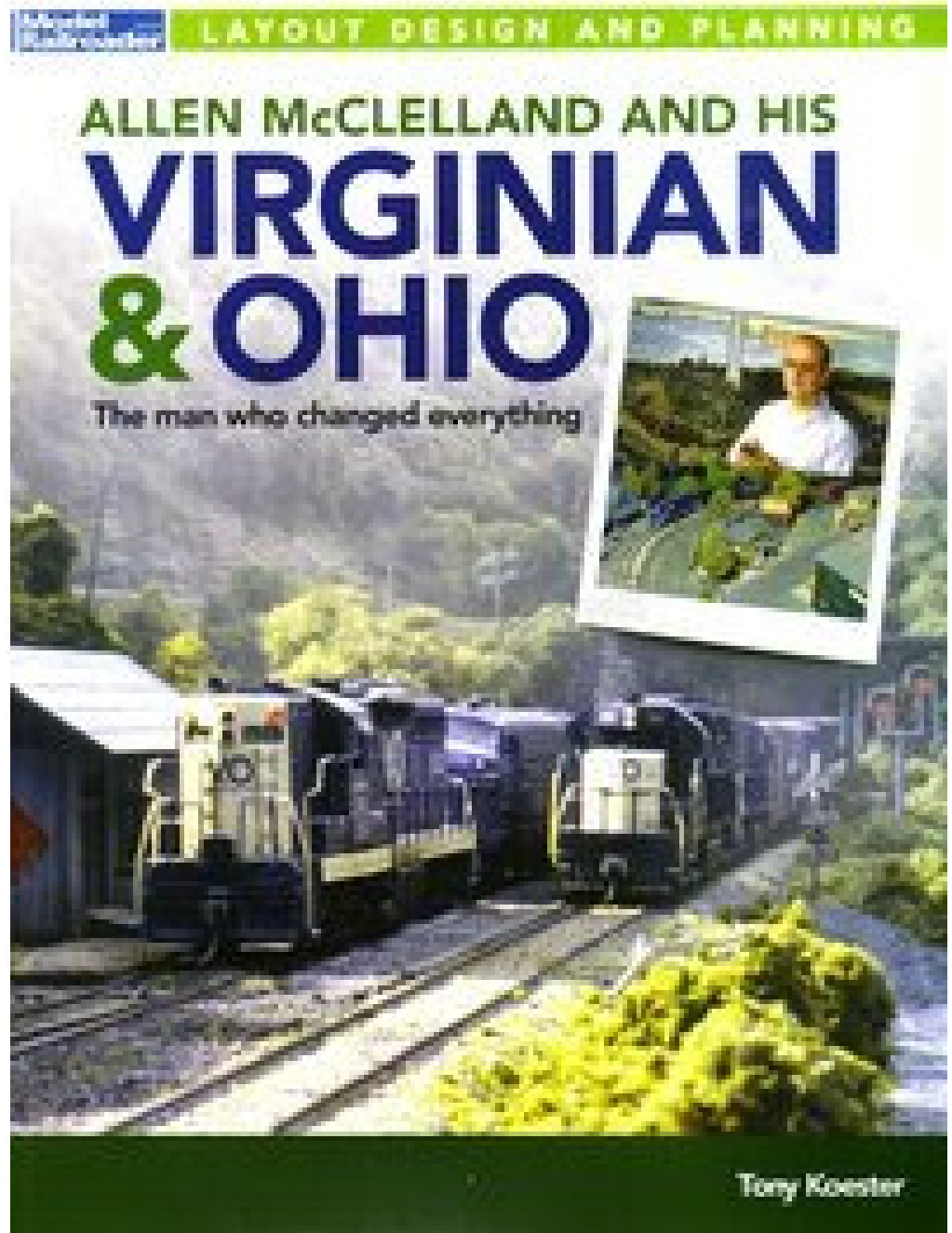


Don't forget to check out the **Western Kansas Division** MeWe page: mewe.com/p/westernkansasdivision

Allen McClelland made a profound impact on model railroading, and his Virginian & Ohio is one of the hobby's best-known layouts of all time.

It pioneered many concepts that later became standards in layout design.

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Real Deal



(Above) On December second, CEFX hopper 635188 was set on the RIP track for wheel replacement along with a flat car load of new wheels.

(Below) December fifteenth saw a pair of unusual visitors paused in the Dodge City yard as part of a westbound train.



The trio of motive power is lead by traditional BNSF 6533, but followed by Norfolk Southern 1139 and Canadian Pacific 8074.

BNSF 6533 was constructed in November of 2012 as a **GE ES44C4**

The **ES44C4** is the newest model in GE's Evolution series introduced in 2009, it is a variant of the ES44AC with an A1A-A1A wheel arrangement, reminiscent to EMD's E-units. It was designed to replace aging DC-traction units, such as the C44-9W, while still giving the benefits of six-axle AC traction. BNSF Railway was the first customer for this type, ordering an initial 25 units numbered 6600-6624.

Real Deal



(Above) BNSF 6533 from the sunny side.

(Below) Norfolk Southern 1139.



Norfolk Southern 1139 was constructed in November of 2014 by EMD as a **SD70ACe**.



The **EMD/Progress Rail SD70ACe** is a six-axle, 4300- horsepower, AC-traction diesel locomotive which was first introduced in 2004 and was produced from 2005-2015. The SD70ACe is no longer in production in the United States due to its EMD 710 engine's failure to meet EPA Tier 4 emissions regulations. (It has now passed tier 4 regulations and is now designated SD70ACeT4)

Real Deal



A visitor from the great white north, **Canadian Pacific 8074** was the third in the power trio.

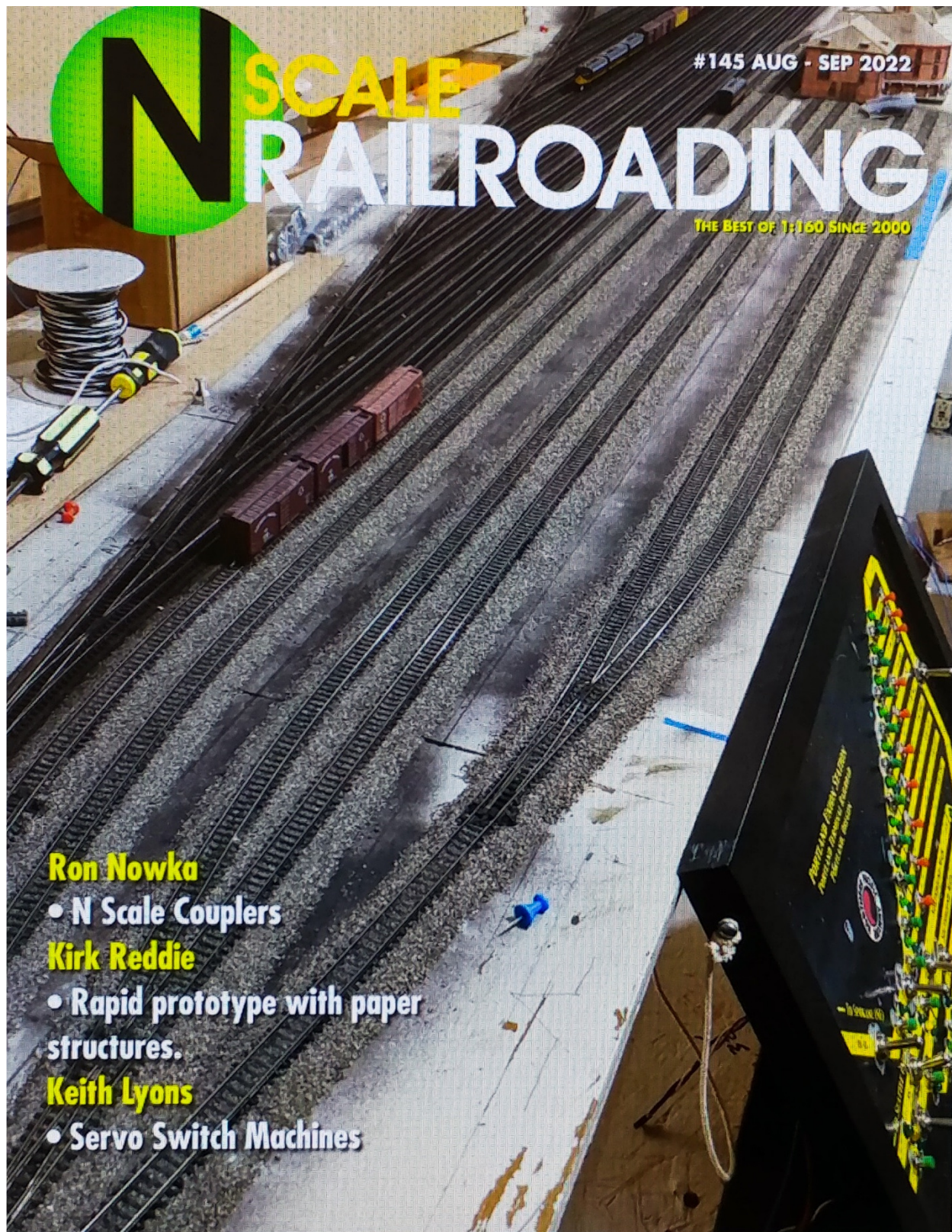


Canadian Pacific 8074 was brought to life in September of 1995 as a **GE AC44CW** numbered as **9540**. Later, Canadian Pacific had the unit rebuilt as a **GE AC4400CWM**.

The **GE AC4400CW**, sometimes referred as "**AC44CW**" is a 4,400 horsepower diesel-electric locomotive that was built by GE Transportation Systems between 1993 and 2004. It is like the Dash 9-44CW, but features AC traction motors instead of DC, with a separate inverter per motor.

Rebuilds

In 2017 Canadian Pacific Railway requested that General Electric modernize 30 of its 9500 and 9600-series AC4400CW units. The original units had the original front cab completely removed and upgraded to current GE standards with upgraded electrical systems including PTC and FTO systems. Other improvements GE has made include up to 10 percent fuel efficiency gains, 40 percent increase in reliability and 50 percent increase in haulage ability. The units were subsequently placed into service with the designation **AC4400CWM** (for **Modernized**). The first batch of rebuilds (8100-8129) also had their original Steerable trucks replaced with GEs High Adhesion trucks, where later batches each individual engine kept the trucks they already had.



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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, 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.

Join the Operations SIG!



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 as long as they remain members of the OpSIG. Other member services available through the OpSIG.org members-only section of the website include a membership directory, event calendar, and a railroad directory to help promote your railroad and your operating sessions.

Click the link for the OPSIG website: www.opsig.org/



For the OPSIG Facebook Page, click this link: www.facebook.com/OperationsSIG

We told the new guy to catch the sparks because we recycle them





Welcome to the Union Pacific Historical Society!

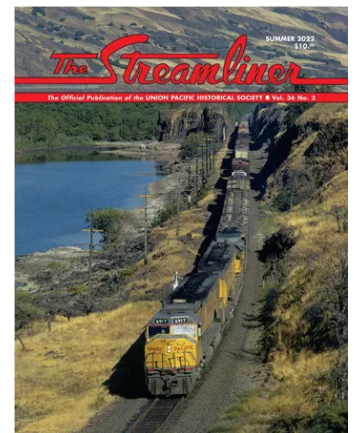
Founded in 1984, **UPHS** is an independent, non-profit organization dedicated to preserving and sharing the history of the Union Pacific Railroad. As of the beginning of 2016, the Society has about 1,900 members. Historians, railfans, employees, and modelers have found the UPHS to be a matchless source 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.

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** (for those in the USA over 25 as well as all those abroad) 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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December 2022 MRH

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For the **Midwest Model Railroad** website, click here: <https://midwestmodelrr.com>



Oddballs

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

Ingalls 4-S



At the end of World War II, **Ingalls Shipbuilding**, based in Pascagoula, Mississippi, developed plans for a line of diesel-electric locomotives to serve the expected post-war market. Five models were projected; the first, and as it proved only, to be built was a prototype of the largest, the model **4-S**.

A single demonstrator was planned in December 1945, and built in March 1946, numbered #1500. The design of the locomotive was considered advanced, including a "turret cab" arrangement, which improved the crew's vision. The prime mover selected for the locomotive was the inline-8 65LX8, based on a marine diesel engine built by Superior Engines & Compressors. The 4-S produced 1,650 hp of which 1,510 hp was available for tractive effort by the locomotive's electric drive so was marketed as 1,500 horsepower.

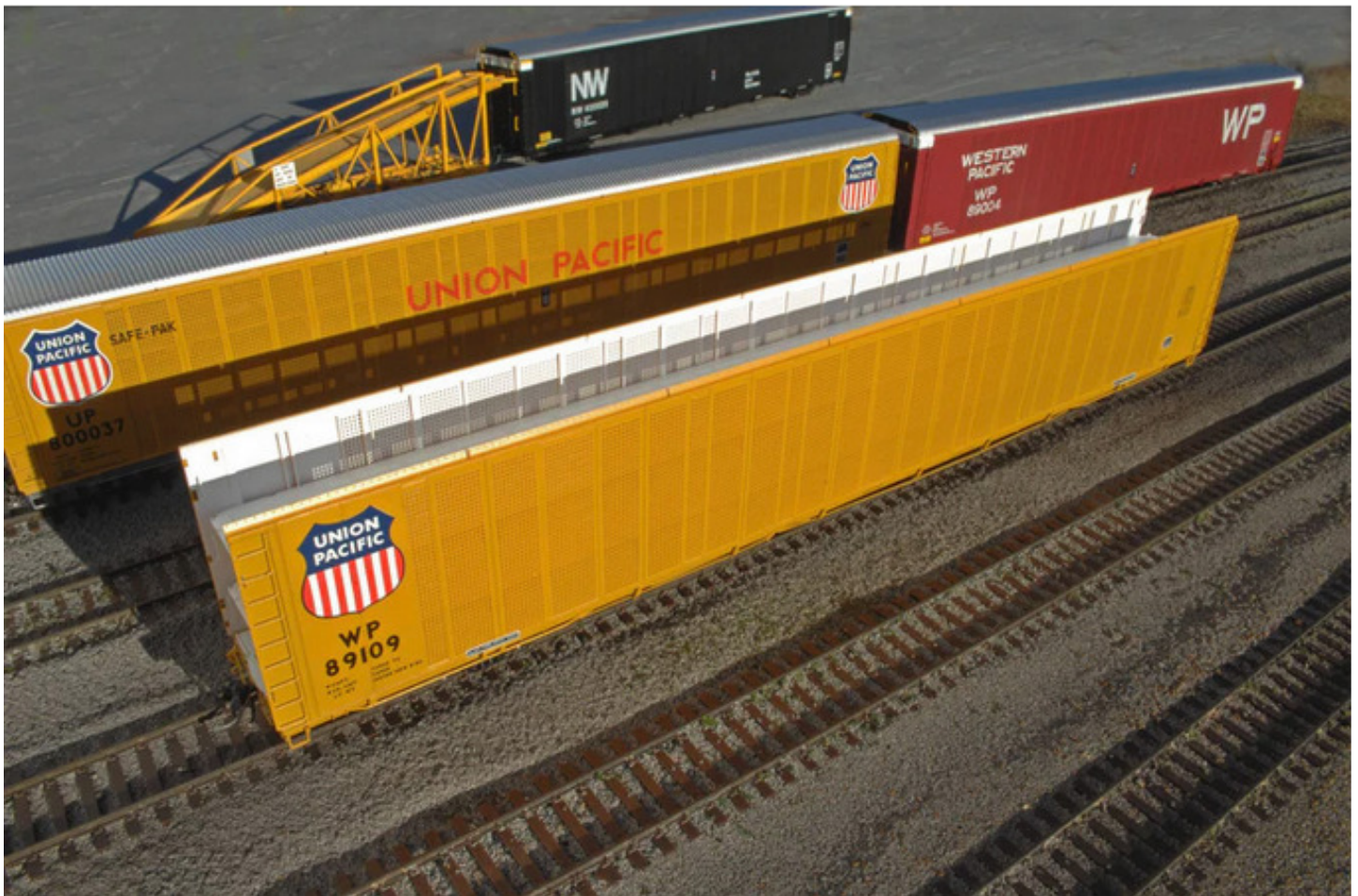
The 4-S demonstrator was tested by a number of railroads, but the lack of orders combined with issues with the supply of components resulted in Ingalls electing to abandon its plans for locomotive construction; the sole 4-S was the only locomotive they ever built. It was sold to the Gulf, Mobile and Ohio Railroad for \$140,000 in June 1946, where it received the road number 1900.

In 1966, the railroad traded it in to EMD as partial payment for new SD40s. It was offered to the Illinois Railway Museum for \$3,000, but the museum was unable to raise the funds. When no other buyers materialized, it was sold to Pielet Brothers in 1967, where it was scrapped.



Model Railroad News

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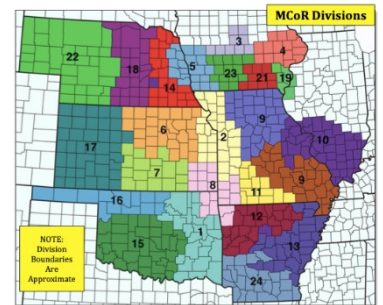


New name in the hobby, **Roka**, is promoting it has HO-scale Safe-Pak models available...

<https://rokamodels.com/>



Since 1990, the leadership of **MCoR** 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.



Click here for the **Mid-Continent Region**, NMRA website: www.mcor-nmra.org/



Mid-Continent Region, NMRA

Public group · 445 members

For the latest information on the Mid-Continent Region, check out the **Facebook** page. The continuously updated page features activities, new products, layout videos, operation videos, layout progress and a lot more.

Click here for the Mid-Continent Region, NMRA Facebook page: www.facebook.com/groups/



Railroad Model Craftsman December 2022

Features:

Pennsylvania Railroad's Buffalo Line •

by Otto M. Vondrak — This route was home to heavy traffic requiring helpers over Keating Summit.

Steve Mallery's PRR Buffalo Line •

by Phil Monat — This layout captures late-era Pennsy operations from Harrisburg to Buffalo in HO scale.

Ken McCorry's PC Buffalo Line •

by Phil Monat — Penn Central-era operations are represented on this barn-sized HO scale empire.

Buffalo Line: Compare and Contrast •

by Phil Monat — Comparing how two Buffalo Line layouts approach the same theme in different ways.

Scratchbuild a Florida Warehouse • *by Kinzer Hurt* — Simple construction techniques are used to build this model based on an actual location.

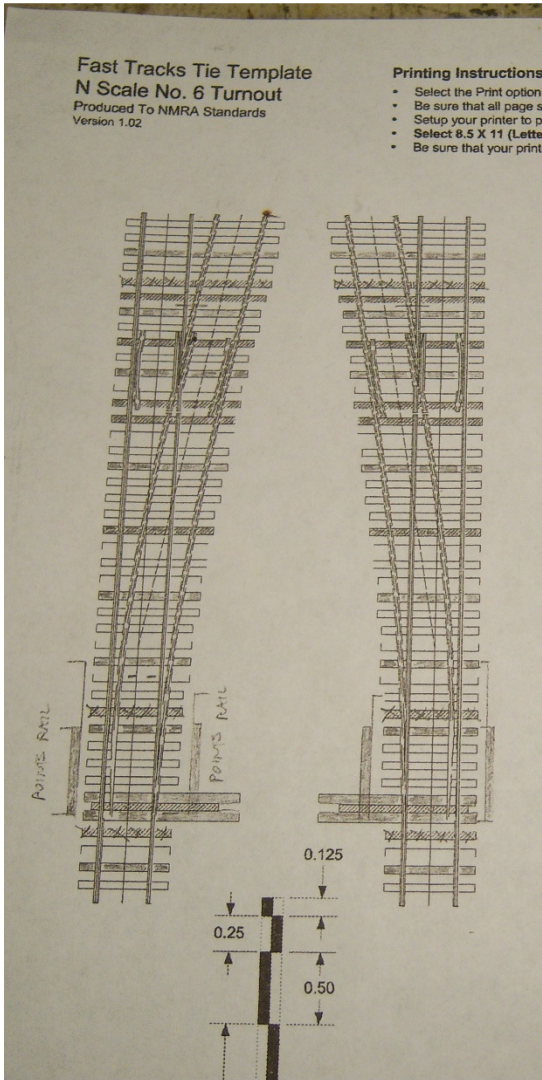
Burlington Homebuilt Snowplow in HO • *by Jeff Carlson* — Kitbashing low-cost parts into a show-stopping model based on a CB&Q prototype.

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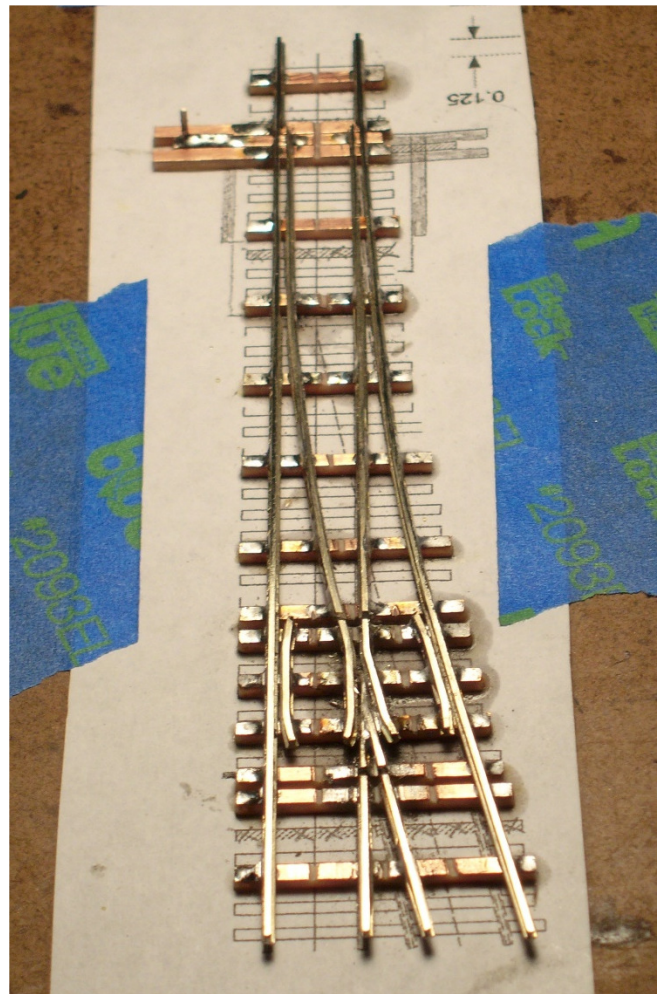


WKR Update



Back in October of 2014, during the construction of the *Western Kansas Rails* N-scale layout, it was decided to scratch-build all track switches (I refuse to call them “turnouts”). This decision saved a lot of money and cost just a bit of time.

(Left) The Track Crew settled on using the “Fast Track” paper templates as they were available in every size and contour and they were free to download. This process is not nearly as fast and easy as using their jigs but allows building different sizes and types.



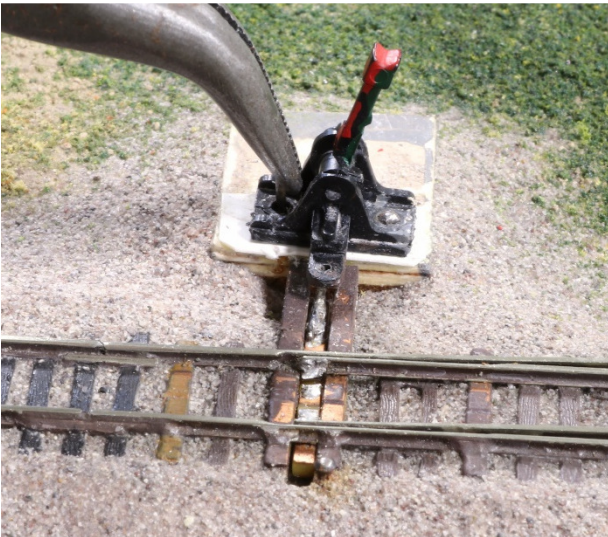
(Right) A view of one of the completed switches. One item to note is the frog area where the rails are cut before and after the frog, resulting in a “Dead frog” in this case, or you could route power to this section. Another deviation from the Fast Tracks template is the number of PC (printed circuitboard) ties. Because the WKR was to be a traveling layout which will get knocked around quite a bit, we used more PC ties to make the switch as strong as possible.

The track switches for the construction of the WKR have been serving exceptionally well since 2015. With every product, there is always a weakness, and in these switches, it is the connection between the tips of the points rails and the throwbar. The compromise lies in the solder joints, if you use a small amount of solder, the joint is weaker and will tend to fail when pressure is applied and will fail more often. This failure is preferable as you just re-solder the joint. On the flip side, if you use a increased amount of solder, the joint is much more secure, but you need to file some off to clear the wheel flanges, and although it fails less frequently, the failure comes in the form of the copper cladding of the PC tie failing and pulling off the resin board. There is no fix for this other than replacing the entire throwbar. This is what we had happen.

WKR Update



(Above) During a operating session, the switch on section 11 for the High Plains Energy spur suffered a throw bar failure. The pointer is holding the failed point rail away from the stock rail. With the switch stand thrown (red) for the spur, the point rail should be farther left where the other silver spot is. Upon inspection, it was revealed to be the dreded throw bar failure.



(Left) The first step in the repair is to remove the track spikes holding the Caboose Industries ground throw. You have to gently pry up the switch stand, then grab the track spike with plyers to pull the spike out.

(Right) The removed switch stand and spikes are set aside to be reused.



(Left) With the switch stand removed, you can see the clear break in the point rail solder joint.

WKR Update



(Above) The Track Crew gathered the soldering equipment, a plastic case with precut PC board ties (top), a roll of rosin core solder (do not use acid core), Tip cleaner, rosin based solder flux, and soldering iron and holder. Years ago, some flux got on the threads of the flux container and solidified so the top would not unscrew, so I cut out a hole in the top and covered it with masking tape.



(Above) The failed throw bar must be removed, so the other point rail was unsoldered.

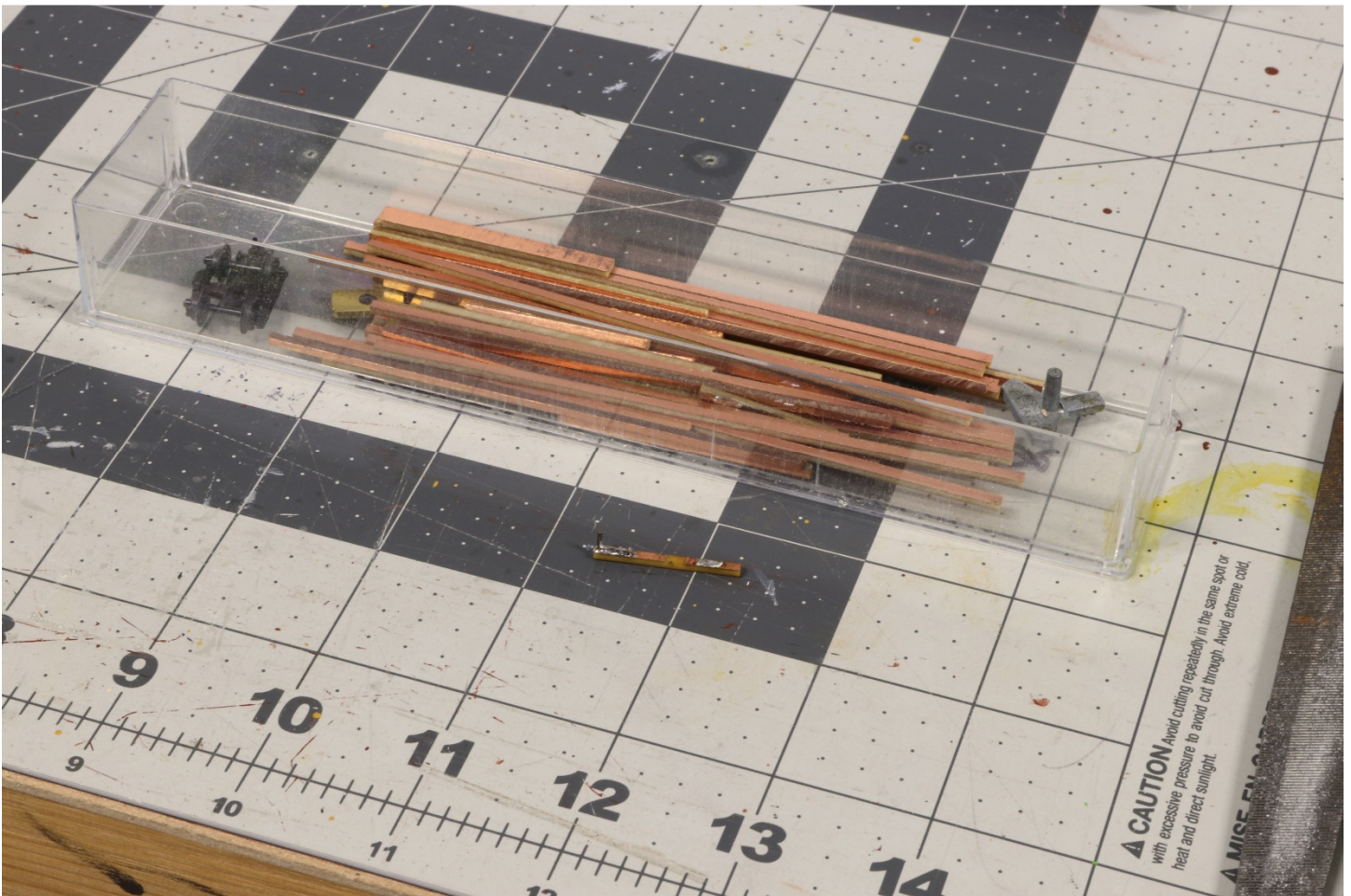
WKR Update



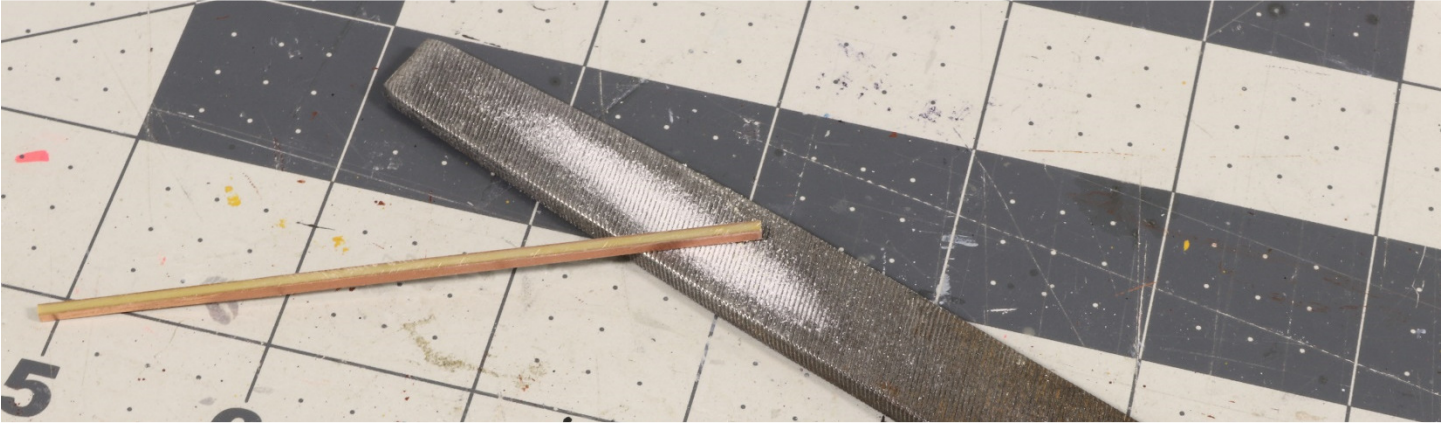
(Left & Below) With the throw bar removed, you can clearly see the light-colored area on top where the copper cladding failed and pulled off the resin.



(Below) Moving to the work bench, we need to make a duplicate of the failed throw bar, we dip into the reserve supply of PC ties, one is selected, and needs to be shaved on the sides to match the original width, then cut to length.



WKR Update



(Above) When constructing the switch, the throw bar width is not a factor as the headblocks are placed as needed, close enough to keep the throw bar aligned, but not too tight to impede the movement. In this case, we are replacing a failed throw bar, so the replacement must be as close as possible to the original. The stock ties were a bit too wide, so sandpaper and a fine-toothed metal file were used to narrow the tie to match the original.



(Left) The narrowed tie material is being checked for fit.

(Right) Now we need to cut the tie material to length. The failed bar on top, the length was marked with a pencil.



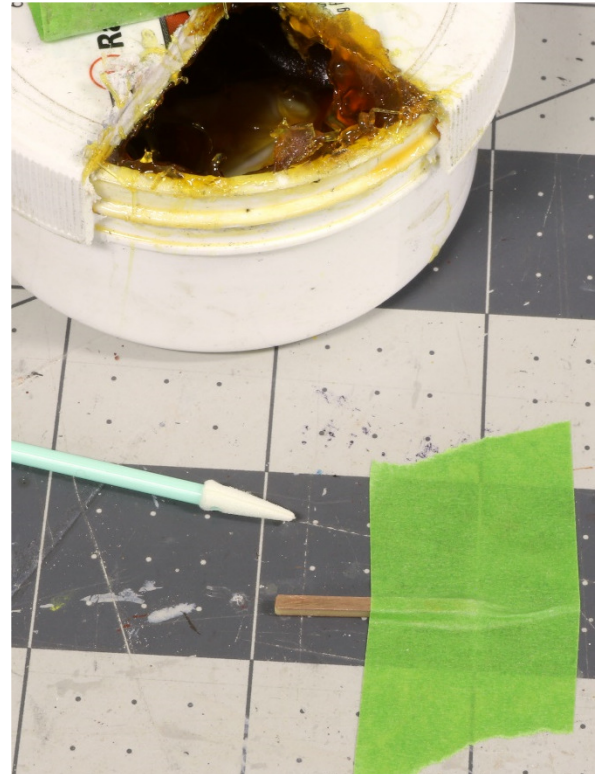
(Left) Using a Dremel moto tool with cut off disk, the tie material was cut to a slightly shorter length from the original.

WKR Update



(Left) The method used to mate the throw bar to the Caboose Industries ground throw is a short piece of steel piano wire, bent into a “L” shape which can be seen on the failed throw bar on top. We now need to unsolder the piano wire from the failed unit, then solder it in the same location on the new replacement bar below.

(Right) To aid the soldering process, the replacement bar is held firmly to the mat with masking tape. Next we will apply a small amount of soldering flux using a pointed sponge tip applicator we acquired from Amazon.



(Left) The new throw bar is taking shape. The piano wire is soldered near the left end, and the moto tool with disk was used to slice through the copper cladding to electrically isolate each side to prevent shorts. (Once I failed to do this, and spent hours looking for the short)

WKR Update

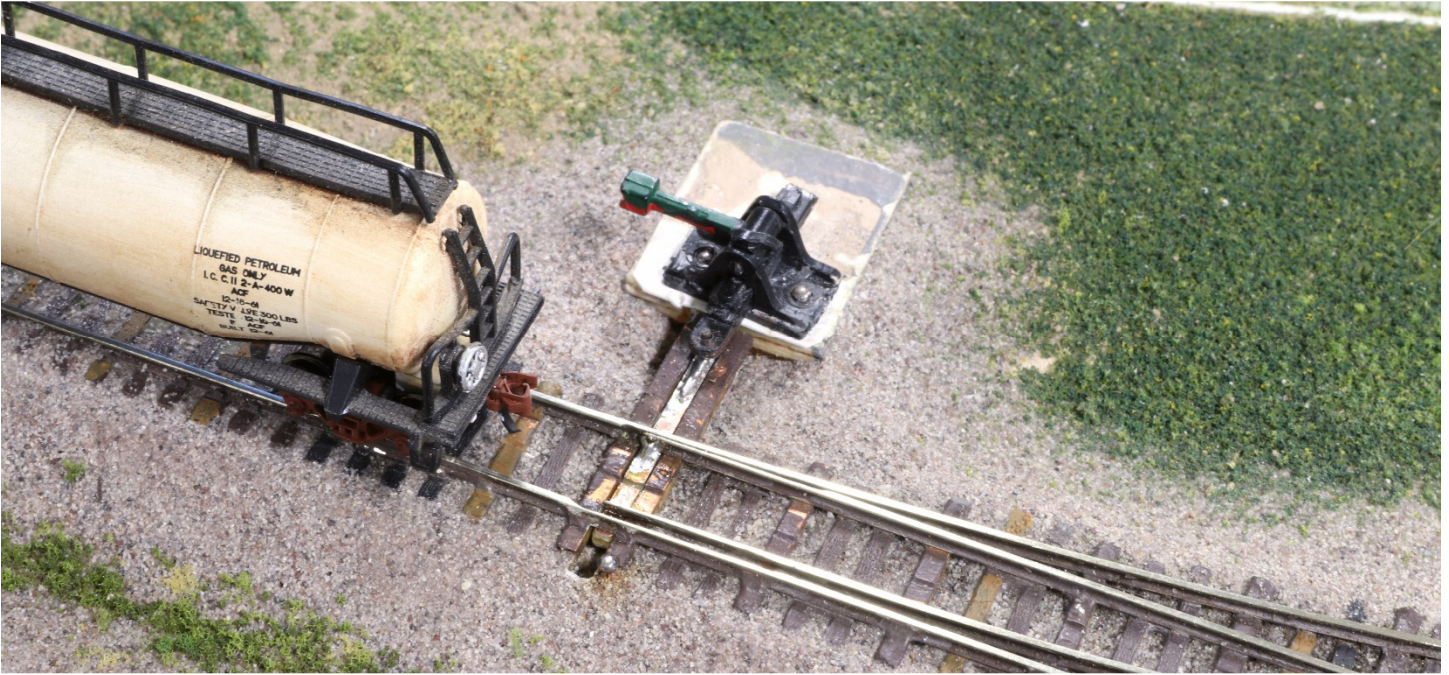


(Above) The new throw bar is put in place, but this is the tricky part, as when the new switch is mounted, we remove a small notch from the cork roadbed to reduce friction. This requires that the new throw bar be propped up with skewers on each end to hold it up against the bottom of the rails and be positioned left to right.



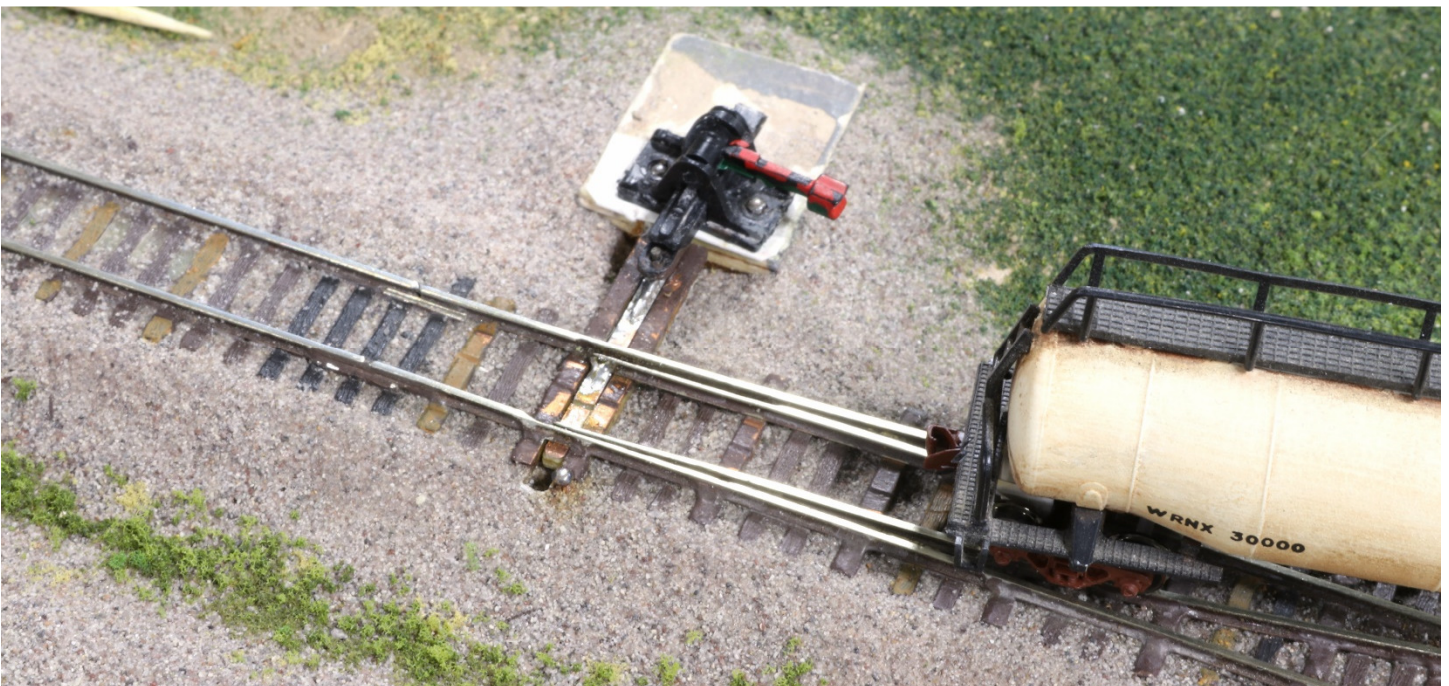
(Left) Nearly finished, the replacement throw bar has been soldered to each point rail tip. Once both rails are soldered, we check for easy and smooth throw and the point rails are where they need to be. In this picture the switch is aligned for the main line.

WKR Update



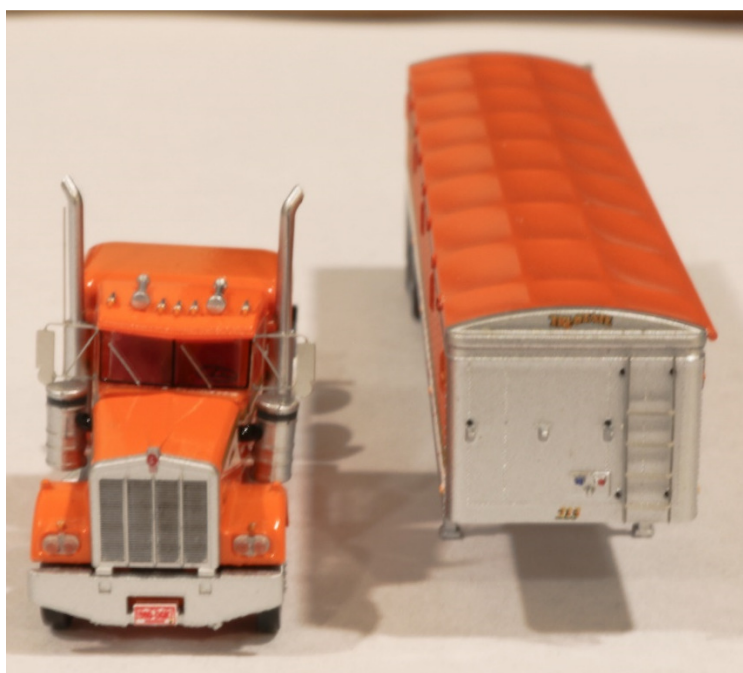
(Above) With the reinstallation of the Caboose Industries ground throw the green indicates the switch lined for the main.

(Below) The ground throw showing red indicates it is now lined for the HPE spur. The LP tank car was used to check for smooth operation. Everything tested well, so operations are on again. A little touch up paint on the ties and you would never know there was a problem.



WKR Update

Just in the nick of time, Trainworx released their excellent models of a tractor/grain trailer and tractor/bulk trailer sets. (Below) Called “American Graffiti” this is the grain trailer set.



Jack Shupe started Tri State Commodities of Greeley Colorado in 1971. Jack's sons Gregg and Grant are part owners and have been with the company since high school in the late 70s. Gregg and Grant's wives and children work at the Shupe family owned and operated business. Many of the Tri State drivers have been making on time deliveries for the company for decades and have their names painted on the door of the trucks they drive.

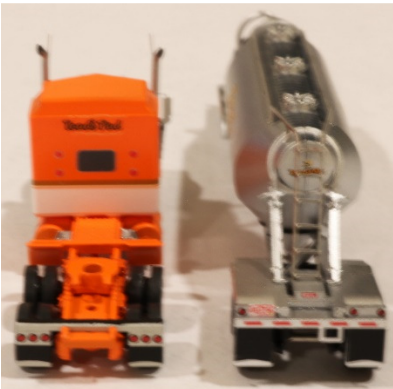


Tri State has a fleet of nearly 50 trucks and none of them are new. The high door handles put it into the 1960s to very early 1970s vintage. The fleet is comprised of roughly 96% Kenworth W900s, plus a couple of Pete 379s. All of the Tri State trucks are set up to get deliveries done on time with big power coming from Cat or Cummins. These trucks all have personality and even have individual names on the back of the cab or sleeper. Greg Shupe has custom built and restored 6 different A model W900s.

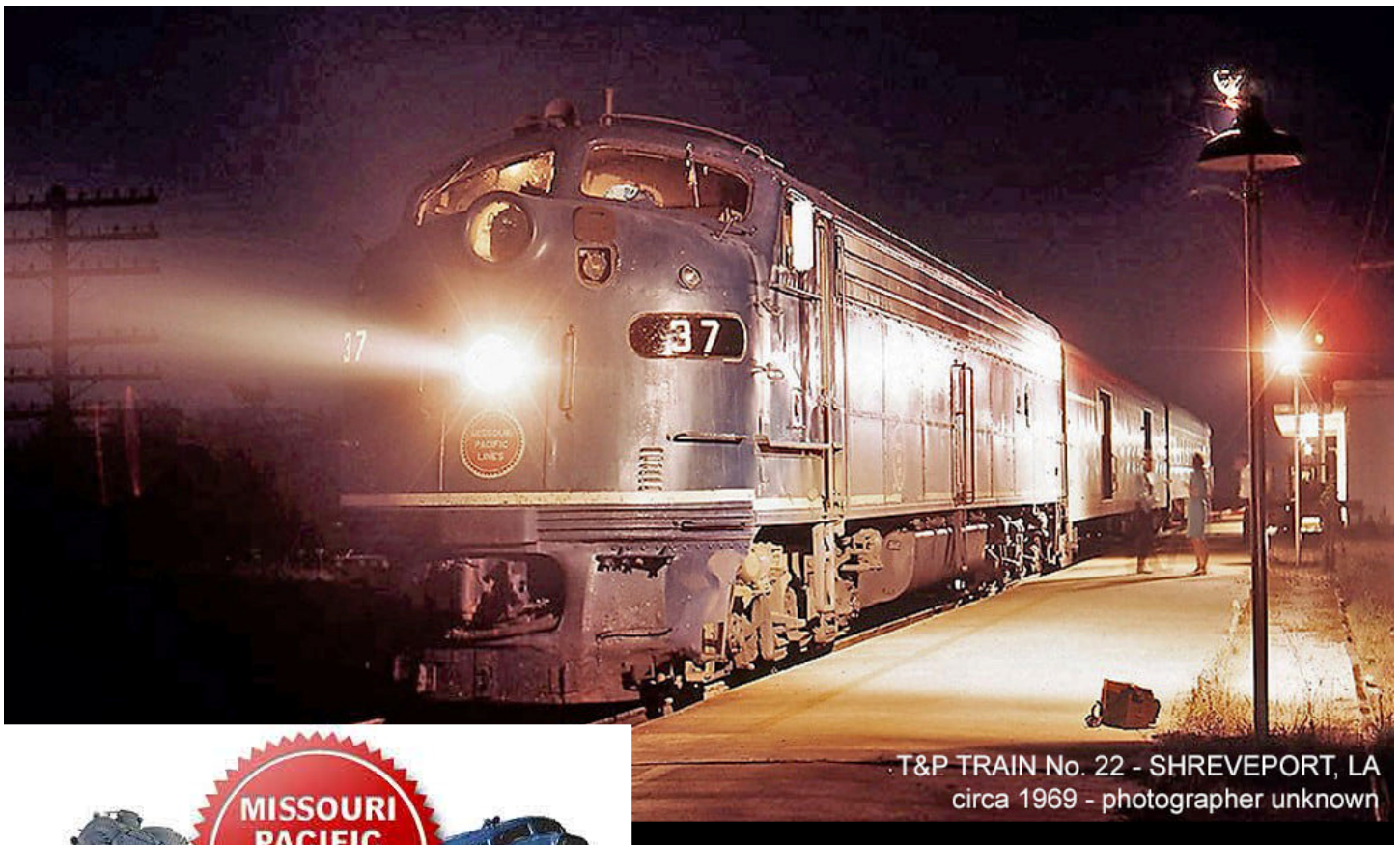
WKR Update



(Above) This is the bulk carrier “Toad’s Pad”...



The Purchasing Department of the WKR pre-ordered six several months ago, and when it was announced they had arrived, they also ordered another four. We need several for the current WKR layout, plus some for the future home layout yet to begin construction. These N-scale models are extremely detailed and will complete any scene.



T&P TRAIN No. 22 - SHREVEPORT, LA
circa 1969 - photographer unknown



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.



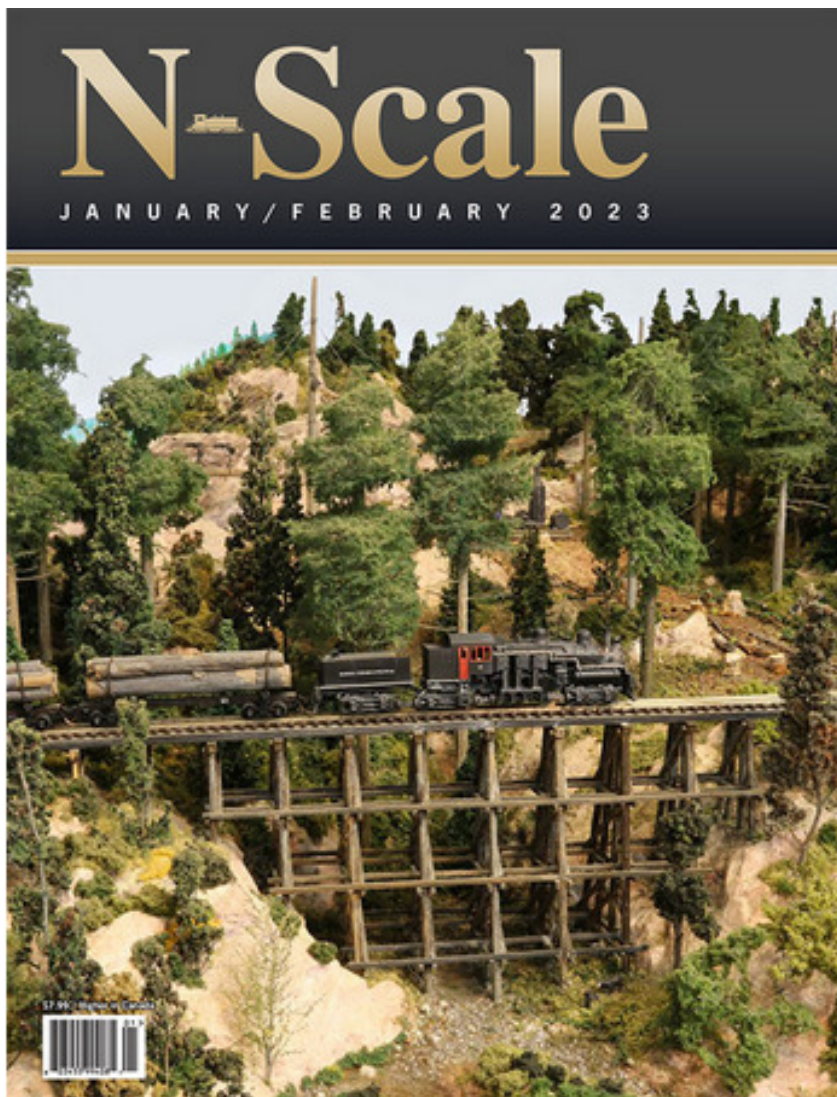
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In addition to four issues of "The Eagle" magazine, a yearly calendar (delivered in the fall for following year), discounts at the Company Store, and full access to Archives Image Gallery on our website; new members will also receive a welcome packet that includes six assorted (our choice) back issues of "The Eagle" magazine.

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IN THE CURRENT ISSUE

Along the Line

Part 1

by Dan Lewis, MMR

A Second Section

30 Years Later

by Dave Lull

The Short & Nn3arrow

R-T-R & Custom-Built Nn3 Locos, Nn3 T-TRAK, and an Iconic Building on an Iconic "Shortline"
by Thomas Knapp, MMR #101

Bloedel, Stewart & Welch at Myrtle Point

by Graham Macdonald

Restoring and Improving Locomotive Contacts

by Ken Harstine

In Pursuit of WOW!

Part 19 – Ghost Signs and the Finding of All Those Great Decals Out There

by Dennis Machlica

On the cover: Shay #17 crosses a trestle with loaded skeleton cars headed to the log dump at Myrtle Point on Graham Macdonald's Bloedel, Stewart & Welch Logging Railway. Discover more on page 38.

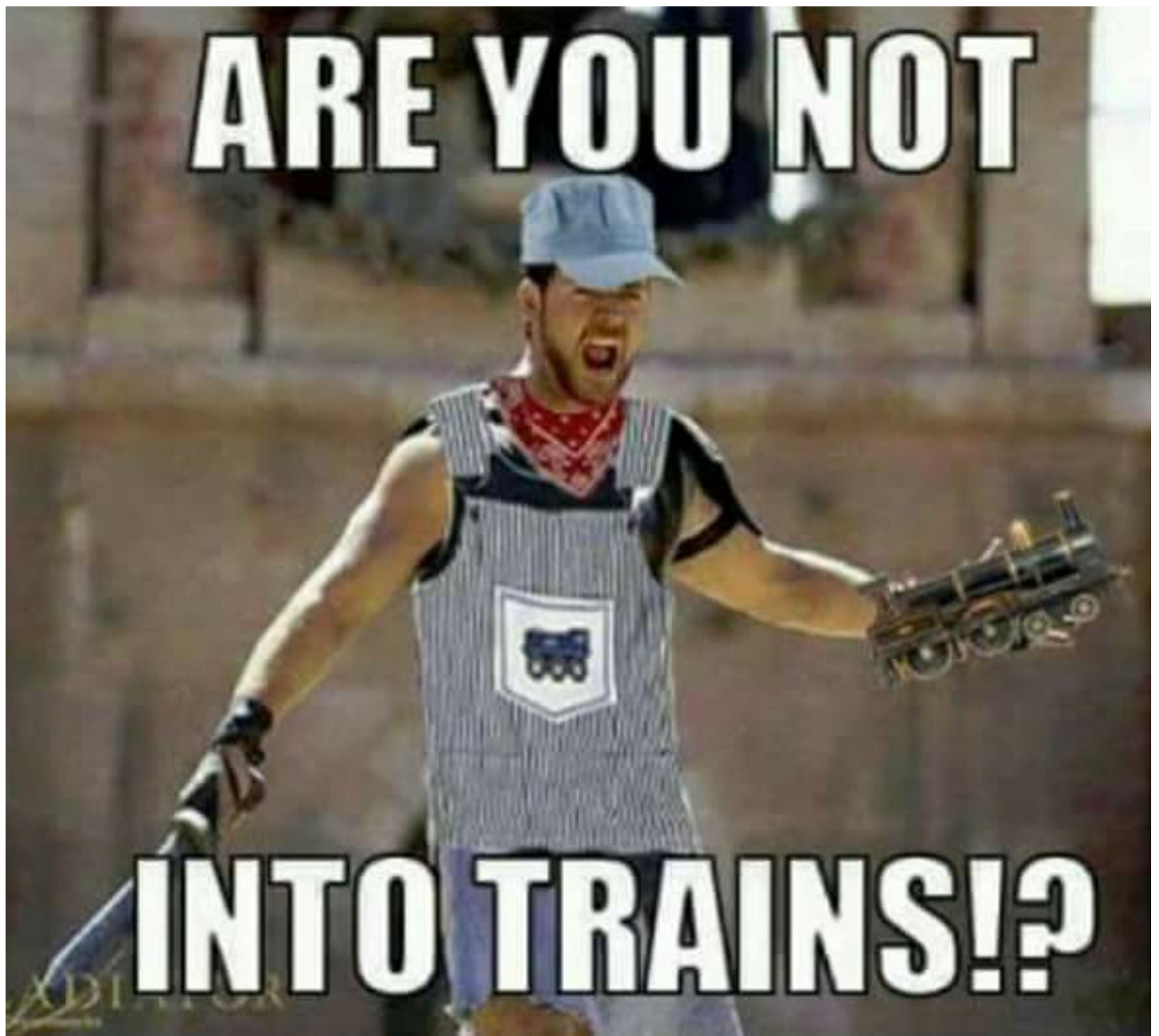
About N-Scale Magazine

N-Scale Magazine has New Owners and a New Look! N-Scale is now printed in full-color with more pages devoted to articles and less to self-advertising. These are just a few examples of how we have put N-Scale Back-on-Track!

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

I would like to introduce myself and say hello. My name is **Pamela Clapp**, and I am the new publisher of N-Scale Magazine. I was involved in the inception and design of N-Scale when it started back in 1989. I worked for the previous publisher as the Business Manager for over 21 years. Andy Schlotfeldt, who has been designing N-Scale Magazine for over a year now, will also stay on as the graphic artist. The first issue published by Platinum Rail Publications was November/December 2006. The quality of the magazine will be maintained with the same high-resolution photos and paper stock you have become accustomed to.

Click the link to start reading today: www.nscalemagazine.com/



The **Western Kansas Division**, NMRA has its own [Facebook](#) page, Click the link to check it out:

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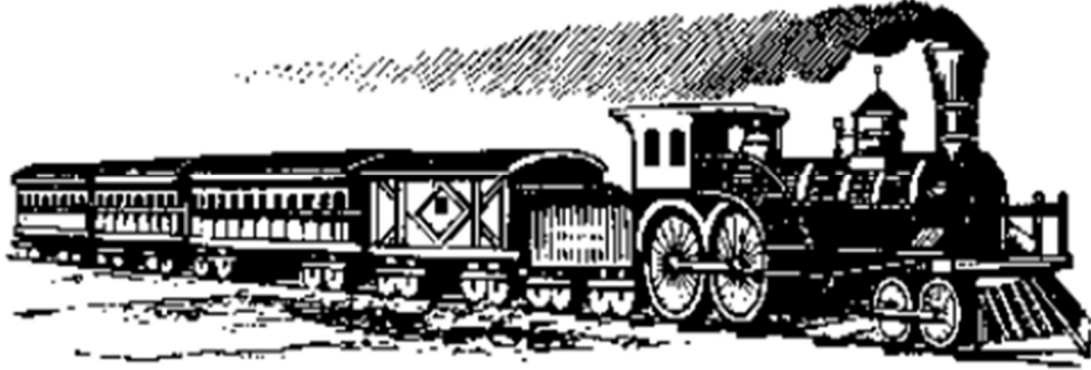
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We ask that all Covid-19 precautions be taken when visiting the show

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

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FOR ADDITIONAL INFORMATION CONTACT:

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

Date Book

January 2023

14 th & 15 th Sat & Sun	Model Train Convention & Train Show McPherson Community Building	McPherson, KS.
14 th Saturday	Mid-Continent Region Board of Directors Meeting	Kansas City, MO.

February 2023

4 th & 5 th Sat & Sun	Wichita Train Show & Swap Meet https://www.nmra.org/events/	Wichita, KS.
4 th & 5 th Sat & Sun	Train Expo Colorado (TECO) Train Show tecoshow.org/	Colorado Springs, CO.

March 2023

11 th & 12 th Sat & Sun	Boot Hill Model Railroad Club Train Show Finney Co. Exhibition Building	Garden City, KS.
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April 2023

1 st & 2 nd Sat & Sun	Rocky Mountain Train Show rockymountaintrainshow.com/	Denver, CO.
15 th & 16 th Sat & Sun	29th Annual Train Show D & N Event Center	North Platte, NE.
22 nd & 23 rd Sat & Sun	Spring Creek Model Trains FreeMo Event Center Thayer County Event Center - springcreekmodeltrains.com/show-schedule/	Deshler, NE.



On the back cover:

The repaired track switch functions well at the High Plains Energy spur on section 11...

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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