

The Main Line



The monthly publication of the
Western Kansas Division
May 2024



On The Cover:

After returning from the Wichita Train Show and having to sit-out the Garden City Show at the last minute, the WKR crew decided to inspect the sections and found quite a bit of “battle damage” which needed repairs, details inside...

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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.

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/>



The Friends of the Burlington Northern Railroad (FOBNR) historical society was chartered to gather, preserve, and share information about the history and the current operations of the Burlington Northern Railroad. In 1996, following the merger between Burlington Northern and Santa Fe, the group voted to follow the Burlington Northern from 1970

to 1995 and the BNSF from 1995 to the present. Then in 2018 we added coverage of the Montana Rail Link.

FOBNR 2024 Convention
Grand Hotel
Minot, North Dakota
June 19-22, 2024

- Membership is for one full year.
 - All members get 4 issues of *The BN Expediter*, our quarterly magazine.
- **Regular** and **youth** members can buy our annual BN calendar for \$2 off the regular price.
- **Sustaining** members are acknowledged by name in every issue of *The BN Expediter* and get our annual BN calendar free.



The Group's quarterly publication, *The BN Expediter*, is the voice of the organization that shares news about the group's activities, BN historical data, and current operations of the railroad. It is currently a 30+ page all-color publication and will grow even larger as the society grows and more members contribute more information.

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

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



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



<https://rockymountaintrainsupply.com/>

April 2024 MRH

The new magazine was released ten days ago

MRH
MODEL RAILROAD HOBBYIST

APRIL 2024 | PRR14

MRH
MODEL RAILROAD HOBBYIST

APRIL 2024 | PRR14

ALSO:
- Building a layout module
- Serves as turnout control
- E-Z Track weathering/balancing
- Easy elegant control panels
...and more inside!

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MRH tours Neal Schorr's ...
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ALSO in this month's edition:
- Small trains for small layouts
- Modeling the shipping of perishables - Pennsylvania R22 and R26 locos
- Using Florida's team for scenery
... and much more inside!

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Walthers Cornerstone PRR
'flat roof' tower ...

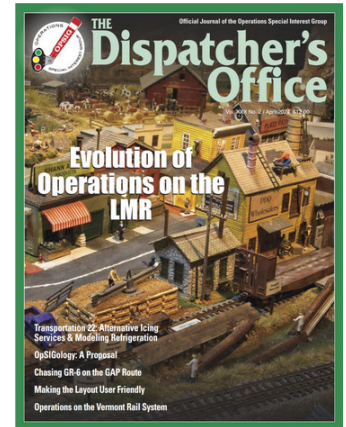
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The principal purpose of the **Operations Special Interest Group (OPSIG)** is to discuss, develop and disseminate ways of operating model railroads to realistically emulate practices of the prototype. This includes sharing information on various methods of generating 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.

We publish a quarterly magazine, *The Dispatcher's Office*, which in addition to containing articles and information on railroad operations (both prototype and model), contains listings of operating layouts, sessions, and events that members are invited to attend. Back issues are available.



In addition, the OPSIG web site serves as a clearinghouse for publicizing regional operating events and meetings, where layouts are open for guest operations.

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



Operations SIG

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MCoR via
 **GRAND ISLAND EXPRESS**

2024 MID CONTINENT REGIONAL ANNUAL CONVENTION

Hosted by

Platte Valley Division

June 13-15, 2024

Ramada Midtown Conference Center

2503 S Locust Street

Grand Island, Nebraska 68801

(308) 385-1330

Send Completed Registration Form & Payment to:

Whit Johnson, Registrar
1117 E. 16th Street South
Newton, Iowa 50208
steam2856@gmail.com

Make check payable to:

(MCoR) Mid-Continent Region of NMRA

Information: Whit Johnson, Registrar at email or
telephone, evenings only please, cell (815)342-0301



Ask for MCoR Group Rate,
\$147.00, includes breakfast

To register on line:

[Ramada Midtown Conference Center Reservations](#)

It's easy as 1-2-3



Real Deal



Clarence Matthews Photo

Clarence Matthews writes: “Good Morning! As I get moving this morning, I see we are in for a beautiful spring day in the heartland! Yesterday was a great day trackside as Charlie and I ventured out into the wilds of Western Missouri along the BNSF Marceline Sub. A beautiful spring day under very sunny skies. Thanks Charlie for the ride and conversation and memories.”



Clarence Matthews Photo



Clarence Matthews Photo

Thank You, Clarence!



Clarence Matthews Photo

Real Deal

NEWS

A&SVRR declared the Official Kansas Heritage Railroad and the **ATSF3415** as the Official Kansas Steam Locomotive.

Today, the Kansas Legislature unanimously adopted HB2481 (Senate 39-0 and House 120-0). Section 7 and 8 of the conference committee report which was adopted declares:

New Sec. 7. The Atchison, Topeka, and **Santa Fe #3415 Pacific class 4-6-2**, built in 1919, is hereby designated as the **official steam locomotive of the state of Kansas**.

New Sec. 8. The Abilene & Smoky Valley Railroad is hereby designated as the official heritage railroad of the state of Kansas. It is now on to the Governor's desk for her signature if she agrees.



The Buffalo & Pittsburg 3318 started life as an EMD SD40-2 built as Union Pacific 3805 in November 1980. Along the line it was rebuilt to dash-3 standards and was also known as AZER 3469, RCPE 6406, ICE 6406, and now BBRR 3318.



The Utah 5001 is a Morrison-Knutson MK-50-3 and was built in August of 1994 as Southern Pacific 501.

Real Deal

Jerry Bruce Photo



Jerry Bruce writes, "RJ Corman crews [on the] Beloit-Downs Sub....2 miles east of GE."

Jerry Bruce Photo



Jerry Bruce Photo



Jerry Bruce Photo



Real Deal



Jerry Bruce Photo

After spotting this former BN SD40-2, Jerry decided to make a N-scale version (Right).



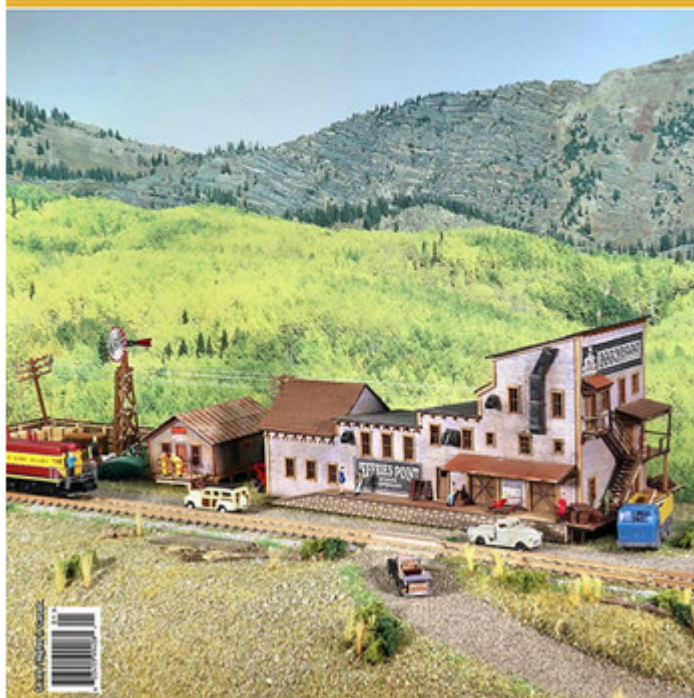
Jerry Bruce Photo

N-Scale



N-Scale

M A Y / J U N E 2 0 2 4



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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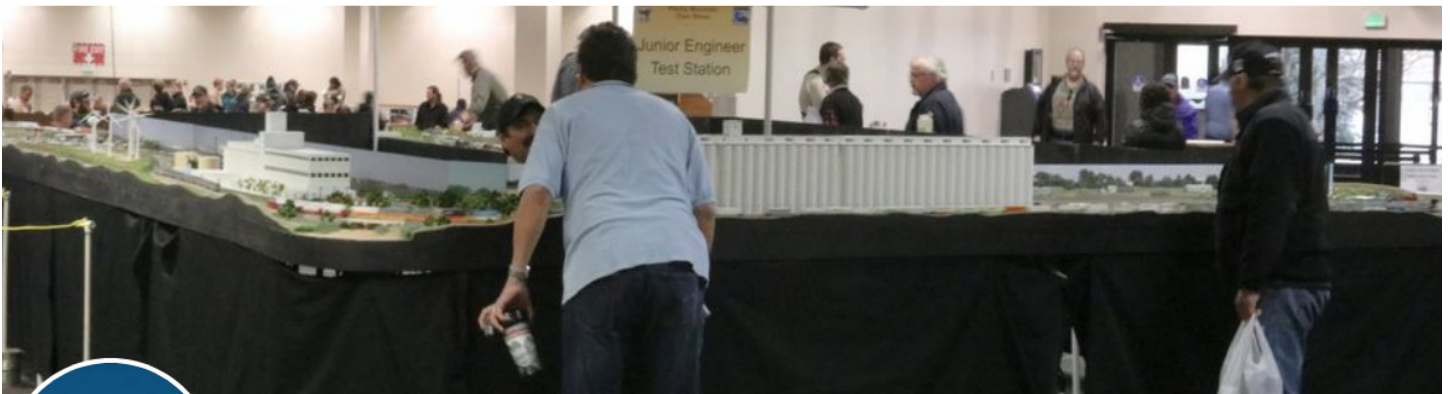
Mid-Continent Region, NMRA

Public group · 668 members



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Western Kansas Division

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The Santa Fe Railway Historical and Modeling Society

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

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.

2024 ANNUAL CONVENTION – THE GRAND CANYON, THIRD SECTION

June 28-30, 2024 with Extra Fares on June 26th and 27th! [Updated March 26, 2024]

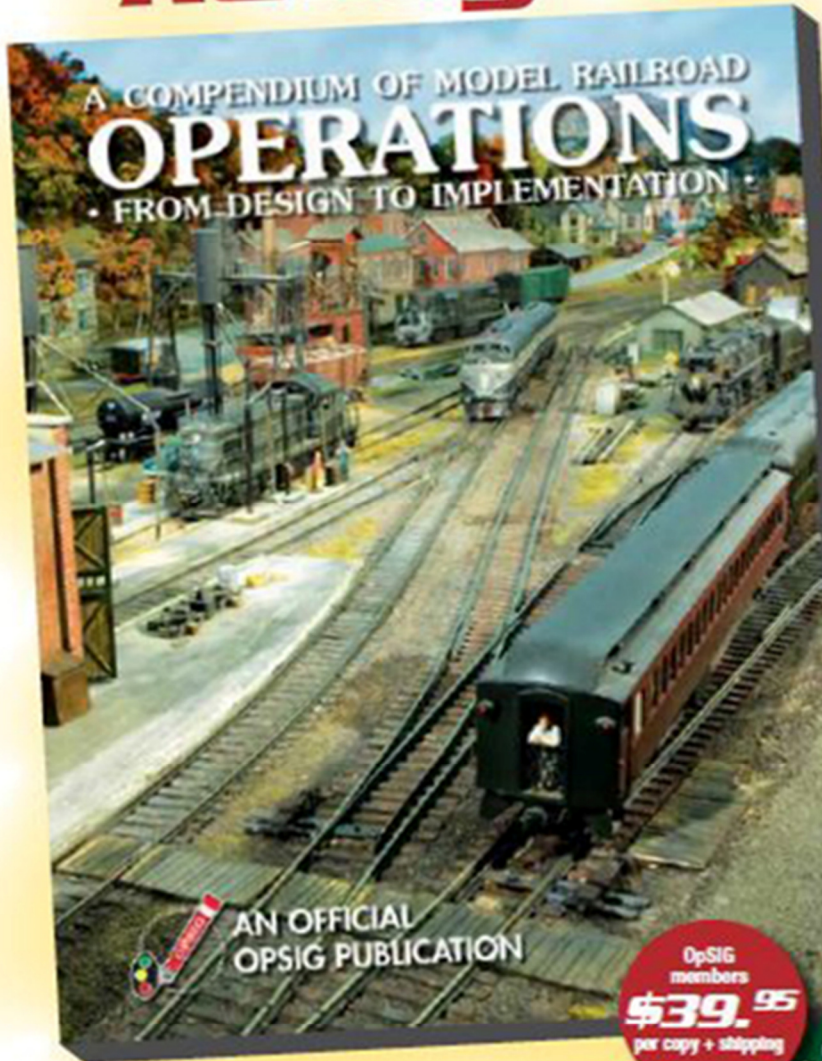


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Dispatcher to OpSIG Publication No. 2, you're ...

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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Oddballs

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

Fairbanks-Morris H-16-66



From Wikipedia, the free encyclopedia

The **H-16-66** was a 1,600 horsepower locomotive, with a C-C wheel arrangement that was manufactured by Fairbanks-Morse from January, 1951 until October, 1958 as a smaller alternative to their better known FM H-24-66 "Train Master" locomotive. With an 8-cylinder prime mover developing 1600 hp compared to the H-24-66's 2400 hp, the H-16-66 was commonly referred to as the "Baby Train Master". Although sharing a common model designation, four different carbody variants existed with a total of only 59 locomotives produced almost all going to the Chicago & Northwestern.



Oddballs

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



I don't think I've ever heard the concept explained any better than this .



'Well you see, Norm, it's like this . . . A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members. In much the same way, the human brain can only operate as fast as the slowest brain cells. Now, as we know, excessive intake of alcohol kills brain cells. But naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine. And that, Norm, is why you always feel smarter after a few beers.'

The latest in HO scale modular model railroading

Free-mo was developed with the idea that a set of standards focusing on module endplates would enable faithful modeling of prototype track plans and operations in a modular environment. The length and track configuration of a Free-mo module or module set is up to the modeler. Free-mo takes the boredom out of running trains monotonously around a double or even a triple track mainline.

With Free-mo, less is more.

Free-mo is not a club or even an organization. Free-mo is a set of standards for building Prototype Model Train Modules.

Some clubs have adopted the Free-mo Standard as their club module standard. Other groups have published their own Standards based off the Free-mo Standard. Some are a copy of the standards posted here, others have added more to their standards; so long as their standards still meet the Free-mo standards they are still Free-mo.



Click here to find out more about Free-mo: <http://www.free-mo.org/>



RMC RECEIVING YARD
All-New Athearn Genesis 2.0 AC4400CWs Arrive in Stores
 Now available from Athearn Trains is an all-new rendition of its GE AC4400CW for HO scale.



RMC EXTRA BOARD
Michael Hawk's Susquehanna & New York in HO
 This scenic HO scale layout inspired by a Pennsylvania short line is built for authentic 1930s prototype operations.



RMC EXTRA BOARD
Canadian Pacific Alco RS-2 in HO
 Detailing an older Proto 1000 model to represent one of five Canadian Pacific units assigned to New England service.

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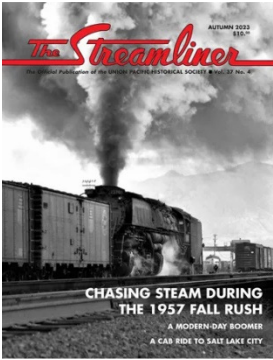


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Founded in 1984, UPHS is an independent, non-profit organization dedicated to preserving and sharing the history of the Union Pacific Railroad. As of the beginning of 2016, the Society has about 1,900 members. Historians, railfans, employees, and modelers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

☐ *Regular membership* - Regular memberships entitle one to receive four issues of our highly acclaimed quarterly magazine, *the Streamliner*, *The* as well as discounts on selected products in the Company Store.

We plan to hold a **one-day on-line convention** this summer, date, and registration details yet to be determined and to be announced later. Hopefully, all the clinic presentations we had planned for the Perris convention will be included in the on-line event.

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

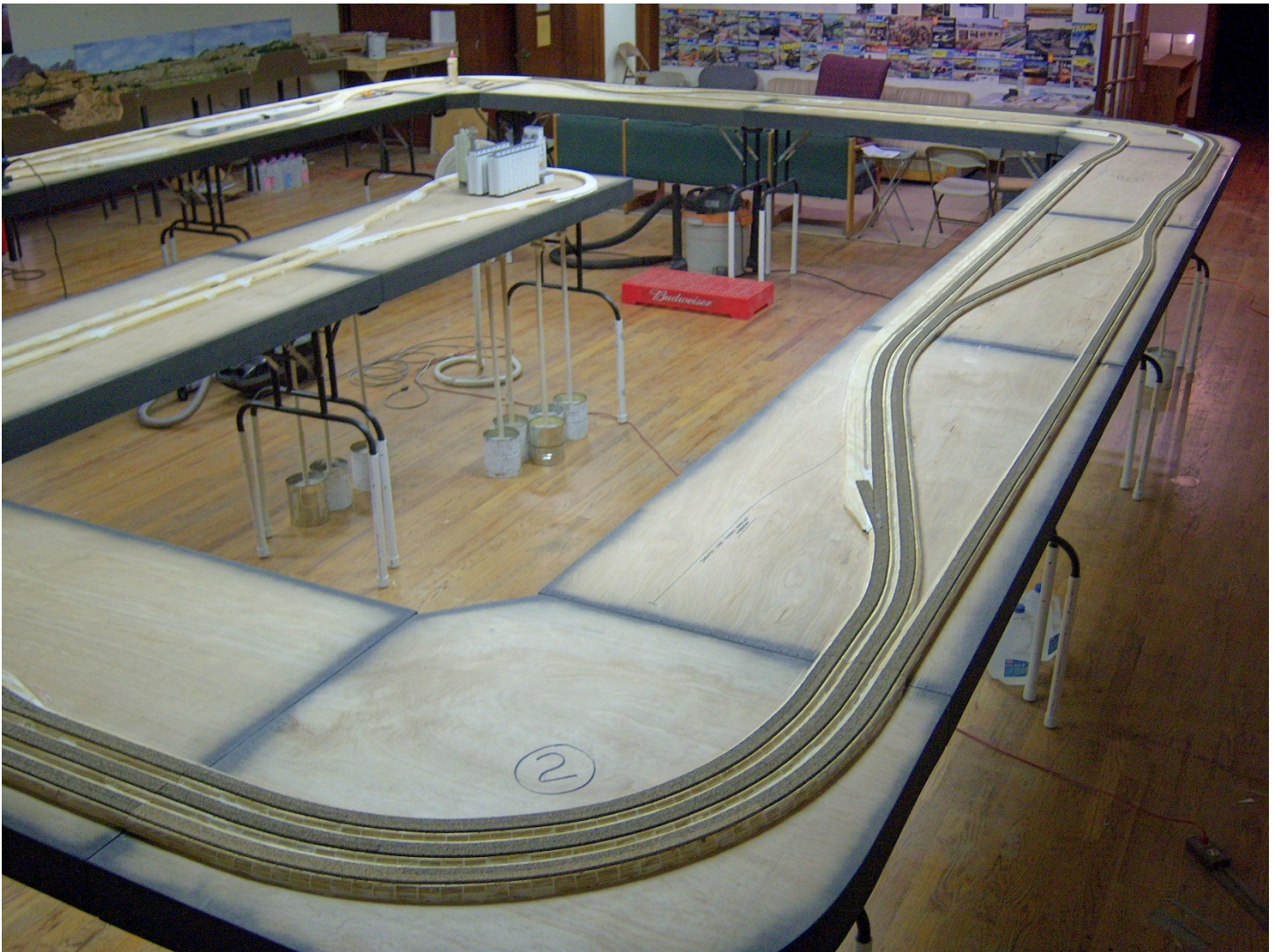
The Facebook page of the UPHS is found here: <https://www.facebook.com/profile.php?id=100069786331658>

The Rear View



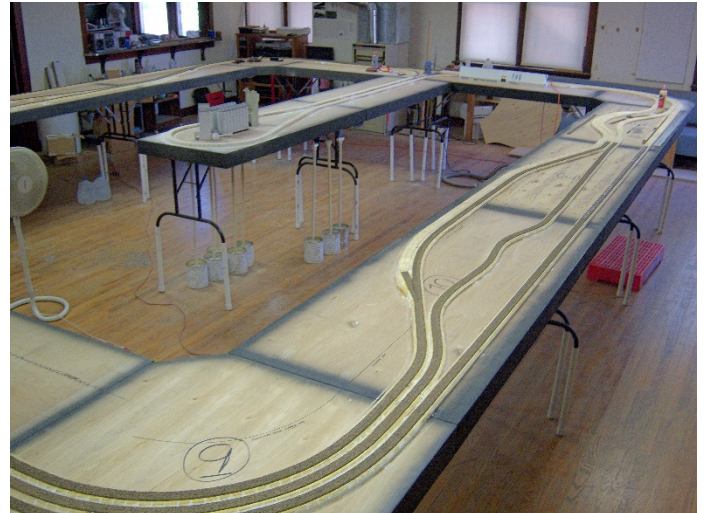
2024 marks the **10-year** anniversary of the construction of the **Western Kansas Rails** N-scale layout, so we will be looking in the rear-view mirror to see the changes.

In early August 2014, the construction had advanced to adding the N-scale cork roadbed to the plywood sub-roadbed. (Below) Sections 1 through 6 have had the cork glued in-place.





The Rear View

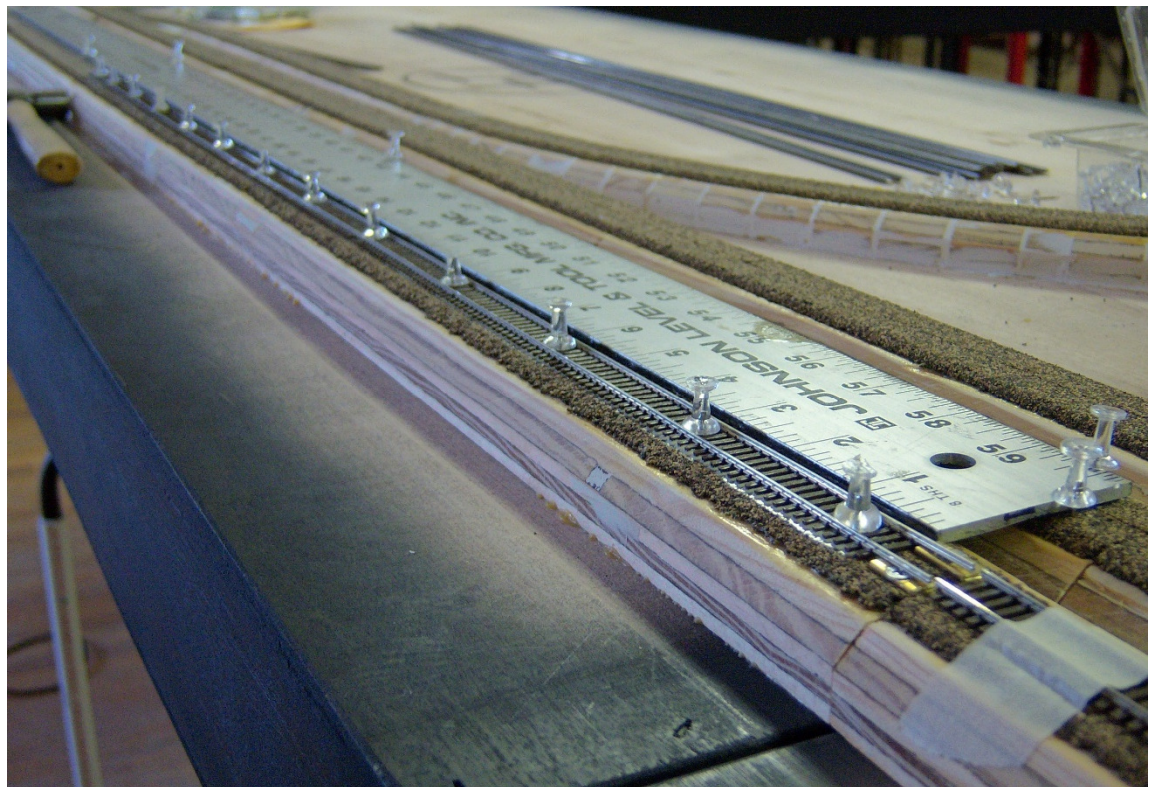


(Above Both) By the tenth of August the cork application was completed. After everything was glued down, a light sanding was applied to the cork to smooth out any imperfections and loose crumbs.

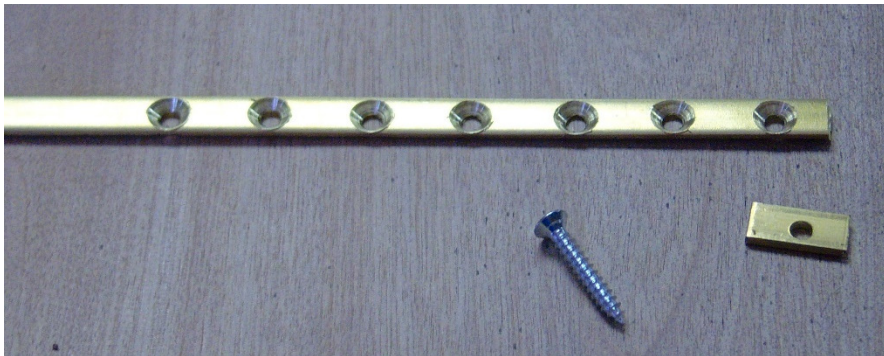
(Right) The WKR Track Crew decided to use Micro-Engineering Code 55 flextrack and the first piece is laid down on section 14.

The joint with section 1 is at the bottom right.

All straight pieces were laid using a four-foot drywall straight edge with thumbtacks being used to secure the track and straight edge while the wood glue dries.

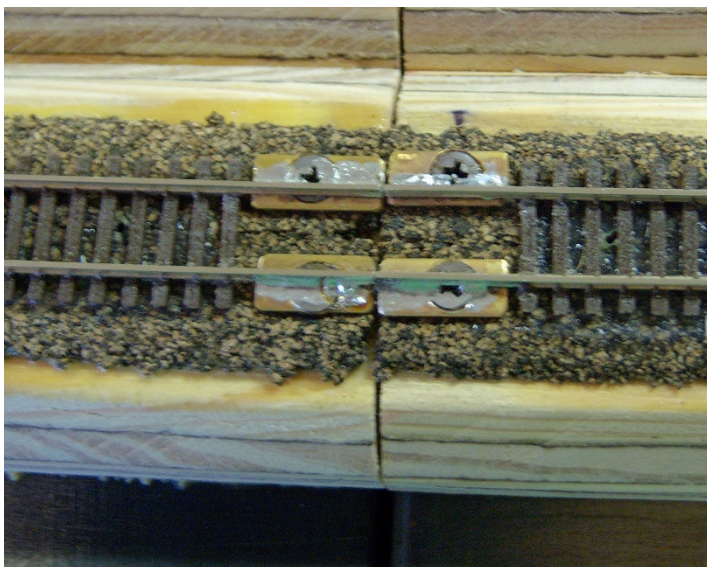


The Rear View



(Left) The main issue with sectional or modular layouts is how to span the joints between sections. The Track Crew picked $\frac{1}{4}$ -inch wide K & S brass strip as a foundation. The strip was marked-off in $\frac{1}{2}$ -inch sections, each was then center drilled and countersunk, then each section was cut off. One-inch steel screws will hold them to the roadbed.

(Right) This is a view of the first joint on section 14 and 1. The brass foundation was screwed down to the roadbed at the joint. A screwdriver was used to make the vertical adjustment as the foundation must just “kiss” the bottom of the track rails keeping everything level. Soldering flux and solder were applied to both the steel screw head and brass foundation to lock everything in place. About five ties were removed from the end of one section of flextrack, and once aligned, the rails were also soldered in place.



(Left) Having moved on to section 1, the first cross section joint is now complete. This view displays how the track rails lightly touch at the joint and are held in exact alignment with the brass foundations.

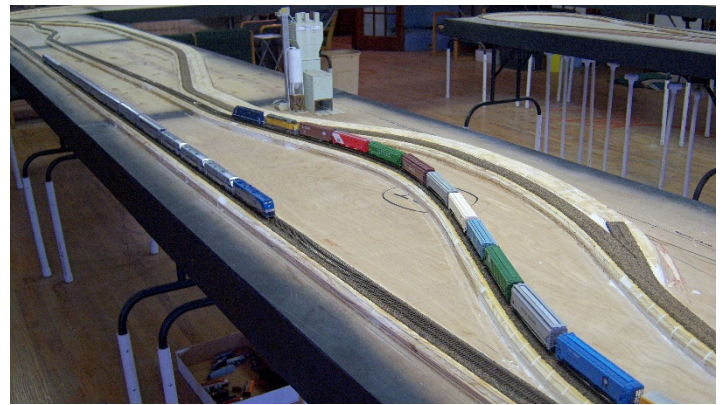
This eliminates the use of short sections of track laid across the joint during set-up. The sections are lined-up, clamped together, and are then ready-to-run as soon as the electrics are connected. This is the secret to fast set-up and tear-down.



The Rear View



(Left) August 24th marked the first train to run on the WKR using the completed red line.



(Right) By September 1st, both the Red and Blue lines were running.



(Left) September 10th saw the installation of skirting.

The Rear View



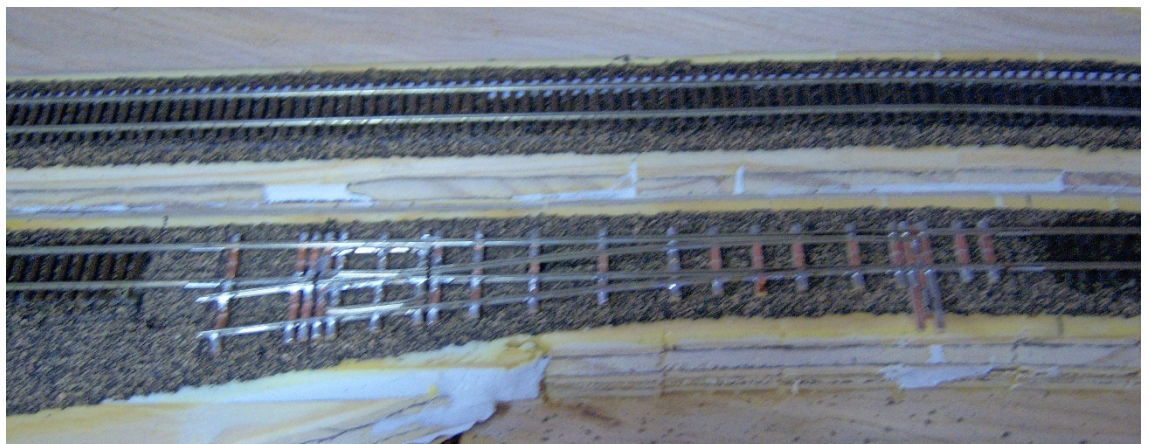
(Left) The Track Crew of the WKR determined we would only use scratch-built track switches, and by October, the first number eight right-hand switch was completed and installed in the Green line on section 1.

We elected not to purchase a Fast Tracks jig, but instead to use their printable paper templates. We used a Micro-Mark mini table saw with metal cutting blade to slice Radio Shack Printed circuit board into tie width strips, then each was cut to proper length according to the template.

Since these switches are to be used for a traveling layout where they will be bounced around, we added many PC ties for additional structural strength.

After the switch is glued in place, at first we removed ties from the flextrack to slide under the rails to fill the gaps, but later, we used 0.030 sheet styrene cut into tie-width strips and then cut to length and that was a lot faster.

(Right) Another number eight switch, this time on section three.



Trackside Model Railroading™

May 2024
Premium Edition

Volume 12, Number 5

**Proto-Freelanced Mining
on the CCNG in On3**



**Making Your Own Rock Molds
Solving Common Challenges
when Modeling Rivers**

Trackside Model Railroading

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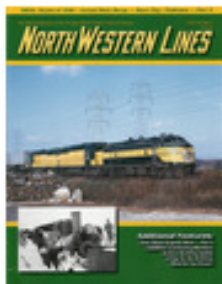
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CHICAGO & NORTH WESTERN HISTORICAL SOCIETY



The **Chicago & North Western Historical Society** was founded in 1973 by Joe Follmar and 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.

***"Welcome Home"
2024 C&NWHS Convention
Union / Crystal Lake, Illinois
May 17-19, 2024***



Join Us!

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

For the CNWHS website, click here: <https://cnwhs.org/wp1/>
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HO Scale Atlas Thrall 4750 Hopper

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N Scale Kato GE AC4400



Model Features:

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- Appropriate Numberboard placement for the prototypical model
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Robert Simmons



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

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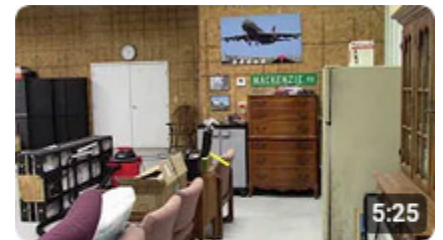


<https://www.youtube.com/watch?v=u13C6RHv0gY>

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

2.4K views · 1 month ago

<https://www.youtube.com/watch?v=dcSOAENZ0ww>



WKR Update 4/3/24

69 views · 4 weeks ago



<https://www.youtube.com/watch?v=SK4o6tCJBGo>

**Cimarron Valley RR New
Locos - 4/9/24 Dodge City,...**

165 views · 3 weeks ago



Now that we are married, you can get rid of all those models?

You're starting to sound like my ex wife.



I didn't know that you were previously married.

I wasn't !

WKR Update



This year, the WKR N-scale layout was fortunate to travel to and participate in the Train Shows in McPherson and Wichita, Kansas.

The only down-side was this year the layout took a bunch of “battle damage” due to set-up, tear-down, unpacking, packing, and handling.

Since the sections are made from ¼-inch plywood, the main damage was a delamination on the plywood and then a chunk would be missing fostering further damage in the future.

The solution was “Fiberpaper.” What? It’s similar to fiberglass, but instead of using glass fiber mat saturated with resin, we use paper towel saturated with wood glue (which is a type of resin). (Left) On the bottom corner of this section, a chunk was knocked-off. The first step of the repair was to coat the damaged area with wood glue. Then paper towel was cut into thin

strips, then one end was applied to one end of the hole and pushed into the glue. Upon reaching the other end, the towel was laid down in the opposite direction to the edge. More glue was applied on each layer, so we went back and forth with layers of towel until the hole was filled. We made sure to saturate all the paper towel with glue. A final, single, layer was placed over the plug and more glue applied. Upon drying fully, it is hard as a rock.



(Above both) Two bottom edge repairs.



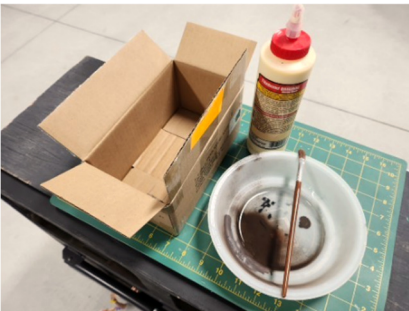
(Left) a significant corner repair.



WKR Update



(Above) Once the glue has dried, a light sanding is done to smooth everything, then flat black spray paint seals and finishes the repair.



When the WKR layout travels, most of the structures must be packed and shipped separately, so we create shipping boxes. We had a little bit of damage to some new, 3-D printed parts (very brittle) so we set to work making some new boxes. (Left) We find a box near the correct size and then add sheet foam from Wal-Mart and the trusty wood glue.



(Left) After measuring the depth of the box, we cut three identical. Pieces of the sheet foam.

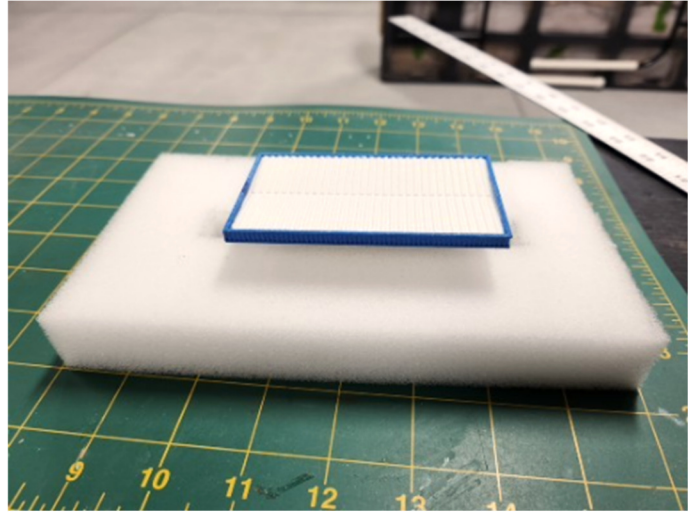
(Right) Using a paint brush, we coat the bottom and bottom of the sides with wood glue.



(Left) The first (bottom) piece of foam is pressed into the glue and allowed to dry.

WKR Update

(Right) The structure we are building the box for is a tall and narrow loading platform. In this view, a narrow slit was cut into the second layer of foam to allow the platform to fit in up to the awning.



(Left) Wood glue was applied to the bottom foam and the box sides, then the second layer of foam was inserted. Wood glue was also applied around the outside edges to prevent the second layer from shifting.

(Right) The loading platform is inserted into the shipping box and then the final piece of foam is loosely placed on top. Now we simply close the top flaps, and the structure is ready to travel. It's a little bit of extra effort, but most of the original structures have traveled to multiple train shows and have not suffered any damage.



**A lady scared the hell out of me this morning,
When she tapped me on the shoulder and
and told me my caulk was hanging out**





Free-moN

N Scale Free-mo

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



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

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

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

Kalmbach rail magazines, Trains.com sold to Firecrown Media

By Trains Staff | May 1, 2024

...NEWS FLASH...

WAUKESHA, Wis. — *Trains Magazine*, the company's other rail magazines, and Trains.com are among assets that have been sold by Kalmbach Media to Chattanooga, Tenn.-based Firecrown Media, the two companies have announced today (May 1).

Other Kalmbach titles involved in the transaction are *Classic Trains*, *Model Railroader*, *Classic Toy Trains*, *FineScale Modeler*, and *Astronomy*, as well as Kalmbach's online stores.

The publications involved will continue to be based in Wisconsin.

[Firecrown Media](#) owns a wide range of transportation brands including Flying, Plane & Pilot, Boating, Yachting, and the supply chain site FreightWaves.

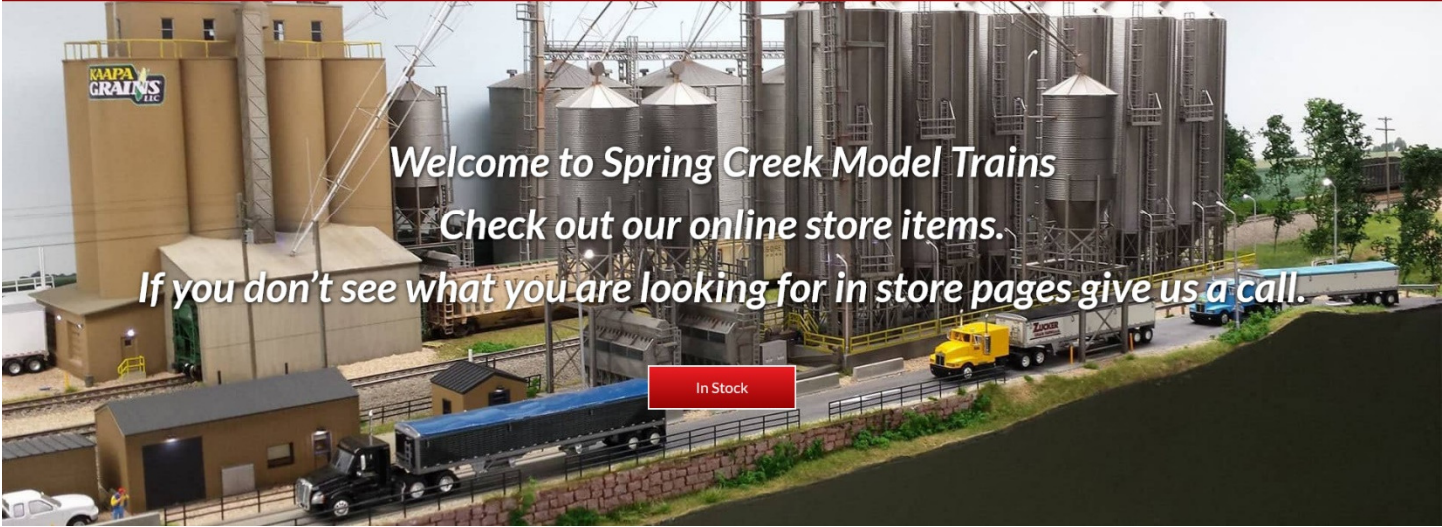
Kalmbach employees were informed of the sale this morning and told that most employees working on the brands will be offered positions with Firecrown after screening. Kalmbach CEO Dan Hickey called it "a difficult day in our storied history" in an email announcing the sale.

"With the acquisition, Firecrown plans to invest significantly in *Trains'* business editorial coverage, increasing the cadence and depth of coverage of the rail industry. FreightWaves, one of Firecrown's brands, provides a playbook to help achieve this."

Fuller and other members of the Firecrown staff met with staff members who will be making the transition to the new ownership this afternoon. A 60-day transition period is planned for the magazines and other properties. More information on Firecrown's plans and what they mean for employees and readers will be forthcoming.



Kalmbach
Media



Welcome to Spring Creek Model Trains
 Check out our online store items.
 If you don't see what you are looking for in store pages give us a call.

New Exclusive Products...



Intermountain HO Scale PS 4750 Covered Hopper Kyle ex FDGA with Panel

Spring Creek Model Trains offers exclusive [Intermountain](#) PS 4750 covered hopper Kyle patch in former FGDA livery with logo panel. These models come in three different road numbers not available from Intermountain. For more information and to order the exclusive car follow this link.



Intermountain HO Scale PS 4750 Covered Hopper Kyle ex FDGA with replaced hatch

Spring Creek Model Trains offers exclusive [Intermountain](#) PS 4750 covered hopper Kyle patch in former FGDA livery with replaced hatch. These models come in three different road numbers not available from Intermountain. For more information and to order the exclusive car follow this link.



Rapido Trains N Scale Procor 5820 Plastics Hopper in Blue

We partnered with [Rapido Trains](#) on a N scale Procor 5820 plastics hopper in a blue paint scheme. We are aware of only one number in this scheme and that is the car we are producing. For more information and to order the exclusive car follow this link.

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

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

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. 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.



KRHS *Katy Flyer* Magazines and Calendars feature many rare and historic photographs of the Katy Railroad that are great for collecting and research.



Katy Flyer Membership

- 4 Issues of the *Katy Flyer* Magazine
- Annual Member Directory

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

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

Long Last!

We have a date & venue!



MID CONTINENT REGIONAL ANNUAL CONVENTION

Thursday, Friday, Saturday
June 13th, 14th, 15th
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 13th) 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

Date Book

June 2024

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

July 2024

13th **Heartland Toy Train Show** Stillwater, OK
Saturday <https://www.ttos-soonerdiv.org/>

21st – 27th **Lionel Operating Train Society Annual Convention** Lawrence, KS.
Sun – Sat <https://lots-trains.org/>

August 2024

2nd – 4th **North Platte Rail Days Train Show** North Platte, NE.
Fri – Sun <https://www.visitnorthplatte.com/events/annual-events-festivals/north-platte-rail-days/>

MeWe



**Western Kansas
Division, NMRA**

31 Followers



Follow the Western Kansas Division on MeWe: <https://mewe.com/westernkansasdiv/feed>



On The Back Cover:

After completing repairs on the structure of the WKR N-scale layout, the layout was reassembled, structures placed, cars placed at the industries, and now the first trains are assembled and waiting for motive power in the yards to re-start operations.

The *Main Line*

Publisher & Editor: Robert A. Simmons

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Trainman55@hotmail.com or 10594 W. Briarwood Dr.– Dodge City, KS. 67801 or call (620) 521-3591

Please send all inquiries, ideas, or submissions to: trainman55@hotmail.com