

The Main Line

The monthly publication of the
Western Kansas Division

October 2025



On The Cover:

The Paint Shop of the Western Kansas Rails N-scale layout has been busy patching a series of new Scale Trains Dash 9 locomotives for the fictional Missouri Pacific Leasing Corp. or MPLX. More details inside...

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Membership Benefits

Direct Individual Member Benefits

- **Access to coaching and support by Master Model Railroaders® (MMR)**

NMRA assists other members whenever possible, whether or not the individual requesting assistance is a participant in the Achievement Program.

- **Achievement Program (AP)**

Push your skills to new levels while earning recognition for your efforts in the [Achievement Program](#).

- **Annual NMRA Calendar**

Features twelve of the best of the best model railroad photographs annually in a fund raiser to members in the USA.

- **Beginner's Guide**

Learn the basics of trackwork, wiring, scenery, and more in this [online guide](#).

- **Collection Insurance**

Group property insurance for collections, layouts, live steam, tools, slides and photographs, books, magazines, railroad memorabilia, and more.

- **Fellowship with other model railroaders through virtual and face-to-face connections**

NMRA members are automatically assigned to a geographically close Division where they'll be able to participate in regularly scheduled in-person and virtual events.

See how the NMRA can aid your modeling on the website: <https://www.nmra.org/>



Katy Railroad Historical Society

The **Katy Railroad Historical Society** was formed in Parsons, Kansas, in October 1977 with a nucleus of 43 charter members. The purpose of the society is to bring together those persons who have a common interest in the Missouri-Kansas-Texas Railroad, known to many as the Katy.

To increase the enjoyment of their interest through appropriate activities, including group trips to points on the railroad, photographic excursions, photo, slide, and video shows, meetings, discussions, and other undertakings. The encouragement of the collection, compilation, and publication of interesting data pertaining to the Katy, including preservation of such information for future reference. The increase of knowledge of and fostering of goodwill towards the M-K-T Railroad among members and the public. The promotion of good fellowship 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 - \$34 for one year includes four issues of the Katy Flyer Magazine plus Annual member Directory.

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

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

MRH: September 2025



In this issue:

- [Publisher's Musings: Health of the hobby in 2025](#)
- [Best of the MRH website this month](#)
- [Let's talk ops: All about yard limits: 3](#)
- [What's Neat: George Bogatiuk does a Tsunami2 install, ...](#)
- [Electrical Impulses: Diode matrix turnout control](#)
- [Modeling signs from photographs](#)
- [First Look: JTC N scale 60' container flat car](#)
- [Savvy Modeler: Modeling rocks with foam](#)
- [September 2025 news and events](#)



Click here to start reading today: <https://model-railroad-hobbyist.com/>





STORE HOURS

MONDAY	10AM-6PM
TUESDAY	10AM-6PM
WEDNESDAY	10AM-6PM
THURSDAY	10AM-6PM
FRIDAY	10AM-6PM
SATURDAY	10AM-4PM
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GO Transit	EMD F59PHL w/ DCC & Sound		\$150.00	Q23BZ0044	May 27, 25	Engines	
BNSF	GE ES44C4 w/DCC		\$120.00	QMS9006	Sep 15, 25	Engines	
Atchison, Topeka & Santa Fe	GE Dash 8-40CW w/ DCC, Weathered		\$185.00	Q23AF0078	Jul 18, 25	Engines	

We want to buy your stuff!

N Scale Supply is looking to buy collections,
 large and small, or just extra stuff you may have

Click here for the website: <https://www.nscalesupply.com/nscalesupply.html>

Announcements

- Thanks to Jim Marlett for making the [September/October 2025 issue of Trails, Rails, & Tales](#) available!
- Thanks to Robert Simmons for making the [August 2025 issue of the Main Line](#) available!

Welcome to the Mid-Continent Region of the National Model Railroad Association

A 501(c)3 non-profit corporation, MCoR includes the southern half of the state of Iowa, portions of Illinois, and the entire states of Arkansas, Oklahoma, Missouri, Kansas and Nebraska. Since 1990, MCoR's leadership has fostered a strong program of developing local divisions with the purpose of bringing the potential for NMRA activity and involvement to a community near you. From only two divisions in 1990 located in metropolitan areas, MCoR now has well over a dozen divisions and over 900 members.

[Click here to join the NMRA or renew your membership!](#)

Upcoming Events

The 2025 St. Louis Railroad Prototype Modeler's Meet will be running from 7/24-7/26 in Collinsville, IL. See the [flyer](#) for more information.

The 2025 Convention will be held 8/22/2025 and 8/23/2025! Our [Headline Speaker](#) has been finalized

Follow the activities of the Mid-Continent Region, NMRA on their website: <https://mcor-nmra.org/>

You can also follow the Mid-Continent Region on their Facebook Page:
<https://www.facebook.com/groups/1851848998468077>



Mid-Continent Region, NMRA

Public group · 847 members



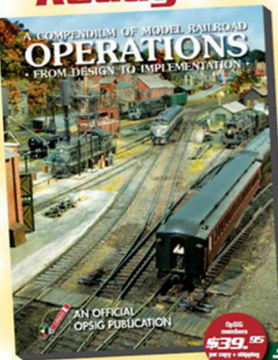
+ Invite

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RELAXING AFTER WINNING AN ARGUMENT WITH MY WIFE ABOUT BUYING MORE MODEL TRAINS



Dispatcher to OpSIG Publication No. 2, you're ...
Ready to Roll!



A COMPENDIUM OF MODEL RAILROAD OPERATIONS
FROM DESIGN TO IMPLEMENTATION

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 300 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!

Shipping: US (\$8)
Canada/Mexico (\$21)
Overseas (\$28)

To Order: Please mail a check or money order, payable to OpSIG, with number of copies and your mailing address, phone number, and e-mail to:

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For Paypal orders, please add \$1 to the cost of the book and send to OPSIG@Paycom.com. Provide your mailing address and telephone number in the subject line.

The OpSIG is a 501(c)(3) non-profit corporation. For information on how to join the OpSIG, please visit www.opsig.org.

A Compendium of Model Railroad Operations - from Design to Implementation

A complete guide to all things in operations, 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.

Click here to order your copy today:

<https://www.opsig.org/Resources/Bibliography#Book>

Real Deal

Clarence Matthews wrote: “Hello Gang, once again I headed out to the local rail yards and had success in my limited time track side. First off, I wanted to see if my luck would hold for the BNSF at Lawrence by doing what we all to know works, if a train is coming. And it sure enough it did.



Clarence Matthews Photo

(Above) 3417 WB BNSF 6095 leading a Q LACNSA3 I was surprised to find a Q on the Topeka Sub. Just your long string of intermodal loaded well cars.

(Below) 5559 WB BNSF 6049 leading X ELPLOW2 an empty grainer out of El Paso, TX. 2831 Quite a few short strings of new BNSF hoppers. Some had already begun the process to turn white (yes I know just grain dust) and become part of the variegated grain trains we see rather than the Earth Worms

Clarence Matthews Photo



Real Deal



Clarence Matthews Photo

(Above) These are all on the UP, at 9th ST in North Lawrence on the UP 1501 WB UP 6399 with a long string of domestic containers in well cars.

(Below) 1501 WB UP 6399 with a long string of domestic containers in well cars.

Clarence Matthews Photo



Real Deal



Clarence Matthews Photo

(Above) 3438 MRLX 1659 on the rear. Reportedly this car came San Luis Valley on the Colorado Pacific on 9/15 on the way to Tennessee Valley Railroad Museum.

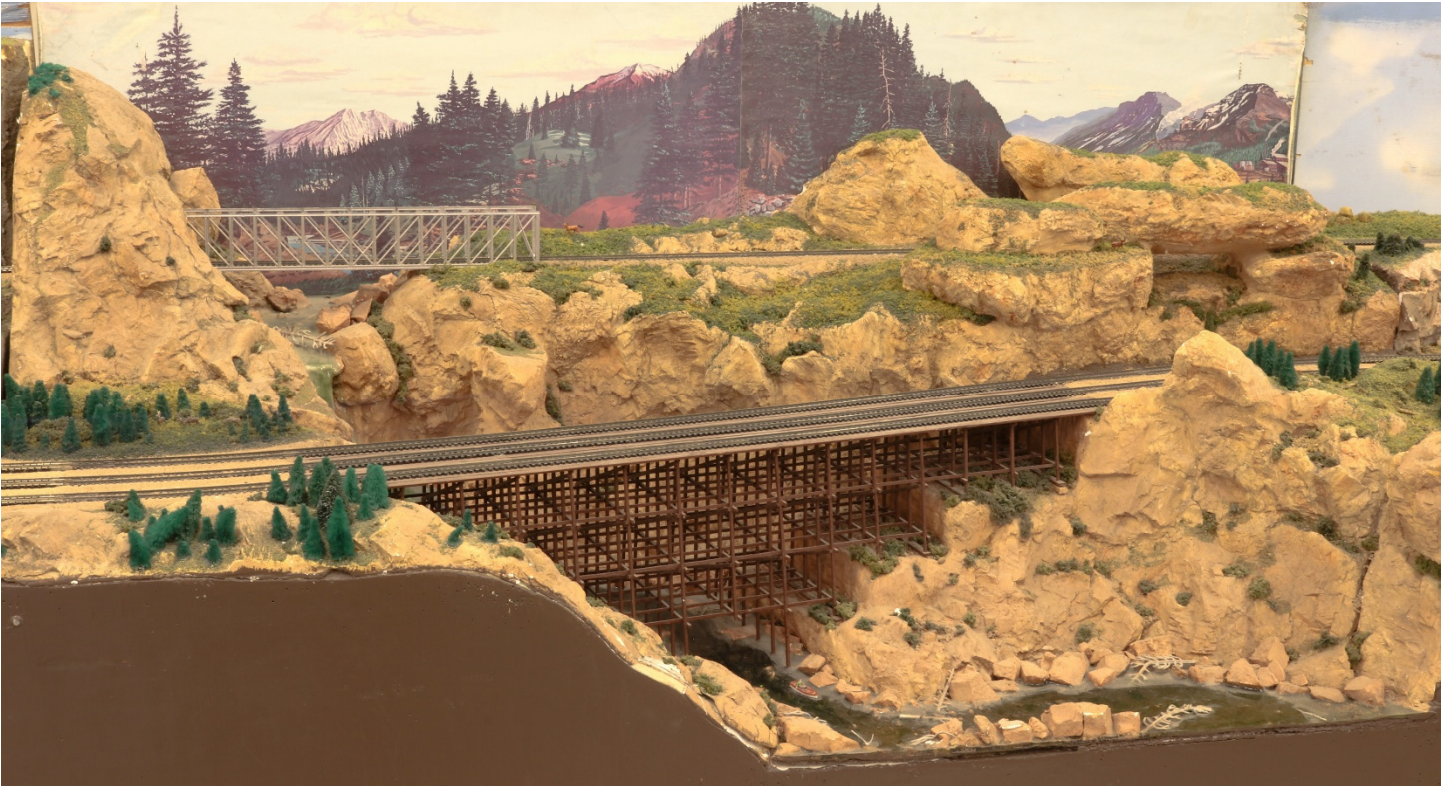
(Below) I have no idea what this is, probably a “spoof” photo from Jerry Bruce.

Jerry Bruce photo





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:

- One year of the Newsletter (6 issues).
- Monthly ZoomTRAK live broadcasts.
- Support of the National N Scale layouts at major shows.
- Access to the Members Only section of NRail.org (including over 270 issues of the Newsletter).
- Discount on merchandise in the [NRail store](https://nrail.org/store).

Click here for more information: <https://nrail.org/>



The **Friends of the Burlington Northern Railroad (FOBNR)** historical society was incorporated in the state of Idaho on January 3, 1993. It was chartered to gather, preserve, and share information about the history and the current operations of the Burlington Northern

Railroad. The group began with about 140 members absorbed from the Burlington Northern Historical Society, an un-incorporated interim organization interested in studying the history of the Burlington Northern Railroad. In 1996, following the merger between Burlington Northern and Santa Fe, the group voted to follow the Burlington Northern from 1970 to 1995 and the BNSF from 1995 to the present. Then in 2018 we added coverage of the Montana Rail Link.

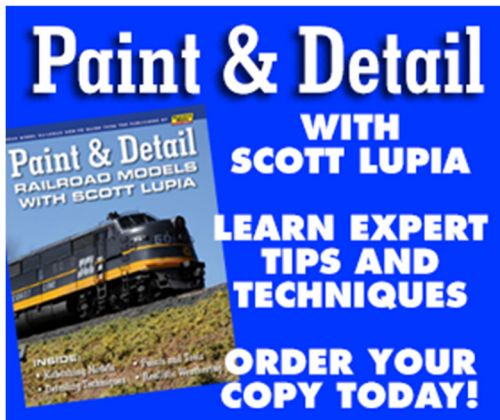


The Group's quarterly publication, *The BN Expediter*, is the voice of the organization that shares news about the group's activities, BN historical data, and current operations of the railroad. It is currently a 30+ page all-color publication and will grow even larger as the society grows and more members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

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

Membership in the Friends of the Burlington Northern Railroad

- Membership is for one full year.
- Multiple year memberships are permitted and even encouraged, but not for more than 3 years.
- 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** is acknowledged by name in every issue of *The BN Expediter*, are not charged a postal surcharge (non-US), and get our annual BN calendar free (if joined by December 1st – after the 1st we'll send one as long as our supply lasts).



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RMC RECEIVING YARD

New and Improved Amtrak Viewliners Arrive From Walthers

Now available in stores is an all-new production of Amtrak's Viewliner I sleepers from Walthers.



RMC EXTRA BOARD

Build Realistic Bridge Abutments

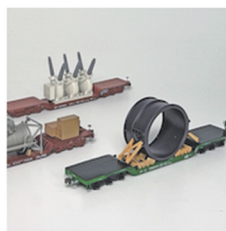
Simple materials and easy-to-follow techniques for building realistic bridge abutments in any scale.



RMC EXTRA BOARD

Return to the Ryder Gap Sub

A deep dive into the plausible backstory of a proto-freelanced HO scale model railroad based on Chesapeake & Ohio operations of the 1970s.



RMC PRODUCT REVIEWS

New Class One Model Works GSC Depressed-Center Flatcars

This highly detailed ready-to-run HO scale model from Class One represents the GSC heavy-duty flatcar.



RMC PRODUCT REVIEWS

Rapido Trains Metra EMD 'Winnebago' F40PHM-2s and F40PHM-3s

With 243 stations, eleven different routes and over 500 route miles, Chicago's Metra operates the fourth largest commuter rail network in the United States.



RMC PERSPECTIVE

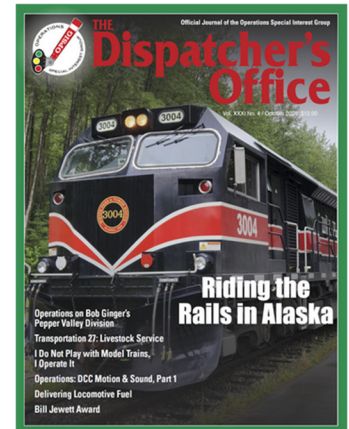
Subliminal Details

These everyday subliminal details, while small, will go a long way toward bringing realism to your railroad.



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



Find out more here: <https://www.opsig.org/>



Operations SIG

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The Operations Special Interest group also feature a Facebook page:

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



TANGENT

HO Scale - Tangent 4750 Hopper

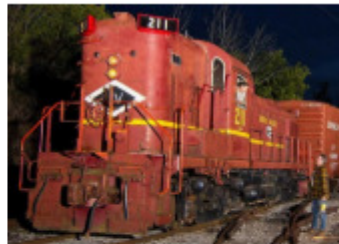
- Chicago & Northwestern (CNW),
- Arkansas-Oklahoma Railroad (AOK),
- Caney Fork and Western Railroad (CFWR),
- Foster Poultry Farms Inc (FPFX),
- Interstate Commodities Inc. (INTX),
- Pullman Leasing (PLCX),
- Pullman Leasing (PLCX),
- Southern (SOU),



HO Scale - East Coast Circuits Lighted Vehicles



N Scale - Bowser/English's Model Railroad Coal Loads



HO Scale - Pre Order Bowser RS3M

- Conrail (CR)
- Maryland and Delaware Railroad (MDDE)
- Penn Central (PC)
- Rochester & Genesee Valley Museum



N Scale - Pre Order Broadway Limited ALCO 4-6-6-4 Challenger

- Clinchfield (CRR)
- Denver & Rio Grande Western (D&RGW)
- Union Pacific (UP)

Check out Midwest Model Railroad: <https://midwestmodelrr.com/>



Western Kansas
Division, NMRA

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mw mewe

Follow the hijinks of the **Western Kansas Division**, NMRA on their MeWe page:

<https://mewe.com/westernkansasdiv/feed>

WKR Update



The WKR Paint Shop finally got around to “patching” a series of Scale Trains Dash 9’s the Purchasing Department had acquired over the past year. “Easier said than done” applied to this project as we started off with a former Southern Pacific which came patched for the Union Pacific. The straightforward part was removing the logo or numbers from under the cab windows, painting MoPac blue, then adding the “MPLX” lettering for the “Missouri Pacific Leasing Corp..” The second part was harder, using the MoPac blue to cover the former road name as there were several cabinet doors making masking difficult.



The second option was to remove only a part of the original road name as shown with the next two locos, it was easier, but the same issues remained.



WKR Update

The final solution was the application of MoPac blue only behind the new number position on the last four cabinet doors.



The project has halted because we have used all the later MoPac style numbers. Microscale said that sheet is an active sheet and will be reprinted but can't say when that will be.

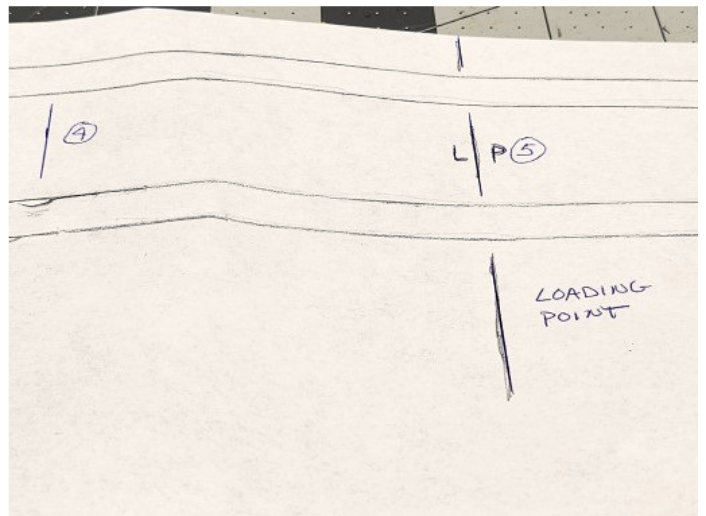
WKR Update



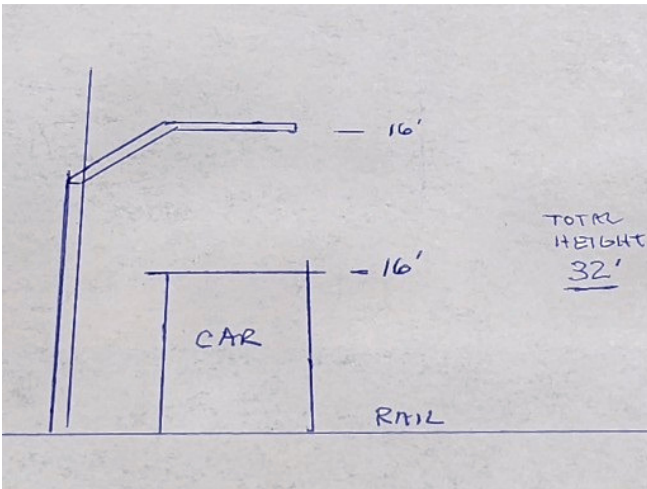
The WKR Scenery Crew have been hard at work adding an important detail to the Pride Ag elevator scene, a safety rail system. This rail system is a safety device for the crew walking atop the cars when opening or closing the top hatches during grain loading. The rail features a wire tether which attaches to the worker's safety harness and will move as he moves back and forth.



Last time the Scenery Crew got started by plotting out where each vertical support post will be located on the scene (Right).



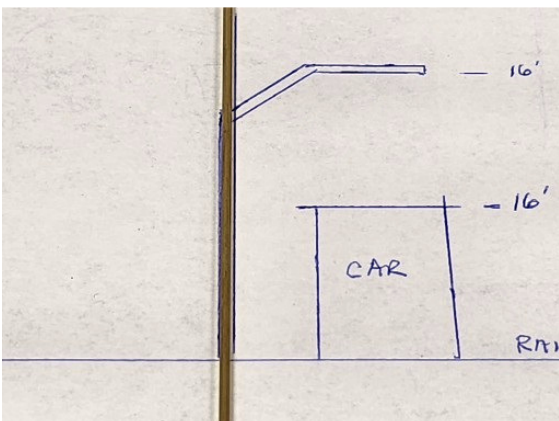
WKR Update



(Left) The next task was to use a scale ruler to take measurements and make a diagram of how it will all fit together. The angle of the support was important, so we first tried a 45-degree slope, but that looked too high. The next choice was a 30-degree slope which looked much better.

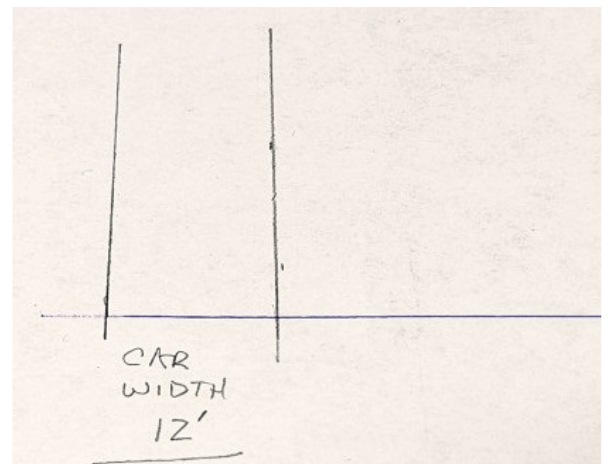
Our first choice of building materials was styrene shapes, so we ordered several from Evergreen, but when they came in, we were struck that they would not hold up to any handling during transport to train shows.

(Right) Our next thought was to use brass square tubing for a stronger structure, and we could use soldering to assemble it. A visit to the K & S website scored a shipment of several sizes of which we decided on the 1/16-inch.

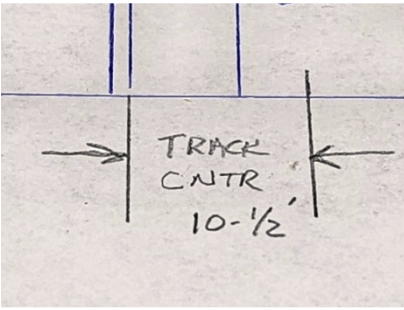


(Left) laying a piece of 1/16-inch tubing on the diagram showed it to be nearly exactly what we wanted.

(Right) Now we had to get serious and make a complete diagram of what we intended, so we started with the establishment of the average car width as 12-scale feet.

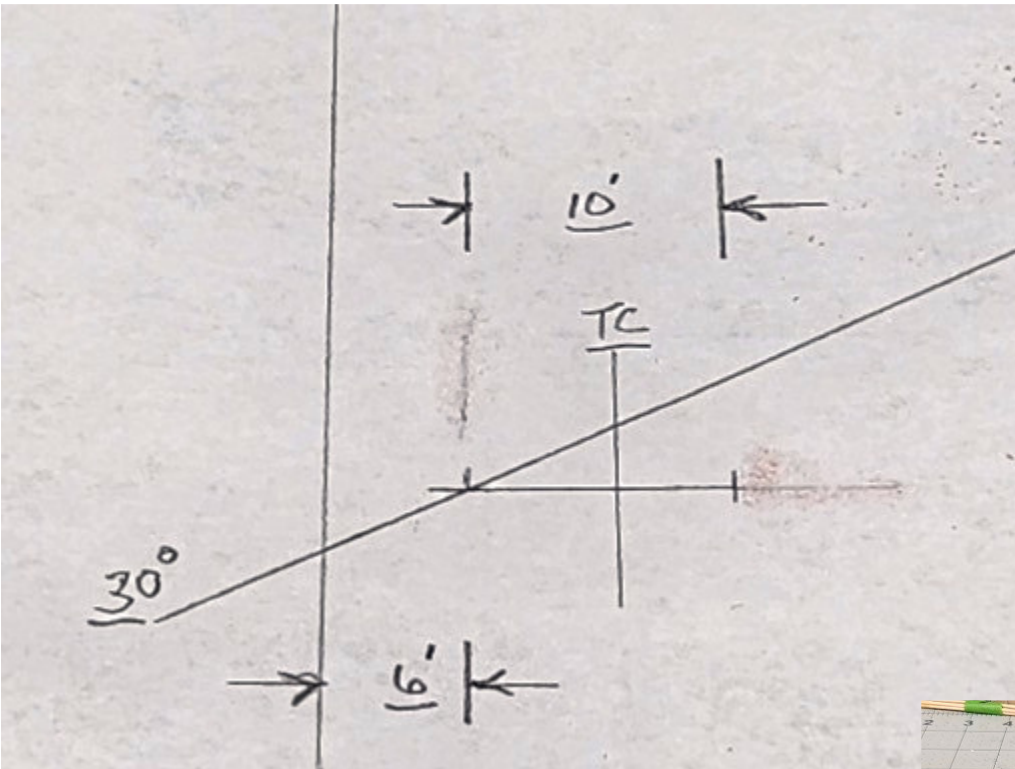
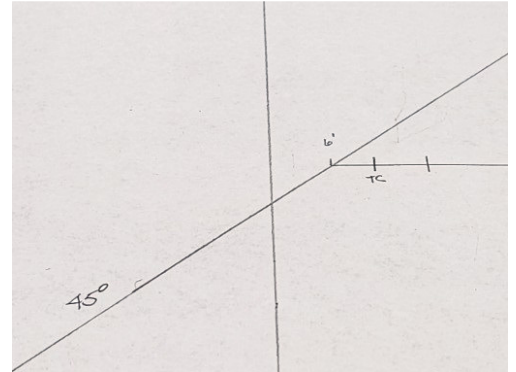


WKR Update



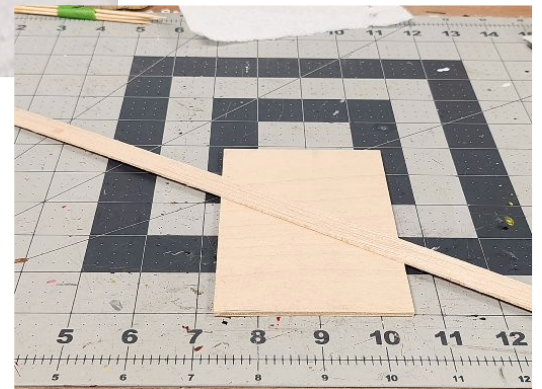
(Left) Next we needed to establish that the vertical support posts would be 10-12-scale feet from the track center.

(Right) The second item was to determine the angle of the support cross arm. As we thought, 45-degrees looked too tall.



(left) This diagram shows the 30-degree angle looked closer to the original. This would leave a scale 6-feet clearance between the car side and the support post. This also gave us the point where the support angles down to horizontal.

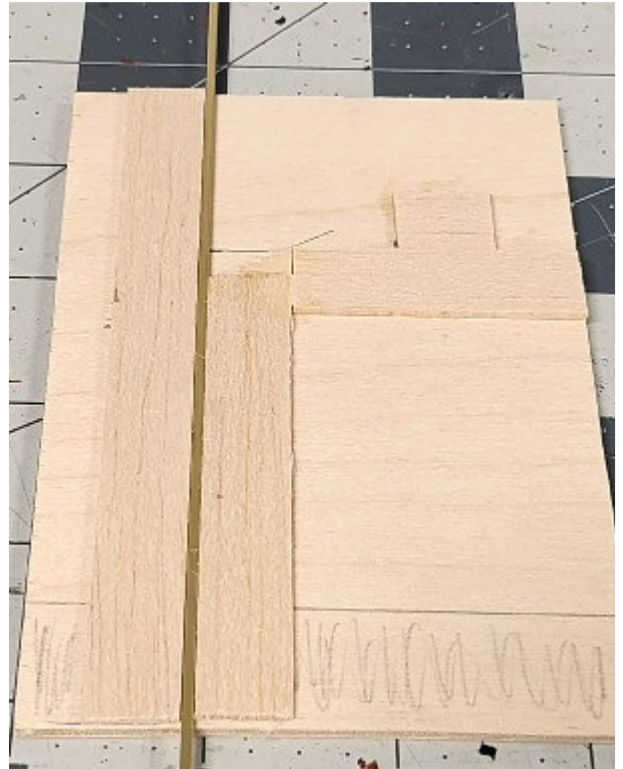
(Right) Because we needed to make several support posts and they all had to have the same dimensions the belief was a template was needed. After a trip to the wood stock cabinet, we found a small rectangle which would be perfect as a base plus some balsa wood strip to use as the template walls.



WKR Update



(Left) A good start on the template. Several pieces of balsa strip were cut and shaped to complete the entire inside section of the template.

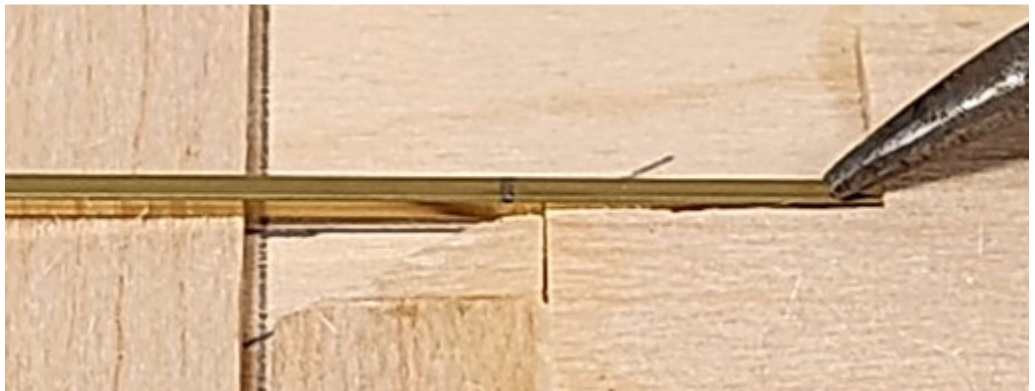


(Right) The last piece of the template is a balsa strip on the outside of the support to maintain the straight section.



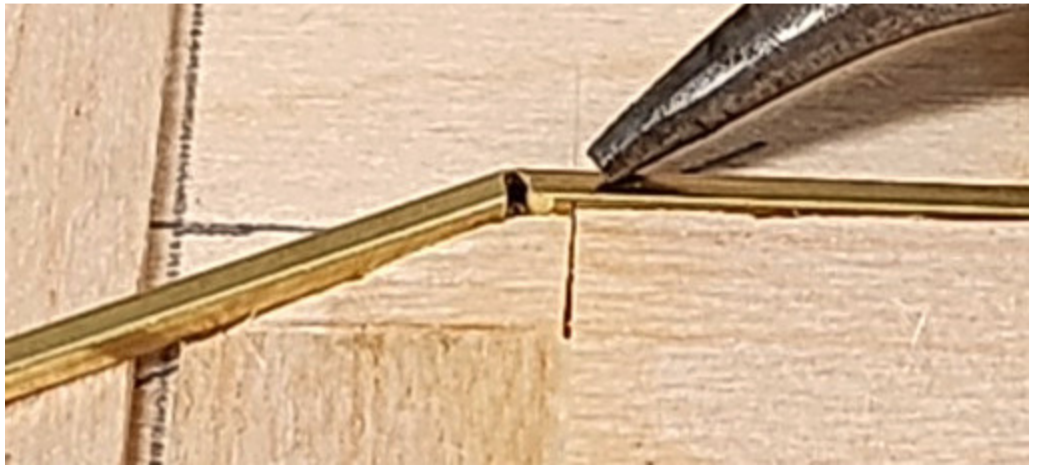
(Left) Gathering the tools to commence the bending. The template, a pencil, and a Dremel with cutoff disk.

(Right) We begin by placing a section of tubing into the template on the top side, all the way to the right. Next we mark on the tubing where we want the first bend.



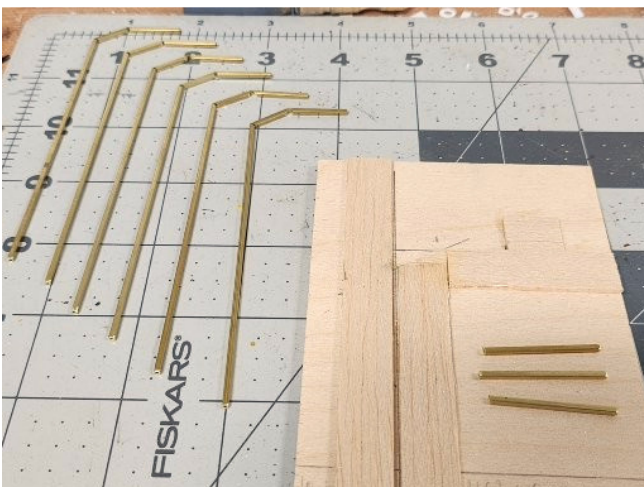
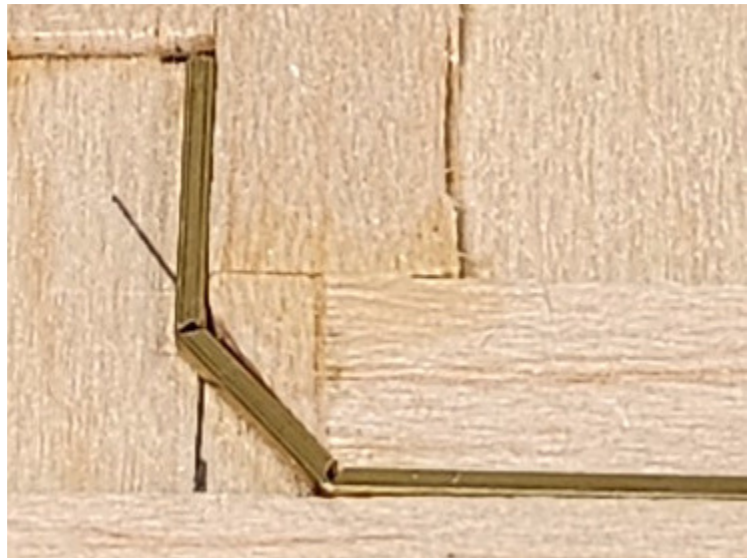
WKR Update

(Right) The first cut is made to the left of the pencil mark.



(Left) You also need to cut about 30-degrees on either side of the cut to allow the full bend.

(Right) The second cut and bend are completed.



(Left) We need six vertical supports, and we have the six cut to length and properly bent to shape.

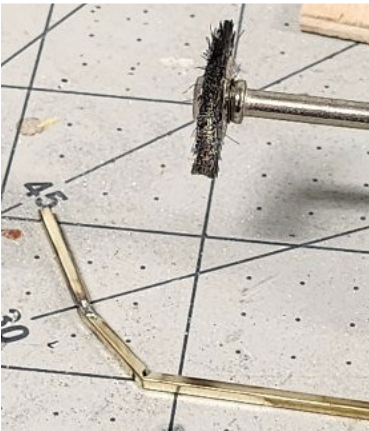
WKR Update



(Left) The next step is to solder fill all the joints. The tools include a soldering iron, silver bearing solder (it's stronger), flux paste, and tip wipe.

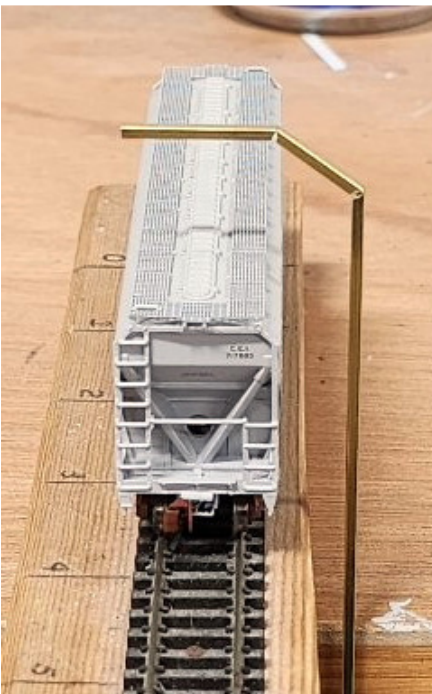
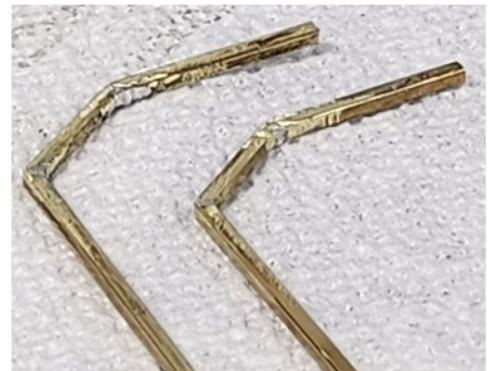


(Right) Using the template to solder the joints.



(Left) After struggling to make the solder stick, I remembered the surface needs to be clean, so a wire wheel in the Dremel did the trick.

(Right) The first two support posts are soldered, filed smooth and ready for the paint shop.



(Left) Just to help visualize the concept, the support was clamped to the edge of the work bench and a car placed underneath. This should be approximately how the finished product will look.

Next month we take strides to finish the project...



Summer Stories and News for Friends of BNSF



A DAY IN THE LIFE OF A BNSF TRACK INSPECTOR

By EUNICE ARCHILA Staff Writer



Track Inspector Jesse Cunningham.

It's 9 a.m. on a Tuesday in June. BNSF's Gainesville, Texas, yard office is quiet, tucked in the heart of the terminal. Inside, benches, tables and computers line the room. A fresh pot of coffee brews as BNSF employees trickle in, stowing away essentials in lockers and chatting about weekend plans. The low hum of radio transmissions and the distant rumble of passing trains bring the building to life.

But long before the first cup of coffee is poured, the workday has already begun.

Track Supervisor Jesse Cunningham starts his day at 6 a.m. with a daily conference call that includes the roadmaster, track section employees, welders, and teams from two subdivisions. The call covers safety briefings, daily assignments and lessons learned across the network.

"If any recent safety incidents occurred, we're going to talk through it—how it happened and what to look out for to avoid doing the same," Cunningham said. "We also talk through the weather's impact on the rails and any special projects we're working on."

As one of hundreds of track inspectors at BNSF, Cunningham's job is to ensure that his territory of track, including mainlines, sidings and yards, is safe and in good condition. He and his colleagues inspect to identify track defects, wear and tear, misalignment, and other potential issues, then help develop repair plans and source the necessary materials to keep the tracks in top shape. Using data from inspection vehicles increasingly plays a role in how he accomplishes the task.

Cunningham conducts his track inspections twice a week—three times if a recent geometry car detected a defect. These specialized track [geometry cars](#), or "geo cars," are equipped with sensors that measure and record the health of the track, identifying defects and surface conditions that may not be visible to the naked eye. This technology has transformed the role of track inspectors. "We used to hyrail and walk the track four days a week," Cunningham said. "Now, with the help of geo cars, we can focus our time where it's needed most." Using geo cars, we were able to inspect more than 500,000 miles of track last year. To increase inspections and

A DAY IN THE LIFE OF A BNSF TRACK INSPECTOR

By EUNICE ARCHILA Staff Writer

data gathered even further, we've developed a locomotive-based track geometry system that will dramatically increase the miles inspected as freight moves across our network. Working in concert, the technology will allow inspectors to address potential risks proactively, shifting from finders to fixers.

On a typical day, Cunningham inspects five to 10 switches, relying on both technology and hands-on experience. He follows the FRA track safety standards and leverages technologies like Vehicle Track Interaction, which uses sensors to monitor track and trains, [geo cars](#), and DCAR (rail detector cars) data to assess track health.

"You can look at a picture of a track, and it won't look too bad," he said. "But in person, you can step on a railroad tie and feel and hear that the wood is hollow. Sometimes they look new on top, but underneath, they're shot." That blend of human insight and advanced tools is critical. Both people and technology can fail. But together, they're a powerhouse.



Cunningham measuring the distance between the rails using a track gauge

While geo cars, onboard systems, and X-ray tools provide deeper insight into track health, our people are still integral as they use that data and their on-the-ground experience to safeguard railroad operations around the clock.

"It's not a 9-to-5 job," Cunningham said. "You could be out here until 9 p.m. for heat inspections, then get a call at 2 a.m. for a flash flood. It's better when the weather's steady, but we're ready for anything."

Inspectors also work closely with dispatchers to coordinate safe access to the track. Using tools like the Smart Mobile Client they can monitor train locations in real time and request clearance for track protection. Once they receive the green light, inspectors can safely proceed with their track inspections.

Success, for Cunningham, is measured in prevention.

"When a geometry car runs my whole territory and doesn't find any red tags, that's a win," he said. "It means we're putting people in the right positions and doing the work before it becomes a problem." This proactive approach is key to maintaining the safety of our tracks—for our trains, our employees, and the communities we serve.

Looking ahead, Cunningham sees the role evolving in-step with advancing technology.

Machines capture high-resolution images, X-rays, and millions of other data points, and track inspectors interpret that data and take action. By utilizing technology together with our people who know the railroad, we're ensuring every mile of track is safe for the freight and passengers who depend on it.



The Santa Fe Railway Historical and Modeling Society

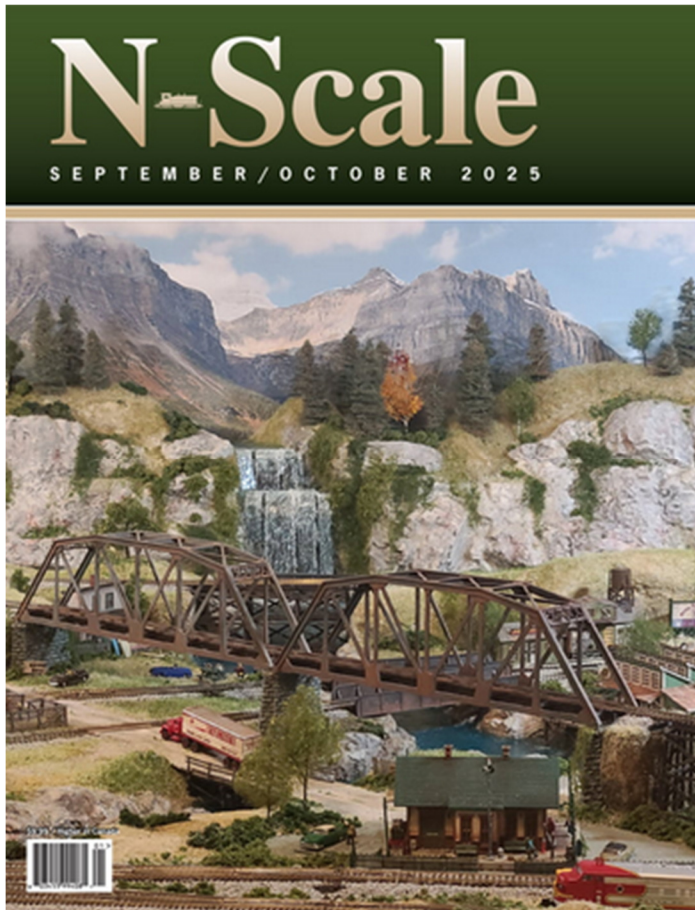
To promote, stimulate, foster and encourage by all legal manner and means the gathering, cataloging, preserving and making available to the general public for viewing, education and research, actual documents, equipment, photographs of equipment or structures, and any other data available concerning 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.



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

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



IN THE CURRENT ISSUE

Still A Work In Progress
by John Magine

The Baltimore & Ohio Southeastern
Part 2
by Thom Placier, Photos by Lance Adkins

In Pursuit of WOW
The ins and outs of using 3D printed structures on
our layouts & dioramas
by Dennis Machlica

Extra Extra! Read All About It!
Part 2: "The Great Layout Project" Continues!
by Dennis Murphy

The Short & Nn3arrow
Modelling the Pacific Coast Railway,
Part 25: Internal Combustion
Motive Power
by Tom Knapp, MMR #101

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Hours

Monday – Friday 9:00 a.m. to 5:30 p.m.
Saturday 9:00 a.m. to 3:00 p.m.

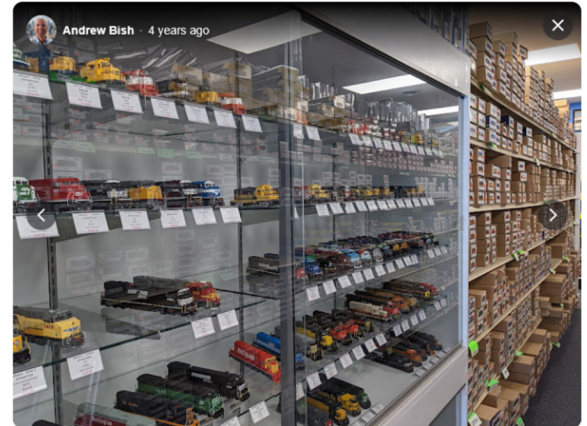
Telephone:

402-365-7628

Spring Creek Model Trains 25th Anniversary Kadee HO Scale PS-2 2 Bay Covered Hopper



Spring Creek Model Trains offers exclusive [Kadee](#) 2 Bay covered hopper celebrating our 25th year. This model comes in one road number. For more information and to order the exclusive car follow this link.



I am David Zucker who, along with my wife Debby, started our hobby store business in 2000. It has been a lifelong dream to own my own model railroad hobby store. We have grown from a 5' x 10' x 6' trailer to a store and a web-site. We still love doing the week-end “train shows” and we travel throughout the Midwest.

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

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

Be careful out there, everyone.
I had 2 copies of Kamala's new
book in my car and someone
broke in and left 4 more.





BREAKING NEWS: CEO Joe Hinrichs Out at CSX

CSX Transportation announced on Monday that CEO Joe Hinrichs had departed the company and was being replaced by Steve Angel. The sudden change came without explanation and just days after Hinrichs celebrated his third anniversary at the helm of CSX.

The transition comes as CSX is coming

under increased pressure to respond to Union Pacific and Norfolk Southern's proposal to merge. Some investors had called for Hinrichs to forge a merger partnership with either BNSF or CPKC or resign. However, so far, CSX has opted for collaboration instead of a merger.

In CSX's announcement of Angel's appointment, officials wrote that the new CEO was an expert in guiding companies through "significant transformation." Angel previously led Linde plc, a chemical company, and General Electric.

"We are excited to welcome Steve as our new CEO. He is a visionary in creating long-term value and an expert in guiding companies through significant transformation. The Board conducted a very targeted process, and Steve was the clear choice to lead CSX," said John Zillmer, Chairman of CSX. "The Board is laser-focused on advancing CSX's strategic priorities and maximizing shareholder value, and we are confident Steve has the right skillset, expertise, and background to help us deliver our next phase of growth."

While it seems most of UP and NS's competitors wanted to avoid additional mergers — and are vocal against the UP-NS deal — shifting opinions in Washington D.C. might mean they have little choice. Earlier this month, President Donald Trump was asked what he thought of the proposed merger and said it "sounds good to me." While the president does not have the ability to approve or deny mergers, the White House appears to be putting its thumb on the scale in support of the merger, most notably with the dismissal of Robert E. Primus at the U.S. Surface Transportation Board. Primus was notable for being the lone vote against the CPKC merger in 2023.



Robert Simmons

@robertsimmons6464 · 1.1K subscribers · 431 videos

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

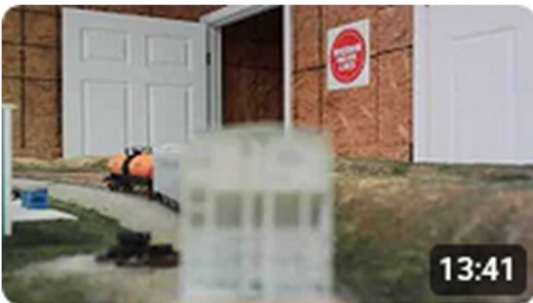
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We've recently upgraded our cameras.

Follow the action of the **Western Kansas Division**, NMRA on our YouTube page.



Op Session 4 - Train 5732
West - Move 1 - Fantastic...

<https://www.youtube.com/watch?v=poJO1Kl5kWo>

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



Switching on the WKR - Op
Session 4 - 5739 East - Mov...

Click here to start watching and don't forget to "like":

https://www.youtube.com/channel/UC9EPv8cQ04rRGAYts-734jw?view_as=subscriber

The latest in HO scale Modular Model Railroading



Free-mo was developed with the idea that a set of standards focusing mainly on module endplates would enable faithful modeling of prototype trackplans 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 operates like a permanent or sectional layout but still retains its modularity (Free-mo is actually more modular than existing double track modules). Free-mo layouts are operated with a single track mainline in a point to loop, loop to loop, or point to point. Layout sizes can vary to any size conceivable.

Click here to find out more: <https://free-mo.org/>



2025 Joint

**Missouri Pacific Historical Society,
Burlington Route Historical Society,
and Chicago & Eastern Illinois Historical Society
Convention in Marion, Illinois**

**October 9-11. 2025
At Marion, Illinois**

**The activities for the meet will be held at the "Pavillion"
in Marion. Activities will be full of clinics, a banquet, and
evening speaker. However, no bus trip is currently
planned. Times and clinicians will be announced later.**

**The meet hotel will be will be:
Drury Inn & Suites Marion
2706 W Deyoung St, Marion, IL 62959
Phone: (618) 997-9600**

Click here for more info: https://www.burlingtonroute.org/BRHS/annual_meetings/index.php

Mid-Continent Prototype Modelers

Join us for a TIME CHANGING EVENT.



2025 Mid-Continent Prototype Modelers Meet

Come join us in Benton, KS on Nov 8th and 9th for the
BIGGEST, little RPM in Kansas.



Two days of fun and info

Modelers from all over bring their models (both finished and in progress) to display and discuss. There will also be clinics on weathering, prototype subjects and general modeling info. Different HO Scale Free-Mo modules are invited for some switching fun as well as background for model photos. Some manufacturers occasionally make an appearance. Also, Spring Creek Model Trains from Deshler, NE will be on hand to allow you to purchase your modeling needs.

Click here for more info: <https://bentonrpm.com/>



All Aboard For The 48th Annual OKC Train Show!

November 15th-16th 2025

In a **NEW** venue in the Bennett Event Center at
the Oklahoma State Fairgrounds
3101 Gordon Cooper Blvd, Oklahoma City, OK 73107

Kids Prize Giveaways!

**100,000 square feet, over 500 tables of railroad
items, and 20 layouts!**

BUY YOUR 2025 TICKETS NOW ONLINE!

Use Coupon Code "TRAIN25" to Save \$2
For Online Tickets Only!



This coming **March 13th through 15th 2026**, the Indian Nations division of NMRA along with the Tulsa Operating Layout Owners will host our 10th Layout Design and Operations Weekend in Tulsa, Oklahoma.

More than just operating sessions, this event includes a 6 ½ hour seminar on Saturday with presentations from several well-known experts and three operating sessions.

We changed the date so as not to conflict with other events on the west coast. **PLEASE SAVE THE DATE!**

Saturday workshop 8:00am – 2:30pm with several presentations

Track plan consulting by appointment by LDOP Team members.

Bring your track plans, photos, display boards and mockups to share with everyone. Great place to solicit feedback on your layout.

Catered hot lunch.

Shirts and Operator's Apron available for pre-purchase.

Operating sessions – 11+ layouts including HO, N, HON3, and SN3

Friday 6:pm – 9:00pm

Saturday 5:00 pm – 8:00 pm

Sunday 9:00am – 12:00 pm.

Everyone is invited; you do not need to be an NMRA member to participate. Please contact steve@kcs1982.com for further updates. Details on our past event (in 2024) can be found at [Layout Design and Operations - Tulsa NMRA](#). Layouts will be similar, but presenters will be different of course.

Date Book

October

9th – 11th
Thu – Sat

Joint Annual Convention MPHS-BRHS-CEIHS
<https://mopac.org/event/2025-joint-convention-with-brhs-and-ceihs/>

Marion, IL

November

8th & 9th
Sat & Sun

Mid-Continent Prototype Modelers
<https://bentonrpm.com/>

Benton, KS.

15th & 16th
Sat & Sun

Oklahoma City Train Show
<https://www.okctrainshow.com/>

Oklahoma City, OK.

2026

January

3rd & 4th
Sat & Sun

Great Train Show
<https://www.trainshow.com/>

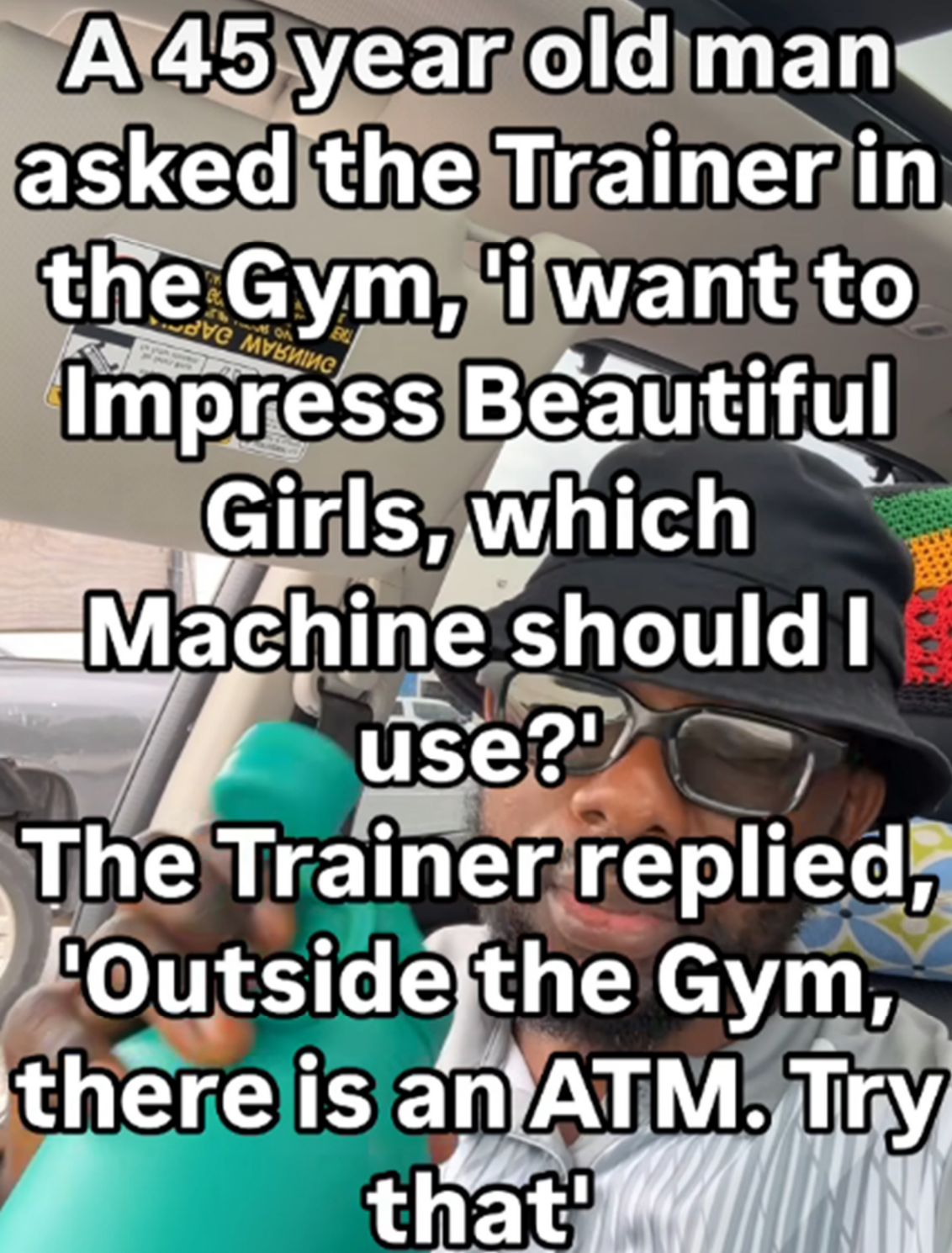
Kansas City, MO.

March

13th – 15th
Fri – Sun

Layout Design & Operations Weekend
<https://www.ldopsigmeet.tulsanmra.org/>

Tulsa, OK.

A photograph of a man wearing a black bucket hat, sunglasses, and a light blue and white striped shirt. He is holding a green dumbbell in his right hand. In the background, there is a yellow warning sign that reads "DANGER" and "WARNING". The text is overlaid on the image in a large, bold, white font with a black outline.

**A 45 year old man
asked the Trainer in
the Gym, 'i want to
Impress Beautiful
Girls, which
Machine should I
use?'
The Trainer replied,
'Outside the Gym,
there is an ATM. Try
that'**

The *Main Line*

Publisher & Editor: Robert A. Simmons

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If you have a change of e-mail address, or no longer wish to receive the newsletter, please contact Robert Simmons

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

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