



The

# Milepost

Volume 46, Number 2 – February 2026

The official newsletter of the Pikes Peak Division

Rocky Mountain Region – National Model Railroad Association.



**NEXT MEETING:**

Friday, February 13<sup>th</sup>, 2026, at 7:00 PM

The New Sand Creek Police Station 950 Academy Park Loop

(Northeast of the intersection of Fountain/Academy)

Colorado Springs, Colorado

## Calendar of Events

### **January 9<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Show & Tell Program: The History of the McKeen Motor Car and #22 of the Virginia & Truckee RR

### **February 13<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: MOW Program: Colorado Midland.... A Train Ride

### **March 13<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: TBD

### **April 10<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Odd Ball Program: Mark Fuerstenberger

### **May 8<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Offline Bldg Program: TBD

### **June 12<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: TBD

### **July 10<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Charles Marchbanks

### **August 14<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Diorama Program: TBD

### **September 11<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Photos Proto Program: TBD

### **October 9<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting

Contest: Photo Model Program: TBD

### **November 13<sup>th</sup>, 2026 (Friday)**

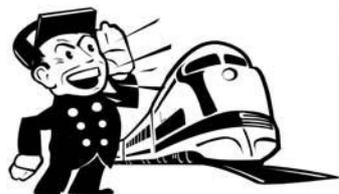
NMRA-PPD monthly meeting

Contest: Loco Steam/Diesel Program: TBD

### **December 11<sup>th</sup>, 2026 (Friday)**

NMRA-PPD monthly meeting.

Program: Christmas Party!



and other model railroads (and railroad) activities. Unless otherwise noted, all content in this journal is copyrighted to its respective owner. Please do not use content from this newsletter in other publications, newspapers, magazines, books, websites, etc., without explicit case-by-case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address [dave@bristow-family.org](mailto:dave@bristow-family.org). Thank you.

## P.P.D Staff Members

### **OFFICERS**

#### **Superintendent:**

Mark Fuerstenberger – (719) 491-1291  
[markf@classichomes.com](mailto:markf@classichomes.com)

#### **Assistant Superintendent:**

Elizabeth Maline  
[eamaline@gmail.com](mailto:eamaline@gmail.com)

#### **Secretary:**

John Emmot – (719) 380-8421  
[jemmot@comcast.net](mailto:jemmot@comcast.net)

#### **Treasurer (And Door Prizes Chairman):**

Tony Pawlicki – (719) 687-2694  
[tonypaw1650@gmail.com](mailto:tonypaw1650@gmail.com)

### **CHAIRPERSONS**

#### **NMRA Achievement Program:**

Jack Sousa – (719) 576-7017 [jackfrw@pcisys.net](mailto:jackfrw@pcisys.net)  
**Contest:**

Kristin Phillips, and Jack Sousa

#### **NMRA Membership:**

Mike Maline  
[mcmaline2@gmail.com](mailto:mcmaline2@gmail.com)

#### **Milepost Editor:**

David Bristow – [dave@bristow-family.org](mailto:dave@bristow-family.org)

#### **Module Group (HO-Scale):**

Mark Fuerstenberger – (719) 491-1291  
[markf@classichomes.com](mailto:markf@classichomes.com)

#### **Members Aid:**

John Emmot – (719) 380-8421  
[jemmot@comcast.net](mailto:jemmot@comcast.net)

#### **Monthly Meeting Programs:**

Elizabeth Maline  
[emaline@gmail.com](mailto:emaline@gmail.com)

#### **Public Relations:**

Kristin Phillips – [kristin.phillips7099@gmail.com](mailto:kristin.phillips7099@gmail.com)

#### **Swap Meets:**

Kristin Phillips – [kristin.phillips7099@gmail.com](mailto:kristin.phillips7099@gmail.com)

#### **Webmaster:**

[ Open ]

## Next Meeting on Friday, February 13

Our meeting will be at The Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado.

### 2026 Schedule

- February Mel McFarland - Colorado Midland... A Train Ride
- March TBD
- April Mark Fuerstenberger
- May TBD
- June TBD
- July Charles Marchbanks
- August TBD
- September TBD
- October TBD
- November TBD
- December Christmas Party!

Opportunities abound for programs in!

Please see or contact Elizabeth Maline at [eamaline@gmail.com](mailto:eamaline@gmail.com) to sign up for an open spot on the program calendar.

Be sure to occasionally check the Rocky Mountain Region website for the latest events and happenings, as well as the current Callboard: <https://www.rmr-nmra.org/callboard.htm>

## Editor's Thoughts

### From Pullman Palaces to Logging Mallets: A Modeling Journey

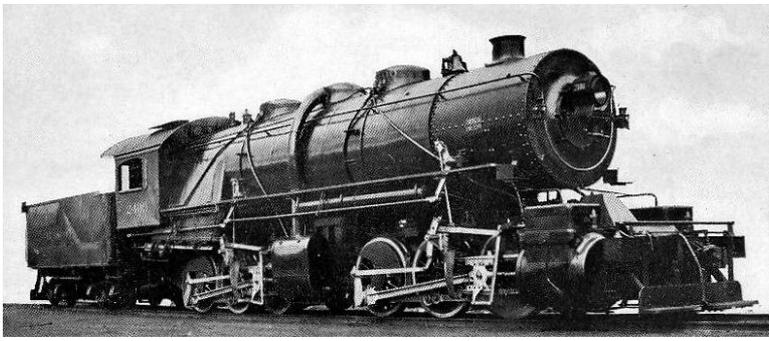
I've long been a subscriber to several railroading YouTube channels, but a recent video titled "[Luxury Palaces on Rails: Pullman's American Passenger Trains](#)" really set my mind in motion. It sparked a wave of nostalgia for my own time riding the rails between Montreal and Ottawa.

Back then, the military arranged my travel via Canadian National (CN) in first class. The early morning trips to Ottawa were pleasant enough, though the breakfasts were standard fare. The return trips to Montreal in the evening, however, were a different story. CN provided a prime beef dinner served with all the panache of a bygone era—a true taste of the luxury I'd seen in the Pullman documentary.

I had originally planned to write an entry on Pullman history, but since Kristin recently submitted her excellent Lighter Rail article (which you should definitely read!), I decided to pivot. Instead, I'm focusing on a specific treasure I received at our recent Christmas party.

### The Mystery of the Mantua Articulated

When I first opened the box and showed it to a few members, we initially thought it was a 0-6-6-0 articulated locomotive. My curiosity piqued, I headed home to do some digging. While full-scale 0-6-6-0s certainly existed—most notably "Old Maude," the Baltimore and Ohio's Class O No. 2400 built by ALCO in 1904—I hit a dead end.



"Old Maude" was a pioneer, the first Mallet in North America, designed to deliver an immense 71,500{ lbf} of tractive effort for pusher service on B&O's mountain grades. However, after chasing multiple links, I couldn't find evidence that Mantua ever produced a model of that specific locomotive.

As it turns out, what I actually have is the Mantua 2-6-6-2T. This "logger" version was exceptionally popular on steep, sharply curved timber lines thanks to its high tractive effort and flexible wheelbase.



## **The Workbench Plan**

The kit is still in the box, but I've already mapped out the restoration. To bring this vintage beauty up to modern standards, I have a few mandatory upgrades planned:

- Motor Swap: Replacing the original open-frame motor with a modern can motor for smoother slow-speed crawling.
- Driveline Repair: Swapping out the notorious old rubber hose connector between the driver sets for a more reliable universal joint.
- DCC & Sound: I'll be installing a sound decoder to ensure this Mallet sounds as powerful as its prototype.

David

## **Keepin' it on the Tracks**

**By: Mark Fuerstenberger**

**TECO Train Expo – Feb. 28th – Mar. 1st, Colorado Springs, CO**

The TECO model train show, will be held at the Norris Penrose Event Center.

Address: 1045 Lower Gold Camp Rd, Colorado Springs, CO 80905.

In order to make the show a success, volunteers are always needed and greatly appreciated. Please reach out to Elizabeth Maline if you are willing to help out.

TECO Model Train Show (\$10) – Saturday 9-5, Sunday 10-3

## Rocky Mountain Train Show

The Rocky Mountain Train show will be held April 11th & 12th. It will be held in Denver at the National Western Stock Show Complex.

Address: 4655 N Humboldt St, Denver, CO 80216

Cost: \$10, children 12 & under, Boy Scouts in Uniform, & Active Military are free.

Show hours: Saturday 9am - 5pm & Sunday 9am - 4pm

### 2026 Rocky Mountain Region Annual Convention – May 13th – 16th - Rapid City, SD

The region website has been updated to show the activities, timelines, clinics, train rides, and all the fun stuff that will be happening. There will be two vendors with high end and unique inventory to sell. This is an added benefit this year.

Benefits of early registration:

- Seats on the 1880 Train from Hill City to Keystone (limited to 62)
- Enter in a drawing for a cab ride in the 2-6-6-2 Mallet
- By using Signup Genius for registration, you will have the added benefits of the following:
- Clinics, Yard Tours, Operating Sessions

A YouTube video has been made with information for the convention by James Willmus.

<https://youtu.be/9Itlcad0s04>

Be sure to check out the full itinerary on the website, and sign up at [www.rmr-nmra.org](http://www.rmr-nmra.org)

If you have any questions, contact Blaine Holbrook or Geoff Carter

Geoff Carter, [gkc450219@gmail.com](mailto:gkc450219@gmail.com), 801-815-6028

Blaine Holbrook, [bholbro1466@earthlink.net](mailto:bholbro1466@earthlink.net), 801-580-1459

### Sherman Hill Train Show & Hobby Expo – June 13th & 14th, 2026 – Cheyenne, WY

It will be held at Event Center – Archer, 3801 Archer Parkway, Cheyenne, WY

[events@laramiecounty.com](mailto:events@laramiecounty.com) or [shmrcts@gmail.com](mailto:shmrcts@gmail.com)

Sat. 9-5pm Sun 10-3pm

Adults \$10, Kids 12 and under Free.

### Rocky Mountain Region Website

Be sure to periodically check out the Rocky Mountain Region website for the latest events and information from the region. <https://www.rmr-nmra.org/>

### NMRA Interchange

If you like to be online, you should check out the NMRA Interchange. You'll need to create a login on the Discord website. <https://discord.com/> From there you'll need your login information to the NMRA website, and once you're there check out the link to the Interchange.

<https://www.nmra.org/members/nmra-interchange> You'll find a few simple steps to get setup. This setup process is only required the first time, and after that it's easy to jump online and see what others are doing. The site also allows for easy conversations, just like you might do on Zoom. I encourage you to check it out.

## Drawing Prizes Preview

### By Tony Pawlicki

"Teaser" preview of some prizes available at the drawing during intermission at the January 2026 Pikes Peak Division NMRA meeting. The idea is to entice more members to our meetings. **HEY – feel free - encouraged, even - to bring/donate surprise items! The more the merrier! (ALERT: We**

*have exhausted ALL of the various donations from Wade Mountz, Alan Hutchins and Mr. Lugg; November's were the last of Andy Buco's donations as well.)*

**As a reminder, per the consensus at the December meeting, the excess Christmas party gifts are being spread out over this year's drawings.**

(Some of) **The February Meeting Offerings** (feel free to contribute more at the meeting; some more of Wade's freebies will also be available, free to good homes):

(These are what was planned for January, plus the snow plow – fitting, somehow, given that we were snowed out in January.)

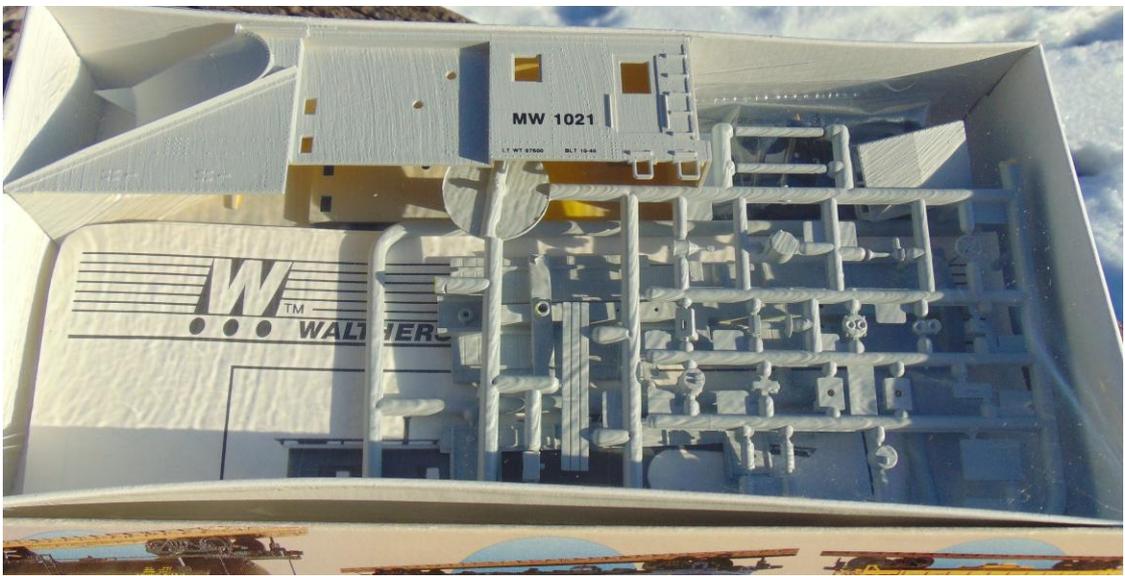
CNW 741094. HO scale Walthers model of 53-foot 100-ton gondola. Modern (8-87 build date, Consolidated Stencil, no ACI placard). Weathered metal wheelsets, formed wire grab irons, Kadee #5 couplers. One of the excess drawing prize Christmas presents.



UNDEC 0000. HO scale CON-COR undecorated (raw gray plastic) kit model of 54-foot pulpwood flatcar, including optional pulpwood load (correctly modeled with the outer ends of the logs elevated). Plastic wheelsets, horn-hook couplers. One of the excess drawing prize Christmas presents.



MW 1021: HO scale Walthers Russell Snow Plow kit; 10-46 BUILD date. Horn-hook couplers, plastic wheelsets. New-in-box (the original plastic wrap wrinkles look like texture on the plow body).



## February Wavy Rails

By Joe Costa



### **Operation Lifesaver Diesel on Amtrak in New Mexico**

On our bucket list is staying at the Castaneda Hotel in Las Vegas New Mexico and La Posada in Winslow, Arizona (and maybe go all the way to the West Coast). If we really get ambitious we might take Amtrak through Glenwood Springs eastbound.

### **Cumbres and Toltec Visit**

Kristin had some out of state friends who came to Colorado for a visit so we took them down to New Mexico to ride the parlor car on the steam train. Chama makes Durango look like the Big City. They really do roll up the sidewalks at night.



Above is my Frankenstein image of the Rio Grande Southern Goose.

Below is the view out the window of the Parlor Car -- the classy way of riding the train. Actually, this was a better ride than we did on the caboose a few years back.



### **2027 in Southern California**

After we pay off our UK cruise and visit, I will be doing my birthday cruise to Baja in January. I am sure we will find some railroad venues to visit in Southern California.

### **2028 Glenwood Springs via Amtrak?**

We enjoyed the presentation by the Rocky Mountaineer but I think it we would rather do it ourselves, and stay in Glenwood Springs for a few days, rent a car and then fly back.

### **Tren Maya Sounds Interesting Too**

It's on the bucket list but it sounds like the tourist infrastructure needs a few years to build up.



## The Yampa Valley Mail

**By: Mark Fuerstenberger**

The Yampa Valley Mail was a named passenger train that was operated by the Denver & Rio Grande Western (D&RGW) Railroad. This route connected Denver, Colorado, with the northwestern Colorado town of Craig, creating a vital transportation link through the Rocky Mountains and serving rural communities along its route.

The original line was part of the ambitions of the Denver & Salt Lake Railway (D&SL), which aimed to build a direct rail line between Denver and Salt Lake City in the early 20th century. These tracks would later become the route of the Yampa Valley Mail which traveled as far as Craig, CO. In 1928 the D&SL's construction of the Moffat Tunnel provided a direct westward rail route thru a 6-mile tunnel through the Rockies. Recognizing its strategic value, the D&RGW acquired the D&SL in 1947.

Passenger service on this branch evolved over time. Following the former Denver & Salt Lake Railway main line north from Denver, it ran through mountain passes and valleys, turning northwest toward the Yampa Valley. Prior to 1951, a combination of day trains and a mixed (passenger-and-freight) overnight train connected Denver and Craig. In 1951, those services were replaced with a night-only run as part of the D&RGW's Mountaineer. However, public demand for daytime travel led the railroad to reinstate daily daytime trains between Denver and Craig in September 1954, and the train was then named the Yampa Valley Mail.



The Yampa Valley Mail was designated as Trains Nos. 9 (westbound) and 10 (eastbound). It covered roughly 231 miles with numerous stops, including Winter Park, Granby, Bond (Orestod), Steamboat Springs, and Hayden. A typical westbound journey left Denver mid-morning and reached Craig in the late afternoon after about seven hours and fifteen minutes later.

Unfortunately, in 1963 the U.S. Post Office ended its contract to ship mail by rail, and as a result the train's name was shortened to simply the Yampa Valley. Despite its scenic route and local significance, the service struggled in the 1960s due to rising automobile travel, improved highways, and the overall nationwide decline of passenger rail.

Finally, on April 7, 1968, the Yampa Valley made its last run, ending nearly 15 years of named service and marking the close of regular passenger rail on that branch line. Today, the route remains active for freight traffic under Union Pacific ownership, but the era of the Yampa Valley Mail is remembered fondly by rail enthusiasts and Colorado locals.

### **Station Stops Along the way:**

- **Denver, CO** – Starting point at Union Station.
- **Winter Park / Fraser, CO** – Mountain resort area on the route through the Rockies.
- **Granby, CO** – Significant stop before the Yampa Valley branch.
- **Orestod (Bond), CO** – Junction where the Craig Branch splits off.
- **Steamboat Springs, CO** – Major community served in the Yampa Valley.
- **Hayden, CO** – Small stop before the final terminus.
- **Craig, CO** – End of the line and destination for Trains Nos. 9 & 10.

While regular passenger service ended in 1968, there has been continued interest in restoring mountain rail service along this route. Current transportation planning in Colorado (e.g., the Mountain Rail initiative) envisions phased expansions of passenger rail between Denver and mountain towns of Colorado, including corridors similar to the historic Yampa Valley route.

Finding relatively accurate models of the train consist has been an overall challenge. However recently I stumbled upon a company that is producing the 2 car consist, so of course I had to sign up and pre-order them. I'm not entire sure when they will arrive, but I am excited to get them one of these days.

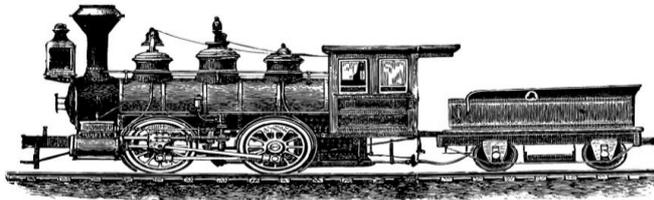


## Show and Tell: What I Got For Christmas

By Tony Pawlicki

This note lays out rules for the **Show And Tell** session/contest at the FEBRUARY 2026 Pikes Peak Division NMRA meeting. Free-form show-and-tell really has no rules, just do a little presentation. The topic is WHAT I GOT FOR CHRISTMAS. (Some folks did this during our January meeting's snow-out forced ZOOM get-together, but there may be folks who will prefer the in-presence event, so bring 'em on.)

This event was announced a bit over two months in advance (in the MILEPOST just before the December meeting) in order to give folks enough time to prepare their entries. For FEBRUARY, there is NOT a salvage and resurrection contest scheduled, just the Christmas presents presentations. **So show us how great your best (railroad-related) present was.** (Though if you want to talk about something else, we're not going to stop you!)



## January 2026 Minutes

Secretary, John Emmot

Due to the heavy snow and cold, the regular monthly meeting was called to order by Superintendent, Mark Fuerstenberger at 7:02 on a ZOOM meeting. There were ~12 members present and no visitors

### Secretary Report

The minutes of the December meeting were accepted as published.

### Treasurers Report

Tony discussed the treasurer report. The statement reflected the interest payment and the expenditures for the Colorado Annual filing fee and the renewal of the trailer tag. The statement was accepted as provided. He also noted that he would be checking with the bank about our debit card which has been rejected in a couple of recent attempts to use it.

### Announcements

Elizabeth noted that TECO is planning a show for February 28-March 1, 2026 at the Norris Penrose Event Center. More details will be announced as they become available. Volunteers are needed for a variety of jobs, including presenters for informative talks and clinics are also needed. Please tell

Elizabeth how you would like to help. Kristin is taking names for ticket sellers and Seek and Find managers.

Mark noted that there are openings for the Rocky Mountain Region Board of directors. RMR vice president and secretary are also available. Check the region website.

Mark also mentioned that everyone should check their membership to insure it is still current. Many NMRA benefits depend on 100% membership.

Mark mentioned the Rocky Mountain Train Show in in Denver in April.

And he reminded folks that the Mother Load train store would be open for 'prospecting' tomorrow (Saturday).

Mark said that he had a Lionel loco that someone needed fixed and wondered who to contact. He got several good suggestions.

Dave Solly shared video of the train set that their two year old Granddaughter thought he should have for Christmas. It appeared to be running on the floor of the family room :->).

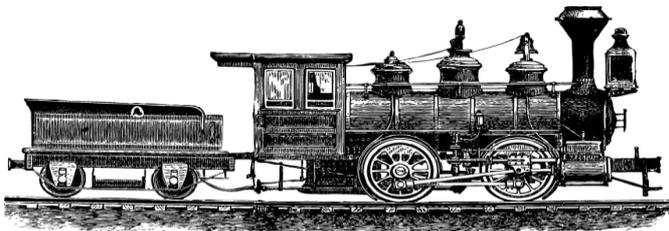
Ryan Kricker shared the new Rapido cars that he has found for his collection.

Jack Sousa said he has DOD flatcars available.

John Campbell showed the 1942 Ford pickups that he has designed to print on a 3D printer. He created the master CADD drawings himself. He showed 3 examples in different colors and configurations. Mark also noted that John was the originator of the May picture in the NMRA 2026 calendar.

Elizabeth's presentation for the McKean cars will be held and presented at the February meeting. January's drawing prizes will also be held over with a couple of additions for February.

The meeting was adjourned at 7:38.



## Notes from the Siding

**By John Emmot**

Not sure where to start, since we missed the last meeting due to snow. I'm sure there will plenty of stuff in the Milepost about the TECO Show at the end of the month. I hope as many members of the Pikes Peak Division as possible will see their way to volunteer to help with the Show. We need folks to sell tickets at the door, mind the Seek and Find table so that attendees can enjoy looking for hidden details on the layouts. Contact Elizabeth or Kristin. I'm sure Mark will be asking about module owners who plan to participate in the setup and operation of the PPD layout. We know some won't be able to bring modules, but bring yours if you can. We need to determine the space required. All members of the Division may operate trains on the layout whether you have a module or not. There are normally DC and DCC tracks available. Contact Mark to find a time. Setup help is appreciated on Friday too.

I hope I can bring a finished D N-W&P caboose to the meeting. It has taken me long enough. I want to be able to send it home with Dave from the TECO Show. I never imagined the challenges that I would encounter on this project. So many things turned into fabrication projects to get close to the prototype. Murphy was my companion through it all.

I think the football game is near. Since there was no meeting last month there are not pictures I hope to see lots of folks 'round the roundhouse this week.



## TECO Tidbits

The TECO Winter Model Train Show is shaping up to be another fantastic event. We have 33 vendors signed up (to date) and a dozen layout registrations. The train show will be at the Norris Penrose Event Center on February 28 & March 1, 2026. Please spread the word to help keep model railroad shows alive and support model railroading in the community.

The TECO show is seeing an increase in new vendors who have not joined us before. Have you ever heard of the 009 scale? It is the British standard for our American H0 scale. I am really looking forward to seeing this new addition to our layouts. This time around, we will have two switch puzzles to play with- make sure to visit the PMRA and N'gineers for both of these.

As the saying goes, many hands make light work. Please consider giving TECO a few hours of your time to volunteer as a cashier or work at the "Seek & Find" table. Don't be shy to answer the call when Kristin Phillips reaches out to you for this.

The TECO 47 Show will be my last show as chairman of the organization. We have evolved and grown the show. TECO is now a 501 (c)(3) and appears to be at its best at the Norris Penrose Event Center. I feel very good about the planning and organization. As I write this, we do not have a new show chairman. Model train shows don't happen by accident. Intense planning and coordinated efforts with all team members are required to make the machine operate.

Please come out and support TECO at the end of the month. Please tell your friends, other modelers, and railroaders about the TECO model train show.

Elizabeth Maline  
Chairman  
Train Expo Colorado

# MODEL TRAIN SHOW



**FEBRUARY 28 & MARCH 1, 2026**  
**SAT 9-5    SUN 10-3**

## **NORRIS PENROSE EVENT CENTER**

1045 Lower Gold Camp Rd.  
Colorado Springs, CO 80905



\$ 10 per person

\$ 5 Youth 13-18

Children 12 & Under FREE!

Info and online ticket sales at [www.tecoshow.org](http://www.tecoshow.org)



# PIKES PEAK “N”GINEERS MODEL RAILROAD CLUB

By Mike Peck



Old depot in Grant, CO, more on this when I have time to work on the story.

## **Superintendent’s Corner**

Just to let everyone know what is going on with the club, Mike has put new LED bulbs in all the lights, so it will be much brighter. Ben is also working on getting the club on social media, we were already on Facebook, and now we will also be on you tube, TikTok, and Instagram. I am hoping that it will help us gain more interest in the club and help us recruit new members. No members will be filmed, just the running trains. We are also working on the Red and Blue Yards to get them operational.

We have the TECO show coming up on February 28th and March 1st, at the Norris Penrose Event Center, I hope I can count on all of you to come support us and TECO in promoting this great hobby of ours. I have always enjoyed going to TECO and seeing all the great Model Railroad layouts and talking to the other clubs’ members and the vendors. This is my first year joining the club and helping with the show, and I'm excited about it.

## **TECO 47 Schedule for Set Up.**

On Thursday February 26 at 1 pm TECO members will meet to set out the vendor tables in preparation for Friday’s set up. Mike will have the trailer there at 1 pm to unload the club’s tables, T-TRAK modules, Switching Puzzle, and sales items. If you can help with this let Mike know. Many hands make light work.

Friday February 27 set-up begins at 9 am for layouts and 12 noon for the vendors. Mike plans to be there by 10 am.

## **TECO 47**

The club membership will be involved in several aspects of this show. Some members have volunteered to help at the door beside running trains. We will be operating the club’s “N” scale switching puzzle, hopefully on two-hour shifts. I believe the puzzle is the time saver.

Deb and Mary will be working the sales table along with Mike’s assistance when it comes to haggling.

Deb will be giving the Woodland Scenics scenery clinic. Mike will be giving a 30-minute presentation on the CS&CCD Railroad, so it will be a busy weekend for all.

Show hours for Saturday are 9 am to 5 pm, Layout personnel and vendors can get in at 8 am.

Show hours for Sunday are 10 am to 3 pm followed by tear down. Layout personnel and vendors can get in at 9 am.

On another note: Elizabeth Maline has announced that this is her last TECO show as Chairman. No one has offered to step into her shoes to run TECO. This will be the last TECO show, any volunteers?

## **Boot Hill Show in Garden City**

The Boot Hill Show is March 14 & 15th. Those of us planning to go, should get your hotel reservations in. Mary & I plan to stay at the Best Western again.

The Boot Hill Show has always been a club favorite as we meet good people and have great food. Sometimes we sell a lot of train items and sometimes we don't, but we have fun!

## **Rocky Mountain Train Show**

The Rocky Mountain Train Show will be April 11 & 12, 2026 at the Western Stock Complex. Mike has sent in the forms for the layout and received notice that we are registered. Mike is still waiting for the sales paperwork.

## **"N" Gineers Editor's Notes**

January being January not a lot went on club photo wise. We were able to get the new blinds on the front door installed. Mike worked on the Aristo-Craft DC walk around throttles and finally got the red and green line throttles programmed, just not installed yet.

The new LED lights are installed. There are two more lights that need two LED bulbs but Mike is waiting to see if the ballast on one of the lights is going bad. Mike noticed that after he installed all the LED lights one of the lights would click off after a few minutes then after a few more minutes would click back on. If the ballast goes out it will require a different LED light bulb and some rewiring.

February will be another quiet month for club activities except for Saturday run sessions. Members will need to take photos during these sessions.

## **Lighter Rail**

**By Kristin Phillips**

### **Remembering Pullman and the Trains**

It is said that you can take the girl out of Chicago, but you cannot take Chicago out of the girl. That's me! I was scrolling on one of Chicago historical apps today, and a story about the Pullman Company came up. Pullman is near and dear to me because of the Pullman Foundation which awarded me a college scholarship. Scholarships were awarded by the "concentric ring" you were in that radiated from the center of the town. My high school was in the third ring out.

George Pullman founded the Pullman Palace Car Company in 1867, and it dramatically changed rail travel of its day. He built and operated luxurious sleeping, dining, and parlor cars. Operating under a unique model where Pullman owned and operated them, staffing them mostly with former enslaved Black men known as Pullman Porters, he leased the cars to railroads for their use. The former enslaved men were hired in service rolls such as sleeping car attendants and waiters. The Pullman cars were known for high-quality service however, the wages were low and there was racial discrimination.

I remember being about five years old, traveling with my mother on the New York Central Railroad. In those days you wore "good" clothes to travel on the train. My mother wore a dress, pillbox hat, gloves, and heels. And of course, hose. I wore a summer dress with a pinafore, hat, patent leather shoes, frilly socks, and little white gloves.

The porter (now called sleeping or dining car attendant as the title porter became a somewhat derogatory word) came to our table with its starched white tablecloth, fresh flowers and heavy railroad dishes and flatware. Over his arm was a large starched white napkin. He set down a small, heavy,

silver-plated bowl of water with rose petals in it. My mother told me to take off my gloves (slowly finger by finger) and to dip my fingertips in the water. Then the porter handed me the napkin to dry them off. Later I learned this was a “finger bowl” to clean your hands with.

On another train trip to Tucson, AZ we had a Pullman berth. My mother and I had a bottom berth made from two seats. The upper berth pulled down. Both had heavy forest green curtains. Like Amtrak today, the porter came through and made up your beds. The washroom, at the end of the hall, was spacious and had a shower. There was a little hammock in the corner of the car for incidentals. I rode trains the first ten eight years of my life. Then plane transportation arrived, and I had my first plane ride.

## **Pullman History**

Pullman founded his Company town in 1880. It was built on 4,700 acres adjacent to the factory on Chicago’s south side from 103rd Street to 115th Street on Chicago’s far east side. It went from Lake Calumet to the Illinois Central tracks and was in what is now an industrial area. Pullman established the town to house its workforce in a high-quality environment, intended to boost productivity and prevent labor unrest. The town featured Queen Anne-style red brick homes with modern conveniences like gas lighting and indoor plumbing and included the Arcade (shops), the Hotel Florence, churches, schools, and the factory itself. A round building was the center of the town. Around it there were four arc shaped quadrants and row houses with streets in front and alleys in back for daily garbage collection.

While initially praised for its beauty and infrastructure, strict control led to the infamous 1894 Pullman Strike after Pullman cut wages without reducing the high rents. He believed that people did not value anything that was free. The rent he charged ensured a six per cent return on the company’s investment.

### **Present Day**

Following George Pullman’s death in 1897, the town of Pullman was sold and was annexed to the City of Chicago leading to the town slowly deterioration and decay. It was suggested, at one point, that the south end of the town, from 111th to 115th, be torn down for industrial expansion. The Pullman Foundation fought this, and the town was spared. Pullman became a City of Chicago and State of Illinois landmark.

The Pullman area has slowly become gentrified. Gentrification began to take shape in the late 20th century, picking up significant momentum in the late 1990s following a period of industrial decline, economic slump, and community-led preservation efforts. The area was designated a National Historical Park on February 19, 2015. The fourth annual Pullman Railroad Days was celebrated on May 17-18, 2025, with a large gathering of historic, private Pullman Cars.

2025’s Pullman Days featured two restored cars, the 1928, Suitsme, and the 1953 Promontory Point. From the Choose Chicago website here is a description of both.

### **Two Historic Pullman Railcars that were featured in 2025**

#### ***1928 “Suitsme”***

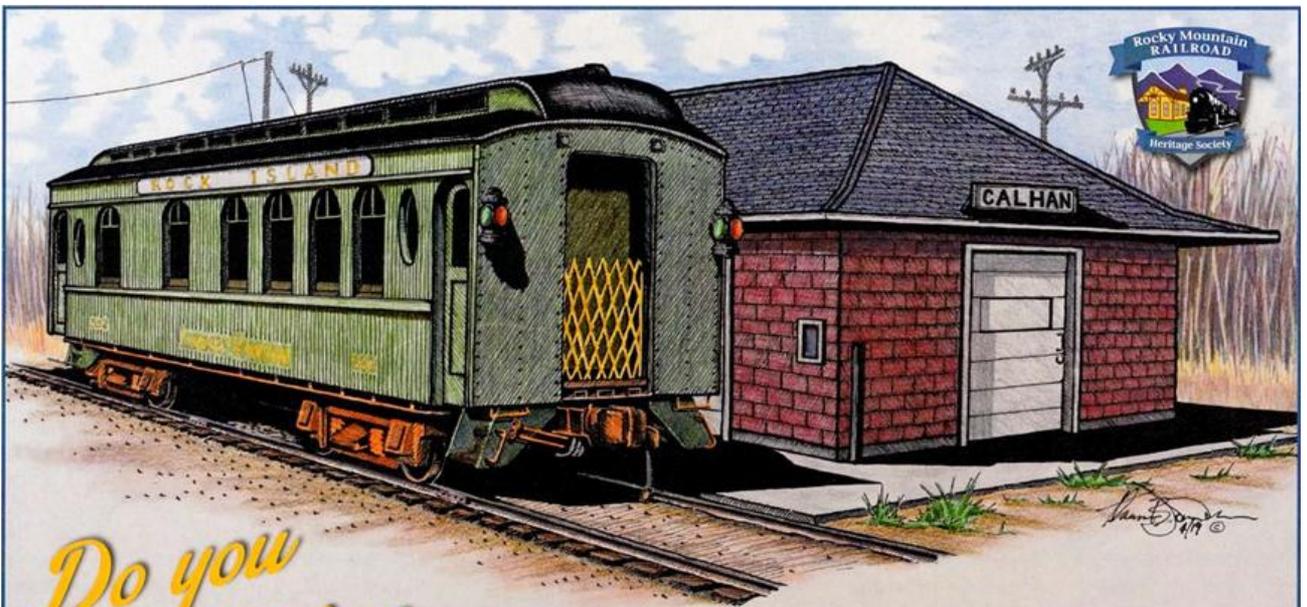
In 1928, the Pullman Company delivered a heavy-weight railcar to the president of the Bangor & Aroostook Railroad. Upon inspecting his purchase, company president Perry Todd exclaimed, “It suits me!” For the next 75 years, the car was the exclusive rail home to every B&A executive. In 2003, it was sold to the Plymouth & Lincoln Railroad of New Hampshire where it was officially named the “Suitsme.” Today, the gorgeous Pullman railcar includes a full-service kitchen, lounge, formal dining room, two state rooms and more.

#### ***1953 “Promontory Point”***

Originally ordered in 1953 by the Chicago & Eastern Illinois Railroad as a sleeping car for long-distance passenger service, the brightly colored “902 Loblolly Pine” has had many lives. In 1969, it was sold to Louisville &

Nashville and used as a crew sleeper. Quickly, it became a business car for Auto-Liner in Omaha. Then Union Pacific took control and assigned it to the Superintendent of UP's Salt Lake Division in 1985. In 1997 it was renamed the "Promontory Point" and refurbished with period-correct fixtures and furnishings. Now owned by Bob Owen, the beautiful Pullman railcar features a lounge, a secretary's room, a formal dining room, full kitchen, two master bedrooms, a single bedroom, and an open-air platform."





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