



The

Milepost

Volume 46, Number 3 – March 2026

The official newsletter of the Pikes Peak Division

Rocky Mountain Region – National Model Railroad Association.



NEXT MEETING:

Friday, March 13th, 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 9th, 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 13th, 2026 (Friday)

NMRA-PPD monthly meeting

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

March 13th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Blending your Background to your Layout

April 10th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: Mark Fuerstenberger

May 8th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Bldg Program:TBD

June 12th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: TBD

July 10th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Charles Marchbanks

August 14th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: TBD

September 11th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Proto Program: TBD

October 9th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Photo Model Program:TBD

November 13th, 2026 (Friday)

NMRA-PPD monthly meeting

Contest: Loco Steam/Diesel Program: TBD

December 11th, 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. Thank you.

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[Open]

Next Meeting on Friday, March 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

- March Blending your Background to your Layout by Paul Petty
- 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 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

The Rise and Fall of the Lima Locomotive Works

In the world of model railroading, we often focus on the "Big Two"—EMD and Alco. But for steam fans, the heart of the industry beat in Lima, Ohio. The Lima Locomotive Works wasn't the largest builder, but it was arguably the most innovative, forever changing the way we think about horsepower and speed.

From Sawmills to Shay Power

Lima didn't start with thundering mainliners. In the late 1800s, they were manufacturing agricultural equipment and sawmills. Their big break came from a local logger named Ephraim Shay.

Shay had designed a gear-driven locomotive that could navigate the tight curves and uneven tracks of logging camps—terrain where traditional rod-driven engines would simply derail. Lima took the patent and ran with it, producing thousands of "Shays" that became the backbone of the timber industry.



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 "Super-Power" Revolution

While the Shay put Lima on the map, it was an engineer named Will Woodard who catapulted them into history. In the 1920s, Woodard realized that the limiting factor for steam engines wasn't just cylinder size, but steaming capacity.

In 1925, Lima unveiled the A-1, the first 2-8-4 Berkshire. It featured a massive firebox supported by a four-wheel trailing truck. This "Super-Power" design allowed the engine to burn more coal and generate more steam, meaning it could pull heavier loads at higher speeds.

The Berkshire was so successful that it became a staple on railroads like the Nickel Plate Road and the Chesapeake & Ohio—favorites for many of us modeling the transition era.



The three technical innovations that defined their "Super-Power" era:

- The Four-Wheel Trailing Truck: By moving from a two-wheel to a four-wheel truck under the cab, Lima could support a much larger firebox (up to 100 square feet of grate area). This is the easiest way to spot a Lima "Super-Power" engine on a layout.
- Increased Boiler Pressure: While competitors were hovering around 200 psi, Lima pushed their boilers to 225–250 psi, providing the "grunt" needed to start heavy freight trains without a helper engine.
- The Feedwater Heater: Lima was a pioneer in using Elesco or Worthington feedwater heaters (the large bundles often seen mounted on the front of the smokebox). These systems recycled exhaust steam to pre-heat water before it entered the boiler, significantly increasing fuel efficiency.

At its height during WWII, the Lima plant was a massive complex covering 54 acres, employing thousands of workers to keep the "Arsenal of Democracy" moving.

The Beginning of the End

Lima's commitment to steam was its greatest strength and its ultimate undoing. While EMD was perfecting the diesel-electric F-unit, Lima remained steadfast in the belief that steam was king.

By the time they merged with General Machinery Corporation in 1947 (becoming Lima-Hamilton) and finally with Baldwin in 1950, they were playing a desperate game of catch-up. The market had shifted. The last Lima-built steam locomotive, Nickel Plate Road #779, rolled off the line in 1949, marking the end of an era.

Lima on Your Layout

For the modeler, a Lima locomotive represents a specific kind of "mechanical brawn." Whether it's a geared Shay crawling through a mountain logging camp or a sleek Berkshire thundering across the Midwest, these engines are a testament to Ohio's industrial peak.

- HO & N Scale: Manufacturers like Bachmann, Rivarossi, and Broadway Limited have produced excellent Lima prototypes over the years.
- The Look: Look for that signature "L.L.W." builder's plate and the massive fireboxes that define the Super-Power look.

The Lima Locomotive Works may be gone, but as long as we keep their replicas running on our pikes, the spirit of "Super-Power" lives on.

David

Keepin' it on the Tracks

By: Mark Fuerstenberger

Union Pacific Big Boy #4014 – Coast to Coast Tour – Western Leg

The Union Pacific Big Boy has plans to go coast to coast this year in 2026. The first part of the trip will head west from Cheyenne, WY. The trip will start on March 29th and head west through Utah, Nevada, and California, returning to Cheyenne, WY on April 24th. For more details go to:

<https://www.up.com/about-us/history/steam/schedule>

Rocky Mountain Train Show – Denver, CO

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

Silvis Train Days & Classic Cars – Silvis, IL

The Railroading Heritage of Midwest America will be holding Silvis Train Days & Classic Cars, April 25th. It will be held at the former Rock Island shops in Silvis, IL.

Address: 1101 2nd Ave, N, Silvis, IL

Visit www.RRHMA.com for more details.

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/9ltlcad0s04>

Be sure to check out the full itinerary on the website, and sign up at www.rmr-nmra.org

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

Geoff Carter, gkc450219@gmail.com, 801-815-6028

Blaine Holbrook, 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 or shmrcts@gmail.com

Sat. 9-5pm Sun 10-3pm

Adults \$10, Kids 12 and under Free.

Rocky Mountain Region Website

The RMR region website just underwent a total rebuild. Be sure to check it out now. The website has 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 March 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 March Meeting Offerings (feel free to contribute more at the meeting; some more of Wade's freebies will also be available, free to good homes):

DIVISION 3 MCR. HO scale Athearn "Blue Box"-style model of 40-foot boxcar with 6-foot sliding door. Souvenir of 1975 NMRA National Convention in Dayton, Ohio. Kadee #5 couplers.



RI 148393. HO scale Athearn "Ready to Roll" model of 40-foot boxcar, new 7-42 (so a "war baby"). Apparently new-in-box. Metal wheelsets, Kadee #5-style couplers. One of the excess drawing prize Christmas presents.



GTW13829 2: HO scale InterMountain model of modern (BLT 7-75, 101 ton capacity) 3-bay covered hopper. Kadee #5-style couplers, metal wheelsets. Like-new in clamshell packaging, with one ladder needing to be reattached.. One of the excess drawing prize Christmas presents.



March 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.

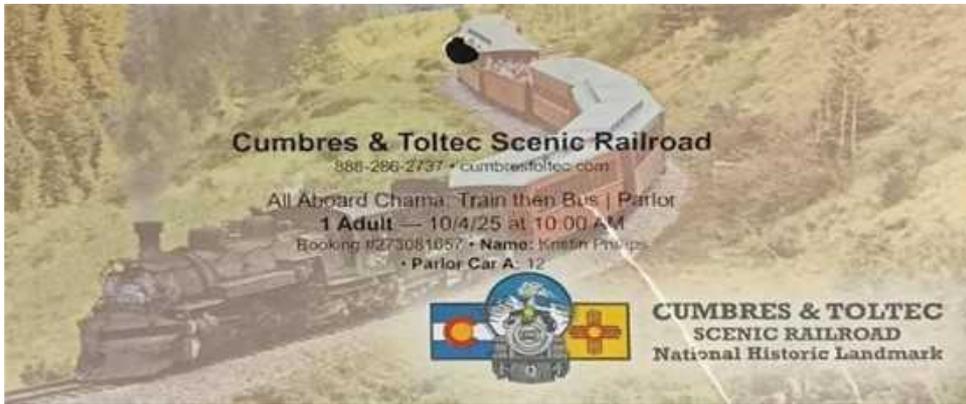
Cumbres and Toltec Visit

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.

Ticket to Ride



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.



Land and Sea Journey to British Isles this August

NCL has really cleaned up their list of excursions and descriptions for our upcoming cruise. Frankly, is was incomplete and not up to their usual standards.

In fact it was so not up to their usual standards that we had planned to do the “Harry Potter Train in Scotland.” Logistically, it would have been expensive and logistically awkward.



Fortunately they cleaned up their act and added a Steam Train and Scottish Wildlife tour in Inverness (Invergordon), Scotland



Liverpool Excursion with Vintage Train, Chirk Castle, & Llangollen

Venture into North Wales to explore the charming village of Llangollen, ride on a vintage train and tour a handsome medieval castle. First, settle in for a picturesque drive across the Mersey and southward into the Welsh landscape, transiting historic towns and Horseshoe Pass to reach Llangollen. It's a charming town known for its annual folk festival as well as its 14th-century stone bridge spanning the River Dee. With free time here you can shop, linger in an inviting pub or watch horse-drawn boats ply the Llangollen Canal. In time, you'll board a restored passenger train and set off into the unspoiled Dee Valley aboard the only standard-gauge steam railway still operating in the region. During your seven-mile rolling voyage, you'll pass sheep grazing, hikers hiking, and dramatic limestone bluffs lining the river. On arrival in Carrog – its proper name is Llansanffraid-Glyn Dyfrdwy but only a local can pronounce that – you'll enjoy a traditional Welsh lunch before heading for Chirk Castle. Dating from 1310, this fortress is lavishly decorated with period tapestries and furnishings in grand rooms where aristocrats once gathered. Its lovely gardens make for an idyllic stroll to top off your day of Welsh discovery.

[UP2002 / UP2001 – Union Pacific's Olympic Torch Relay Train](#)

By: Mark Fuerstenberger

With the most recent winter Olympic just occurring in Milano & Cortina, Italy, it reminded me of the train that Union Pacific put together for the winter Olympics in Salt Lake City, UT in 2002. They used two SD70M locomotives and repainted them to create a special Olympic Torch Relay / Salt Lake 2002 paint scheme. The locomotives were numbered UP2001 & UP2002.



Thinking that this would be a couple of engines that I would like to have in my collection, I went looking for them on eBay and other model train websites. Believe it or not, with a little luck I was able to find them from Overland Models.



Beautiful brass models of the Salt Lake 2002 Olympic Torch Relay locomotives, by Overland Models. The only problem now was that they were listed for \$8,000. Ouch!! While they look amazing, that is way more than I can pay for 2 locomotives, according to Amber. So since bank robbing is frowned upon these days, I would probably need to find a different idea for acquiring them if these engines were going to end up in my collection. The only logical idea at this point is that I was going to have to recreate them myself. Looking around online I found 2 HO Scale Walthers Mainline SD70M locomotives painted in Lake State Railway with DCC & sound for only \$150 each. This day and age, that's a pretty good price for brand new engines with all the bells & whistles so to speak. Next, I went looking for the proper decals and again I was able to find decals for them from Fusion Scale Graphics.



Walthers Mainline Lake State Railway#6435 Fusion Scale Graphics decals

After finding what I needed, now I just have a lot of work to do. But on a positive note, in the end I will hopefully have 2 nice looking locomotives that I wanted for around \$400 in total, verses the \$8,000 price tag that I was seeing online initially. And assuming everything goes well, next I might just have to try my hand at building and recreating the "Torch" car, which was the last car on the end of the train. Wish me luck!!!



Show and Tell

By Tony Pawlicki

This note lays out rules for the **Show And Tell** session/contest at the April 2026 Pikes Peak Division NMRA meeting. Free-form show-and-tell really has no rules, just do a little presentation. The salvage and resurrection topic is ANYTHING AT ALL that you have rescued from a fate worse than the wastebasket.

This event is announced a bit over two months in advance (in the MILEPOST just before the March meeting) in order to give folks enough time to prepare their entries. For APRIL, there is a salvage and resurrection contest, topic: ANYTHING AT ALL that you have rescued from a fate worse than the wastebasket.



February 2026 Minutes

Secretary, John Emmot

The regular monthly meeting was called to order by Superintendent, Mark Fuerstenberger at 7:04 in the community room of the Sand Creek Police Station. There were 19 members present and no visitors.

Secretary Report

The minutes of the January Zoom meeting were accepted as published.

Treasurers Report

Tony had hardcopies of the treasurer report. The statement reflected the interest payment. There were no other receipts or expenditures in the month. The statement was accepted as presented. John said he had received a bill for hosting the website. He will work with Tony to get it paid.

Announcements

Mark noted that Irv Johnson, in Divide, had passed away. He said the family is planning a Memorial Service in May or June. They will inform him of the date.

Mark also announced that Myron Gelsinger's friend, Mary, passed away last fall.

John said he had talked to Frank Pareso. While he is not yet up to coming to meetings, he hopes to continue his recovery.

Mark reminded everyone of:

- Rocky Mountain Train Show in Denver, April 11-12.
- It was noted the next RMR convention is scheduled for South Dakota on May 13-16, 2026.
- Check for other events on the Rocky Mountain Region website.

Elizabeth said that TECO planning for the show at the Norris Penrose Event Center for February 28-March 1, 2026 is well underway. She indicated that there will be some new vendors at the show, including the Mother Lode Railroad Store from Denver and Kadee Couplers. There will also be a British layout modelled in OO 9. Volunteers are still needed for a variety of jobs, from ticket sellers to Seek and Find managers. Mel McFarland and Mike Peck are set to present informative talks. Please tell Elizabeth how you would like to help.

Show and Tell

Tony Pawlicki did a quick presentation on a Ambroid model that he had from RoyThompson. It was an old wooden kit of a Russel snowplow that had been assembled by a very skilled craftsman. It was a beautiful model. See the contest pictures.

New Business

Mark asked for thoughts about a summer picnic or other Division activity. Present any ideas at the March meeting.

Mike Maline asked about a possible small Division swapmeet, perhaps at the church where we have gone in the past. There was discussion about dates and timing for an event, perhaps in October or November.

A special Thank You to Elizabeth, who made and brought chocolate dipped strawberries for Valentines refreshments.

Program

Mel McFarland presented a slide program covering the history of the Colorado Midland. He remembered that a similar presentation was first made to the PPD in 1979. He had many vintage pictures of locos and rolling stock along with early infrastructure and operations. He always has interesting background information and insight. There was plenty of interaction seeking additional understanding.

Contest

There were three entries in the 'maintenance of way' model contest. They were all presented by Tony Pawlicki. The March contest is rolling stock.

The door prize drawing was held following the contest announcement.

The meeting was adjourned after 9 PM.



(Sort of a "what I got for Christmas" item)

AMBROID K-1 HO Scale Boston & Maine Snow Plow
(ASSEMBLED KIT, STAINED, UNPAINTED)

Roy Thompson's stock from Tony Pawlicki's December Christmas presents purchases, excess (discovered at home when pricing the hastily gathered models) to be returned to Roy.

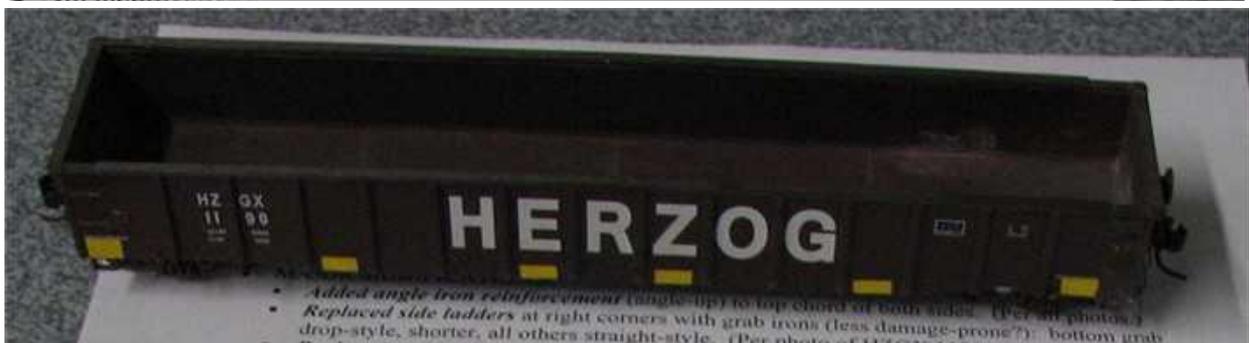
Great example of old-time wood kit assembly.

Nicely stained wood.

Kadee sprung trucks, Kadee couplers, formed wire grab irons.



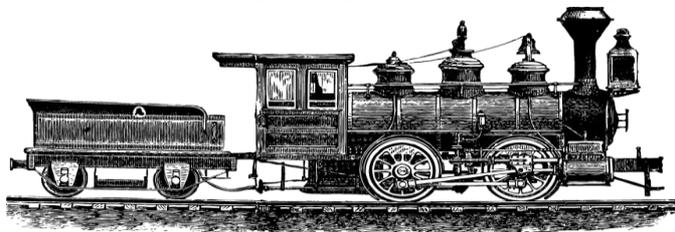
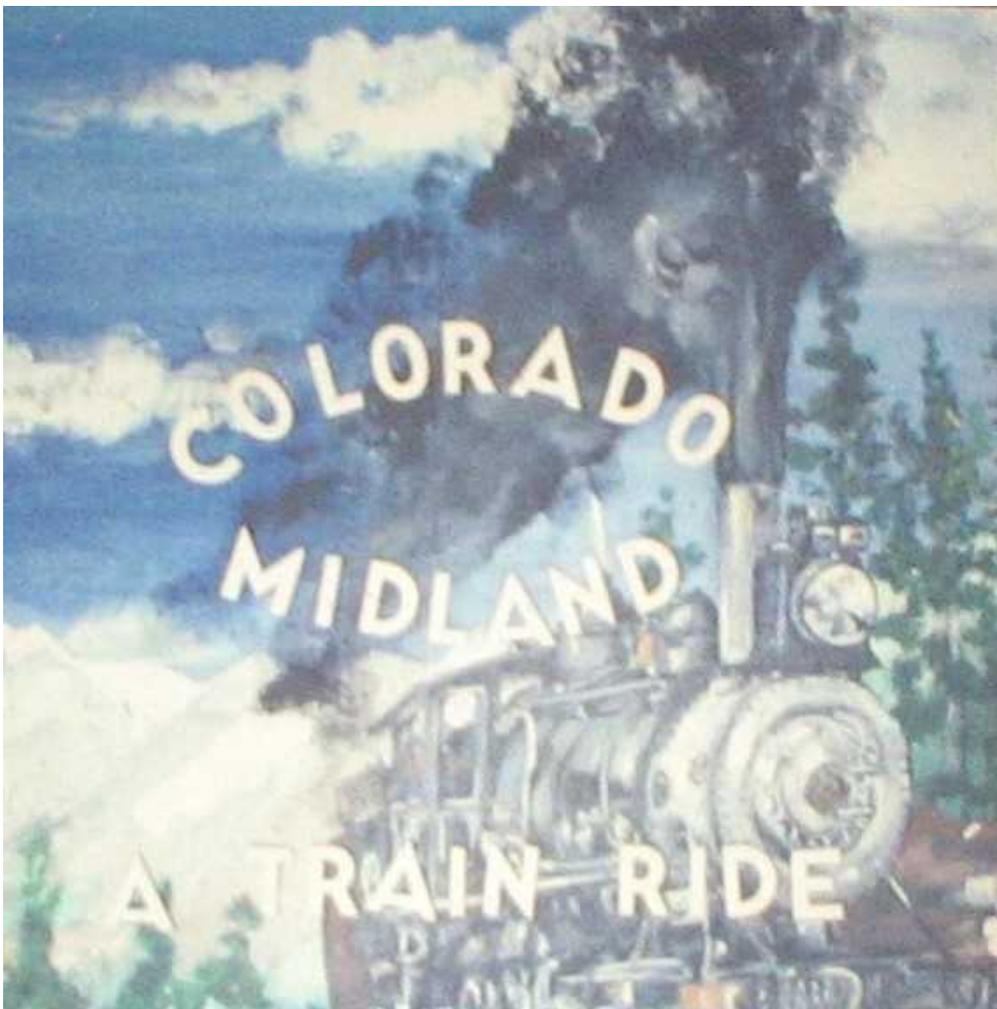
The specific modifications made were:
cut modifications:



- Added angle iron reinforcement (single lip) to top chord of both sides. (Per all photos.)
- Replaced side ladders at right corners with grab irons (less damage-prone?): bottom grab







Notes from the Siding

By John Emmot

Time flies when you're having fun. I guess I must be really happy :-). Only a week ago we were tearing down the TECO show at the Norris Penrose Event Center. It was a very good show with attendance back where it was before COVID interrupted all public gatherings. The venue was a wonderful place to hold a show and many positive comments were given from both vendors and layouts. Even the in-house concessioner was happy, saying that they sold out of food during our run. As with any new place, we learned some lessons about how to organize access, but in the end it went off pretty well. We had several large vendors and many individuals thinning their holdings. Everyone I talked to, seemed satisfied with the results. A couple of small, one-man layouts were late scratches due to medical issues, but those that made it liked the space. Even the Division layout had a late no show that resulted in some last-minute rearranging. Mark's new staging yard was a great addition to the operations. That is the beauty of modules. Trains ran just fine on the final layout. The long hiatus seemed to bring out the railroad folks and plenty of 'kids' too. While I was selling tickets on Saturday

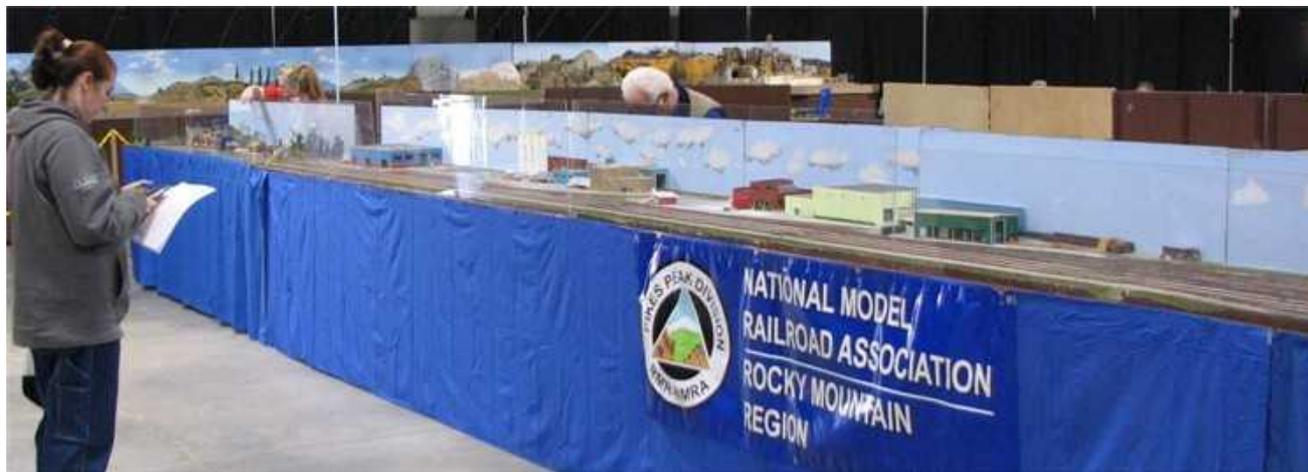
morning, we had a couple from Lajunta, CO who saw a commercial on TV and drove up just for the show.







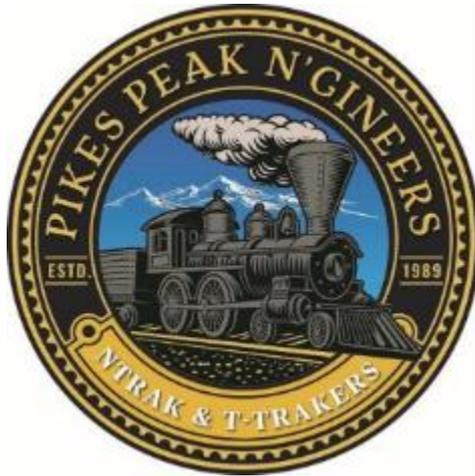




For those who have been following the long, drawn-out saga of me trying to make a D N-W & P caboose for Dave, it is finally done. The dull coat took care of the last decal issue. I can either mail it or even better take it to the TCA show in April for delivery.

There are so many other cars that are unique to the Moffat with no commercial sources. Stock cars, gondolas even flatcars had stake pockets in unfamiliar configurations. In order to make them reasonably true to the prototype, they require at least some scratchbuilding/modification. One of the best things from the show was that I found out that James Patterson is 3D printing slide valve cylinder blocks like I need for Moffat Consolidations. That could simplify my life a whole lot.

Time to get something to Dave. Hope to see a lot of folks 'round the roundhouse on Friday.



PIKES PEAK "N"GINEERS MODEL RAILROAD CLUB

By Mike Peck



January open house Club members viewing John McCall's Layout

Superintendent's Corner

Hi All,

I can't believe February is almost over. Time flies when you're having fun with the Pikes Peak "N" Gineers model Railroad club.

Mike has replaced the track on a couple of problematic sections of the layout, one on the blue line and the other on the green line, so we have more reliable running on the layout.

Congratulations to Ben and Rachel on the newest addition to their family, and hopefully he will be in to trains as much as his dad and brothers are.

If you could not make it to see John McCall's layout you missed a great experience, hopefully he will invite us back to see what else he is working on in the near future. John is a great host and had refreshments ready for everyone.

One of my goals for the club is to get the entire club layout working so we can do operations. That is a bit in the future. We have Teco, Garden City, RM Pace, and the Rocky Mountain Train show to get through first.

I am looking for suggestions on how to take advantage of being the only permanent operating layout in Colorado Springs, to get interest in the club and promote Model Railroading. Please check out

Pikes Peak N” Gineers on social media and invite friends and family to the open house so they can visit with us and run the trains. I would like to encourage every member to build modules for the T-TRAK show layout and join us in running trains during the shows.

That’s all for now.

Thanks Brian

TECO 47

On Thursday February 26 Mike will bring the trailer to the Norris Penrose Event Center to unload at 9 am. Those who can help meet him on the south side of the building at the garage door. We’ll unload all the modules, sales items, power box, chairs and both racks of tables. We will stack these items along the south wall west of the door. We will unload the tables so the racks can go back inside the trailer. Members who wish to can bring their modules in as well. We will have plenty of time on Friday morning to bring in modules as well.

On Friday February 27 members can get in to help other clubs and vendors set up if needed. We will start doing our layout set up at 1 pm when Mike gets back from setting out some of the perimeter signs.

On Saturday February 28 members can get in at 8 am, show opens to the public at 9 am and closes at 5 pm.

On Sunday March 1 members can get in at 9 am, show opens to the public at 10 am and closes at 3 pm followed by tear down.

We’ll have three sales tables manned by Mary, Deb and me when needed. We will also be operating our switching puzzle; I need people to man the puzzle in two-hour shifts. I plan to use a short “F” design for the layout. This design will give us two DCC loops and one DC loop.

Garden City Boot Hill Club Show

Those club members who plan to go to this show, my schedule is to leave my house at 8 am with those riding with us. Arrive in La Junta and have breakfast at the Copper Kettle. Those members leaving the Springs from different locations will meet us at the Copper Kettle. After Breakfast we’ll head to Garden City Fair grounds and set up our layout and sales tables. Then we’ll go check in at our hotels.

Those members who can’t go to Garden City can do the regular run session at the club-room.

Rocky Mountain Pace one day set up

The spring Rocky Mountain Train Show will be April 11 & 12 at the Western Stock Complex in Denver. The club is registered to attend with our layout. Mike is still waiting to hear about sales tables. Mike has not received the schedule for setting up yet, planning is still in the works. More on this later when the information arrives.

January Open House

We had about twenty visitors show up to view the layout and ask us a hundred questions. Unfortunately, they all showed up at the same time, so it was a mad house until about 12:30 pm, then it got quiet.



John Grier took these photos from his seat.

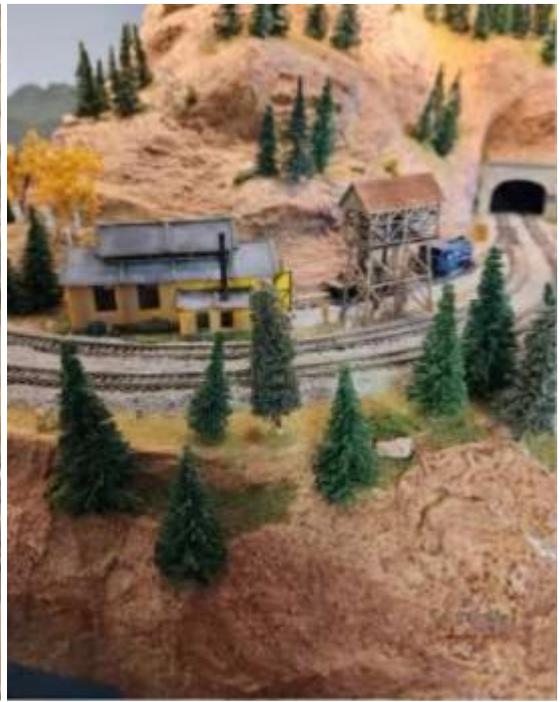
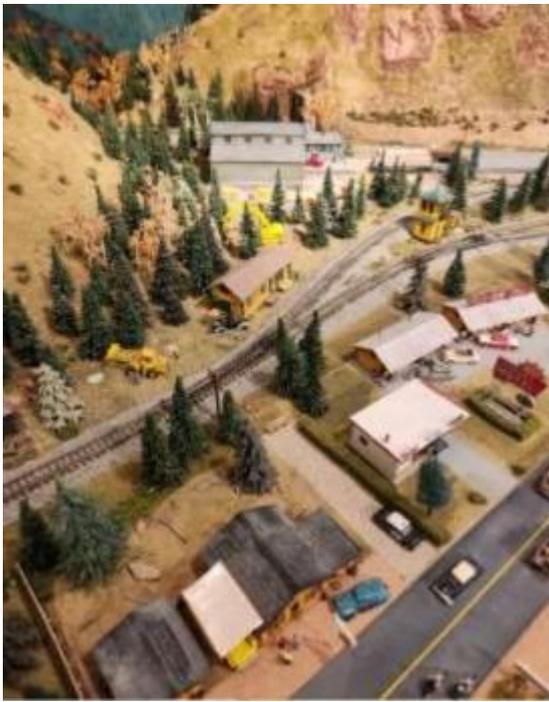
Some of the visitors took applications with them. I will let you know when I have a filled-out application and check in hand. We may have talked some of these visitors to get into the hobby and not just "N" scale. We need to keep building our hobby.

John McCall's Layout Tour

John invited the membership to view his "N" scale layout. Those of us who have seen John's layout got to see his new addition which is still a work in progress. The club went in two groups as some couldn't do a weekday viewing.



John Grier took a nice photo of the new addition



Some nice shots by Ben Aiken



Chris, Joe and Kristin viewing the layout



Ben, Louisa and Lucas viewing the layout. Mary being the pie lady



Lucas and John talking trains

“N”Gineers Editor’s Notes

As you can see February was a busy month for the club. I want to thank all those who sent photos for the Railhead. I hope to use some of the photos I didn’t use in later issues.

Chris is working on an article with photos from his and Connie’s last trip. I have a couple of articles I’m working on as well.

I could use some articles from those members creating their own scenes on their T-TRAK modules along with a couple of photos. Maybe the club needs to hold a few scenery clinics using T-TRAK modules, more on this later. Mike’s big plan is to have a set up with 60 to 80 modules. The biggest we have ever done was 59 with a bridge when we partnered with the Estes Valley T-TRAK group.

Lighter Rail

By Kristin Phillips

It’s March. What do people think about? The Final Four? The Ides of March? Not in Chicago where I was born and raised. Everyone becomes Irish on March 17th. The city dyes the river green. All city workers visit their designated watering hole. There’s green beer. Corn beef and cabbage.

Another question becomes, What else is green? Were there green engines and train cars? The answer is yes. There were green engines driving trains in many locations. The Southern Railway 1380 was a streamlined 4-6-2 “Pacific” type steam locomotive built in 1923 by the American Locomotive Company (ALCO) for the Southern Railway as a member, with some minor changes, of the Ps-4 class. It was redesigned in a Streamline Moderne style in 1941 by industrial designer Otto Kuhler in 1941. It pulled the railroad’s Tennessean passenger train between Washington, D. C. and Monroe, Virginia until it was removed from the train in the late 1940s and scrapped around 1953.



The Southeastern Railway Museum in Duluth, Georgia has the Southern Railway's 6901 – EMD E8A Diesel Passenger Locomotive. It was built in 1951 by the Electro-Motive Division (EMD) of General Motors. This engine routinely pulled the Atlanta to Washington, D. C. portion of the Crescent passenger train. The engine was one of four that were owned by the railroad, and it was donated to the to the museum in 1979. The Crescent is now part of the Amtrak system. The engine is now on lease to the Tennessee Valley Railroad Museum in Chattanooga, TN.



Indian Railways engine has a toilet for the engineer.



Grand Trunk Pacific Railroad office car 'Nechaco' in Vancouver Station station on June 1, 1979

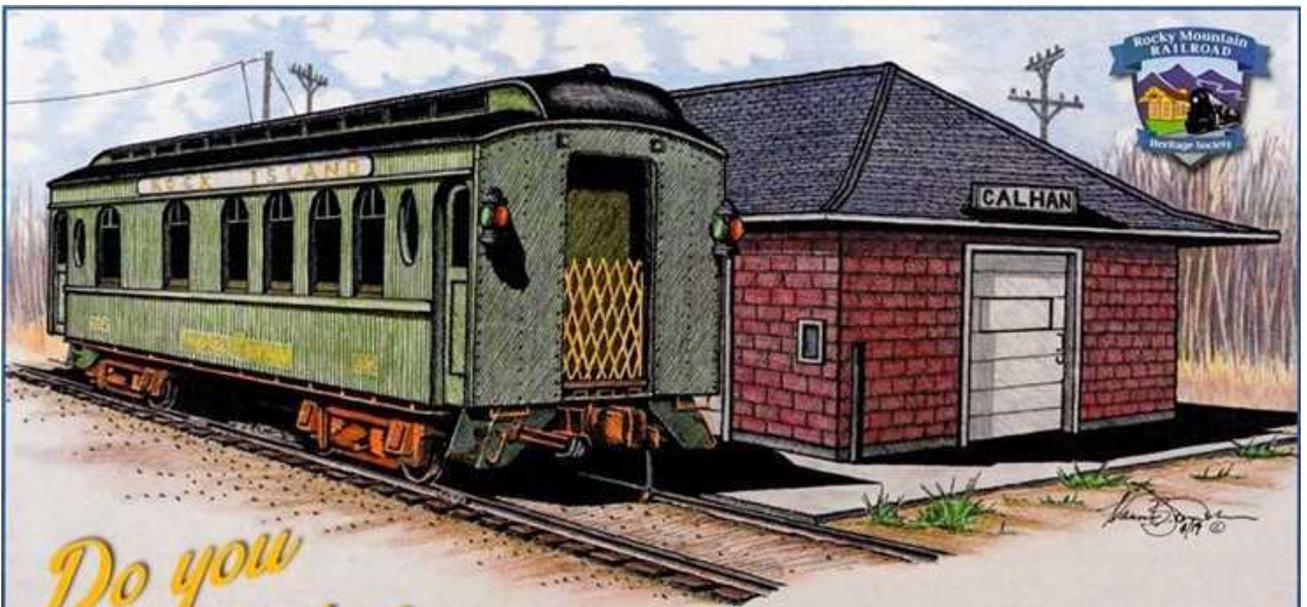
By Barry Lewis - Flickr: Grand Trunk Style, CC BY 2.0,
<https://commons.wikimedia.org/w/index.php?curid=19036038>

Happy St. Paddy's Day!

Advertisements

Joan Schulz is offering her village, with the 1940s Merklin train, for sale for \$200 for the entire set. But would give it to someone who would really appreciate the entire set (she is not interested in selling pieces.) You can contact Joan Schulz at (719) 235-3481 or joansixty@msn.com





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